

FROM MINE TO MILL

1900 - 1975

A study of the transport of iron ore on the Great Lakes from the mines in the Lake Superior region, to the loading docks and onto the ships, through the Soo locks, and down to the ore docks and steel mills of the Lower Lake ports. The study ends with a brief look at taconite mining and processing into pellets which replaced the natural ores. Coal car dumpers are shown for Lower Lake ports since coal was the major backhaul cargo. Not included are other bulk cargoes such as grain, salt, limestone, and sand.

From Mine to Mill - A Guide to the Exhibit

	Number of Pages
Title and Plan Pages	2
1. Lake Superior Region	35
1.1 The Mines	10
1.2 The Railroads	4
1.3 The Ore Docks	14
1.4 The Weather	7
2. The Soo Locks and the Ships	13
2.1 The Locks	6
2.3 The Ships	7
3. Lower Lake Ports	104
3.1 Buffalo	6
3.2 Erie	5
3.3 Conneaut	15
3.4 Ashtabula	16
3.5 Fairport	4
3.6 Cleveland	18
3.7 Lorain	12
3.8 Huron	11
3.9 Toledo	7
3.10 Rouge River	3
3.11 Lake Michigan Ports	5
4. Taconite	5

The exhibit examines the subject from the early 20th century, the beginning of the ‘golden age’ of postcards, continues through the period of great expansion and ends with the precipitous decline of the American steel industry in the 1970s. The high grade iron ores had been replaced by enriched taconite pellets. Ships increased in size from 300 feet in length and 3000 tons capacity to 1000 feet and 50,000 tons capacity. Shore based unloading machinery was replaced by the self-unloading ship. Enjoy your voyage through our country’s industrial heritage.