

At times it has been suggested that there have been no significant changes in elevator construction. Let us look to the background. The development of grain growing in the West was arduous and it was not until 1876 that the first export shipment of wheat was made from Western Canada. With the granting of homestead rights and the coming of the railroad there arose the need for cheaper and more efficient methods of moving grain to market. In the early days, grain was hauled to market in sacks and was loaded from wagons directly into railway box cars. To meet the needs of the farmer for a place where he could readily store and sell his grain and to relieve him of the back-breaking toil of loading grain by hand from carts and wagons into railway cars, first the flat grain warehouse and then the upright country elevator came into being. In the flat warehouse, grain was moved by gravity or by hand and wheelbarrow. A great step forward was made with the invention of the upright country elevator in which grain was dumped from the wagon into a pit and elevated by buckets attached to an endless belt from the pit into the elevator bins. The power necessary to elevate the grain was first produced by horses, then by steam and later by gasoline and electric powered motors. Board of Grain Commissioners' records show that by 1900 there were 421 country elevators and 97 flat warehouses in Western Canada. The last licensed flat warehouse disappeared from the prairie scene in 1916.

To meet the need for facilities to move grain from the Prairies to Eastern Canada and overseas market, large warehouses were required at the Lakehead to accumulate and store grain for movement by the cheaper water route across the Great Lakes. The Canadian Pacific Railway built the first terminal elevator at Fort William in 1884. This was a wooden structure with a capacity of 1,000,000 bushels. The Railway operated terminal elevators until 1904 when private capital commenced building and operating terminal elevators at the Lakehead. The Railway then withdrew from terminal grain handling.

In the period up until 1928 there was great activity in the building of new elevators. The cost of building a country elevator in the early days of the century was around \$4,000 and the cost of a flat warehouse was \$2,000. The first elevators built had a capacity of 20,000 to 25,000 bushels. By 1920 the standard type of elevator being built was of 35,000-bushel capacity and cost \$10,000 to build. The cost of erecting a 35,000-bushel elevator by 1939 had increased to \$15,600 and today the cost would be \$58,000. However, with changed farming methods, the need arose for larger elevators and the country elevators being built today range in size from 65,000 bushels, costing \$93,000 to 140,000 bushels, costing \$180,000. This brief history and the figures of size, and cost, should deny any allegation that our country elevator industry has not kept pace with the times.

The cost of building terminal elevators has skyrocketed to a point where it is uneconomic to build new plants at today's costs and at the current tariff of authorized handling and storage charges. A modern and adequate terminal elevator could be built in the 1920's for under \$2,000,000. The only terminal to be built in recent years and the second in Western Canada since the 1920's is now being erected at a cost of some \$22,000,000.

Following World War II, new conditions confronted the Elevator Companies. Scientists had developed new chemical weed and insect killers; agricultural scientists had developed new rust resistant strains of grains; new cultural