

B-985

Canton Grain Elevator

Architectural Survey File

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annex No. 2, and annex No. 3, attached to the east and south sides of the workhouse; a railroad car shed, located to the southwest of the workhouse; a conveyor gallery, which extended southward from the workhouse on top of a concrete wharf; and an office building, located on the north side of Newgate Avenue. Figure 1 shows all parts of the complex except the office building (Sanborn Map Company 1953). Figure 2 is an aerial photograph from 1924 with all of the component parts labeled (United States Navy and Harbor Board of Baltimore 1924). As of 2019, the annex no. 3, the conveyor gallery, and the railroad car shop are no longer extant.

The heart of the complex was, and is, the workhouse (Photographs 1 and 2). The reinforced concrete workhouse has two distinct sections, a taller, 220-foot high, four-bay wide and 13-bay deep section, and a 120-foot high, two-bay wide and 13-bay deep section attached to the west side of the taller section. Each bay is separated by a shallow pilaster. Both portions are finished with flat roofs. A historic photograph from 1921, when the complex was still under construction, compares how the workhouse looked historically with how it looks as of 2019 (Figure 3; James Stewart & Company 1921). The lowest floor of the building has garage door-like openings on the north, west, and south sides. Industrial metal sash windows, which provided natural light to the complex are located on the second through fourth floors of the west and north sides and the topmost floor on all sides of the lower section. Industrial sash windows are located on all but one floor on the west and north sides of the taller section. The south side of the taller section has fewer windows because it contains the well-known keystone symbol of the Pennsylvania Railroad, although only a shadow of the symbol remains. Many of the sash are either missing or broken. There is a one-story high, one-bay wide, and one-bay deep protrusion on the second floor of the west side of the taller section; its function may have been to provide oversight of the operations below. Historically, the taller section was topped by two three-bay wide, shed-roof dormers. These are still present, but now are topped by open steel superstructure found along the entire roof of the building. Historic photographs and the Sanborn Map show three traveling cranes protruding from the west side of the lower portion of the workhouse; these are no longer extant. It is not known if the grain handling equipment is still present inside the buildings. Repeated attempts to gain access to the interior were unsuccessful.

The drying house is attached to the north side of the taller portion of the workhouse. Also constructed of reinforced concrete, the drying house is 128-feet tall, three-bays wide, and five-bays deep (Photographs 2 and 3). As with the workhouse, the drying house has shallow pilasters between each bay and a flat roof. The historic photograph from 1921 (see Figure 3) indicates that the industrial sash windows located on the third through eighth stories contained both fixed sash and awning-type windows. The same appears to be true for the building's upper story windows.

The boiler room is attached to the north side of the drying house (Photographs 2 and 3). As with the other buildings, it is built of reinforced concrete. The boiler room, like the workhouse, has two distinct sections: a square, three-story high, three-bay wide, and three-bay deep portion with a flat roof; and a taller (approximately five-story), narrower and shallower (each one-story) back portion that may have served as a smoke-stack. The west elevation has three sets of steel industrial sash window banks in each bay. Each bay is separated by a pilaster. The first story of the boiler room appears to have been rebuilt using concrete block; it projects slightly from the building.

To the north of the boiler room is a reinforced concrete block building that is not identified on the Sanborn Map (Photographs 2 and 3). Based on the historic photograph from 1921, it appears to have been a coal storage bunker for the boiler room. The building has three distinct sections: a five-story high section on the south, a six-story high section to its north, and a three-story high section at the rear. All portions of the building are one-bay wide, one-bay deep, and finished with flat roofs. The building features steel industrial sash windows, some of which have been boarded over.

To the east of the workhouse are the grain storage bins historically known as annex no. 1 (Photographs 1, 4, and 5). The annex contains 84 concrete bins reinforced with steel hoops, each 96 feet high. Directly to its north is annex No. 2, which contains 96

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identical bins (Photographs 5 and 6). Each annex is topped by a 12-foot high structure known as the conveyor house, which had the function of moving grain to the proper storage bin. Each conveyor house is constructed of reinforced concrete and has regularly spaced steel sash industrial awning-type windows on all sides. Remnants of the enclosed conveyor system structures that moved grain to the conveyor houses and the bins are visible in Photographs 1, 4, and 7.

In addition to the non-longer extant features listed in the second paragraph of this description, there are a number of non-historic buildings and features on the complex site. These include a trailer and another small building that sit in front of the former coal storage bunker of the boiler room. It is also not clear if some finishes found throughout the complex are original, such as the corrugated metal panels between the workhouse and annex No. 1 (visible in Photograph 1 and 4) or the steel superstructure on top of the workhouse.

The office building for the Pennsylvania Railroad Canton Grain Elevator is located directly behind the elevator complex on the north side of Newgate Avenue. The two-story brick building is a modest example of Classical Revival style architecture (Photographs 8 and 9). The building is two-stories high, eight-bays wide, and three bays deep, although it only has seven openings on the front elevation (there are eight on the rear elevation). All windows are non-historic replacements and all window openings have been shortened. The original brick sills remain. The front of the building is divided into three parts, a center entrance and two side wings. The non-historic entrance door is sheltered by a semi-circular stone arch supported by curved, stone wall brackets. The door is flanked by a single window on each side and two more on each end. The side elevations feature three symmetrically placed windows on each story. Under each second story window is a shallow incised panel featuring a centered diamond with contrapuntal brickwork. Above the second story windows, around the entirety of the building, is a stone belt course. The building's flat roof is located behind a brick parapet.

Despite the loss of some important historic portions of the complex, the Pennsylvania Railroad Canton Grain Elevator has integrity. Its location remains unchanged. Although the setting has changed since the complex was first constructed, the most important part of the setting, the working harbor, remains. Design, material, and workmanship have been somewhat compromised by the loss of annex No. 3, the conveyor gallery, and the railroad car shop. However, the key building of the complex remains - the workhouse - as well as three buildings that supported its operation - the drying house, the boiler room, and the coal bin. Also present are two of the grain storage annexes and the office building. These buildings retain their character-defining design, materials, and workmanship and convey the historic function of the resource. Because these character-defining features are retained and the historic function of the complex can be conveyed, the Pennsylvania Railroad Canton Grain Elevator has feeling and association.

History and Operation of the Canton Grain Elevator

Planning for the Pennsylvania Railroad Canton Grain Elevator began following the June 1916 fire that destroyed one of the railroad's previous Baltimore grain elevator, a wooden structure known as Elevator No. 3 (Baltimore Sun 1916a:16). In the interim, grain processing on the Pennsylvania Railroad's wharves in Baltimore was shifted to its Elevator No. 2. The following month, the Pennsylvania Railroad and its subsidiary, the Northern Central Railroad, announced that they would spend \$2 million to build a new grain elevator on the site of the old one (Baltimore Sun 1916b:5). In February 1917, the Pennsylvania Railroad purchased the last strip of land it needed to "round out its track facilities to the new structure;" specifically, the land purchase enabled the Pennsylvania Railroad to establish a railroad yard of sufficient size to the north of the elevator (Baltimore Sun 1917:8). Construction of the new elevator was begun in 1918, but was halted due to the effort and construction material shortage associated with World War I (Baltimore Sun 1922:8).

Construction resumed after the war and the facility appears to have been largely completed by March 2, 1920, when a newspaper

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article reported that "The immense grain elevator of the Pennsylvania Railroad at Canton, one of the largest on the Atlantic seaboard, began operations yesterday morning with a primary testing out of the machinery and a trial with a small amount of grain which has been received there." The Pennsylvania Railroad's Canton Grain Elevator was estimated to have a capacity of four million bushels of grain (Baltimore Sun 1920:14), whereas the one it was replacing had had a capacity of one million bushels (Baltimore Sun 1917:8). Grain storage capacity at all of Baltimore's railroad grain terminals prior to construction of the Canton Grain Elevator was 10 million bushels, meaning that its construction would increase the harbor's capacity by 43 percent (Baltimore Sun 1920:14). Despite the prediction made in 1920 that the Canton Grain Elevator was about to start functioning, commercial operations did not begin until 1922, apparently because of uncertainty concerning the amount of grain that would ship through the Port of Baltimore. The final investment on the elevator was \$5.5 million (Baltimore Sun 1922:28).

A magazine article authored in August 1920, while the grain elevator was still under construction, provided a great deal of information on the elevator's construction and operation. The article noted that the elevator was the largest on the Atlantic Coast, but called that fact "relatively unimportant;" rather, the article contended, it was the elevator's method of grain handling that "put it in a class by itself." The article added that "to speak of it as thoroughly modern does not tell the story." The elevator was designed and built to move grain as efficiently and inexpensively as possible (Williams 1920).

A 1921 photograph, taken while the grain elevator was still under construction (Figure 3; James Stewart & Company 1921), as well as an aerial photograph taken in 1924 (Figure 2; United States Navy and Harbor Board of Baltimore 1924:Plate 54) and a Sanborn Fire Insurance Map from 1953 (Figure 1; Sanborn Map Company 1953:570) illustrate the constituent parts historically associated with the complex. The heart of the operation was the 220-foot tall, approximately 20 story-high workhouse. The workhouse was constructed of reinforced concrete, which allowed for smooth interior walls and an absence of interior structural supports. This provided fewer surfaces for highly explosive grain dust to collect. Light was provided via industrial sash windows and electricity.

Grain-laden railroad boxcars entered the workhouse and were positioned at one of four mechanical unloaders, "the like of which never before have been seen" (Williams 1920). The unloaders grabbed each boxcar and tipped it sideways at a 30 degree angle while a mechanical grain door opener pressed against the boxcar's grain door (located at the end of the car), emptying the grain into a hopper below. A crew of 12 operated the unloaders and could, it was estimated, unload 240 grain cars in a day (Williams 1920). (A later article estimated the number of cars that could be unloaded in an eight hour day as 192 [Baltimore Evening Sun 1947]). By contrast, another large, less modern elevator in the county needed 88 men to unload the same number of cars in an eight hour day (Williams 1920).

From the hoppers, the grain was carried to the "garners" by a series of 19 conveyors known as legs. Garners, located at the top of the workhouse, were bins that held the grain prior to it being weighed. A leg consisted of an endless concave belt with a series of buckets encased in sheet metal ducts, each 220 feet in height and powered by an individual electric motor with automatic take-up and stopping equipment. The garners discharged the grain at the rate of 2,000 bushels at a time onto one of 23 scales. A worker known as a weigher, working from an office in the workhouse, then sent the grain to one of three places: the storage bins; a waiting ship; or back to the boxcars (Williams 1920; Steele and Stacey 1981:Section 7).

If sent to storage, the grain was discharged by spouts to still other sets of belt conveyors, which carried it to one of the storage bins, or tanks. The Canton Grain Elevator had three sets of tanks, known as annex No. 1, annex No. 2, and annex No. 3 (Sanborn Map Company 1953). Each circular tank was 20 feet in diameter and 98 feet high. The tanks were constructed of concrete and reinforced with steel bands, with thermometers placed at regular intervals inside each tank to measure temperature. Each tank held 12,000 bushels of grain. To maximize storage capacity, grain was also held in the interstitial spaces between the circular tanks, known as star bins. All bins had shuttered openings at the bottom and spouts, which funneled the grain to belts that could return the grain to the workhouse when necessary. Each annex was capped by a structure known as a conveyor house, with moved grain to

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the appropriate tank (Williams 1920; Griffith 1939; Henry 1941).

If the grain was to be transferred to waiting ships, it went from the scales to shipping bins and from there to encased discharging spouts. The spouts were designed with hoppers which broke the fall of the grain half way down, reducing the amount of dust. The spouts moved the grain to the conveyor galley (Sanborn Map Company 1953), a long, two-story (three-story at each end), metal structure that extended out into the harbor on a concrete wharf (Figure 4; Keith 2005). The conveyor galley contained still more belts to transport the grain. Traveling cranes with long spouts transferred the grain into holds of ships. The Canton Grain Elevator had the capacity to load four ships at once, at a rate of 8,000 bushels per hour, meaning a ship could be loaded in as little as four hours (Williams 1920; Henry 1941). Initially, the process of ensuring that the grain was most efficiently and evenly packed into the holds was undertaken by employees known as trimmers. However, in 1952, the Longshoremen and Grain Trimmers unions agreed to the installation of automatic grain trimmers at all three of Baltimore's grain elevators, including the Pennsylvania Railroad's. Such trimmers were at use in four other ports, and the Port of Baltimore wanted to stay competitive (Griffith 1939; Henry 1941; Baltimore Evening Sun 1952).

The workhouse also included facilities for cleaning grain. Cleaners included vibrating screens of various sizes, suction pipes, and scouring machines. The vibrating screens would filter out material smaller than whole grain, including infectious pests and chaff. Vacuum pipes did the same thing in reverse, using suction that was strong enough to pull up everything except whole grain. Scouring machines used an electric revolving washer, or drum, where streams of cold water were run over the grain to rub off smut and small shoots and whiskers (Griffith 1939; Henry 1941). Following washing, the grain was sent to the drying house, a narrower, 15-story high reinforced concrete building attached to the north end of the workhouse (see Figures 1 through 3). In the drying house, the grain was run on belts that passed through bins where either hot or cold air could be blown (Williams 1920). The drying house was also used when grain was received with an unacceptable moisture content or if the temperature of grain stored in the tanks became too high, as moisture and excessive temperatures could degrade or ruin the quality of the grain (Henry 1941).

The Pennsylvania Railroad Canton Grain Elevator was built by James Stewart & Company under the direction of W.R. Sinks, the manager of the company's grain elevator department (Williams 1920). James Stewart & Company was one of North America's most accomplished and longest-working contractors, in business from 1845 until 1953. In 1865, anticipating opportunities in the United States following the Civil War, founder James Stewart relocated the company from Kingston, Ontario to St. Louis. His firm earned profits and acclaim building railroads west of the Mississippi River and, by the end of the nineteenth century, had grown in step with the nation's expanding industrial might. Beginning around 1900 and under the leadership of Stewart's sons, the company added the construction of banks, department stores, hotels, and industrial and civic structures to its portfolio. In addition to the Pennsylvania Railroad, James Stewart & Company regularly contracted with other industrial giants of the nineteenth and twentieth centuries, including Standard Oil, United States Steel, General Electric, General Motors, Union Carbide, and Grumman (National Building Museum 2018).

The Pennsylvania Railroad operated the Canton Grain Elevator until its merger with the New York Central in 1968, when it became the property of the Penn Central Railroad. Following the Penn Central's bankruptcy in 1970, the elevator was purchased by Central Soya (Wooton 1994:7C). Central Soya was founded in 1934 in Decatur, Indiana, with a mission to process soybeans, market soybean meal and oil, and manufacture and market livestock and poultry feeds. At that time, the soybean was a relatively new crop in the United States. In 1956, the company moved into grain merchandising because it had excess space to store grain that summer, as soybean stocks were down. By 1966, grain merchandising accounted for approximately 15 percent of Central Soya's sales and profit (Kepos and Derdak 1993). Central Soya used the Canton Grain Elevator primarily for storage and grain merchandising, selling wheat, corn, barley, soybean, soybean meal, and corn screenings, generally to overseas markets (Baltimore Evening Sun 1981). Most of the commodities came to the elevator by rail from farms in the Midwest (Wooton 1994:7C). A Maryland Inventory of Historic Properties (MIHP) form completed in 1981 stated that the elevator loaded one million long tons of

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grain per year (Steele and Stacey 1981:Section 8). (A "long ton" is a tradition measurement used in the United Kingdom system and is equal to exactly 2,240 pounds; a "short ton" is equal to the American measurement of 2,000 pounds [Wikipedia 2018]).

In April 1985, Shamrock Capital L.P. acquired Central Soya in a leveraged buy-out. Two years later, Shamrock Capital sold Central Soya to Ferruzzi Agricola Finanziario, one of the largest agribusiness organizations in the world. In July 1989, the Chicago Board of Trade (CBOT) sued Ferruzzi/Central Soya for trying to corner the soybean market. In January 1992, Ferruzzi settled the case by paying the CBOT a \$2 million fine and \$1 million in court expenses, without admitting or denying the charges (Kepos and Derdak 1993). Ferruzzi was also accused of bribery by the Italian government. In the fallout of those two events, Central Soya, which operated the Canton Grain Elevator through a subsidiary, Mississippi River Grain, Inc., sold the elevator to American industrial giant ConAgra. In 1994, ConAgra announced the Canton Grain Elevator's closing, citing a decline in demand for grain in Europe and the Soviet Union and the presence of more cost-efficient grain ports along the Mississippi River and the Gulf of Mexico. At its peak, the elevator employed more than 200 people (Wooton 1994:7C). In 1981, approximately 100 people worked there (Steele 1981:Section 8). At the time of its 1994 closing 40 employees remained (Wooton 1994:7C). The grain elevator has been abandoned since then. Based on aerial imagery available through Google Earth, the conveyor gallery was removed between the elevator's closing in 1994 and 2001 (United States Geological Survey 1994 and Sanborn Map Company 2018).

The Grain Trade in Baltimore

Unless otherwise noted, the following context is taken primarily from two sources, the MIHP form completed for the Canton Grain Elevator (MIHP No. B-985) in 1981 (Steele and Stacey 1981) and a National Register of Historic Places (NRHP) Registration form completed of the Baltimore & Ohio (B&O) Locust Point Grain Terminal Elevator (MIHP No. B-1367) in 2003 (Goold 2003).

The grain business in the port city of Baltimore is almost as old as the city itself. An Irishman, John Stevenson, is credited with initiating the grain trade around 1750, when he began shipping flour to Ireland. Soon the flour and grain trade overshadowed the tobacco industry, Baltimore's first export business (Steele and Stacey 1981: Section 8).

At the beginnings of the grain trade, milled flour rather than raw grain was the principal export. By 1805, there were 50 flour mills within an 18 mile radius of Baltimore City, and by 1830 flour accounted for 68 percent of the Port of Baltimore's total exports. Initially, shipments were made to Europe, but the trade grew to include West Indian and South American markets (Steele and Stacey 1981:Section 8). Grain exports flourished in the early twentieth century and particularly during the years of World War I (Steele and Stacey 1981:Section 8; Goold 2003:8.1). During World War I, tonnage of waterborne commerce moving through the Port of Baltimore more than doubled, with grain playing a significant part in the export trade. In 1916, more than 120 million bushels of grain traveled through Baltimore, most of it destined for Europe (Goold 2003:8.1). This would be the high-water mark during the war years (Henry 1941). The 1916 export numbers were helped when the Western Maryland Railroad opened a new, large, high efficiency grain elevator that year at its Port Covington terminal. In the decade following the end of the war, grain shipments to Europe again increased. In response, other two trunk-line railroad carriers serving Baltimore – the Pennsylvania Railroad and the B&O – both constructed and put into service massive, fire-proof concrete grain elevators at their marine terminals, the Pennsylvania Railroad's in Canton (1922) and the B&O's at Locust Point (1923). By 1926, Baltimore rose from seventh to third among American export ports, behind only New York and New Orleans. By 1928, grain exports constituted a major portion of bulk cargo for outbound vessels from the Port of Baltimore, behind only coal in volume (Goold 2003:8.1).

The Port of Baltimore retained its position behind New York and New Orleans throughout the Great Depression, although grain-shipping volumes dropped dramatically. In 1929, more than 17 million bushels of grain left the port. In 1930, the first full year of the Depression, the number of bushels plummeted to less than half of that, to just over seven million bushels. The decline

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continued, with only 3.8 million bushels leaving the port in 1932 (Goold 2003:8.1).

The decline in grain exports through the Port of Baltimore was not tied solely to the economic downturn. Grain exports through the Port of Baltimore were also linked to the ebb and flow of grain harvests, government regulations that set price differentials for shipments to U.S. ports, a shift to inland water transportation on the Mississippi River to New Orleans and on the St. Lawrence River, and overseas trade treaties. The nadir was reached in 1937, when less than a half million bushels of grain shipped through Baltimore. However, two policy decisions soon reversed the Port of Baltimore's fortunes (Goold 2003:8.2). First, in 1938, Great Britain abolished a six-cent a bushel tariff it had imposed in 1932 on grain exports from non-Canadian ports, resulting in a shift of some rail traffic from Canadian to American ports, particularly in the winter, when the Great Lakes and St. Lawrence River were frequently frozen. Second, the United States Interstate Commerce Commission (ICC) reduced railroad freight rates to East Coast port, which brought back some of the grain that had been traveling by water and rail to New Orleans and other southern port cities. The result was that in 1938 the Port of Baltimore shipped nearly five million bushels of grain, more than four times the amount it had exported the year before and the highest amount since 1932 (Griffith 1939).

The boom in Baltimore grain exports continued in 1939 and throughout World War II, as renewed war in Europe and elsewhere made the U.S. the premier grain producer and exporter for the world. The post-war Marshall Plan continued the trend begun in World War II. In 1947, Baltimore surpassed New Orleans to become the U.S.'s second most active port, trailing only New York. That positioning was attributed in part to the speed and efficiency of Baltimore's grain elevators, a fact not lost on shippers (Goold 2003:8.2; Baltimore Evening Sun 1947).

Exports continued to grow even as European recovery continued; in the first seven months of 1951 alone, 52 million bushels of grain poured into the Port of Baltimore. Five years later, in 1956, the Port of Baltimore experienced record volumes of grain exports, with more than 102 million bushels shipped. This proved, however, to be the high-water mark for Baltimore grain shipments. The following year, grain exports fell to almost one-half that rate, as demand for U.S. grain fell amid global oversupply. It marked the beginning of a general downward trend, one exacerbated by the economic difficulties faced by the railroads who controlled the terminals (Goold 2003:8.2). Railroads began losing freight business due to a variety of factors. Those that affected the Port of Baltimore's grain business included the completion of the St. Lawrence Seaway; navigation improvements on the Mississippi River; and the loss of the freight differential provided to East Coast ports during the 1930s. The St. Lawrence Seaway, completed in 1959, allowed ocean-going vessels to travel the length of the river all the way to the Great Lakes, which greatly reduced trans-shipment costs of grain from the American Midwest and Canada. Such grain could now be transported to new, larger, more efficient grain elevators at Great Lakes ports, where it could be loaded into ships. Similarly, in the American Midwest, improvements to navigation on the Mississippi River spurred the construction of new grain elevators and shipping facilities at New Orleans and other Southern port cities. Baltimore's great grain elevators, by contrast, were aging, and the financially struggling railroads that owned them could not afford to replace them with new facilities.

As noted in the previous section, the Canton Grain Elevator remained in railroad hands until the Penn Central Railroad's 1970 bankruptcy, when the elevator was purchased by Central Soya. By the early 1980s it was more of a grain storage than a grain processing facility, and by 1994 it had closed (Wooton 1994:7C). The Western Maryland's Port Covington Grain Elevator had already ceased operation and was ultimately demolished in 1989 (Sullam 1989:1B). The B&O's Locust Point Grain Elevator was the last in operation, closing in 2002. A portion of that grain elevator was adaptively used when the property was converted to a residential and office complex known as Silo Point (Gunts 2003:1C).

National Register of Historic Places Eligibility Evaluation

The Pennsylvania Railroad Canton Grain Elevator is recommended as eligible for NRHP listing under Criterion A for Industry.

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For much of the twentieth century Baltimore was one of the nation's leading export ports, and grain exports played a large part in that status, being the number two export product shipped through the port, behind only coal. Baltimore's importance as a grain export port was in large measure a function of the port's three large, reinforced concrete grain terminal facilities owned and operated by the Western Maryland, B&O, and Pennsylvania railroads. All were built and placed in operation during an eight year period around 1920 to process and store grain in a mechanized, highly efficient manner. The elevators helped propel the Port of Baltimore into one of the leading grain export ports during the 1920s and again beginning in the late 1930s, after changes to trade and transportation policies made the port more attractive to shippers. Baltimore rose to be the number two export port in the nation, with grain a key part of that rise. The Pennsylvania Railroad Canton Grain Elevator is the only one of the three elevators remaining in the harbor in a form that approximates its construction. The Western Maryland's Port Covington grain elevator has been completely removed, and the B&O's grain elevator at Locust Point has been partially demolished and re-used as a residential and office complex. The Canton Grain Elevator is the last and most complete link to an important part of Baltimore's industrial history.

The Pennsylvania Railroad Canton Grain Elevator is recommended as not eligible for NRHP listing under Criterion B, association with a person. The complex was a corporate-designed and -built structure and is not significantly associated with a person of historical importance.

The Pennsylvania Railroad Canton Grain Elevator is recommended as eligible for NRHP listing under Criterion C for its Design and Construction. When opened in 1922, the Canton Grain Elevator was among the largest grain elevators in the nation and it was designed for maximum efficiency. The building's reinforced concrete construction and smooth finishes provided fewer places for highly-explosive grain dust to accumulate, and the machinery and grain processing systems were designed to move grain rapidly and economically from railroad boxcar to storage or shipment. The complex also provided a means to clean, wash, and dry grain and to move grain from storage tanks for further processing or movement to ships. It represented the height of grain processing at the time of its construction and it continued to move and store grain efficiently during its active life. The most important parts of the elevator's operation remain – the Workhouse, storage tanks, and the power plant. These convey the significance of the elevator's design and construction.

The Pennsylvania Canton Grain Elevator is not evaluated under NRHP Criterion D as part of this assessment. Criterion D applies primarily to archaeological resources.

The proposed boundary for the Pennsylvania Canton Grain Elevator is shown on the Site Plan. It includes all that remains of the elevator plus the elevator's office building. The proposed period of significance for the Pennsylvania Railroad Canton Grain Elevator runs from 1922, when the complex began operations, until 1970, when the grain elevator was sold by the PRR's corporate successor, the Penn Central Railroad, to Central Soya. At that point, the complex became more of a grain storage rather than a grain processing facility.

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National Building Museum

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended ☐

Eligibility not recommended ☐

Criteria: ☐ A ☐ B ☐ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

MHT Comments:

Reviewer, Office of Preservation Services

Date

Reviewer, National Register Program

Date

NR-ELIGIBILITY REVIEW FORM

B-985

Canton Grain Elevator

Page 10

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1924 East Side of Patapsco River. Canton. Pennsylvania Railroad Terminal. Plate 54. Aeroplane Views of Baltimore Harbor and Approaches taken by the United States Navy and reproduced by the Harbor Board of Baltimore. Website at <https://jscholarship.library.jhu.edu/handle/1774.2/38166>. Accessed December 13, 2018.

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MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____

Eligibility not recommended _____

Criteria: A B C D Considerations: A B C D E F G

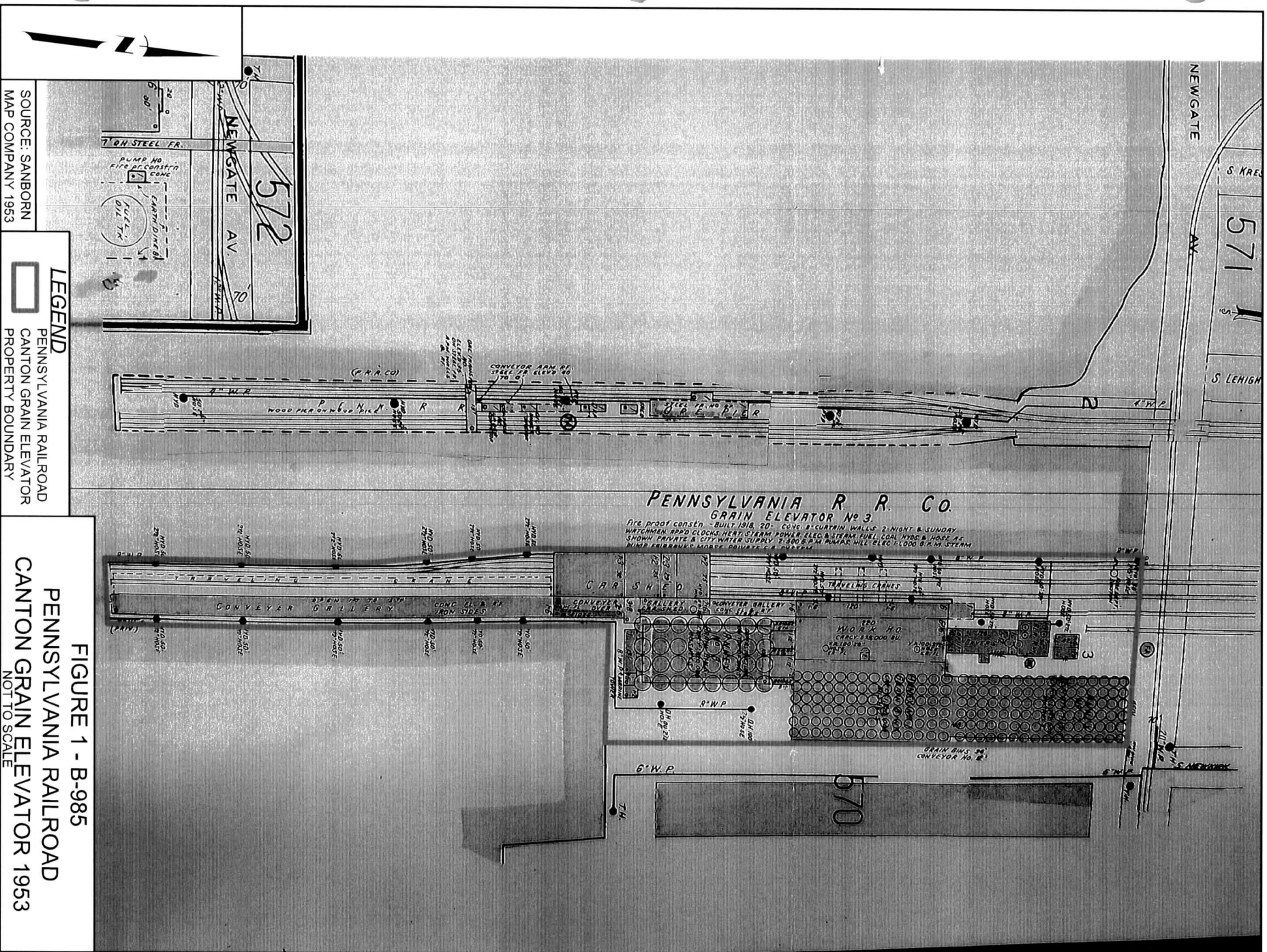
MHT Comments:

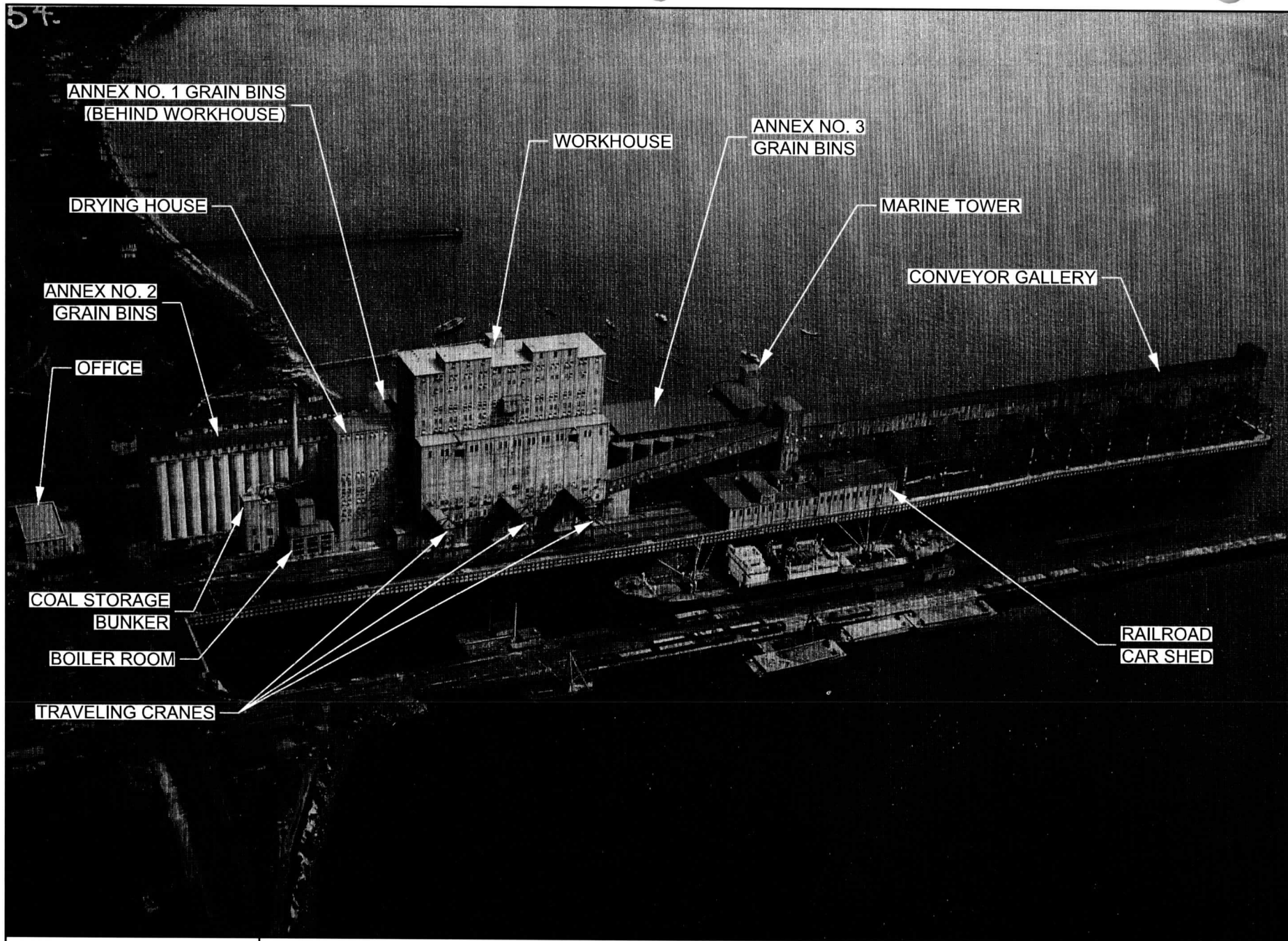
Reviewer, Office of Preservation Services

Date

Reviewer, National Register Program

Date



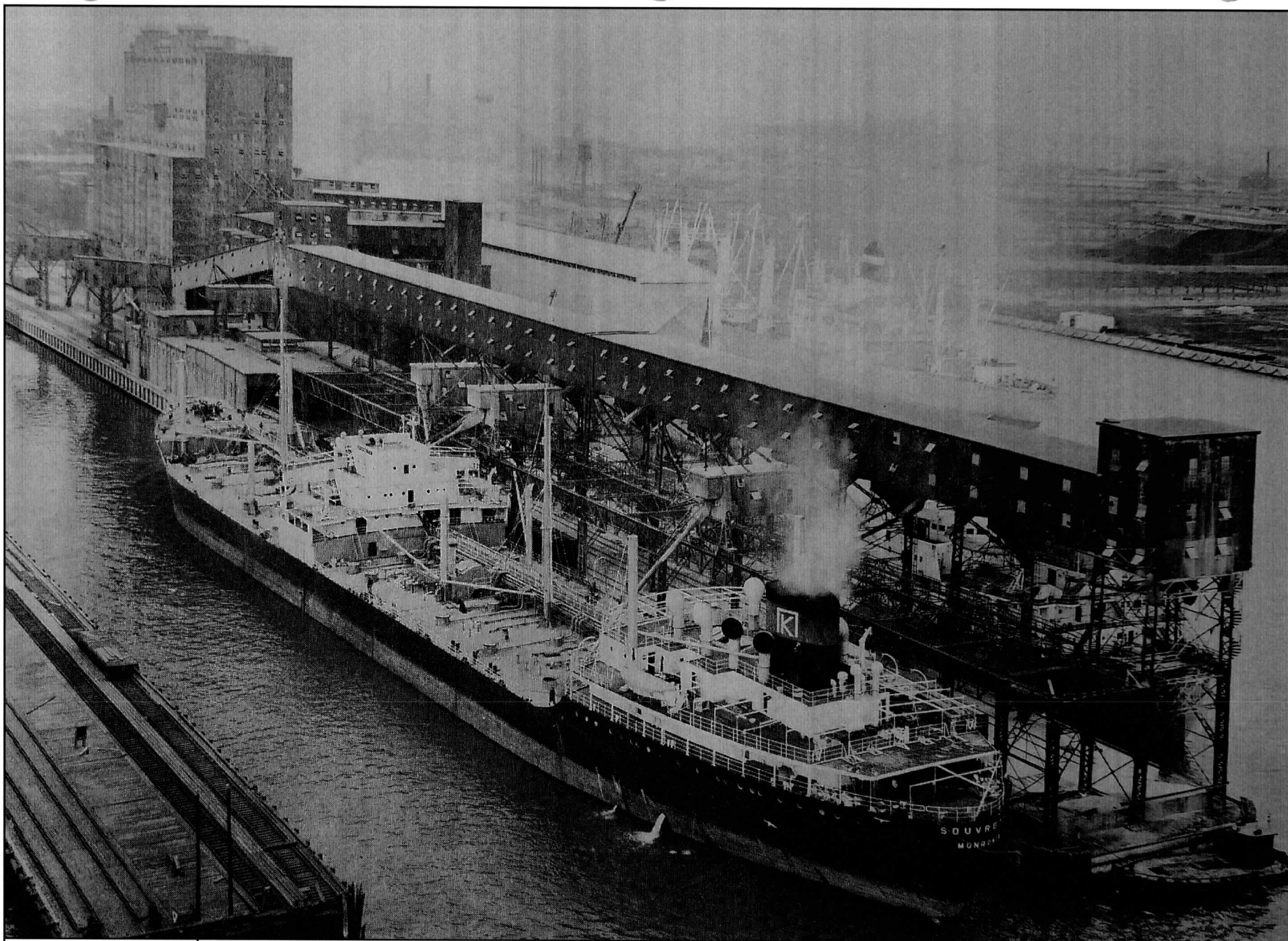


SOURCE: U.S. NAVY AND HARBOR
BOARD OF BALTIMORE 1924

FIGURE 2 - B-985 PENNSYLVANIA RAILROAD CANTON GRAIN ELEVATOR 1924

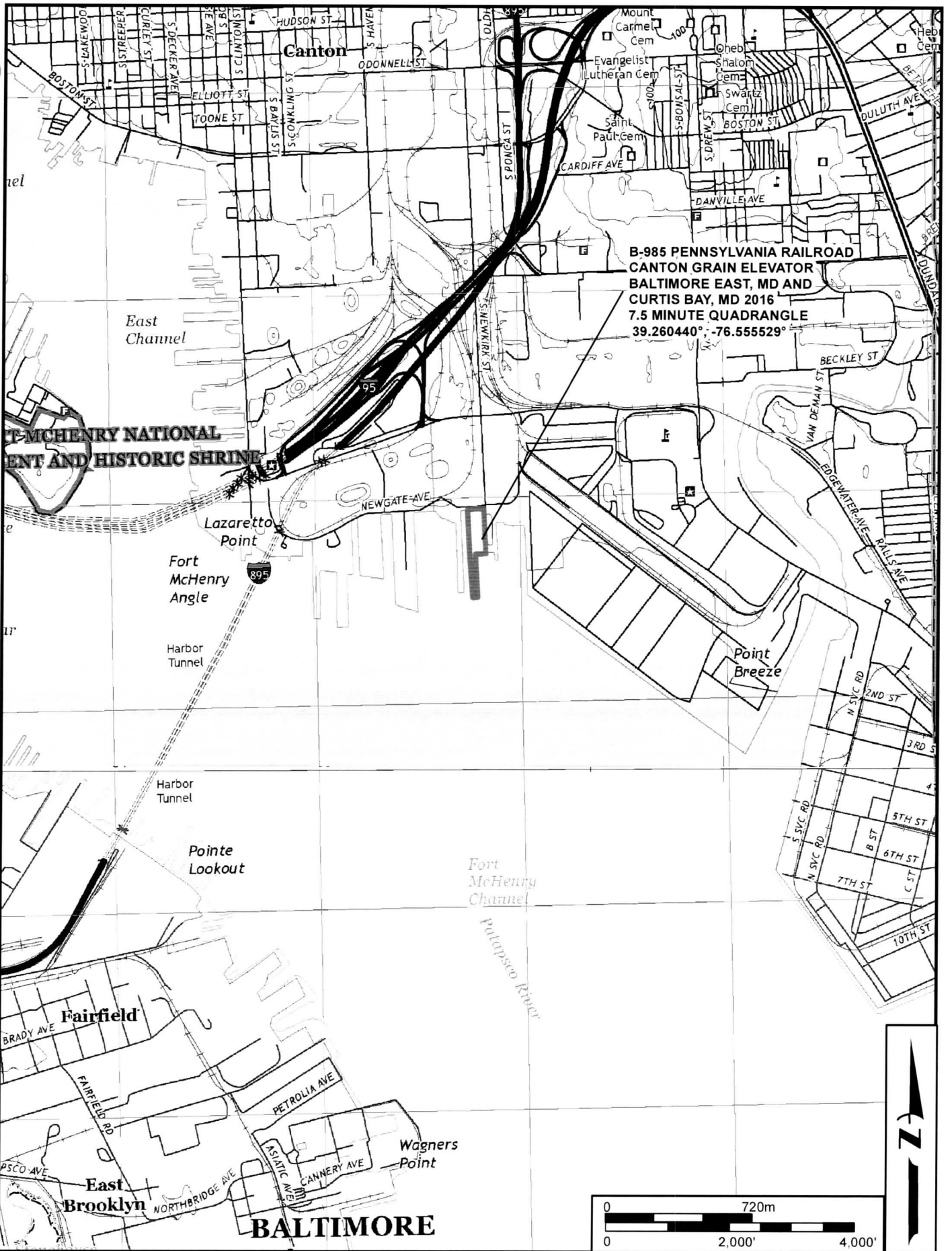


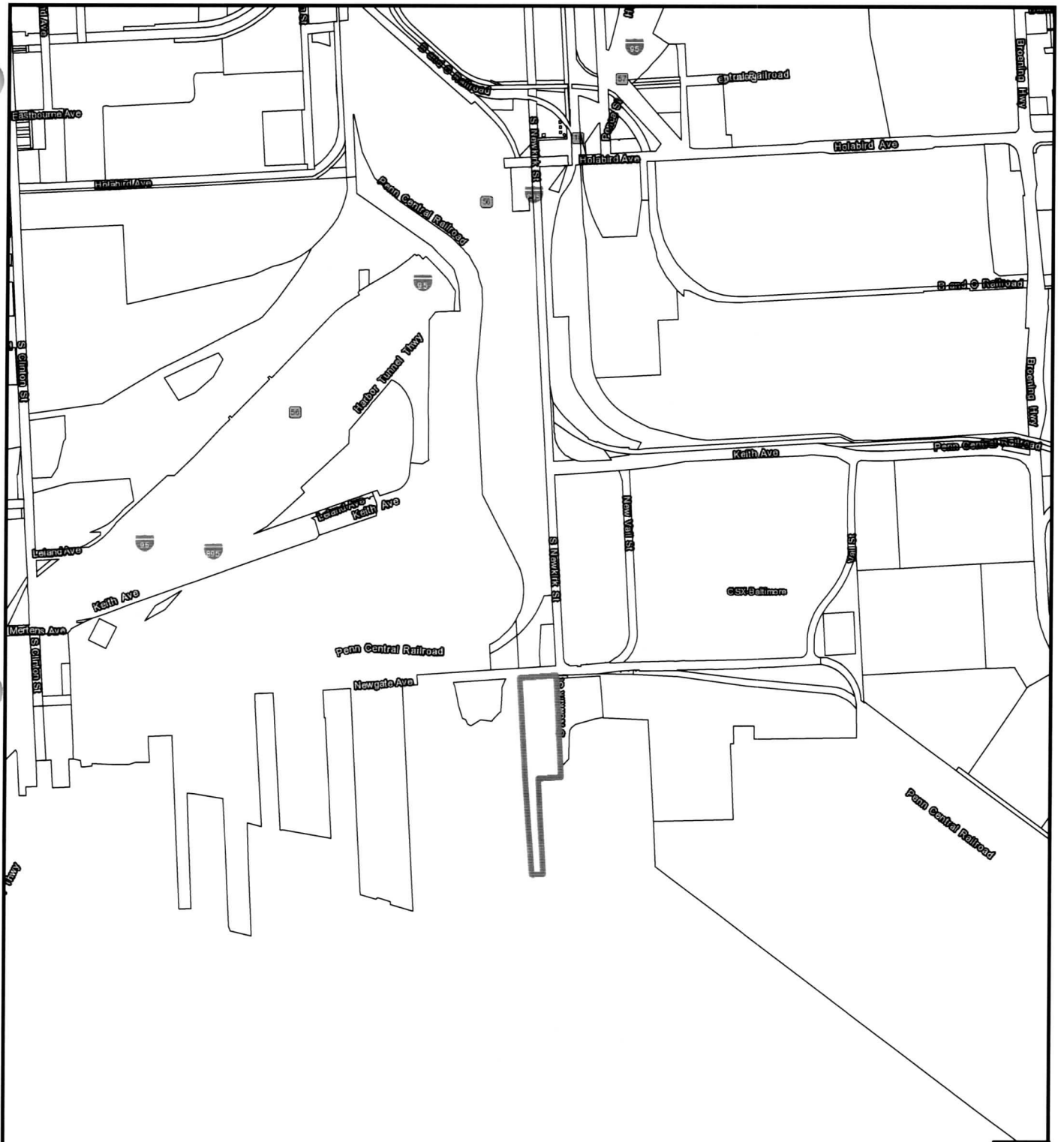
FIGURE 3 - B-985 PENNSYLVANIA RAILROAD CANTON GRAIN ELEVATOR UNDER CONSTRUCTION 1921



SOURCE: KEITH 2005

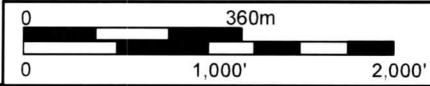
FIGURE 4 - B-985 PENNSYLVANIA RAILROAD CANTON GRAIN ELEVATOR 1967





TAX PARCEL MAP
4601 NEWGATE AVE.
B-985 PENNSYLVANIA RAILROAD
CANTON GRAIN ELEVATOR
WARD 26, SECTION 02,
BLOCK 6607N, LOT 003

SOURCE:
OPEN BALTIMORE 2019
(PARCEL DATA)





B-985 PENNSYLVANIA RAILROAD
CANTON GRAIN ELEVATOR
BALTIMORE EAST, MD 2016
7.5 MINUTE QUADRANGLE
39.260440°, -76.555529°

LEGEND



PHOTO LOCATION



B-985 CANTON
GRAIN ELEVATOR

SOURCE:
BING 2019 (BASE IMAGERY)



© 2019 Microsoft Corporation © 2019 DigitalGlobe © CNES (2019)
Distribution Airbus DS



**B-985 PENNSYLVANIA RAILROAD CANTON GRAIN ELEVATOR
4601 NEWGATE AVENUE
CITY OF BALTIMORE**

PHOTOGRAPH LOG

BGE's Key Crossing Reliability Initiative

City of Baltimore, Maryland

Photographer: Gerald M. Kuncio, Skelly and Loy, Inc.

Date: January 9, 2019

Ink and Paper Combination: Canon Pixma iP8720 Color Inkjet Printer and HP Premium Plus Photo Paper

Brand, Make, and Dye Type of CD-R Gold: Verbatim Ultralife Archival Grade CD-R, 24-karat gold and patented Phthalocyanine phase-changing dye

Photograph Captions

B-985_2019-01-09_01.tif. Workhouse and annex No. 1, facing northeast.

B-985_2019-01-09_02.tif. Workhouse, drying house, boiler room, coal storage bunker, and a portion of annex no. 2, facing southeast.

B-985_2019-01-09_03.tif. Workhouse, drying house, boiler room, coal storage bunker, and a portion of annex no. 2, along with non-historic buildings, facing southeast.

B-985_2019-01-09_04.tif. Annex No. 1, including the conveyor house at the top, facing northeast.

B-985_2019-01-09_05.tif. Annex No. 2 (foreground) and annex No. 1 (background), facing southwest.

B-985_2019-01-09_06.tif. Annex No. 2 and the coal storage bunker, facing southeast.

B-985_2019-01-09_07.tif. Workhouse, annex No. 2, modern buildings, and conveyors between the workhouse and the storage tanks, facing south.

B-985_2019-01-09_08.tif. Front of the office building, facing northwest.

B-985_2019-01-09_09.tif. East side and rear of the office building, facing southwest.



B-985

PENNSYLVANIA RAILROAD CANTON GRAIN
ELEVATOR

BALTIMORE CITY, MD

GERALD M. KUNICIO

2019-01-09

MD SHPO

WORKHOUSE AND ANNEX NO. 1, FACILITY NE

B-985-2019-01-09-01.TIF

1 OF 9



B-985

PENNSYLVANIA RAILROAD CAMTON GRAIN
ELEVATOR

BALTIMORE CITY, MD

GERALD M. KUNCO

2019-01-09

MD SHPO

WORKHOUSE, DRYING HOUSE, BOILER ROOM, COAL
STORAGE BUNKER, AND A PORTION OF ANNEX NO. 2,
FACING SE

B-985_2019-01-09_02.TIF

2 of 9



B-985

PENNSYLVANIA RAILROAD CANTON GRAIN ELEVATOR

BALTIMORE CITY, MD

GERALD M. KUNCIO

2019-01-09

MD SHPO

WORKHOUSE, DRYING HOUSE, BOILER ROOM, COAL STORAGE
BUNKER, AND A PORTION OF ANNEX NO. 2, ALONG
WITH NON-HISTORIC BUILDINGS, FACING SE.

B-985-2019-01-09-03.TIF

3 OF 9



B-985

PENNSYLVANIA RAILROAD ^{CANTON} ~~GRAIN~~ GRAIN ELEVATOR

BALTIMORE CITY, MD

GERALD M. KUNCIO

2019-01-09

MD SHPO

ANNEX NO. 1, INCLUDING THE CONVEYER HOUSE
AT THE TOP, FACING NE

B-985-2019-01-09-04.TIF

1 OF 9



B-985

PENNSYLVANIA RAILROAD CANTON GRAIN ELEVATOR
BALTIMORE CITY, MD

GERALD M. KUNCIO

2019-01-09

MD SHPO

ANNEX NO. 2 (FOREGROUND) AND ANNEX NO. 1
(BACKGROUND), FACING SW

B-985-2019-01-09-05.TIF

5 OF 9



B-985

PENNSYLVANIA RAILROAD CANTON GRAIN ELEVATOR

BALTIMORE CITY, MD

GERALD M. KUMCIO

2019-01-09

MD SHPO

ANNEX NO. 2 AND COAL STORAGE BUNKER,
FALING SE

B-985_2019-01-09_06.TIF

6 OF 9



B-985

PENNSYLVANIA RAILROAD CANTON GRAIN ELEVATOR
BALTIMORE CITY, MD

GERALD M. KUNCIO

2019-01-09

MD SHPO

WORKHOUSE, ANNEX NO. 2, MODERN BUILDINGS, AND
CONVEYORS BETWEEN THE WORKHOUSE AND THE
STORAGE TANKS, FACING S

B-985-2019-01-09-07.TIF

7 OF 9



B-985

PENNSYLVANIA RAILROAD CANTON GRAIN ELEVATOR

BALTIMORE CITY, MD

GERALD M. KUNCIO

2019-01-09

MD SHPO

FRONT OF THE OFFICE BUILDING, FACING NW

B-985-2019-01-09-08.TIF

80F9



B-985

PENNSYLVANIA RAILROAD CANTON GRAIN ELEVATOR
BALTIMORE CITY, MD

GERALD M. KUNCIO

2019-01-09

MD SHPO

EAST SIDE AND REAR OF THE OFFICE BUILDING,
FACING SW

9 OF 9

B-985-2019-01-09-09.TIF

Canton Grain Elevator

8. SIGNIFICANCE

Statement of Significance

The striking structure at the foot of Canton's Lazaretto Point that is the Canton Grain Elevator is significant both as one of the country's oldest operating structures of its type, and as a symbol of Baltimore's important place in the history of the grain trade. Constructed in 1918 by the Penn Central Railroad, the Canton Grain Elevator has a storage capacity of over 4-million bushels, and loads over 1-million long tons of grain per year.

MARYLAND HISTORICAL TRUST

B-985
MAGI #0409855714

INVENTORY FORM FOR STATE HISTORIC SITES SURVEY

1 NAME

HISTORIC Canton Grain Elevator

AND/OR COMMON

2 LOCATION

STREET & NUMBER

CITY, TOWN Newgate Avenue and Newkirk Street

CONGRESSIONAL DISTRICT

Baltimore

VICINITY OF

STATE

COUNTY

Maryland

3 CLASSIFICATION

CATEGORY

☐ DISTRICT

☒ BUILDING(S)

☒ STRUCTURE

☐ SITE

☐ OBJECT

OWNERSHIP

☐ PUBLIC

☒ PRIVATE

☐ BOTH

PUBLIC ACQUISITION

☐ IN PROCESS

☐ BEING CONSIDERED

STATUS

☒ OCCUPIED

☐ UNOCCUPIED

☐ WORK IN PROGRESS

ACCESSIBLE

☐ YES: RESTRICTED

☐ YES: UNRESTRICTED

☒ NO

PRESENT USE

☐ AGRICULTURE

☐ COMMERCIAL

☐ EDUCATIONAL

☐ ENTERTAINMENT

☐ GOVERNMENT

☒ INDUSTRIAL

☐ MILITARY

☐ MUSEUM

☐ PARK

☐ PRIVATE RESIDENCE

☐ RELIGIOUS

☐ SCIENTIFIC

☒ TRANSPORTATION

☐ OTHER

4 OWNER OF PROPERTY

NAME

CSY Finance, Inc. (Central Soya Co.)

(PR Dept)

Telephone #: 219-422-8541

STREET & NUMBER

Fort Wayne, Indiana 46802

CITY, TOWN

STATE, zip code

VICINITY OF

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE

REGISTRY OF DEEDS, ETC.

Baltimore City Courthouse

STREET & NUMBER

Fayette and Calvert Sts.

CITY, TOWN

STATE

Baltimore, Maryland 21202

Liber #: RHB 2651

Folio #: 440

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

None

DATE

☐ FEDERAL ☐ STATE ☐ COUNTY ☐ LOCAL

DEPOSITORY FOR
SURVEY RECORDS

CITY, TOWN

STATE

7 DESCRIPTION

B-985

CONDITION

☐ EXCELLENT
☐ GOOD
☐ FAIR

☐ DETERIORATED
☐ RUINS
☐ UNEXPOSED

CHECK ONE

☐ UNALTERED
☐ ALTERED

CHECK ONE

☐ ORIGINAL SITE
☐ MOVED DATE _____

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Canton Grain Elevator is the last of a series of grain elevators in Canton stretching back to the early nineteenth century. Built in 1918, it incorporated a conveyor belt system and bucket type elevators to efficiently move hundreds of carloads of grain weekly. Additional storage facilities were added so that by 1934 it was one of the largest elevators at tidewater.

The system begins with a car dump, which is essentially a hopper below the level of the railroad tracks. Grain cars have an end dumping chute because they are closed on top for sanitary reasons. Cars are emptied one at a time until the pier is full of empties. Dumping must then stop until the empties are removed. Grain flows into the tapered hoppers and is fed into the bottom of the elevators. These are sheetmetal ducts with continuous loops of canvas belt inside. Metal buckets on the belts scoop up the grain and carry it to the top of the storage building where it is cleaned and distributed to storage silos. Prior to shipment it is fed into weighing hoppers and thence to conveyors which carry it to waiting ships. This material handling system is essentially the same as that developed by Oliver Evans to move grain and flour in eighteenth century grist mills.

CONTINUE ON SEPARATE SHEET IF NECESSARY

8 SIGNIFICANCE

B-985

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
☐ PREHISTORIC	☐ ARCHEOLOGY-PREHISTORIC	☐ COMMUNITY PLANNING	☐ LANDSCAPE ARCHITECTURE	☐ RELIGION
☐ 1400-1499	☐ ARCHEOLOGY-HISTORIC	☐ CONSERVATION	☐ LAW	☐ SCIENCE
☐ 1500-1599	☐ AGRICULTURE	☐ ECONOMICS	☐ LITERATURE	☐ SCULPTURE
☐ 1600-1699	☐ ARCHITECTURE	☐ EDUCATION	☐ MILITARY	☐ SOCIAL/HUMANITARIAN
☐ 1700-1799	☐ ART	☐ ENGINEERING	☐ MUSIC	☐ THEATER
☐ 1800-1899	☐ COMMERCE	☐ EXPLORATION/SETTLEMENT	☐ PHILOSOPHY	☐ TRANSPORTATION
☐ 1900-	☐ COMMUNICATIONS	☐ INDUSTRY	☐ POLITICS/GOVERNMENT	☐ OTHER (SPECIFY)
		☐ INVENTION		

SPECIFIC DATES

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

The striking structure at the foot of Canton's Lazaretto Point that is the Canton Grain Elevator is significant both as one of the country's oldest operating structures of its type, and as a symbol of Baltimore's important place in the history of the grain trade. Constructed in 1918 by the Penn Central Railroad, the Canton Grain Elevator has a storage capacity of over 4-million bushels, and loads over 1-million long tons of grain per year.

Historical Significance

The grain business in the port city of Baltimore is almost as old as the city itself. An Irishman, John Stevenson, is credited with initiating the grain trade around 1750, when he began making shipments of flour to Ireland. Soon the flour and grain trade overshadowed the tobacco industry, Baltimore's first export business.

During the beginnings of the grain trade, milled flour rather than raw grain was the main export. By 1805, there were 50 flour mills within an eighteen mile radius of the city, and by 1830, flour made up 68 percent of the Port's total exports. Shipments were made initially to Europe, and the trade grew to include West Indian and South American Markets. During World War I, the American government became heavily involved in the grain trade, and large international firms sprang up. Baltimore's small flour exporters were pushed out of business. From then on, Baltimore's part in the grain industry was confined to the handling and exporting of raw grain. Always a major industry in Baltimore, in the 1950's grain was second only to coal in the city's exports.

The Canton Grain elevator was built in 1918 by the Pennsylvania Railroad. Grain was loaded from the incoming railroad cars to the outgoing ships via special tracks from the main lines to the elevators. The Canton Elevator was not the first on Lazaretto Point:

CONTINUE ON SEPARATE SHEET IF NECESSARY

cont'd

9 MAJOR BIBLIOGRAPHICAL REFERENCES

Factsheet provided by Central Soya Company.
 Thomas Scharf, History of Baltimore, (Phil., Louis Leverts, 1881), p.

Articles in Vertical Files, MD Room, Enoch Pratt Free Library

CONTINUE ON SEPARATE SHEET IF NECESSARY

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY _____

VERBAL BOUNDARY DESCRIPTION

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE

COUNTY

STATE

COUNTY

11 FORM PREPARED BY

NAME / TITLE

Ann Steele, Kathleen Stacey

ORGANIZATION

Baltimore Industrial Museum

DATE

January 1981

STREET & NUMBER

217 N. Charles Street

TELEPHONE

301-396-1931

CITY OR TOWN

Baltimore, Maryland 21201

STATE

The Maryland Historic Sites Inventory was officially created by an Act of the Maryland Legislature, to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 Supplement.

The Survey and Inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

RETURN TO: Maryland Historical Trust
 The Shaw House, 21 State Circle
 Annapolis, Maryland 21401
 (301) 267-1438

Canton Grain Elevator
Hist. Sign.
p. 2

the Baltimore Elevator Company operated three elevators in Canton. They had a combined capacity of 1,350,000 bushels. One of the first large grain elevators east of the Allegheny Mountains was also built in the Canton area. The Penn Central elevator was considered to be the largest in the tidewater, with a capacity of over 4 million bushels.

In 1970, CSY Finance, a subsidiary of Central Soya Company of Ft. Wayne, Indiana, bought the Canton Grain elevator from Pennsylvania Central Railroad. Since then it has been used by Central Soya's Grain and Soybean Processing divisions to export grain to worldwide markets. Corn, wheat, and soy bean meal are delivered to the elevator primarily by rail, but some locally produced grain is also delivered by truck. The elevator loads about one million long tons of grain into about one hundred ships per year. There are approximately one hundred employees conducting the storage, handling, and loading of the grains. The grain elevator is also the site of a commercial business for customers outside of Central Soya.



CANTON GRAIN ELEVATOR
BALTIMORE, MD.

USGS 7.5" BALTO. EAST QUAD

18° 65' 77.2" 43 46600 (8-985)

(CURTIS BAY)
"66" II NE
"66" I 100000

166

1 SITE I.D. NO B 9 8 5

HAER INVENTORY

Historic American Engineering Record
Department of the Interior, Washington, D.C. 20240

2 INDUSTRIAL CLASSIFICATION

3 PRIORITY

4 DANGER OF DEMOLITION?
(SPECIFY THREAT)☐ YES☒ NO☐ UNKNOWN

Transportation

(Cargo - Handling)

5 DATE

6 GOVT SOURCE OF THREAT

OWNER

ADMIN

7 OWNER/ADMIN

CSY Finance, Inc. (Central Soya)

8 NAME(S) OF STRUCTURE

Canton Grain Elevator

9 OWNER'S ADDRESS

Fort Wayne, Indiana
4680210 STATE MD COUNTY NAME

CITY/VICINITY

Baltimore

CONG.
DIST.STATE IN COUNTY NAME

CITY/VICINITY

CONG.
DIST.

11 SITE ADDRESS (STREET & NO.)

Newgate Ave. at New Kirk St.

12 EXISTING
SURVEYS☐ NR☐ NHL☐ HABS☐ HAER-I☐ HAER☐ NPS☐ CLS☐ CONF☐ STATE☐ COUNTY☐ LOCAL☐ OTHER

13 SPECIAL FEATURES (DESCRIBE BELOW)

☐ INTERIOR INTACT☒ EXTERIOR INTACT☐ ENVIRONS INTACT

14 UTM ZONE EASTING NORTHING EIGN

14 UTM ZONE EASTING NORTHING EIGN

SCALE

☐ 1:24☐ 1:62.5QUAD
NAME

SCALE

☐ 1:24☐ 1:62.5QUAD
NAME15 CONDITION 70 ☐ EXCELLENT 71 ☒ GOOD 72 ☐ FAIR 73 ☐ DETERIORATED74 ☐ RUINS75 ☐ UNEXPOSED76 ☐ ALTERED82 ☐ DESTROYED85 ☐ DEMOLISHED

16 INVENTORIED BY

Ann Steele, Kathleen Stacey

AFFILIATION

Balto. Museum of Industry

DATE

Jan. 1981

17 DESCRIPTION AND BACKGROUND HISTORY, INCLUDING CONSTRUCTION DATE(S), HISTORICAL DATE(S), PHYSICAL DIMENSIONS,
MATERIALS, EXISTANT EQUIPMENT, AND IMPORTANT BUILDERS, ENGINEERS, ETC.

[See attached Statement of significance]

18 ORIGINAL USE

Transportation (Cargo)

19 PRESENT USE

Same

20 ADAPTIVE USE

21 REFERENCES—HISTORICAL REFERENCES, PERSONAL CONTACTS, AND/OR OTHER

Info. provided by Central Soya, Inc.
Thomas Scharf, History of Baltimore (Phil. Louis Leverts, 1881), p.
Articles in vertical files, MD Room, Enoch Pratt Central Library.

22 PERIOD OF INTEREST

☒ A☐ B☐ C☐ D☐ E☐ F☐ G☐ H☐ I☐ J☐ K☐ L☐ M☐ N☐ O☐ P☐ Q☐ R

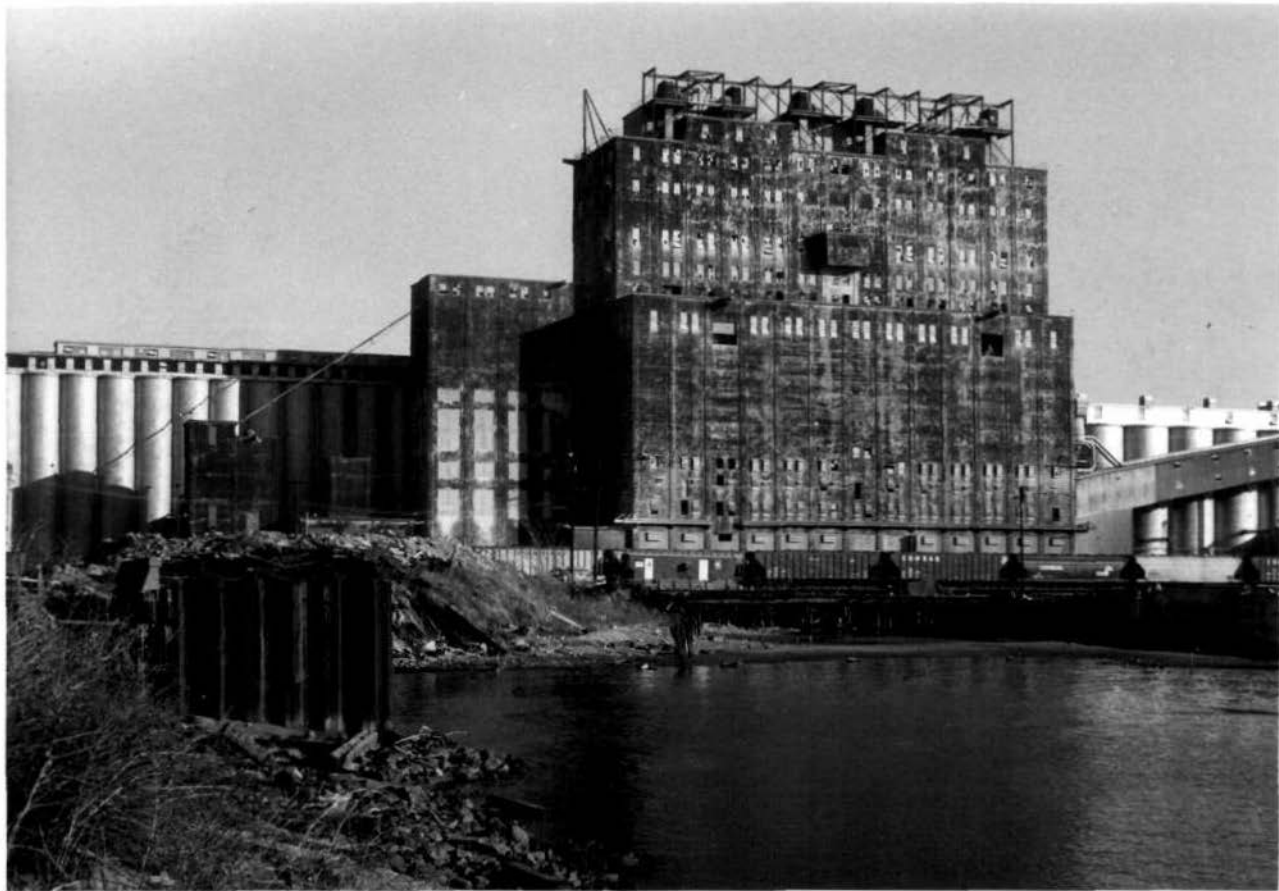
23 PERIOD OF INTEREST

☐ A☒ B☐ C☐ D☐ E☐ F☐ G☐ H☐ I☐ J☐ K☐ L☐ M☐ N☐ O☐ P

CONT OVER

CONT OVER

B-985



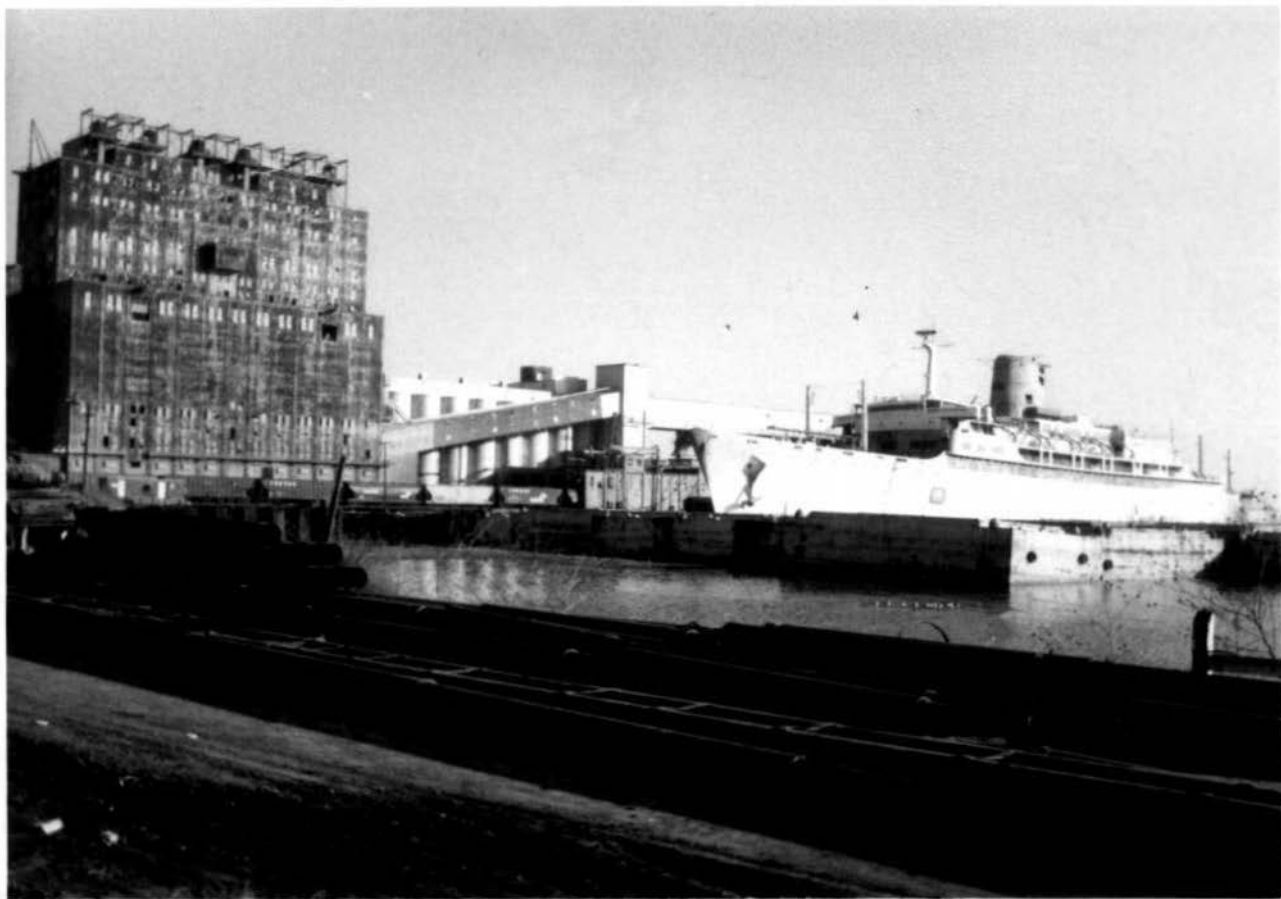
CANTON GRAIN ELEVATOR B-985

BALTIMORE CITY, MARYLAND

PHOTO: LINDA DARR

NEG. LOC: MD HISTORIC TRUST

12/80 West Facade



CANTON GRAIN ELEVATOR B-985
BALTIMORE CITY MARYLAND
PHOTO: LINDA DAUR
NEG. LOC: MD HISTORIC TRUST
12/80 Looking East/South



CANTON GRAIN ELEVATOR B-985

BALTIMORE CITY, MARYLAND

PHOTO: LINDA DAOR

NEG. LOC: MD HISTORIC TRUST

12/80 Looking South/East
(from Newgate St.)



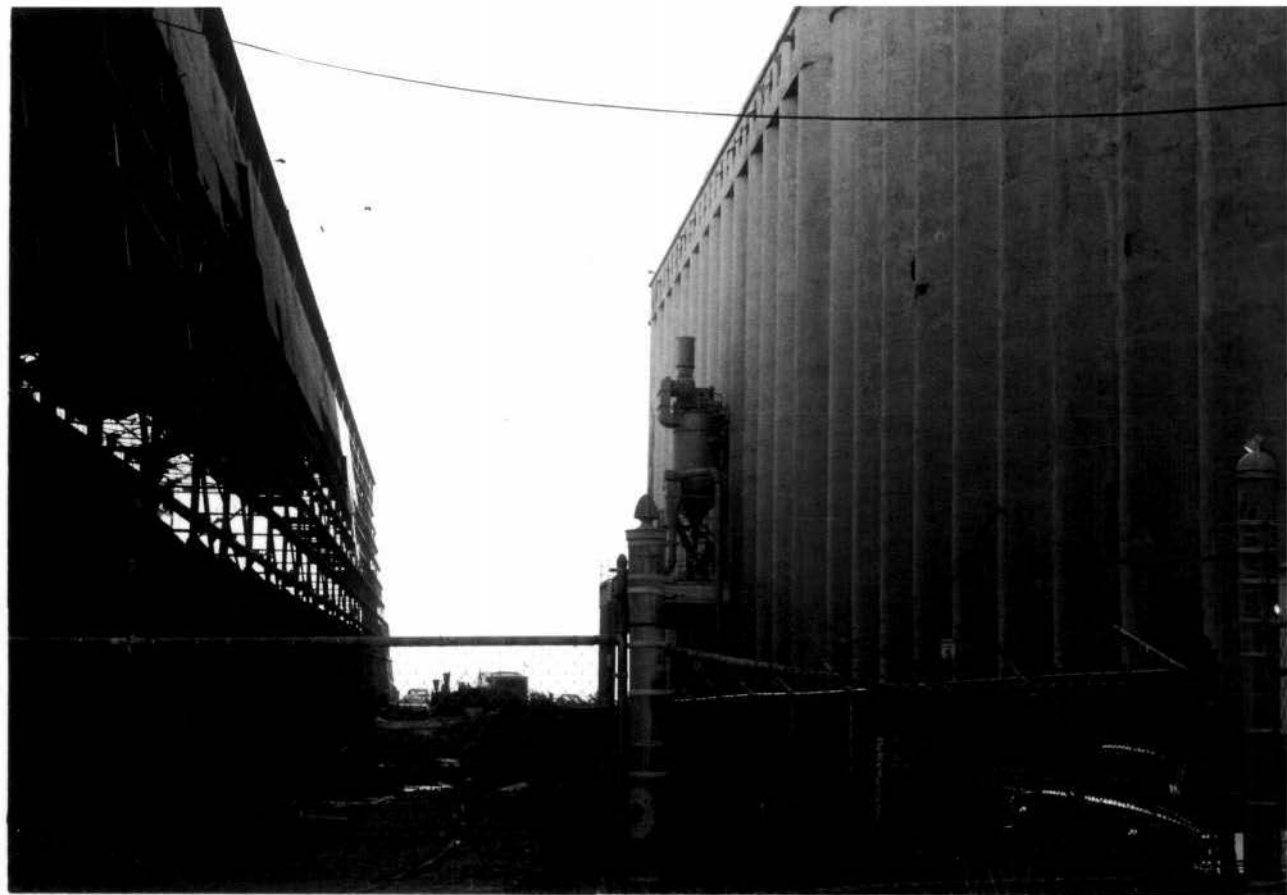
CANTON GRAIN ELEVATOR B-985

BALTIMORE CITY, MARYLAND

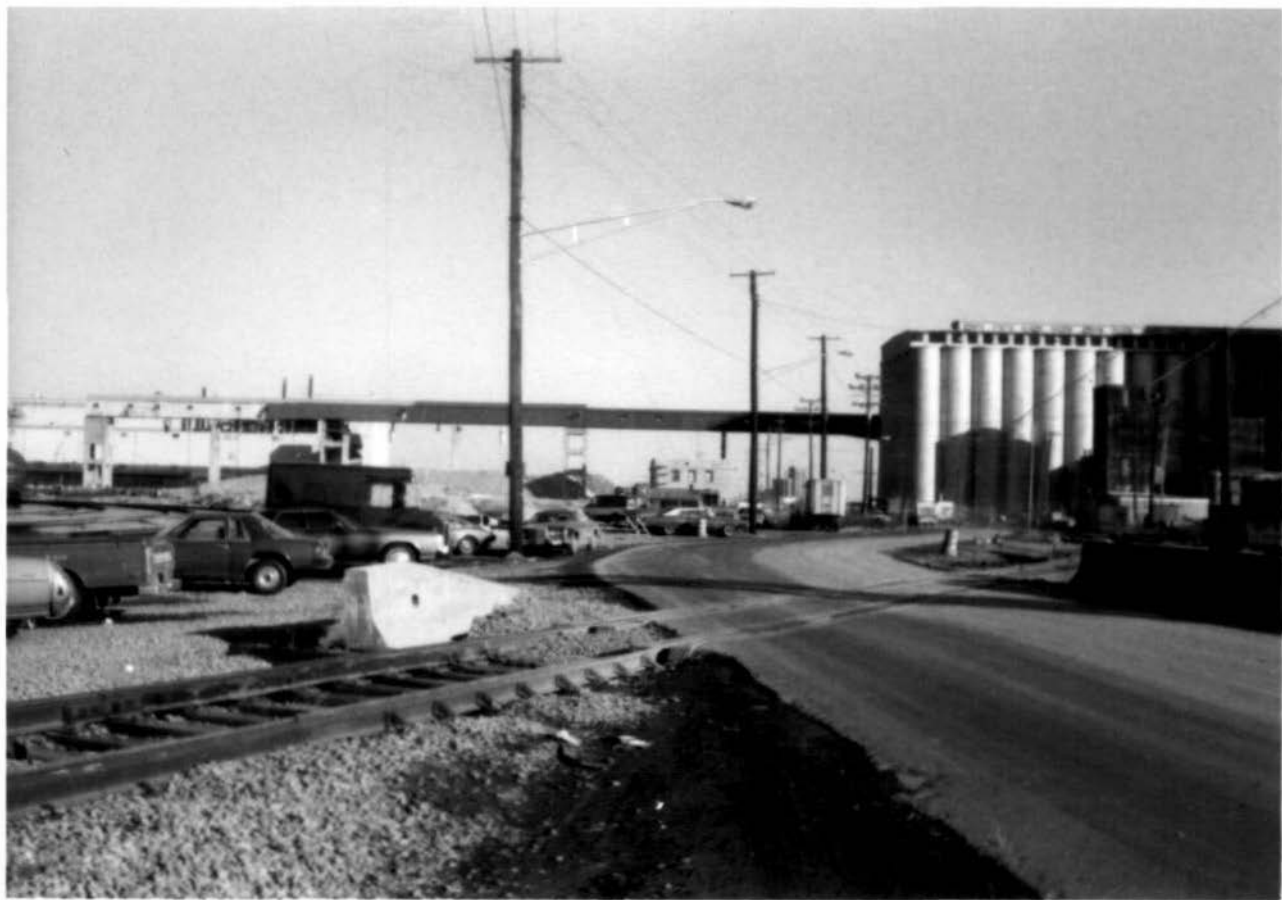
PHOTO: LINDA PAAR

NEB. LOC: MD HISTORIC TRUST

12/80 Office bld., looking
North/East



CANTON GRAIN ELEVATOR B-985
BALTIMORE CITY, MARYLAND
PHOTO: LINDA DICK
NEG. LOC: MD HISTORIC TRUST
12/80 Storage Silos



CANTON GRAIN ELEVATOR B-985
BALTIMORE CITY, MARYLAND
PHOTO: LINDA DAOR
NEG. LOC: MD HISTORIC TRUST
12/80 Newgate Ave. looking
East



~~BALTIMORE GRAIN FLOUR~~ ~~390~~

BALTIMORE CITY, MARYLAND

PHOTO: LINDA DAUR

NEB. LOC: MD HISTORIC TRUST

12/80 Machinery House + beltway,
looking N/W from Newgate St.

B-985