

MAKE HISTORY.

Preserve Manitoba's Past.

Economic History Theme Study

A HISTORY OF GRAIN ELEVATORS IN MANITOBA

PART 3: A SELECTED INVENTORY



**Altamont
United Grain Growers, 6.L.1**



History:

This standard-medium type elevator was built by the United Grain Growers in 1925. UGG continues to use it in July 1993 with no plans to close it for the foreseeable future.

Structural and Mechanical Integrity:

This elevator has a slightly high degree of integrity then most traditional elevators in use with major companies, primarily because it has not had a dust collection system installed. It does of course have an electric motor in the head and an extended scale

Physical Condition:

Although structurally sound, the elevator's wood siding is in need of repair. When the two annexes were removed there was considerable damage done, including the direct exposure of a large section of the cribbed wall to the elements.

Other Structures:

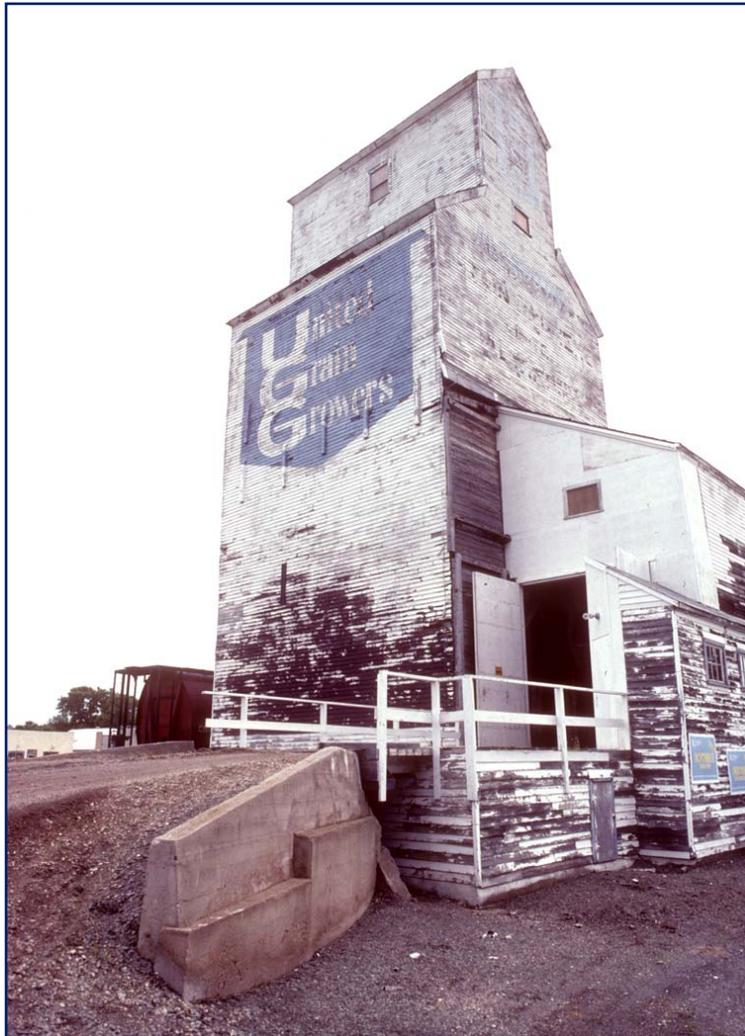
Office: The office is detached from the elevator but is connected by a walkway. It is probably the elevator's original office and remains in good condition.

Location and Site Context:

Altamont is located on Highway 23, 3 kilometres east of the junction with Provincial Road 244, and 25 kilometres east of Swan Lake. The town provides an above average level of visual and historic context as across the rail line from the elevator and several blocks of vintage commercial buildings.

Designation Feasibility:

This elevator has a slightly above average level of integrity for those traditional elevators still in corporate use but is in somewhat poorer condition than most. Altamont is quite well located and the town provides a good illustration of the historical setting of country grain elevators. There is no danger of destruction in the foreseeable future.



**Altamont
United Grain Growers, 6.L.2**



History:

This Standard-tall type elevator was built by Federal Grain in 1954. It was sold to Manitoba Pool in 1972 who shortly thereafter sold it to United Grain Growers. UGG continues to operate it in July 1993.

Structural and Mechanical Integrity:

This elevator is typical of traditional elevators still in corporate hands. It has an electric motor in the head, an enlarged scale and a dust collection system.

Physical Condition:

This elevator is not in particularly good condition. The wood siding has deteriorated in numerous places and there are gaping holes in the driveway roof and walls. However it seems the UGG is currently undertaking some stop-gap repairs.

Other Structures:

Office: The office is of the detached-with-walkway type. It probably dates from 1954 and is in good condition.

West Annex: The west annex is a converted squat elevator. It was built by the Dominion Elevator Company at Altamont in 1895. It was bought by the Manitoba Elevator Commission in 1910 and was leased for several years by the Grain Grower's Grain

Company before being bought by Wiley Low & Company in 1926. That organization became part of Federal Grain in 1932. When Federal built there new elevator in 1954 this elevator was converted to an annex. It is connected to the main elevator by a drag auger. It is in poor condition.

East Annex: This permanent balloon annex was built in 1948 alongside the original (now west annex) Federal elevator in Altamont. In 1954 it was moved to its current location. It is in fair condition.

Location and Site Context:

Altamont is located on Highway 23, 3 kilometres east of the junction with Provincial Road 244, and 25 kilometres east of Swan Lake. The town provides an above average level of visual and historic context as across the rail line from the elevator there are several blocks of commercial buildings c.1900-1930.

Designation Feasibility:

This elevator has an average level of integrity but is in somewhat below average condition. The use of an 1895 squat elevator as an annex is interesting but the fact that it is in such poor condition and does not function independently means it has little value. Altamont is quite well located and the town provides a good illustration of the historical setting of country grain elevators. This elevator is in no danger of destruction in the foreseeable future.



Ashville
United Grain Growers, 20.L.1



History:

This standard-tall type elevator was probably built by United Grain Growers c.1925. It continues to be operated by the company in August 1993. UGG plans to build a new elevator in the area within the next five years. At the time this elevator will be torn down.

Structural and Mechanical Integrity:

This elevator was probably the last UGG elevator in the province to use a rope drive powered by an electric motor. The ropes were removed and the motor was moved to the head in 1991. The drive wheels are still in place and the elevator therefore has an above average level of mechanical integrity.

Physical Condition:

This elevator is in good condition owing to its continued use by a major grain company.

Other Structures:

Office: The office is of the modern attached type and is in good condition.

Annex: There are two annexes on the site. They are both of the horizontal balloon type.

Location and Site Context:

Ashville is located on Highway 10 approximately 2 kilometres north of the junction with Highway 5. The elevator stands slightly outside the centre of the village. Another UGG elevator c.1930 stands 50m away. Although there are several commercial buildings in the village, the site context provided is minimal.

Designation Feasibility:

The only thing special about this site is that some of the drive wheels are in place. However this does not make up for the poor context and the general ordinariness of the rest of the elevator.



Austin Manitoba Agricultural Museum 25.L.2



History:

This unusual hybrid type elevator with off-set head was built by the Western Canada Flour Milling Company at Austin in 1905. In 1940 all of the company's assets were acquired by Manitoba pool. Pool continued to operate the elevator until 1976 when it was donated to the Manitoba Agricultural Museum. At the time it was moved to the museum site.

Structural and Mechanical Integrity:

The elevator has a very high level of structural and mechanical integrity as the museum used it to illustrate what turn of the century grain elevators were like. Some of its structure may have been replaced or repaired at the time of the move, but these are in the style of the period. This elevator is not a recreation. There is a diesel engine in the office. The scales and leg of an early vintage. Unfortunately the pool logo on the elevator's exterior is very modern.

Physical Condition:

This elevator is well maintained by the museum staff and is in excellent condition. It is not kept in working order but every indication is that it could be. It is covered in tin siding that has probably been put on since 1976.

Other Structures:

Office: the office is in an unusual location, but likely was in this position at the original elevator site. It is attached to the driveway, but stands beside the main elevator structure, not opposite it. It is in excellent condition inside and out and has a diesel engine.

Location and Site Context:

This elevator is part of the Manitoba Agricultural Museum, located on Highway 34, approximately two kilometres south of Austin and Highway 1. This is not the elevators original site. It presently stands in line with railway station and water tower that have also been moved to the museum grounds. Unfortunately the site does not really authentically recreate the elevator’s historical visual context.

Designation Feasibility:

As part of the Manitoba Agricultural Museum this elevator is very well maintained and has a high level of integrity. However the museum site does not provide much in the way of historical context for the structure. The museum is well located and is a popular tourist attraction. The elevator is in no danger of destruction.



Barnsley 726.L.2



History:

This standard plan – medium size elevator was built at Barnsley before 1916 by the Manitoba Elevator Commission, and was one of about forty built by the MEC between 1910 and 1923. This elevator was partially built from components and materials cannibalized from Carman Farmers Elevator purchased by the MEC. The Grain Growers' Grain Company began leasing the elevator in 1916 and eventually bought it outright. The GGG had changed its name to United Grain Growers by the time it sold, or possibly traded, the elevator to pool in the mid-1920s. The elevator was operated as the pool 'B' in Barnsley until the early 1970s when it ceased to be licensed. Both the pool 'A' and 'B' elevators were sold to a private farmer, Lloyd Kitching, who in turn sold them to the current owner, another private farmer, Don Peckover. This elevator is currently used and the bins stand empty.

Structural and Mechanical Integrity:

Structurally the elevator is very original with few, if any additions that are not of the period of its construction. Mechanically it is also very original. The leg is still driven by a diesel engine and a double rope drive. The drive shaft from the engine to the leg is still intact. The cup belt appears to be of the period. The bins and spouts are made of wood construction. The grain cleaner that is located above the driveway may not be original but it certainly of an early vintage. The only major addition has been an air hoist, to assist in the unloading of trucks. However even this is an early example of modernization and few air hoists remain in use. The dust bin, located in the rafters of the driveway is of the original type constructed of wood. The elevator is unusual in that it has two spouts for bagging grain, a feature found usually on very early elevators. On site it has numerous tools and instruments of the grain trade c. 1920-1960, including a hand-crank dockage kicker.

Physical Condition:

The exterior of the elevator is covered with tin siding which has provided good protection against the elements. However, in a couple of areas where the siding is not present, rotting of the structure has begun. This is particularly true in the north-east corner of the elevator. The foundation appears sound, as do the main structural supports of the driveway. The condition of the interior floors, walls, and ceilings is good, but most windows have been broken or are in serious disrepair. One end of the driveway is without a door. This combined with the animal infestation that has occurred, means that the interior is not very clean. The elevator has not been used in at least a decade. Therefore the exact state of its mechanical workings is difficult to determine. However, the major components appear to be in good condition and probably could be returned to working order with a minimum of maintenance.

Other Structures:

Office/Shed House: The office is detached from the elevator without a walkway, but it is probably the original structure on its original site. It houses both the diesel engine and the electric air compressor. The interior dividing wall has been removed and the interior is extremely dirty with few of the original fixtures remaining. It is covered in tin siding inside and out, but in the few places where the exterior siding has fallen off, rotting has occurred. An addition to the office is a shed-roof house that was used as the manager's residence. Unfortunately the remains of the house are in extremely poor condition as they are not covered in tin but have simple wood siding. Some sections of the ceiling and walls have collapsed.

Site Location and Context:

Barnsley is located on Highway 13 approximately ten kilometres from both Elm Creek and Carman and within an hour's drive of downtown Winnipeg. It is accessed from the highway by approximately two kilometres of gravel road. The elevator is located on its original site and the railway grade is still visible. The grounds do not receive regular maintenance and considerable over-growth has occurred. The former Pool 'A' elevator (c.1925) stands in-line on the same track approximately 200m away. Although the elevator stands in the old Barnsley town site, its current visual context has very little historical integrity. So little remains of the Barnsley town site that it could not even be characterized as a ghost-town. There are houses lining the road from the elevator to the highway but many of these are modern and they do not provide much in the way of historical context.

Designation Feasibility:

This elevator has a very high level of both structural and mechanical integrity. It is an important elevator because of its historical associations but its current site context does little to illustrate the role of grain elevators within the communities of Manitoba. It is currently owned by a private farmer who does not use it because it is not economically viable. There is no immediate danger of its destruction as the farmer seems content to let it stand empty. However, it receives no maintenance and its continued exposure to the elements will undoubtedly cause it to deteriorate. It is in a very accessible location with high potential for use.



Beausejour 36.L.4



History:

This elevator is unusual in that it actually consists of two elevators side by side with a common driveway. Although the shorter of the two is often referred to as an annex it actually has its own scale, pit and leg. The Tall type elevator was built on the site by the Dominion Elevator Company in 1921. The company merged with the Canadian Elevator Company in 1928, forming the Canadian Consolidated Grain Company. The smaller standard plan – medium type elevator became part of the Canadian complex at Beausejour c.1950 but the exact history and circumstances of this are unclear. It is unlike that it was built new on the site in 1950 as it has a small capacity and is not typical of elevators built at the time. It most likely was built at some other location c.1910-1920 and moved to its present location c.1950. Nevertheless, the Canadian Consolidated complex was sold to United Grain Growers in 1959 along with the rest of the company's assets. In 1989 UGG built a new elevator in the town but it still uses 36.L.4 as an overflow storage facility.

Structural and Mechanical Integrity:

Structurally the individual elevators have average levels of integrity. Both have suffered the fate of most vintage elevators left in corporate hands and have had electric motors and a dust collection system installed. The scales were updated in the 1970s and the man lifts are steel. The grain cleaner appears to be of 1930s vintage. The driveway and office built in c.1950 are in the traditional style and do not adversely affect the complex's integrity as much as one might expect.

Physical Condition:

UGG still uses this complex on a regular basis for storage and therefore both elevators are maintained in working condition. Regular use also requires that the interior of the elevator be kept clean and the grounds and drive receive regular maintenance. Structurally there are no noticeable problems with either of the two elevators or the driveway. Both elevators have wood siding which, other than requiring a coat of paint, is in good condition.

Other Structures:

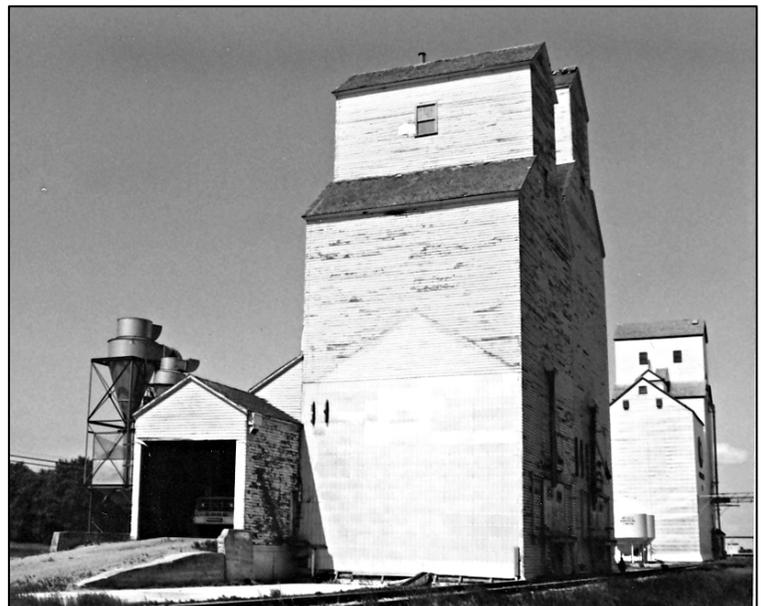
Office: The office is attached the elevator and was built in the 1950s when the second elevator was brought onto the site. It is in good condition though it stands empty as UGG runs its operations in the town out of its new elevator.

Location and Site Context:

The elevator is located in Beausejour, a town of considerable size, accessible by Highway 44, approximately 45 minutes from downtown Winnipeg. The main elevator is on its original site while the secondary one has been there since c.1950. The rail line and siding are in place. The complex is in the town, but it is somewhat isolated, three blocks off the main street. Although its immediate surroundings do not provide a visual historic context, the town as a whole does. There are two other elevators c.1950-60 on the rail line 200m away.

Designation Feasibility:

Both elevators have a level of integrity that is about average for those vintage elevators still in service with large companies. The site is quite unique in that it has two elevators sharing a driveway, but this also means that it is not representative of the majority of country elevators. Beausejour, which is accessible by several major travel routes, offers a good historical context for the site, though its immediate surroundings are uninteresting. There is little immediate danger of destruction as it is located on a major rail line and UGG continues to use it regularly.



Beulah
Beulah Farmers' CO-Operative, 45.L.1



Beulah
Beulah Farmers' CO-Operative, 45.L.1

History:

This standard-medium type elevator was built by Manitoba pool in 1922. It was operated by the company until the mid-1970s when the rail line was removed. At that time it was taken over by the Beulah farmers' Co-operative who continues to use the elevator in July 1993.

Structural and Mechanical Integrity:

This elevator has a level of integrity typical of most traditional elevators that were still in use with grain companies in the 1970s. It has not had a dust collector installed.

Physical Condition:

The elevator has suffered from a general deterioration of those areas exposed to the elements, including the wood siding and shingles. Structurally it appears to be sound.

Other Structures:

Office: The office is of the detached with walkway type. It may or may not be the elevator's original office. It has tin siding and is in good condition.

Storage Shed: There is a wood frame storage shed on the site. It is in good condition.

Location and Site Context:

Beulah is located on Highway 83, 14 kilometres north of Manitoba. The elevator is on its original site but the rail line and siding have been removed. There are approximately twenty houses in the village but the elevator is across the highway from them and consequently there is little historical context provided.

Designation Feasibility:

The elevator has an above average level of integrity and is in good condition. It is in a good location but its site does not provide much in the way of visual or historical context.

The elevator is in no danger of destruction.



**Birdtail
Private Farmer, 51.L.1**



History:

The history of this standard-medium style elevator is unclear. It may have been built by the Manitoba Elevator Commission in 1910 before being leased by the Grain Growers` Gain Company and later purchased by the company, who, as the United Grain Growers, operated it until the mid-1970s. It also may have been built by British America Between 1910 and 1920, and sold to Manitoba Pool c.1930. Pool operated it until the mid-1970s. Whatever its early history this elevator has been owned by Lorne Tanasychuk since the mid-1970s.

Structural and Mechanical Integrity:

The elevator has had the usual renovations, including and electric motor in the head and an extended scale. It has not had a dust collector installed.

Physical Condition:

The elevator is in slightly below average condition with some of the wood siding in need of repair or replacement and the cribbed walls have begun to rot in several areas.

Other Structures:

Office: The office is connected to the elevator by a walkway. It is probably the original structure. It is covered in tin and in good condition.

Farm Building: The elevator site is incorporated into the owner`s farm and there are numerous farm storage buildings of various types in the immediate vicinity.

Location and Site Context:

Birdtail is located on Highway 45 eight kilometres west of Rossburn. Unfortunately Birdtail exists in name only. The elevator sits in a picturesque valley, but there is absolutely nothing left of the town to provide site context. The numerous farm buildings that stand around the elevator also detract from its visual integrity.

Designation Feasibility:

The elevator has an interesting history (either version) and a good level of integrity but it has an extremely poor site context. It is in no immediate danger of demolition.



**Bradwardine
Private Owner, 59.L.1**



History:

This standard-tall type elevator was built by Manitoba Pool in 1927. The company operated it until 1980 when the rail line was removed. At that time the elevator was bought by a private farmer, Dennis Veitch. He continues to use the elevator in July 1993.

Structural and Mechanical Integrity:

This elevator has an above average level of integrity with most of the typical modernizations. There has been a small corrugated steel addition built above the driveway. A dust collection system has been installed but the main bin is wood frame and not metal.

Physical Condition:

The elevator is in good physical condition. The 'red pool' paint scheme has survived very well.

Other Structures:

Office: The office is of the detached-with-walkway type. It has tin siding and is in good condition except for the missing shingles on the roof.

Annex: The elevator has one permanent vertical cribbed annex. It is in good condition.

Storage Shed: There is one wood frame storage shed. It is painted red and is in good condition.

Dust Bin: There is a small wood frame structure, which appears to have been a dust collection bin, on the east side of the main elevator. It is painted red and is in good condition.

Location and Site Context:

Bradwardine is located on Provincial Road 259, 10 kilometres east of Highway 21. There are approximately thirty homes in the village but few commercial buildings. The historical context which the village provides is minimal. The elevator is on its original site but the rail line and siding have been removed.

Designation Feasibility:

This elevator has an above average level of integrity but it is in quite good condition. Bradwardine is not particularly well located and provides minimal site context. The elevator is in no danger of destruction



Brookdale 65.L.1



History:

United Grain Growers built this standard plan – tall type elevator on this site in 1938. They operated it until 1978 when the rail line was removed. At that time they sold it to a private farmer, Art Evans. Mr Evans continues to operate the elevator in July 1993.

Structural and Mechanical Integrity:

This elevator has a slightly above level of integrity. It has had an electric motor installed but it was not placed in the head. Instead it continues to power the rope drive system. It probably has its original scale.

Physical Condition:

Structurally the elevator appears sound but both the shingles and wood siding are generally poor condition and need repair or replacement.

Other Structures:

Office: The original office is on the site. It is in fair condition.

Annex: The elevator has one permanent vertical cribbed annex. Its siding is in poor condition.

Storage Shed: There is a wood frame storage shed on the site, it is in good condition.

Location and Site Context:

Brookdale is located on Provincial Road 353, 10 kilometres west of Highway 5. The elevator is on its original site and the rail line and siding have been removed. The village has about fifty homes and several commercial buildings which provide some site context. The main point of interest in Brookdale is a flat grain warehouse, believed to be the last in the province that stands approximately 25m from the elevator.

Designation Feasibility:

This elevator has a slightly above average level of integrity but has suffered from a general deterioration of its exterior. It is not in the best of locations but the village provides some historical context. The existence of a flat grain warehouse in the village means that this site cannot be ignored.



Brookdale (Private Owner) 65.L.2



History:

This stand-tall type elevator was built by Manitoba Pool in 1929. The company operated it until 1978 when the rail line was closed. The elevator was bought by a private farmer, Reg Jones, who continues to operate it in July 1993.

Structural and Mechanical Integrity:

This elevator has a below average level of integrity as the original office has been removed from the site to make room for a grain storage/drying bin which is connected to the pit by an auger.

Physical Condition:

This elevator has been extensively repaired, including the installation of new t5in sidings, since entering private hands. It is in good condition.

Other Structures:

Office: There is no office on the site.

Annex: The elevator has an Overgaard style annex, built c.1950. it is in good condition.

Location and Site Context:

Brookdale is located on Provincial Road 353, 10 kilometres west of Highway 5. The elevator is on its original site but the rail line and siding have been removed. The village has about fifty homes and several commercial buildings which provide some site context. The main point of interest in Brookdale is a flat grain warehouse, believed to be the last in the province that stands approximately 100m from this elevator.

Designation Feasibility:

This elevator is in good condition but the removal of the office has seriously damaged its integrity. It is not in the best of locations but the village provides some historical context. The existence of a flat grain warehouse in the village means that this site cannot be ignored.

Brookdale 65.L.3



History:

This rare surviving example of a Flat Warehouse was apparently constructed in 1902 by David Mchaughton, a local entrepreneur. Its sequence of ownership is unclear. However, when Reg Jones, a local farmer, purchased the nearby Pool elevator in 1978 he also acquired the warehouse. It is therefore likely that Pool acquired the warehouse at about the time they built their elevator in 1929 and retained ownership until 1978. Most recently it was used as storage shed by the local ESSO service station owner.

Structural and Mechanical Integrity:

The basic structure appears to have survived relatively unaltered. It was not expanded or fitted with a cupola in later years as many warehouses often were. The block and tackle apparatus used to raise bagged wheat to the upper floor still exists in the interior, as do the iron rings affixed to building exterior, used for teetering teams of horses. The structure undoubtedly originally possessed a loading ramp to permit wagons to be driven up to the floor grade. But this no longer exists. Also, the tin siding and color scheme likely is not original.

Physical Condition:

Structurally the warehouse appears sound, but both is in need of general repair and maintenance.

Other Structures:

None currently exist and none likely ever existed. Period photographs suggest that few if any outbuildings were constructed in conjunction with this type of early grain storage facility.

Local and Site Context:

Brookdale is located on Provincial Road 353, 10 kilometres west of Highway 5. The warehouse is on its original site but the rail line and siding have been removed. The village has about fifty houses and several commercial buildings which provide some site context. The warehouse is part of an elevator line consisting of two other standard plan commercial elevators.

Designation Feasibility:

This structure is the only known surviving examples of its type. It has survived relatively well since its construction more than 90 years ago and currently is unused. It suffers from general deterioration and lack of repair, but these do not appear to be serious. It is not in the best of location, in terms of accessibility and environment, but the village provides some historical context.

Beulah
Beulah Farmers' Co-operative, 45.L.1



History:

This standard-medium type elevator was built by Manitoba pool in 1922. It was operated by the company until the mid-1970s when the rail line was removed. At that time it was taken over by the Beulah farmers' Co-operative who continues to use the elevator in July 1993.

Structural and Mechanical Integrity:

This elevator has a level of integrity typical of most traditional elevators that were still in use with grain companies in the 1970s. It has not had a dust collector installed.

Physical Condition:

The elevator has suffered from a general deterioration of those areas exposed to the elements, including the wood siding and shingles. Structurally it appears to be sound.

Other Structures:

Office: The office is of the detached with walkway type. It may or may not be the elevator's original office. It has tin siding and is in good condition.

Storage Shed: There is a wood frame storage shed on the site. It is in good condition.

Location and Site Context:

Beulah is located on Highway 83, 14 kilometres north of Manitoba. The elevator is on its original site but the rail line and siding have been removed. There are approximately twenty houses in the village but the elevator is across the highway from them and consequently there is little historical context provided.

Designation Feasibility:

The elevator has an above average level of integrity and is in good condition. It is in a good location but its site does not provide much in the way of visual or historical context. The elevator is in no danger of destruction.



**Bryd
N.M. Paterson & Sons, 800.L.1**



History:

This standard-tall type elevator was built by A.S. Arnold c.1912. It was bought by Paterson in 1926. The company continued to operate it in July 1993 with no plans to close it in the foreseeable future.

Structural and Mechanical Integrity:

This elevator has a level of integrity typical of vintage elevators still in corporate hands.

Physical Condition:

This elevator is in good condition, typical of corporate elevators that are in regular use.

Other Structures:

Office: The office is detached from the elevator and is not connected to it by a walkway. It is the original office and is in good condition.

Annex: The elevator has one double-width vertical cribbed annex. It is in good condition.

Chemical Shed: The elevator's wood frame chemical shed stands on wood pilings and is in good condition.

Location and Site Context:

Bryd was always only a siding along the rail line with one or two houses nearby. It therefore does not have much in the way of a site context. It is in good location though, on Highway 16 approximately 10 kilometres west of Shoal Lake.

Designation Feasibility:

There is nothing special about this elevator. Its lack of a site context almost completely eliminates it from consideration. It is in no danger of demolition.



**Carmon
Private Owner, 99.L.2**



History:

This standard type elevator was built by the Lake of the Woods Milling Company between 1902 and 1910. It became part of Ogilvie Milling in 1954 when the two companies merged. In 1959 it was bought by Manitoba Pool. It was closed in the late 1960s and was sold to private interests. It is currently owned by James Murray.

Structural and Mechanical Integrity:

This elevator has an above average level of integrity its driveway has never been extended and its only mechanical renovations appear to have been an enlarged scale and electrification.

Physical Condition:

The elevator is in slightly below average condition. There are no doors on the driveway and the interior has suffered from the elements. The shingles need to be repaired or replaced. The tin siding has fallen off in a couple of locations and the cribbed walls have begun to rot. The structure is straight and appears to be sound structural condition.

Other Structures:

Office: The Office is detached from the elevator and is not connected by a walkway. It is the site's original office and stands beside the elevator rather than behind it. It has tin siding and is in fair condition.

Location and Site Context:

This elevator stands in the middle of a field which was once the village of Cameron (It is possible that Cameron was never much of a settlement except on paper). The only building near it is farmsteads of the owner. The elevator is 3 kilometres of gravel road north of Provincial Road 251, approximately 4 kilometres east of the junction with Highway 83. The elevator is directly accessed by a short private road. There is absolutely no site context.

Designation Feasibility:

This elevator has an above average level of integrity and is in only slightly below average condition. However these assets cannot make up for the poor location and the total lack of site context.



Dufrost
N.M. Paterson & Sons, 133.L.2



History:

The Northern Elevator Company built the first elevator on this site in 1899. That elevator was bought by the Interior Elevator Company (later re-named Paterson) in June 1918. Paterson operated the original until 1938 when they built a new elevator utilizing components from the original as well as the dismantled Kinkaid elevator. The 1938 elevator continues to be operated in June 1993 by Paterson with no plans to discontinue operations.

Structural and Mechanical Integrity:

Structurally this standard-tall style elevator has maintained its vintage appearance though the driveway has certainly been enlarged and extended and a new office has been built. The scale, which is in the office, is 1970s vintage. The leg, bins and spouts are of wood but a new cup-belt has been installed. The 1920s vintage grain cleaner is located above the driveway. An electric motor has been installed in the head. A modern dust collection system has been installed.

Physical Condition:

The elevator is still in use and therefore is well maintained. It is mechanically sound except for the grain cleaner which requires constant maintenance of its many belts. The exterior is covered in wood siding which provides good protection. A new foundation was poured in the mid-1970s and the elevator is structurally very sound.

Other Structures:

Office: The office is attached to the elevator and extends into the driveway to house the scale. It does not look 'modern' but it was properly built (or re-built) in the 1970s when the new foundation was put in. It is in good condition with tin siding.

Annex: There are two annexes on the site. One is a temporary balloon type built during World War II. It is in very poor condition with extreme structural deflection. The other annex is of permanent cribbed vertical type. It was built in 1950. It is in good condition. Both annexes are in regular use.

Site Location and Context:

The elevator is located in the village of Dufrost on Highway 23, 6 kilometres from Highway 59 and 30 kilometres from Highway 75. It is roughly midway between Winnipeg and the Canada-U.S. border. It is on its original site and the rail line and siding are still in place. The grounds are well maintained. There is a Pool elevator (c. 1905) in line approximately 100m away the elevator in the village which has survived, if not thrived. There are a church, several houses and some 'boom town' commercial buildings across the main street from the elevator to give the site context historical integrity.

Designation Feasibility:

The elevator has a level of structural integrity that is slightly below average as its office is not really of the original style. Mechanically it has been updated on several occasions. The current site context is quite good as the village, still has some features that illustrate the elevator's historical setting. The elevator is in no immediate danger of destruction as Paterson operates it successfully and the rail line probably won't be abandoned. The elevator is easily accessed and is within 10 minutes of two major travel routes.



Elva 153.L.1



History:

This is probably the oldest country elevator left in the province of Manitoba. An elevator was built in Elva by the Lake of the Woods Milling Company between 1892 and 1899. It is not entirely clear whether 153.L.1 is the original LoWMC structure or if it is a later rebuild. However, this is definitely a former LoWMC elevator and it is built in the squat style used prior to 1910. If it is a rebuild it is therefore c.1910. A new foundation and scale were put in c.1950 at the time of electrification and this may be what leads some to conclude that this elevator is a later rebuild. Ultimately there is no clear evidence to indicate a rebuild has taken place and it is fair to conclude that this elevator is the original structure dating from 1892-1899 and therefore is the oldest country elevator encountered in this study. In 1954 the elevator became part of Ogilvie Milling due to merger of the two companies. In 1959 it was sold to Manitoba Pool. It was closed by Pool in the late 1960s and sold to private interests. It is currently owned by C.P. Cook.

Structural and Mechanical Integrity:

This elevator has an above average level of integrity because it has been out of corporate hands since that late 1960s and therefore not subject to the numerous renovations that commonly occurred in most elevators in the 1970s. The only structural addition has been an extension the driveway that probably occurred in 1950. The driveway itself probably dates from the elevator's construction. The elevator has been electrified and the diesel engine removed. A larger scale was installed in the 1950s.

Physical Condition:

The structure of the elevator is sound due to the new foundation that was poured in 1950. The exterior of the elevator is covered in tin siding which provides good protection from the elements but in places the siding has fallen off and some larger sections of the cribbed walls have begun to rot. The shingles need to be replaced. The elevator does not appear to be in use at the present time and the interior has been neglected, although it is still in relatively good condition. The LoWMC logo is still clearly visible. On the whole, the elevator is in slightly below average condition.

Other Structures:

Office: The office is detached from the elevator without a walkway. It sits beside the main structure and was probably built at the same time as the elevator. It is in fair condition.

Location and Site Context:

Elva is a village of about thirty homes located on Provincial Road 252 approximately 7 kilometres of gravel road north of Highway 3. It is 30 kilometres from Melita. The rail line is still in place though the siding has been gone for twenty years. An old UGG elevator c.1916 stands 100m away. Although there are a considerable number of homes in Elva there are very few commercial buildings and so the site context provides minimal.

Designation Feasibility:

The elevator has above average level of integrity but is in slightly below average condition. However the age of the elevator compensates for some of this deficiency in condition. Elva is not particularly well located. It provides a minimal level of sites context, though the rail line is still in place. Although there does not appear to be any imminent danger of demolition, this cannot be said with certainty.



Elva 153.L.2



History:

In 1910 the Manitoba Elevator Commission bought two elevators in Elva, one from the Dominion Elevator Company and the other from the Western Elevator company. In 1916 the MEC demolished both of the units and used the salvaged material to build a new elevator. The Grain Growers' Grain Company leased this elevator before eventually buying it in 1926 as (UGG). In 1958 it was sold to Ogilvie/Lake of the Woods who in turn sold it to Manitoba Pool in 1959. Pool closed the elevator in the 1960s and sold it to private interests. It is currently owned C.P. Cook.

Structural and Mechanical Integrity:

This standard plan – medium size elevator has an above average level of integrity. It's only major renovation was the installation of an electric motor. An extension has been added to the driveway. An enlarged scale was probably installed in the 1950s or 1960s.

Physical Condition:

This elevator is in poor physical condition. The elevator has a noticeable lean which may or may not prevent the operation of the leg. There is extensive rotting of the cribbed walls in several locations. The elevator is no longer used and the interior has been neglected. It still has part of its UGG logo.

Other Structures:

Office: The Office is detached from the main structure and is not connected by a walkway. It is the site's original office and stands beside the elevator. It is not in very good condition.

Location and Site Context:

Elva is a village of about thirty homes located on Provincial Roads 252 Approximately 7 kilometres of gravel road north of Highway 3. It is thirty kilometres from Melita. The rail line is still in place though the siding has been gone for twenty years. A squat style elevator c.1892-99 stands 100m away. Although there are a considerable number of homes in Elva there are very few commercial buildings and so the site context provided is minimal.

Designation Feasibility:

This elevator has an above average level of integrity but is in poor condition. Elva is not particularly well located. It provides a minimal level of site context, though the rail line is still in place. Although there does not appear to be an imminent danger of demolition, this cannot be said with certainty.



Fairfax 159.L.1



History:

This standard plan – medium elevator was built by Manitoba Pool c.1925. The company operated it until very recently when it was acquired by Paterson in a ‘saw-off’ of elevators between the two companies. Paterson has no plans to close the facility.

Structural and Mechanical Integrity:

This elevator has an average level of integrity for a vintage elevator in corporate hands.

Physical Condition:

This elevator is in good condition owing to its continued use by a major grain company.

Other Structures:

Office: The office is attached to the elevator and was probably built in the 1960s. It is in good condition.

Annex: The elevator has an Overgaard style annex, though the metal siding has been removed.

Location and Site Context:

Fairfax is located on Highway 23 approximately 10 kilometres from Highway 10. Although there are about thirty houses in the village they really do not provide a good illustration of the historical visual context of the grain elevator in rural Manitoba.

Designation Feasibility:

There is nothing special about this elevator and there are numerous better examples. Although it is well located and in a small village, its site context is minimal it is in no danger of destruction.



**Fairfax:
N.M. Paterson & Sons, 159.L.2**



History:

This standard-tall type elevator was built by Paterson in 1940. It was original located in Enterprise. It was moved to Fairfax in 1961. Paterson continues to operate the elevator in July 1993 with no plans to close it in the foreseeable future.

Structural and Mechanical Integrity:

The elevator has a level of integrity typical of vintage elevators that remain in use with grain companies.

Physical Condition:

The elevator is in good condition owing to its regular use and maintenance.

Other Structures:

Office: The office is detached-with-walkway type. It is of the traditional style and is in the traditional location. It may be the office from the old Paterson elevator that became an annex to this one.

Annex: The annex is a converted elevator that was built by the Northern Elevator Company in Fairfax in 1899 and sold to Paterson in 1918. It was converted to an annex in 1966. It is connected to the elevator by a drag auger from the head. It appears to be in good condition.

Location and Site Context:

Fairfax is located on Highway 23, approximately 10 kilometres from Highway 10. Although there are about thirty houses in the village they do not really provide a good illustration of the historical visual context of the grain elevator in rural Manitoba.

Designation Feasibility:

The main elevator is typical in integrity and condition of vintage elevators still in use with grain companies. The converted elevator used as an annex is unusual but no unique. However, the number of elevators with this type of conversion was always small and is not typical of the vast majority of country elevators. Although it is well located and in a small village, the site context provided is minimal. The elevator is in no danger of destruction.



Gretna 201.L.2



History:

Henry Ritz arrived in Gretna in 1883 and quickly established himself as one of the communities leading citizens. Between 1905 and 1908 he acquired, or had built, a small 8 000 bushel capacity elevator. This elevator is of the converted flat warehouse type: a two-storey gable-roofed rectangle with a cupola housing the leg. It is unclear whether the structure was actually a flat warehouse before a leg was added or whether it was originally built in this manner. In 1916 Ritz built a standard-medium type elevator adjacent to the original, creating a complex with 30 000 bushel capacity. These two elevators, along with a feed mill and coal shed, were operated as the Henry Ritz Company until 1968 when the old McCabe/Victoria elevator (201.L.3, c.1906) was bought from UGG and added to the business. In 1983 all of the company's holdings were sold to Border Grain. In the mid-1980s Border Grain sold the original complex to Brian Loewen who continues to operate it in June 1993 as Gretna Feed Service. It appears that Border Grain continues to operate 201.L.3 as a grain cleaning enterprise.

CP Station: At one end of the complex is part of the Gretna's old CP Station. It was moved to the site after the station was closed and was used for several years as a storage area. It now stand empty. Its exterior has deteriorated considerably.

Modern Storage Building: At one end of the complex stand two very modern storage buildings, one of concrete, the other of corrugated metal. They are used for storage and some aspects of the processing system. They are in very good condition.

Structural and Mechanical Integrity:

Structurally the main (1916) elevator has a high level of integrity, with few additions or alterations. Mechanically the main change has been the addition of an electric motor, located in the head, to power the leg. All of the bins and spouts are wood. The cup-belt was replaced in the 1970s. The scale is of 1950s vintage and is enclosed within the attached office. It has not been converted to metric. The shipping/hopper scale is probably the original. The grain cleaner is above the hopper and is also probably 1916 vintage. The man-lift is steel, but a wooden man-lift is still on the site.

Physical Condition:

Mechanically the elevator is in working condition, though it is not maintained at the same level as corporate elevators. The grain cleaner is not used, but could probably be brought into operation easily. The lack of a dust collector means that the interior suffers from dust accumulation. Structurally the elevator is sound. The exterior siding, which is a mixture of wood and tin, it is in rather poor condition. The 'Henry Ritz & Co.' Paint scheme is visible in several places.

Other Structures:

Original Flat Elevator: This structure shares the driveway with the main elevator, but has its own leg. This is almost certainly the original Ritz flat-elevator built between 1905 and 1908. Because Ritz handled both feed and seed, two elevators were needed to keep them separate. It is in good condition with few alterations except for the electric motor. The structure was probably re-oriented on the site when the main elevator was built in 1916 and several additions were made to connect the two and create a common driveway. The exterior wood siding is in fair condition. This type of elevator is extremely rare. It is almost certainly the last one of its type in Manitoba and probably in the Prairie Provinces.

Feed Mill: The feed mill, with most of the original milling equipment, is still in operation. It is in good mechanical condition but the structure itself is only in fair good.

Mixing Shed: The building now used for mixing feed may have been originally used for that purpose or it may have been a coal shed or just a general storage shed. It appears to date from 1916 and is in good condition.

Location and Site Context:

The elevator is located on its original site, with the rail line still in existence. The grounds and drive are well maintained. The elevator is located on the main thoroughfare of Gretna. The McCabe/Victoria elevator and a pool elevator (c.1950) both sit in-line. The street is illustrative of small town Manitoba and provides a good visual context for the elevator. Gretna is located at the Canada-U.S. border on Highway 30.

Designation Feasibility:

The main elevator is in good condition and has a high degree of structural integrity. However the newer building on the site obscures much of the elevator's 'visual' integrity. Also because this elevator was part of a feed mill operation it is not really representative of the vast majority of country grain elevators. Although the original flat elevator is very rare, because it has been attached to the main elevator and other storage buildings its current site does not possess a very high level of integrity. The complex is well located and the owner of the operation has no plans to close it.



Hartney 217.L.1



History:

The first elevator was built on this site in the 1892 by the Hartney Grain Company. In 1910 the elevator was purchased by the Manitoba Elevator Commission. In 1917 (possibly 1913?) a new standard-medium type elevator was built on the site, using some materials from the original structure. The elevator was leased by the Grain Growers' Grain Company, later re-named United Grain Growers, who purchased it in the mid-1920s. UGG built a new elevator in Hartney in 1963, but the older one continues to operate as a free standing annex in July 1993 and the company has no plans to discontinue its use. The rail line on which it stands is secure for the foreseeable future.

Structural and Mechanical Integrity:

This elevator has a high level of integrity. The structure as well as the bins and spouts are wood. The grain cleaner is of 1920s vintage and employs wooden screening bins. The scale is 25 feet long and was probably installed during remodelling that is believed to have taken place in 1929. An air hoist was installed in the 1950s but it is no longer used. An electric motor has been installed in the head. The only recent mechanical addition has been an auger that is connected directly to the head and extends outside the elevator to a spot beside the office.

Physical Condition:

The elevator is in good physical condition. The foundation has some cracks, but the structure appears straight and stable. Some shingles are missing. The tin siding has provided good protection from the elements. As it is still used, the elevator receives regular attention and the interior is clean and in good condition.

Other Structures:

Office: The office is detached from the elevator with a walkway connecting the two. Although this is the traditional office configuration, the structure is larger than usual and probably does not date from 1917. It may have been part of the 1929 renovation. It is almost certainly older than 1963. Both its roof and exterior walls are covered in tin and it is in very good condition.

Location and Site Context:

Hartney, a town of about 800 people, is located on Highway 21, approximately 6 kilometres north of Highway 23 and 10 kilometres south of highway 2. The elevator is on its original site with the rail line and siding still existence. The main UGG elevator sits in-line approximately 100m away. The elevator stands on the main street of Hartney and the numerous commercial buildings and privet residences c.1890-1930 which stand opposite it provide an excellent visual and historical context.

Designation Feasibility:

This elevator has an above average level of integrity and it is in good condition. It is an important elevator because of its historical association with the MEC and its current site context does an excellent job of illustrating the role of grain elevators in rural Manitoba. UGG plans to operate it for the foreseeable future, but Manitoba Pool ships more grain from Hartney, and UGG’s long term future in the town is in doubt.



Hartney (Gibson Farms), 217.L.2



History:

This standard-tall style elevator was built by Manitoba Pool in 1929. They operated it until the rail line was abandoned in 1978. Pool then built a new elevator on the other rail line the runs through Hartney and sold the old structure to Gibson Farms. Gibson Farms apparently has abandoned it. The land on which it stands is owned by the province. The Town of Hartney wants the elevator to be demolished as it poses a fire hazard. The Government of Manitoba has instructed the Town Council that if it passes a resolution declaring the elevator unsafe, it can tear it down. It appears that the town wants the demolition to take place as soon as possible.

Structural and Mechanical Integrity:

The elevator has a good level of exterior structural integrity and has an excellent 'Red Pool' paint job. An electronic motor has been placed in the head and the beam scale is 1950s vintage. The bins and spouts are wood. No dust collection system was ever installed. The annex that was on the site has been removed.

Physical Condition:

The exterior of the elevator is in good condition, except from some siding that was damaged when the annex was removed. Its 'Red Pool' paint job is the best of those remaining in the Province. However the interior is in poor condition. Both ramps have been removed and half of the driveway floor has been dismantled, exposing the pit. The mechanical components of the elevator have not been used in at least ten years, but probably could be returned to working condition. However it is not entirely clear if the whole system is intact or if it too has been partially dismantled.

Other Structures:

Office: The office is detached from the elevator but is connected by a walkway. It is almost certainly the original structure. The roof and walls are covered in unpainted tin and are in good condition.

Storage Shed (Coal Shed?): There is a 1-1/2 story gable-roofed wood frame storage building approximately 50m away from the main elevator. It is painted red and appears to date from the time of the elevator's original construction. It may have been a coal shed or a general storage shed. It is in good condition. The second wood frame storage shed stands next to the office. It is also painted red and appears to be in good condition.

Location and Site Context:

Hartney, a town of about 800 people, is located on Highway 21, approximately 6 kilometres north of Highway 23 and 10 kilometres south of highway 2. The elevator is on its original site but the siding and rail line have been removed. The elevator stands on the south end of the town's main street and is somewhat isolated. Nevertheless the town as a whole provides an excellent historical context for the elevator. The other elevators in the town are not in line with this one. They are on the existing rail line which runs perpendicular to the line on which this elevator was situated.

Designation Feasibility:

This elevator has a better than average level of integrity but the removal of the ramp and much of the driveway floor means that a considerable and costly repair will have to be undertaken. The Town of Hartney has the right to tear the structure down and has said that it will do so at the earliest possible date. It is in a good location and has very good site context.



Holmfield
Harrison Milling Company, 238.L.1



History:

This standard-medium type elevator was constructed by the Federal Grain Company in 1928 in Holmfield, although not on its current site. It was purchased by the Harrison milling Company in the late 1940s. In the 1950s it was moved to its current site. The company's original squat type elevator (built in 1905) was converted into an annex. Harrison Milling Company continues to operate the elevator as an integral part of their milling operation in July 1993.

Structural and Mechanical Integrity:

This elevator has an average level of integrity. It has an electric motor and a lengthened scale. It does not have a dust collection system, but it does have an addition above the driveway that is not of the period.

Physical Condition:

This elevator is in good condition owing to its continued use. The elevator has tin siding that is in good condition. It appears to be straight and structurally sound.

Other Structures:

Annex: The annex is a converted squat type elevator that was built in 1905. It was the mill's original elevator. It is connected to the main elevator by a drag auger from the head. It is in good condition.

Office: There is no office directly related to this elevator.

Flour Mill: The elevator is a part of the mill complex and there are numerous storage buildings as well as the mill itself is in close proximity to it.

Location and Site Context:

Holmfield is located on Provincial Road 340, 5 kilometres north of the junction with Highway 3. It is a village of about 50 homes. The elevator is a part of the mill complex and as such is not a very good illustration of the majority of country elevators. However the mill itself is under consideration for site designation as part of the Brannch's mill study.

Designation Feasibility:

This elevator has an average level of integrity and is in good condition. While its proximity to the mill increases its potential for visitor traffic, the elevator does not accurately reflect the historic role of the country grain elevator. There is no danger of its destruction.

The Inglis Sites: An Overview



The Inglis site, with its row of four elevators, is the last example of what was commonly found in rural Manitoba during the golden age of elevators. Almost every loading point would have several elevators representing different companies standing side by side along the rail line. The capacity of modern elevators now allows a single unit to do the work of several traditional ones and therefore the classic row of elevators is no longer required. At Inglis there are currently two Paterson and two UGG elevators, all of which date from the 1920s. The row remains intact because the rail line has been threatened with closure since the 1950s and none of the companies that have been at the site have been willing to risk large capital expenditures. Also, the rail line itself has never been updated and therefore is incapable of handling the large grain cars which modern elevators are designed to load. These factors have contributed to preserving the elevators with relatively little renovation having taken place. All four have had electric motors put in the heads but only one has had a dust collector installed. However, it is quite clear that these elevators will probably be torn down in the very near future. Paterson is building an inland terminal at Binscarth which it hopes will be operational by 1995. As soon as this is completed Paterson will close its operations in Inglis. With Paterson gone the railway may decide to pull the line out, forcing UGG to close, or UGG may just decide to consolidate its operations in Russel and Roblin, leaving no reason for the line to exist. Either way, the last traditional row of elevators left in Manitoba will almost certainly cease to exist within three to five years.

Inglis is a village of about one thousand people and its buildings provide an excellent visual and historical context for the elevators. Inglis is located on Provincial Road 366, approximately 5 kilometres north of Russel and Highway 16 and 35 kilometres south of Roblin and Highway 5.



Inglis 245.L.1 N.M. Paterson & Son



History:

This standard-tall elevator was built in 1922, by N.M. Paterson & Son, soon after the rail line reached the area. It continues in operation with Paterson in July 1993. However, Paterson is building a new inland terminal complex at Binscarth and when it is completed this structure will be demolished.

Structural and Mechanical Integrity:

This elevator has been modernized the most of all the units in Inglis. It has had an electric motor installed in the head and a dust collector and duct system built. Some of the wooden grain spouts have been replaced with metal ones. The man lift is steel. The grain cleaner appears to be 1920s vintage. Structurally it has a high level of integrity with no major renovations or additions having taken place.

Physical Condition:

The shingled roof is in good condition but the wood siding has begun to rot in several places. Structurally the elevator is very sound except for several bins which have rotted out and can no longer be used. The interior is in good condition and is kept very clean owing to its regular use. Mechanically the elevator is in very good condition.

Other Structures:

Office: The elevator office is detached with a walkway. It is of the larger c.1960 offices found at many Paterson elevators still in service. It is in good condition.

Annex: This elevator has one annex, a World War II vintage temporary balloon type. It is in good condition relative to other surviving examples.

Chemical and Storage Shed: There is both a chemical shed and a storage shed on this site. Both of these buildings have wood siding and are in good condition.

Site Location and Context:

The elevator is located in the town of Inglis, on Provincial Road 366 approximately 5 kilometres east of Highway 83 and Assessippi Provincial Park. It is on its original site and the rail line and siding are still in existence. The grounds are very well maintained. The town of Inglis provides an excellent visual context for illustrating the historic role of elevators in rural Manitoba. This elevator is located on the extreme north end of the last row of four or more vintage elevators in the province.

Designation Feasibility:

The elevator's level of integrity is typical of those vintage houses still in operation with large corporations. While the elevator itself has only had one owner, the fact that it is part of a row of vintage units gives it numerous historical associations. Inglis is easily accessed and is within twenty minutes drive of two major travel routes. When the new Paterson inland terminal is built at Binscarth this elevator will be destroyed.



Inglis 245.L.2



History:

This structure is actually two elevators with separate legs, pits and scales, but with a common driveway and office. The original elevator on the site is a standard-medium style one built in 1922 by Matheson-Lindsay. (It is the shorter of the two and will be referred to as elevator B) In 1928 it was acquired by the Province Elevator Company. During the 1930s this company was re-named Reliance. The second, a standard-tall elevator, was built by Reliance c.1940 (elevator A). It is believed at the time of the second elevator's construction the two were connected and operated out of a single office. Therefore the two-elevator unit is in this case 'of the period' and not a modern renovation. Manitoba Pool acquired the unit some time before 1952. United Grain Growers bought it in 1971. UGG continues to operate the elevator in July 1993. However the company has decided not to invest any capital in Repairs and the closure of the elevator within the next few years appears certain.

Structural and Mechanical Integrity:

Owing to economic concerns, neither of the two elevators has been upgraded very much over the years. No dust collector has been installed, though electric motors have been put in both heads. The man lifts are steel. The bins, ducts and all structural members are wood. The scales appear to be 1950s vintage though they have been updated with metric.

Physical Condition:

The interior of the driveway is in good condition as is the structure of the 'A' elevator. The 'A' elevator is still in use and is mechanically sound. The 'B' elevator is no longer used as the structure is leaning quite severely. It's hopper and leg have also been partly dismantled. Only the main scale is still used in the 'B' elevator. The cause of the lean is a crumbling foundation and the exterior walls suffer from rot in several places.

Other Structures:

Office: The office is detached with a walkway connecting it to the elevator. It is of the traditional style and is in good condition.

Storage: There is a chemical shed on the site as well as numerous portable fertilizer bins.

Site Location and Context:

The elevator is part of the line of elevators in the town of Inglis on Provincial Road 366, approximately 5 kilometres east of Highway 83 and Asessippi Provincial Park. It is on its original site and the rail line and siding are still in existence. Inglis provides an excellent context to illustrate the visual, social and economic role of the grain elevator in rural Manitoba. This structure is in second from the north end of the row of elevators.

Designation Feasibility:

As a whole this two elevator unit has an above average level of integrity but it suffers because elevator 'B' is in such poor condition. Nevertheless its excellent historical associations and current site context cannot be ignored. It is currently operated by UGG but it is unlikely that this elevator will exist in five years.

Inglis 245.L.3



History:

This standard-medium elevator was built by the Northern Elevator Company between 1920 and 1922. This company became part of National Grain in 1940. Cargill bought the elevator in 1947 but operated it for only a short period before selling (or trading) it to Paterson. Paterson continued to operate it in July 1993, but it will be demolished as soon as the company's new inland terminal is completed in Binscarth.

Structural and Mechanical Integrity:

The elevator has a good level of mechanical integrity, owing mainly to the fact that a dust collection system has never been installed. The elevator still has its original low driveway, but the grain cleaner has been removed to facilitate the unloading of larger trucks. Structurally the elevator has a high level of integrity with wooden bins, spouts and structural members. However, the man lift is steel and an electric motor has been installed in the head.

Physical Condition:

The elevator is not in the best of condition. The shingles and wood siding are in need of repair and the elevator appears to have a slight lean. It has not been painted in at least twenty years, as it still has its National colors and logo. Because of its frequent use, the elevator's interior has received regular maintenance and is in generally good condition. Mechanically the elevator is sound.

Other structures:

Office: The office is detached from the elevator and has a walkway connecting it. It is slightly different in design and configuration than traditional offices, with a storage room occupying half the structure and opening to the outside, but it may be original. It is certainly at least 1930s or 1940s vintage. It is in good condition.

Annexes: There are two annexes; one is a temporary balloon type while the other is of the permanent vertical cribbed type. Both are currently in use, though they both suffer from general exterior and structural deterioration.

Site Location and Context:

This elevator is part of the row of elevators in the town of Inglis on Provincial Road 366 approximately 5 kilometres east of Highway 83 and Asessippi Provincial Park. It is on its original site and the rail line and siding are still in existence. Inglis provides an excellent context in which to illustrate the role of the grain elevator in rural Manitoba. This unit is in second from the south end of the row of elevators.

Designation Feasibility:

The elevator has an above average level of integrity but it is in below average condition. Of course because it is part of the 'Inglis Row' its historical value is increased. Inglis not only provides a good context for the elevator, it is located near two major travel routes. It is currently operated by Paterson, who plans to demolish it when their new inland terminal is completed at Binscarth.

Inglis 245.L.4



History:

This standard-medium elevator was built by the United Grain Growers in 1925 after the first elevator they built in Inglis burned down. UGG continues to operate the elevator in July 1993. However the future of the elevator does not look good. The rail line it is on is continually threatened with closure and Paterson, who has two elevators at Inglis, will probably leave the point within two or three years. It is very unlikely that this elevator will exist in five years.

Structural and Mechanical Integrity:

This elevator has an above average level of structural and mechanical integrity, owing to the lack of renovations that normally would have been carried out. The rope drive was only removed in the last three years and the drive wheels are still in place. An electric motor has been installed in the head to power the leg. All of the structures ducting and bins are of wood. There is no dust collection system in the elevator.

Physical Condition:

The elevator is in good condition inside and out, but there are some areas of concern, in particular the shingles. All mechanical elements of the elevator are in good working condition. The structure of the elevator is solid, as are the ramps. The elevator is in need of a coat of paint.

Other Structures:

Office: The office is detached from the elevator but is connected by a walkway. It is almost certainly the original structure and is in good condition.

Annexes: There are two annexes in use with this elevator. They are both of the temporary horizontal balloon type. Both are in good condition.

Storage: There are three chemical sheds on the site, two with wood siding, the other with corrugated steel siding. All three are in good condition.

Site Location and Context:

The elevator is located in the town of Inglis on Provincial Road 366 approximately 5 kilometres east of Highway 83 and Asessippi Provincail Park. It is on its original site and the rail line and siding are still in existence. The grounds are very well maintained. The town provides an excellent context to illustrate the role of the grain elevator in Manitoba. The elevator is located at the south end of the 'Inglis Row'.

Designation Feasibility:

The elevator has an above average level of integrity and is in good condition. It has an excellent site context and is located near two major travel routes. It is currently operated by UGG, but it is unlikely that this elevator will exist in five years.

Isabella
Private Owner, 247.L.1



History:

This elevator actually consists of two elevators, with separate pits and legs, they share a common driveway. The traditional Tall type elevator was built by the Western Canada Flour Milling Company in 1910. In 1939 it was bought by Manitoba Pool. The Tall type elevator was built by the Grain Growers' Grain Company (later UGG) in 1913. This was probably the second GGG/UGG elevator constructed. It was operated by UGG until 1962 when it was traded to Pool. In 1962 Pool owned both elevators in Isabella and they decided to combine the two into one unit. The ex-UGG unit was moved and a new common driveway was built. The point was closed in the 1970s and the elevator was sold Ron Huberdeau who continued to use it in July 1993.

Structural and Mechanical Integrity:

Both elevators have had electric motors placed in the heads and lengthened scales that were probably installed in 1962. No dust collection system has been installed.

Physical Condition:

The elevator is in poor condition inside and out. The wood sidings and shingles are in need of repair. Some of the grain spouts have been removed from the Traditional Tall elevator and it is not in working order. Animal infestation has occurred.

Other Structures:

Office: There are two offices on the elevator site. The first is the Traditional Tall elevator's original office. It stands beside the elevator and is not attached by a walkway. It is in poor condition. The second office is connected to the driveway and was built in 1970. It is in good condition.

Location and Site Context:

Isabella is located on Provincial Road 355, which is 15 kilometres of gravel east of Highway 83. The elevator is on its original site but the rail line and siding have been removed. There are approximately thirty homes and several commercial buildings which provide some illustration of the historical role of grain elevators in rural Manitoba.

Designation Feasibility:

This elevator has an average level of integrity but it is not in very good condition. Isabella is not in an easily accessible location. The site context is above average but not particularly special. The two elevator unit is interesting but not really representative of the vast majority of country elevators.



**Kane
United Grain Growers, 255.L.1**



History:

This standard-medium elevator was built by the Canadian Elevator Company in 1920. In 1928 Canadian amalgamated with Dominion Elevator Company to form the Canadian Consolidated Grain Company. Canadian Consolidated operated the elevator until 1959 when United Grain Growers purchased all of the company's assets. UGG continues to operate the elevator in June 1993 with no plans for its closure in the foreseeable future. The rail line on which the elevator operates has been guaranteed until 2000.

Structural and Mechanical Integrity:

Structurally the elevator maintains its vintage appearance but the extended and enlarged driveway was probably built in the 1960s/1970s when the larger scale was installed. The bins, spouts and structure of the elevator are wood. An electric motor has been installed in the head. It has had a large dust collection system installed, with larger bins located outside the elevator and numerous steel ducts inside. The grain cleaner is probable of the 1920s or 1930s vintage.

Physical Condition:

Because this elevator is still operated by a major grain company it is kept in good condition and receives regular maintenance. All of the components, both modern and vintage, are in good working order. The interior's cleanliness reflects its high level of use. The exterior of the elevator would benefit from a new coat of paint. There is some localised deterioration of the wood drop siding, but structurally the elevator appears very sound.

Other Structures:

Office: The office is detached from the elevator but is connected by a walkway. It may not be the original office, but it is in the traditional style. It has wood siding and is in good condition.

Annexes: There are two annexes on the site. The first is a permanent vertical cribbed type, probably built in the 1950s. The second is a temporary horizontal balloon type of World War II vintage. It suffers from significant structural deflection of the gable roof and walls. Both annexes are used regularly.

Chemical Shed: A wood frame chemical shed stands on concrete pilings. It is in good condition.

Location and Site Context:

The elevator sits on its original site in the village of Kane, which has a population of approximately 150 and is located on Highway 23, 30 kilometres west of Morris. The rail line and siding are still in place. There is also a Paterson elevator (c. 1940) 200m west on the rail line. The grounds are well kept. There are some public buildings and homes in the village to provide visual and historical context.

Designation Feasibility:

At first glance the elevator appears vintage but it has undergone several renovations which are common to all elevators in use with major grain companies. The site is well located but the village provides only minimal visual context. UGG still operates the elevator and has no plans for its closure in the foreseeable future.



La Rivere Manitoba Pool, 282.L.1



History:

The first elevator on this site was built by the International Elevator Company in 1920. In 1910 it was bought by the Manitoba Elevator Commission. The Wiley Low Company purchased the elevator in 1926. In 1932 it was bought by Federal Grain. At that time the original elevator was probably torn down and a new standard-medium elevator was built on the site. Records seem to indicate a larger elevator was present after 1932. In 1972 the elevator was bought by Manitoba Pool and operated as their 'B' elevator in the town. For several years it has only been occasionally used as an overflow storage facility. It is scheduled for demolition in September 1993.

Structural and Mechanical Integrity:

The elevator has an average level of integrity. It still has a medium length scaled and no duct collector has been installed. An electric motor in the head has been replaced the diesel engine. The interior structure seems to support a 1930s construction date. The structure bins and spouts are of wood.

Physical Condition:

The elevator is not in very good condition inside and out. Both the shingles and wood siding are in need of extensive repair or replacement. Most of the windows are broken and a coat of paint is badly needed. The foundation and structural supports seem sound, but the interior has deteriorated badly. Animal infestation has occurred and it appears that the elevator is considered unsafe for occupying.

Other Structures:

Office: The office is detached from the main elevator but is connected by a walkway. It is larger than the traditional office and dates from the 1930s or later. It is in generally good condition.

Location and Site Context:

La Riviere, a town of about 500, is located at the junction of PTH 3 and Provincial Road 242. The elevator is on its original site and the rail line and siding are in place. Across the street from the elevator are several commercial buildings and homes which provide an historical context for the structure.

Designation Feasibility:

This elevator has an average level of integrity but is in below average condition for a vintage elevator unit still operated by a corporation. It is in a good location on a major travel route and has a useful site context. It is scheduled for demolition in September 1993.



Lenore 291.L.1



History:

This standard-tall elevator was built by Manitoba Pool in 1928. They operated it until the late 1970s when the rail line was removed. In 1980 it was sold to a private farmer, Lee Ellis. Mr. Ellis has applied to have the elevator designated as a historic site.

Structural and Mechanical Integrity:

The elevator does not have an exceptionally high level of integrity. It has an electric motor in the head and an extended scale, both probably installed in the 1950s. It has had a large dust collection system and two large exterior metal dust bins. The elevator does have one of the few wooden man-lifts found in the course of this study.

Physical Condition:

The structure of the elevator appears sound. The elevator is straight and the foundation is in relatively good condition. Unfortunately the wood siding has suffered from considerable deterioration and needs repair if not replacing.

Other Structures:

Office: The office is of the detached with walkway type. It is almost certainly the elevator's original office. It has tin siding on the exterior and interior walls and is in good condition save for the shingles which need to be replaced.

Annex: The elevator has an Overgaard annex built c.1950. It is in good condition.

Location and Site Context:

Lenore is located on Provincial Road 254, 25 kilometres north-east of Virden and Highway 1. The Village is small but provides some historical and visual context for the elevator.

Designation Feasibility:

This elevator has an average level of integrity and is in good condition. It is reasonably well located and the village provides something in the way of site context. However this elevator and site is not outstanding and could best be described as typical of the elevators found in this study. Nevertheless because the owner has applied to have the site designated a heritage site it cannot be ignored.



Letellier 293.L.2



History:

The first elevator on the site of the current United Grain Growers Letellier elevator was built by the Dominion Evaluator Company in 1908. This elevator was bought by the Manitoba Elevator Commission in 1910 or 1911. The MEC leased the elevator to the Grain Growers' Grain Company (later re-named UGG) who eventually purchased it. In 1926 UGG rebuilt the elevator using components from the original. The elevator remains in service with UGG in June 1993 and the company has no plans to close it.

Structural and Mechanical Integrity:

The elevator is a standard-medium type constructed of wood and has an average level of structural integrity. The driveway was enlarged and lengthened when the new scale was installed in the mid-1950s. The bins and spouts are of wood. The belt in the leg has been replaced in the last twenty years. The grain cleaner above the driveway is probably 1920s vintage. The electric motor is in the head. A dust collection system with exterior steel bins and interior ducts has been installed.

Physical Condition:

The elevator is still operated by UGG and therefore it is in good working order and the interior is well maintained. The exterior is in good condition except for some localised deterioration of the wood siding. The elevator's structural supports and foundation appear to be very sound.

Other Structures:

Office: The office is of the detached with walkway type. It is in very good condition. It might be a modern rebuild but it is in the traditional style.

Annexes: The elevator has two annexes. The first is a temporary balloon annex built during World War II. It is in rather poor condition. The other annex is a permanent cribbed vertical type built in 1954. It is in good condition. Both annexes are in general use.

Fertilizer Elevator: The fertiliser elevator was the result of an attempt to diversify operations. Unfortunately fertiliser doesn't pour like grain and the experiment was a failure. The structure is awaiting demolition.

Chemical Shed: There is a wood frame chemical shed on the site. It is supported by concrete pilings and is in good condition

Site Location and Context:

Letellier is located approximately 20 Kilometres north of the Canada-U.S. border on Highway 75. The elevator is on its original site which is well maintained. There is a Pool elevator on the same rail line approximately 200m to the north. Letellier has about one hundred homes in the village but the elevators are slightly outside the village centre.

Designation Feasibility:

The elevator is successfully operated by UGG and it is located on a rail line that probably will not be abandoned. It is fairly typical of vintage elevators still in use with major companies and it has an average level of integrity. There is nothing particularly interesting about it.



**Lyleton
Private Owner, 301.L.1**



History:

This standard-medium type elevator was built by Paterson in 1926. It was operational by the company until the rail line was removed in 1979. It was then bought by a private farmer, Ivan Murray, who continued to operate the elevator on a sporadic basis.

Structural and Mechanical Integrity:

This elevator has an average level of integrity with an electric motor in the head and an extended scale, but no dust collector.

Physical Condition:

This elevator has a slight lean and its shingles and wood siding are in need of repair. One of the driveway doors is missing.

Other Structure:

Office: The original detached with a walkway office is still on the site. It has tin siding and is in good condition.

Location and Site Context:

Lyleton is on Provincial Road 251, 15 kilometres west of Highway 83 and 8 kilometres north of the U.S. border. The elevator is on its original site but the rail line and siding have been removed. The village has approximately twenty homes but provides little in the way of historical context.

Designation Feasibility:

The elevator is not in very good condition. Lyleton is not well located and site context is minimal.



**Lyleton
Private Owner, 301.L.2**



History:

This Tall type elevator was built by Manitoba Pool in the late 1920s. The company operated it until 1979 when the rail line was removed. It was then bought by a private farmer, Glen Murray, who continues to use it in July 1993 on a regular basis.

Structural and Mechanical Integrity:

This elevator has had all of the usual modernisations including the installation of a larger dust collection system.

Physical Condition:

The elevator is in generally good condition except for the wood siding which has begun to rot in several places. The 'red pool' paint scheme has survived quite well.

Other Structures:

Annex: The elevator has one permanent vertical cribbed annex. It is in good condition.

Office: The office is the detached-with-walkway type. It is the elevator’s original office and is in good condition.

Location and Site Context:

Lyleton is on Provincial Road 251, 15 kilometres west of Highway 83 and 8 kilometres north of the U.S. border. The elevator is on its original site but the rail line and siding have been removed. The village has approximately twenty homes but provides little in the way of historical context.

Designation Feasibility:

The elevator is in good condition but has only an average level of integrity. Lyleton is not well located and the site context it provides is minimal.



Oakville Private Farmer, 384.L.1



History:

The elevator was built by Ogilvie Milling in the village of Oakville in 1902. It remained with Ogilvie until 1959 when it was taken over by Manitoba Pool. It was operated as the Pool 'B' in Oakville until 1980 when it was sold to a private farmer, Don Wilkinson. Mr. Wilkinson moved the elevator to his farm, approximately 2 kilometres east of Oakville, where it remains in use in June 1993.

Structural and Mechanical Integrity:

This elevator is of the rare pyramidal design. Unfortunately because of its use on a farm it has lost most of its integrity. There is no longer a driveway attached to the main elevator. It is fully electrified but it still uses at least part of the belt and rope system that was a part of the diesel system. A series of augers have been added to the grain distribution system to speed handling, but this definitely affects the elevators integrity. As does the larger corrugated steel implement shed located 20m away from the elevator.

Physical Condition:

The elevator's structure is in good condition. It is covered in tin siding which provides good protection but on the side where the driveway has been removed there is no siding and the cribbed walls have begun to rot. The elevator is still used and the mechanical system is operational and in good condition.

Other Structures:

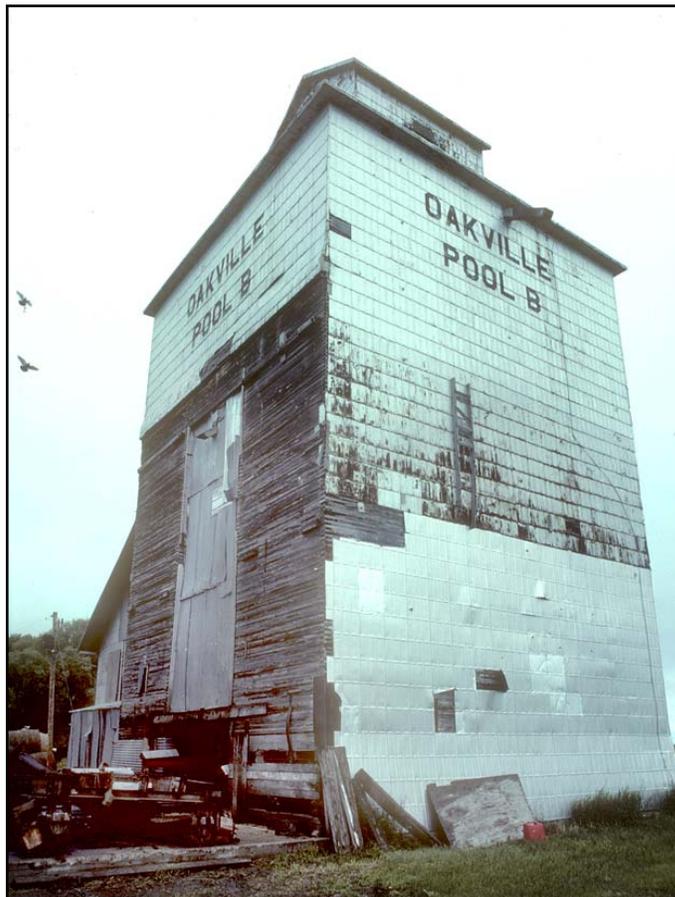
Office: The office is two storeys and attached to the elevator. It is probably the original office as it has a place for the diesel engine, though it has been removed. The office is in good condition but stands empty.

Site Location and Context:

The elevator is located on Mr. Wilkinson’s farm, approximately 2 kilometres east of the village of Oakville, which is 2 kilometres south of Highway 1, twenty kilometres west of Portage la Prairie. It is no longer on its original site. Its current setting provides no historical context.

Designation Feasibility:

The elevator is of a rare type but only has an average level of integrity and its current site provides no historical context. It is in no imminent danger of destruction as it plays an integral part in the owner’s farming operation. It is well maintained but it is only accessible through the owner’s yard.



**Oberon
Private Owner, 385.L.1**



History:

The original elevator on this site was built c.1903 by the Ogilvie Milling Company. In 1959 Manitoba Pool purchased the elevator and rebuilt it. It was operated by Pool until the rail line was abandoned in 1978. It is owned by Joe Jakabowski who, along with his sons, used it extensively.

Structural and Mechanical Integrity:

This standard-tall type elevator was built quite late, c. 1959, to be considered for this study. However it was built in the last years before major innovations came to the elevator and therefore is largely traditional in its design and construction. Because of its late construction date it was probable not been renovated since. It has an electric motor in the head but this was installed at the time of construction.

Physical Condition:

Despite its rather young age, the elevator's structure is not in the best of condition. It has a slight lean and the foundation has numerous cracks. The wood siding and cribbing have begun to rot in many places. The shingles and windows should also be replaced. Mechanically the elevator is in good condition, as it is used regularly. The well maintained interior reflects this use.

Other Structures:

Office: The office is detached from the elevator without a walkway. This office was probable built c.1959. Its foundation has suffered but overall it is in good condition.

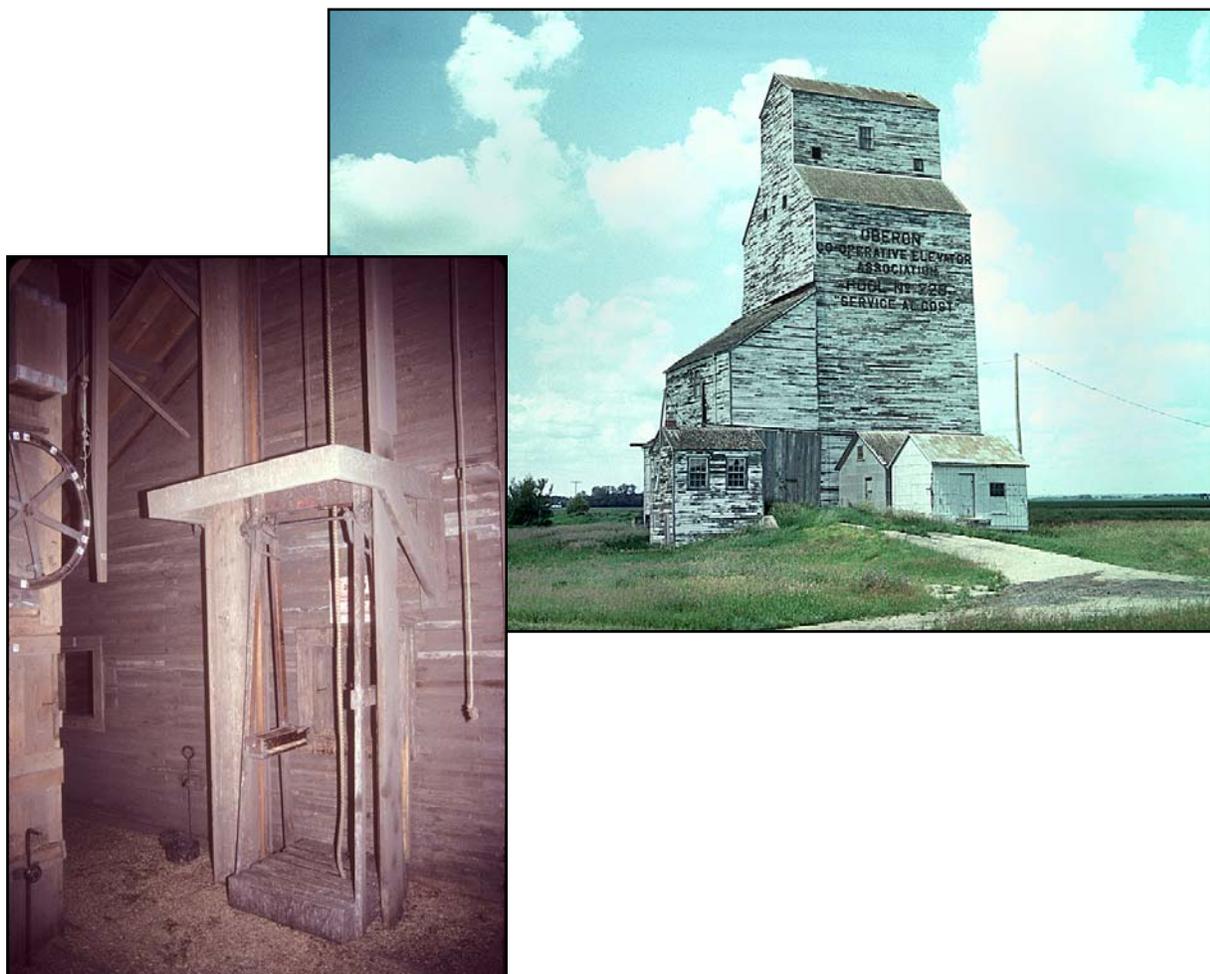
Storage Shed: There are two storage sheds on the site, one of which appears to be the office from the original 1903 structure. Both are covered in tin and are in good condition.

Site Location and Context:

This elevator is located in what the village of Oberon, on Provincial Road 353 approximately 2 kilometres from Highway 5. The elevator is on its original site, but the rail grade is barely visible. The grounds are not regularly maintained. The village does not exist anymore and there is no visual context for the elevator at all.

Designation Feasibility:

This elevator has a good level of structural and mechanical integrity, but it represents the very last stage of ‘traditional’ elevator construction in the province. It is currently owned by a private farmer who uses it extensively. There is no immediate danger of its destruction as it satisfies the farmer’s needs but it receives little maintenance and will continue to deteriorate.



Purves
Private Owner, 426.L.1



History:

This standard-tall type elevator was built in the late 1920s by Manitoba Pool. They operated it until the rail line was removed in the late 1970s. In 1980 it was sold to a private farmer, David Reimer, who continues to operate it in July 1993.

Structural and Mechanical Integrity:

The elevator has a low level of structural integrity. The office has been removed and a new drive way was built in the early 1980s. A dust collector has been installed. A larger corrugated steel storage bin stands beside the elevator and has been connected to the head by an auger.

Physical Condition:

The elevator is in good condition.

Other structures:

Office: The office has been removed.

Annex: The elevator has one temporary balloon shaped annex of World War II vintage. It is in Good Condition.

Location and Site Context:

The village of Purves no longer exists on paper and their elevator stands in the middle of its owner's field. It is 5 kilometres of gravel west of Provincial Road 242 and 20 kilometres south of Highway 3. The elevator is directly accessed by a private road. There is absolutely no historical context in this site. There is another elevator also owned by Mr. Reimer, approximately 100m away.

Designation Feasibility:

This elevator has a low level of integrity, is poorly located and has no historical or visual site context.



**Purves
Private Owner, 426.L.2**



History:

This Hybrid (pyramidal plan with offset head type) elevator was built by the Maple Leaf Milling Company prior to 1911. In 1929 it was purchased by Federal Grain. In 1972 Manitoba Pool bought it and operated it until the late 1970s when the rail line was pulled out. In 1980 it was sold to a private farmer, David Reimer, who continues to operate it in July 1993.

Structural and Mechanical Integrity:

The elevator has had an electric motor installed but a diesel engine remains on the site. It appears that the new driveway was installed in the early 1980s.

Physical Condition:

The elevator is well maintained and is mechanically in good condition. It appears to have had new tin siding installed post 1980.

Other Structures:

Office: The office is of the detached with walkway type. It is the elevator's original office. It is covered with tin siding and is in good condition.

Annex: The elevator has a temporary balloon frame annex of World War II vintage. It has a slight lean.

Location and Site Context:

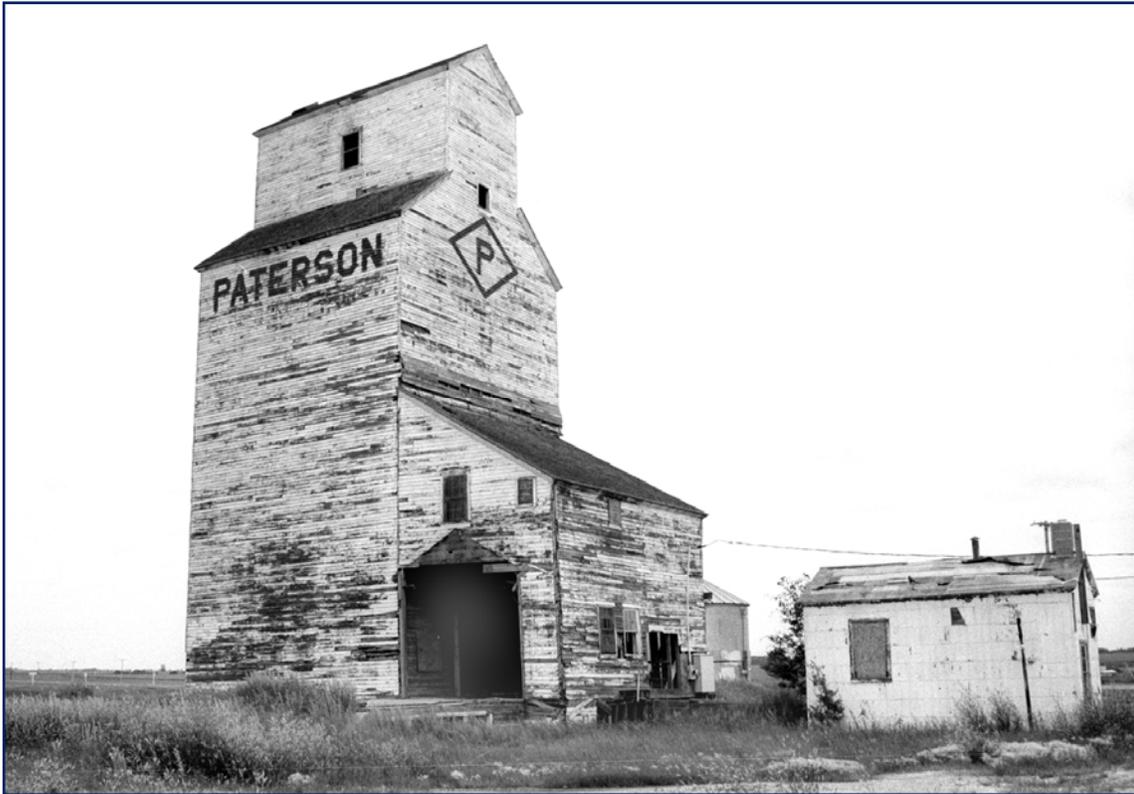
The Village of Purves no longer exists and this elevator stands in the middle of Mr. Reimer's field, along with other elevators he owns. It is 5 kilometres of gravel west of Provincial Road 242 and 20 kilometres south on Highway 3. The elevator is directly accessed by a private road. This site does not illustrate the country grain elevator's historical setting in any way.

Designation Feasibility:

Because of its rare architectural type this elevator cannot be ignored. However the elevator's poor location and site context are difficult to overcome.



Ridgeville
Private Owner, 441.L.1



History:

This standard-medium type elevator was probably built c.1920. It may or may not have been built by Paterson. Paterson discontinued operations in Ridgeville in the mid-1970s and sold both of its elevators in the town to a private farmer. It is believed that the elevator has changed at least once since. The current owner is unknown.

Structural and Mechanical Integrity:

This elevator has a diesel engine in the office, although an electric motor has been added to drive the leg. Some of the drive wheels are still in place in the main elevator structure. For this reason the elevator has an above average level of integrity.

Physical Condition:

Unfortunately this elevator is in appalling condition. It has a severe lean that prevents the operation of the leg. The driveway is missing both of its doors and has begun to separate from the main elevator structure.

Other Structures:

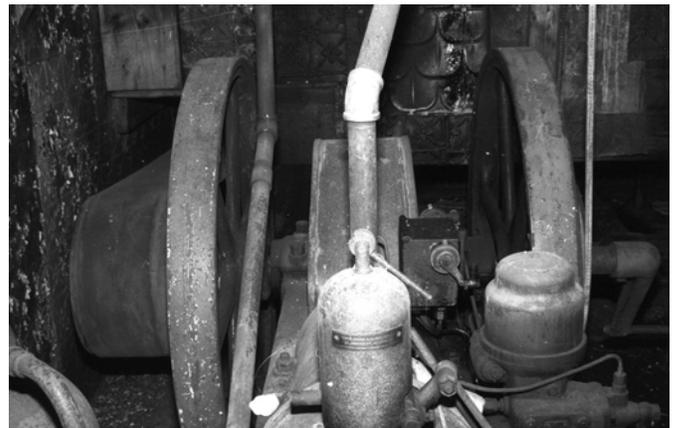
Office: The original detached-with-walkway style office is on the site and it contains a diesel engine. It has tin siding and is in reasonably good condition.

Location and Site Context:

Ridgeville is located on Provincial Road 218, 10 kilometres south of the junction with Provincial Road 201. The few commercial buildings and homes that line the road do not provide much in the way of site context.

Designation Feasibility:

The diesel engine and the other remaining elements of the original drive system are the only interesting aspects of this site. The main elevator is in such poor condition that it could not be repaired. This elevator should be kept in mind as a potential salvage site.



Ridgeville
Private Owner, 441.L.2



History:

This standard-tall type elevator was probably built c.1930. If Paterson did not build the elevator it definitely owned it for most of its commercial life. In the mid-1970s both of Paterson's Ridgeville elevators were sold to a private farmer. They are believed to have changed hands at least once since that time. The identity of the current owner is unknown but this elevator appears to be used occasionally.

Structural and Mechanical Integrity:

The elevator has an average level of integrity with an electric motor in the head and an enlarged scale.

Physical Condition:

The elevator is in fair condition. It does not appear to be regularly maintained. There are numerous examples in similar or better condition.

Other Structures:

Office: The office is of the detached-with-walkway type. It is probably the original Structure and is in good condition owing to its tin siding.

Location and Site Context:

Ridgeville is located on Provincial Road 218, 10 kilometres south of the junction with Provincial Road 201. The few commercial buildings and homes that line the road do not provide much in the way of site context. The rail line is still in existence but the siding is gone. The elevator that stands in line is in very poor condition.

Designation Feasibility:

There is nothing particularly interesting about this site. It is not in a very accessible location and the village provides only minimal site context.



**Shortdale
United Grain Growers, 510.L.1**



History:

This standard-tall type elevator was probably built c.1925 by United Grain Grower. The company continues to operate it in August 1993 with no plans to close it in the foreseeable future. However, its long term future is in doubt.

Structural and Mechanical Integrity:

This elevator has a level of integrity typical of vintage units still in operation with major grain companies.

Physical Condition:

This elevator is in good condition, and is currently in the process of having its shingles, and parts of its siding, replaced.

Other Structure:

Office: The office is attached to the driveway and encloses the scale. It was probably built in the 1960s. It is in good condition.

Annex: The elevator has one permanent vertical cribbed annex. It is in good condition.

Chemical Shed: The wood frame chemical shed is in good condition.

Location and Site Context:

Shortdale is located on Provincial Road 584. It is approximately 5 Kilometres of gravel road north of Highway 5 and 25 kilometres east of Roblin. All that remains of the village are a handful of houses and a small church. The site context which this provides is minimal.

Designation Feasibility:

This elevator has an average level of integrity and is in good condition. However it is in quite a poor location and its site context does not go very far to illustrate the historic role of grain elevators in rural Manitoba. It is in no danger of demolition in the short term.



Sperling United Grain Growers, 528.L.2



History:

Both the Canadian Elevator Company and the Dominion Elevator Company had elevators in Sperling before 1911. The two companies merged in 1928 from the Canadian Consolidated Grain Company. One of the elevators, believed to be the 'Dominion' structure, was torn down in the 1930s. The tall type that remained was operated until 1959 when all of the company's assets were purchased by United Grain Growers. UGG continues to operate the elevator in June 1993 with no plans to cease operation in the immediate future. The rail line on which the elevator sits has been guaranteed until 2000.

Structural and Mechanical Integrity:

The standard-tall type elevator has a below average level of integrity. It has been renovated in the manner common to most vintage units operated by major grain companies. An electric motor has been installed in the head and a dust collection system has been built. The beam scale is of 1950s vintage but has been updated with metric. The bins and spouts are of wood as is the driveway. The leg is original but a new cup-belt has recently been installed.

Physical Condition:

The interior of the elevator is in good condition owing to its continued and frequent use. It appears structurally sound. However the exterior is not in the same condition. There are a large number of shingles missing from the roof and the wood siding has localised deterioration and is in serious need of a coat of paint. All of the mechanical elements of the elevator are in working order.

Other Structure:

Office: The office is a modern addition that is attached to the elevator. This seriously harms the integrity of the structure. It is in excellent condition. The original office is still on the site, though not in its original location, and is used for storage. It appears in good condition.

Annex: The elevator has one double-width permanent vertical cribbed annex. It was built in 1959 and is in good condition both structurally and mechanically.

Location and Site Context:

The elevator is on its original site with the rail line and siding still in existence. Sperling is located on Highway 3, 20 kilometres east of Carman. The village has approximately 60 homes, two elevators, two churches, a school and several commercial enterprises. It is illustrative of the historical setting of line grain elevators in rural Manitoba.

Designation Feasibility:

The elevator is in good condition but has a below average level of integrity. It is well located on a major travel route and the village provides a good visual setting. UGG has no plans to close the elevator and the rail line appears safe in the short term.



**Tilston
Private Owner, 556.L.1**



History:

This standard-tall type elevator was built by Lake of the Woods Milling Company in 1949. It was probably taken over by United Grain Growers in 1959 who then sold it to Manitoba Pool in 1972. In the late 1970s it was sold to a private farmer, Wayne Jones, who continues to operate it in July 1993.

Structural and Mechanical Integrity:

This elevator has all of the renovations and modernizations typical of elevators that remain in corporate hand.

Physical Condition:

The elevator is in good physical condition with no severe deteriorations in the structure.

Other Structures:

Office: The office is very unusual in that it is a house. Whether it was actually used as the manager's residence or the house form was simply a response to local circumstances is unclear. It appears to be in good condition.

Annex: The elevator has one vertical cribbed annex that is in good condition.

Location and Site Context:

Tilston is located on Provincial Road 345, 5 kilometres from the Saskatchewan border and 40 kilometres North West of Melita. The elevator is on its original site but the rail line and siding have been removed. There are approximately fifty homes in the village and several commercial buildings which provide historical context.

Designation Feasibility:

The elevator has an average level of integrity and is in good condition. The office is unique but it is not really representative of country elevators. It is in a poor location but Tilston provides some historical context.



Tilston
Private owner, 556.L.2



History:

This standard-tall type elevator was built by Manitoba Pool in 1928. It was operated by the company until the rail line was removed in the late 1970s. The elevator was purchased by Keith Jones who continues to operate it in July 1993.

Structural and Mechanical Integrity:

The elevator has all of the typical modernisations and renovations, including the installation of a dust collector. The driveway appears to be a modern rebuild.

Physical Conditions:

The elevator's wood siding and shingles are not in very good condition. The elevator seems to have a slight lean.

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Other Structures:

Office: The office is attached to the driveway and was probably built in the 1970s when the new driveway was built it is in very good condition.

Annex: The elevator has one Overgaard annex built c. 1950. It is in good condition.

Location and Site Context:

Tilston is located on Provincial Road 345, 5 kilometres east of the Saskatchewan border and 40 kilometres north-west of Melita. The elevator is on its original site but the rail line and siding have been removed. There are approximately fifty homes in the village and several commercial buildings which provide historical context.

Designation Feasibility:

The elevator has a below average level of integrity and is not in very good condition. Tilston is not well located but does provide some historical context.



Virden Kent Flour Mills, 574.L.2



History:

This standard-tall elevator was probably built by Manitoba Pool c.1925. They operated it until 1980 when it was sold to Kent Flour Mills. Kent uses it as a storage facility for their mill which is located in Virden. It is an important part of their operations and they plan to continue using it for the foreseeable future.

Structural and mechanical Integrity:

The elevator has a slightly below average level of integrity as it has a very large dust collection system in addition to the usual electric motor in the head and enlarged scale.

Physical Condition:

Mechanically the elevator is in good condition and it is used regularly. However, the shingles and wood siding are in need of repair or replacement. The elevator has a noticeable lean, although it is not severe enough to affect the performance of the leg. Some Pool colors are visible through the weathered paint scheme.

Other Structures:

Office: The office is of the large attached type and was built in the 1960s or 1970s it is in good condition, but it detracts from the elevator's structural integrity.

Annex: The elevator's annex is of the Overgaard type and was probably built c.1950. it is in good mechanical condition but it has had all of its metal siding removed.

Location and Site context:

Virден is a town of about 5 000 people located near the junction of Highway 83 and Highway 1. The elevator is on its original site and the rail line and siding are still in existence. The elevator is outside of the town's main business district but the town as a whole provides a good context in which to illustrate the historic role of the grain elevator in rural Manitoba.

Designation Feasibility:

The elevator has a below average level of integrity and is in good condition. It is not of particularly early vintage or in possession of an interesting history. Virден is well located, of considerable size, and provides a good illustration of the historic role of the grain elevator. This elevator is in no immediate danger of destruction.

