

“The Architecture of the Grain Trade and the Illinois and Michigan Canal.” A paper read at the annual meeting of thual

of the grain trade and the Illinois and Michigan Canal. The paper was read at the annual meeting of the American Society of Civil Engineers in 1852. The paper was a significant contribution to the history of the grain trade and the canal. It discussed the various aspects of the grain trade, including the transportation of grain from the West to the East, and the role of the canal in this process. The paper also discussed the architecture of the grain trade, including the design of the canal and the various structures that were built along the canal. The paper was a landmark work in the history of the grain trade and the canal.

He was also involved in canal construction for a canal on the Saint Lawrence that was

in what was called the “head house.” This allowed the movement and storage of grain by bulk, but the power source was a problem.³

Norton was very interested in shipping grain from Chicago to the East. In 1842 Gov. John Davis of Massachusetts was investigating, at the request of English and Eastern bankers, the feasibility of loaning additional money for the completion of the canal. He consulted with Norton on the profitability of grain shipm

desired reform, thereby opening the way for all improved methods of grading, storing, transporting and transferring grain in bulk.”¹⁰

The shipment of grain in bulk had by 1861 created the specialized structure we call “the elevator.” That mid-western building type that used the technology for moving and storing grain that Norton had developed, but housed it in higher buildings with a wooden metal-clad fabric. These elevators were the tallest buildings in many a small farm town. The architecture now was defined by the function. The head house was not a separate part of the structure, but an integral part of the building.

One of the earliest of these wooden elevators on the canal still stands in Seneca, Illinois, about 70 miles west of Chicago. There were many of these along the I & M Canal in its heyday, but this is the last one left. It was built in 1862 by John Armour of Ottawa. It was called “Armour’s Warehouse” until 1872, when the designation was changed to “Armour’s Grain Elevator.”¹¹ The structure is a specialized one that could only be used as a grain elevator or as a museum, as it is currently. This contrasts with the multiple uses the Norton and Gaylord buildings were put to after the grain business on the ca

FOOTNOTES

1. 2000 Mackey, Frank. *Steamboat Connections*. Montreal: Mc Gill-Queens University Press. 282-283.
2. 1839 Canal Commissioners. *Report of the Canal Commissioners of the Illinois and Michigan Canal to the Legislature of Illinois*. (Vandalia, Illinois: State of Illinois), 12-13.
3. 1884 Andreas, A. T. *History of Chicago from the Earliest Period to the Present Time*, Vol. I. (Chicago: A.T. Andreas), 579-580.
4. 1941 Lee, Guy H., ed. "John Davis' Diary of An Illinois and Michigan Canal Investigation 1843-1844." *Papers in Illinois History*. (Springfield, Illinois: Illinois State Historical Society), 62.
5. The Norton Building currently houses the Illinois State Museum Lockport Gallery, offices and apartments.
6. 1859-1865 *Yearly Inventory of the Norton Co., Jan. 1859 to Jan. 1865*. Mss. Located in the Lewis University Canal on Regional History Collection. It always lists at least five canal boats.
7. 1986 Phillippe, J.S. *Archeological Investigation of the Gaylord Building Lockport, Illinois*. Normal, Illinois: Midwest Archeological Research Center.
8. 1872 Goodspeed, James. *Will County General Directory for 1872-73*. (Joliet, Illinois: Republican Book and Printing House), 106.
9. 1995 Historic American Building Survey, *Rutherford Barn*. I & M Canal ~~by~~