

T H U N D E R B A Y

*T. Bay Industrial
Bureau*

G R E A T E S T G R A I N P O R T I N T H E W O R L D

Archive E-118

The statistics outlined on the attached sheets are a condensation of the almost, overwhelming data, required to describe the movement of grain out of Canada via the Seaport of Thunder Bay.

The size of ships, particularly bulk carriers, used on the Great Lakes is only determined by the size of the canal locks at Welland and St. Lawrence River. New ships on the Upper Great Lakes using only the Sault Ste. Marie Locks will be 1000 feet long and will carry iron ore to U. S. furnaces in Chicago and area.

Canada has set her sights on producing and exporting a billion bushels of assorted grains. This will be approximately a 25% increase over current production. When it is visualized this is a bulk-food product, the aim is staggering in its potential.

50,000,000 tons of grain moving overseas to hungry people will not only have a great impact on the health of all countries, but, will require massive mobilization of finances, scheduling and control of vehicles such as rail cars, ships, storage facilities, etc.

Thunder Bay's facilities are not presently overtaxed. Current put-through is being handled on a 5½-day week basis, one shift. Increasing the shifts even to two per day, 7 days a week will still not tax the working capacity.

The greatest delay factor remains with obtaining sufficient rail cars to transport the grain upwards of 1000 miles from the Prairies to the Terminal Elevators, and the availability of sufficient ships, at the right time.

(cont'd)

Canada is also exploring the possibility of keeping the Great Lakes and Seaway open for longer periods during the winter.

The 1971 Shipping Season was extended to January 3, 1972, when the last ship left.

Ice conditions are not heavy at this time as the deeper build-up has not occurred. Perhaps in the immediate future, the season can be extended to the end of January -- making 10-month shipping possible.

Bubblers at docks, huge icebreaking ships and control of Canal gates are a necessity.

Grain is the major commodity transported out of Thunder Bay, but the Port also currently handles massive bulk quantities of iron ore and pellets, potash, coal and oil. In addition, Keefer Terminal, the western end of the Seaway handles many shiploads of general cargo moving east and west for Canadian and overseas destinations. Approximately 300,000 square feet of covered warehousing is provided for transfer of goods by rail, truck or water.

Thunder Bay, the Port City, in the exact geographic centre of Canada -- and the continent -- has a population of 111,000 and services a land area of 255,000 square miles in Northwestern Ontario, a vertiable empire of unspoiled recreational and undeveloped natural resource potential.

PREPARED BY:

DEVELOPMENT BUREAU
OF THE CITY OF THUNDER BAY

G R A I N S T A T I S T I C S

TOTAL 1971 SHIPPING -- 540,725,000 Bushels

EMPLOYEES - ELEVATORS 1971 -- 1500-1600

65 Hopper cars in unit train carries 186,260 bushels wheat Thunder Bay -
Quebec City in two days.

10,000,000 bushels carried by unit train in 1972

One of two highest seaports in World at 601 feet, sharing honour with
Duluth-Superior.

1970 - 1971 CROP YEAR -- AUGUST 1 - AUGUST 1

SHIPMENTS FROM COUNTRY ELEVATORS -- 815.9 Million Bushels

Barley	-- 222 Million Bushels
Flax	-- 29 Million Bushels
Rapeseed	-- 49 Million Bushels
Wheat	-- 460 Million Bushels
Oats	-- 44 Million Bushels
Rye	-- 10 Million Bushels

MOVED TO THUNDER BAY	-- 477 Million Bushels	(58.5%)
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MOVED TO PACIFIC COAST	-- 429 Million Bushels	(30.6%)
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MOVED TO CHURCHILL	-- 21.2 Million Bushels	(2.6%)
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MOVED TO OTHER	-- 67 Million Bushels	(8.3%)
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9,000 Grain cars a week at 125 cars per train requires -- 70 full trains
and 70 empties

GRAIN STATISTICS (CONT'D)

24 TERMINAL ELEVATORS

7 On Kaministiquia River

17 On Lakefront

RATED CAPACITY -- 105,376,400 Bushels

Saskatchewan Pool #7 has 9 Million Bushels Capacity

UNLOADING CAPACITY -- 8 hours -- 1421 cars

SHIPPING CAPACITY -- 8 hours -- 10,134,000 bushels

1970 - 1971 CROP YEAR -- AUGUST 1 - AUGUST 1

VESSEL SHIPMENTS FROM:

THUNDER BAY -- 498.5 Million Bushels

DIRECT OVERSEAS (SALTIES) Inc. above 42.5 Million Bushels

SHIPMENTS FROM:

PACIFIC COAST -- 269.6 Million Bushels

CHURCHILL -- 23.4 Million Bushels

DOMESTIC USE -- 217 Million Bushels

A farm yield of 51,000 acres required to produce a million bushels cargo

- 5 trains totalling 566 cars required to transport this grain

- 1 lake freighter 730 feet long 75 feet wide will take a million bushels

COST OF ALL WATER TRANSPORT

9¢ - 12¢ Bushel

COST OF ALL RAIL TRANSPORT

20¢ Bushel

GRAIN STATISTICS (CONT'D)

ASSESSMENT OF ELEVATORS	-- Approximately \$20 Million
CITY TAXES PAID ON ASSESSMENT	-- Approximately \$2 - \$3 Million
WAGES PAID TERMINAL ELEVATORS	-- Approximately \$10 Million
WAGES PAID RAILWAY EMPLOYEES	-- Approximately \$6 Million
WAGES PAID IN SERVICE INDUSTRIES	-- Approximately \$4 - \$5 Million

THUNDER BAY HARBOUR -- RECORD SHIPPING YEARS

1966	-- 19,503,923 Tons	
1967	-- 15,629,208 "	
1968	-- 13,201,770 "	
1969	-- 13,604,854 "	
1970	-- 20,779,767 "	
** 1971	-- 22,164,923 "	(<u>RECORD</u>)

** INCLUDES:

15,461,077 Tons	-- Grain
4,814,190 Tons	-- Iron Ore
598,277 Tons	-- General Cargo
211,210 Tons	-- Newsprint

1403 Vessels required to move cargo 1971

SHIPPING SEASON -- April 10, 1971 - January 3, 1972

TOTAL SHIPPING -- 540,725,000 Bushels
