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Teweles and Brandeis Grain Elevator  
Sturgeon Bay, Door County, Wisconsin

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**Description:**

This highly intact grain elevator was built in 1901 as the centerpiece of a no longer extant complex of buildings that was owned by the firm of Teweles & Brandeis and it is located on the west shore of the body of water known as Sturgeon Bay, which separates the east side of the city of Sturgeon Bay from its west side. The Teweles & Brandeis grain elevator is an Astylistic Utilitarian form rectilinear plan building that measures 40-feet-wide by 50-feet-deep, it is 90-feet-tall, and its walls are clad in wooden boards that are almost completely hidden from view by painted corrugated iron sheets that were installed at the time of construction in order to protect the building from fire. The elevator was built by Sturgeon Bay carpenter contractors Russell and Lindsey and its design is an excellent representative example of an iconic type of grain elevator that is known variously as a “country” elevator or “farmer’s” elevator, examples of which can be found throughout the Midwest and the western states of this country and also in Canada.<sup>1</sup> This elevator’s waterfront location was a logical choice for Teweles & Brandeis, which was a wholesale firm dealing in grain and produce, because prior to 1901 and for some years afterwards much of the agricultural produce grown in Door County was shipped out of Sturgeon Bay by ships plying the Great Lakes.<sup>2</sup> Teweles & Brandeis continued to operate and upgrade their west side elevator until the firm was finally dissolved in 1953, after which it was owned by the Door County Co-Op, which operated it until the mid-1960’s. Since then, the elevator has been unused and it is still vacant today but it is also almost entirely intact and is still in good condition and it continues to be a major visual landmark on the city’s western shore.

As noted above, the city of Sturgeon Bay is situated on both the east and the west shores of Sturgeon Bay, the body of water that gave the city its name. Before 1894, the communities on each side of the Bay were separate governmental entities and each had been known by a variety of names up until 1894, when the community on the east side, which was then known as Sturgeon Bay, was united with the community on the west side, which was then known as Sawyer. This new entity then became known as the city of Sturgeon Bay and the Teweles & Brandeis elevator is located on the easternmost of several parcels of land that occupy a flat portion of the west shore of Sturgeon Bay that is now situated between the Michigan Street Bridge to the north, which was built in 1931,<sup>3</sup> and the Oregon Street Bridge to the south, which was built in 2008. This portion of the west shoreline of the Bay had

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<sup>1</sup> Frame, Robert M. NRHP Multiple Property Listing: Grain Elevator Design in Minnesota. St. Paul, MN: Minnesota Historical Society, State Historic Preservation Office, 1989, Section E., p. 7. See also: Laird, Linda. *The American Grain Elevator: Function and Form*. Hutchinson, KS: Grain Elevator Press, 2012, pp. 21-22. Country elevators are typically owned by an individual firm while farmer’s elevators are owned by a group of farmers or by a farmer’s co-op. Their designs, however, are virtually identical.

<sup>2</sup> Agricultural produce was also shipped from Sturgeon Bay by rail as well starting in 1894, this being the year in which the Ahnapee and Western Railroad finally reached that city. A siding of this railroad was constructed alongside the Teweles and Brandeis elevator when the elevator was built.

<sup>3</sup> This bridge is known as the Sturgeon Bay Bridge (AHI# 45917) and is listed in the NRHP under that name (NRHP 1/17/2008).

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already changed considerably in the years between 1891 and 1898. During this period, the various owners of these shoreline properties sought to create a more favorable site upon which various commercial enterprises could be developed that needed to ship and receive materials by both land and water. Consequently, by dumping fill into the Bay and by building wharfs and docks along the shoreline that were made out of wood and which rested on sunken wooden pilings, these owners pushed the shoreline outward and made it more suitable for commercial purposes. One of the largest of these parcels was occupied by Lawrence's Dock, which was named for its owner, A. W. Lawrence, who owned several mercantile enterprises in Sturgeon Bay at this time including the city's first grain elevator (non-extant), which was located on the city's eastern shore and which had been built by Lawrence in 1884. Lawrence operated a refrigerated warehouse for produce and meat on his west shore dock and this dock had direct water access on three of its four sides. In 1901, Lawrence decided to build a grain elevator on his west shore dock as well that would be operated by the firm of Teweles & Brandeis and which would serve the farmers located to the west of the city. This plan necessitated changes to the dock itself, which was partially reconfigured in order to accommodate a new railroad spur track running from the nearby main line to the side of the new elevator, and the dock was also expanded in order to accommodate other new buildings as well. This enlarged dock still retained its three-sided water access, however, and once the elevator was completed, the dock was renamed for Teweles and Brandeis, who purchased it shortly after completion. The new elevator and its associated dock continued to serve this firm until 1953, when the firm was dissolved, although by 1944 a series of fires had already destroyed all of the historic buildings on the dock that had once been associated with Teweles and Brandeis, excepting only the elevator.<sup>4</sup>

After World War II ended, new projects continued to reshape the waterfront at this point. The east-west-running Maple Avenue has always defined the south edge of the parcel that includes the Teweles & Brandeis dock and it still does today, just as the shoreline has always defined the parcel's north edge. When the new Michigan Street Bridge that spans the Bay was built some 250-feet north of the dock in 1931, however, Michigan Street (called S. Madison Ave. on the west shore) was continued southward from the west end of this bridge and this new road intersects with Maple Avenue about 200-feet west of the southwest corner of the dock's parcel. This new road thus effectively became the new west edge of the several parcels that included the dock's parcel and when the Oregon Street Bridge was completed some 100-feet east of the dock's parcel in 2008, the westerly extension of Oregon Street became the new eastern edge of the dock's parcel. During this same period, all of the land within and adjacent to the dock's parcel at this point was filled in and the pilings that had once supported the Teweles & Brandeis dock and its neighbors were either covered over or removed. As a result, the elevator lost water access on its northwest and southeast-facing sides, both of which were filled in. Most of the land that lies adjacent to and west of the dock's parcel was then repurposed, much of it now being the site of the Door County Maritime Museum, built in 1969, and its associated

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<sup>4</sup> These historic buildings were then replaced with modern concrete block buildings, all of which have also been demolished in the last few years.

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parking lot. In addition, all of the other post-World War II buildings located on the dock's parcel that were once associated with the Teweles & Brandeis elevator have now been demolished and this cleared land and the surviving elevator are now both owned by the City of Sturgeon Bay, which is currently exploring plans to redevelop this very valuable waterfront site.

The design of the Teweles & Brandeis elevator was dictated by the function that it serves.

The grain elevator is a facility that stores dry, small cereal grains; it handles grain in bulk rather than in bags or sacks, and it stores, moves, and processes grain vertically. Vertical handling and storage are desirable because grain flows by gravity in tall, narrow bins, and thus less power and labor are needed. ... All grain elevators consist of several components. The workhouse contains the lower floor while the headhouse (cupola) consists of two to five upper stories. The workhouse is derived from the fact that much of the receiving and unloading operations take place on the work floor of the first story, where the elevating (lifting) process begins. The headhouse is so named because the head drive of the vertical conveyor system is located there. The workhouse and the headhouse are collectively referred to as the mainhouse.

The workhouse is the heart of the grain elevator. It contains a 'boot' into which the farmers dump their crop and a vertical belt-and-bucket conveyor that lifts the grain from the boot to the headhouse, from which it is spouted to a series of walled bins for bulk storage. At the bottom of the bins are openings out of which the grain empties into chutes connected to waiting transportation such as trucks and railroad cars. ...

The first stage in grain elevator architecture was the vernacular iron-clad wood type. Constructed by local farmers and carpenters without a standardized plan or blueprint, the structure emphasized function over form. There are two subtypes based on framing. The studded type consists of balloon construction, also used in residential and commercial building. The cribbed type has walls of two-inch-thick planks, ranging from four to ten inches wide depending on the height of the elevator. These are laid flat, spiked through one another, and overlapped at the corners. Cladding of one-by-six-inch lapped boards is used for both subtypes. Distinctive features of the iron-clad wood elevator include tie-rods extending through internal bins that are anchored to horizontal braces on the exterior walls and the galvanized iron or tin cladding applied to the exterior walls. Cladding was used for weatherproofing as well as to protect the wood from sparks discharged from coal-powered locomotives passing nearby.

The design and scale of the ironclad elevator includes a rectangular-shaped workhouse, forty to sixty feet high and surmounted by a two-to-three-story rectangular full or partial headhouse approximately fifteen to twenty feet high. Gable roofs are common for both workhouse and

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headhouse. Internal features include up to as many as twenty cribbed bins of various capacities for storing and blending the grain, the boot pit (the central dump that receives the grain), the wood elevator leg (the shaft that houses the belt-and-bucket conveyor system), the distributor wheel that directs movement of the grain to various bins, and the wood spouting system that channels grain to bins or load-out-chutes. Depending on the size of the structure, total storage capacity ranges from 10,000 to 50,000 bushels.<sup>5</sup>

The balloon frame and cribbed construction Teweles & Brandeis elevator is a fine example of the self-contained elevator subtype described above, its bins being of cribbed construction. The mainhouse has a rectilinear plan that measures 40-feet-wide by 50-feet-deep, and the workhouse portion of this building has a side-gable form and it is 50-feet-tall at the level of the northeast-southwest-running ridgeline of the steeply pitched, asphalt-shingle-clad, gabled main roof that shelters it. The main roof is then crowned by a centered, set-back, two-story-tall, rectilinear plan, 12-foot-wide by 20-foot-deep gable-roofed cupola or headhouse. This cupola gives the building an overall height of 90 feet and its own steeply pitched, asphalt-shingle-clad roof also has a northeast-southwest-running ridgeline as well. The entire building sits on a poured concrete foundation that was constructed in 1927 as a replacement for the building's original stone foundation, and some of the building's original timber sill plates were also replaced with steel I-beams at this time. The walls of the workhouse rest on this foundation and they are clad in horizontally laid one-by-six-inch wood boards that are nailed to the massive timber superstructure that supports the building. These walls are themselves clad in corrugated steel sheets that are now painted with aluminum paint. This cladding was installed immediately after the elevator was completed in order to protect the building from fire and the walls of the headhouse are clad in the same manner.

Southwest-Facing Elevation

The 47.5-foot-wide southwest-facing elevation of the building consists of the 40-foot-wide southwest-facing elevation of the elevator's workhouse and also the 7.5-foot-wide southwest-facing side elevation of a very slightly recessed forty-foot-tall ell that was attached to the main building between 1911 and 1919. The concrete pad that underlies the elevator (and the ell) is clearly visible on this elevation and the recent demolition of a post-World War II era one-story-tall shed-roofed addition that used to link the elevator to a now-demolished collection of post-World War II buildings that once extended southwest from the elevator also resulted in the removal of the corrugated iron sheet cladding that originally covered the first floor or work floor portion of this side of the elevator's workhouse. As a result, the underlying structure of what is, after all, a wooden building, can here be clearly seen. This uncovered wall surface is four-bays-wide and each ten-foot-wide bay is defined by vertical, nearly one-foot-square wood posts that are part of the supporting superstructure of the elevator. The

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<sup>5</sup> Wishart, David J. (ed.). Grain Elevators. Lincoln, NB: University of Nebraska, Encyclopedia of the Great Plains. <<http://plainshumanities.unl.edu/encyclopedia/>> Accessed, December 19, 2015.

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spaces between each of these posts are filled with horizontally laid one-by-six-inch or one-by-twelve-inch wood boards and this sheathing is nailed to studs that are visible on the inside of the building. The left-hand bay of the four contains a single flat-arched window opening that still contains its original two-over-two-light double hung wood sash window while the next bay to the right contains a single entrance door opening that still contains its original five-panel wood entrance door, and both the door and the window originally served the elevator's office space inside. The third bay from the left contains a single oblong window opening that is covered by a top-hinged wood cover and two small square openings that originally contained wagon spouts are located above and to the left and right of this window opening. The uppermost, left hand opening of these two still retains its spout and the metal auger that delivered material from inside the elevator to a waiting wagon or truck outside can still be seen inside this spout. The right-hand bay contains a large flat-arched door opening that contains a side-hinged wood board entrance door on the left and a wider side-hinged door to the right, and these doors both open into the work floor inside. Also clearly visible are the ends of the steel tie rods that pierce the main supporting posts and which provide additional structural bracing. The rest of this elevation of the workhouse is completely clad in rows of corrugated iron sheets and the only other obvious opening in it is a single square one that is located high up in the center of this elevation's gable end and it contains louvered slats and acts as a ventilator. Placed to the left and right of this ventilator, however, are two oblong openings that from the outside appear to be filled with more of the iron sheeting that covers the rest of the exterior. However, these openings are actually filled with corrugated sheets of a plastic or fiberglass material that is translucent and allows light to enter upper portion of the workhouse. This gable end is then crowned by the slightly overhanging boxed wooden eaves of the workhouse's gabled main roof.

Placed above on the roof of the workhouse is the elevator's deeply recessed cupola and its 12-foot-wide southwest-facing elevation is clad completely in rows of corrugated iron sheets except for two flat-arched window openings that are placed high up just below its gable end. These openings each contain a now partially damaged but original three-over-three-light, double hung, wood sash window and the gable end above them is also crowned by the slightly overhanging boxed wooden eaves of the cupola's gabled roof..

The southwest-facing side elevation of the attached 7.5-foot-wide ell is also clad completely in rows of corrugated iron sheets except for two oblong, flat-arched window openings, one of which is located in the first story of the elevation and one of which is placed at the top of it. These openings each contains just a single light and the ell is topped by a shed roof that also has slightly overhanging boxed eaves. In addition, there is also a wagon spout protruding through the ell's wall surface not far below the ell's uppermost window and the metal auger that delivered material from inside to a waiting wagon or truck below can still be seen inside this spout as well.

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Southeast-Facing Elevation

The 50-foot-wide southeast-facing elevation of the building consists of the 50-foot-wide southeast-facing elevation of the elevator's workhouse and also the 20-foot-wide southeast-facing elevation of the elevator's headhouse or cupola, which is centered on the roof of the workhouse, and both of these elevations are clad entirely in rows of corrugated iron sheets. There are no openings of any kind in this elevation of the headhouse and the only obvious opening in the workhouse's elevation is a single flat-arched door opening located off center to the right in the first story of the workhouse. This opening is covered by a sliding wood board barn door and provides access to the work floor inside and in addition, two round wagon spouts pierce the wall surface above this door and these once delivered material from inside to a waiting wagon or truck outside. Placed to the left of the door and these two spouts, however, are two more oblong openings of the type described previously that are filled with corrugated sheets of a plastic or fiberglass material and these allow light to enter the interior of the work floor.

In addition, the forty-foot-tall ell that was attached to the main building between 1911 and 1919 is located at the extreme left hand side of the workhouse's southeast-facing elevation. This ell has a rectilinear plan, it is 7.5-feet-deep by 8.25-feet-wide and forty-feet-tall, it is completely clad in corrugated iron sheets, and it has a shed roof that has slightly overhanging boxed eaves. When it was first built this ell contained a kerosene-fueled engine in its first story that was used to power various aspects of the produce delivery system inside the elevator. This engine was accessed by a flat-arched door opening in the first story of the southeast-facing elevation of the ell that still contains a wood board door that is now kept closed by a sheet of plywood that has been nailed across it.

The concrete pad foundation that underlies the elevator and the ell is clearly visible on this elevation as well

Northeast-Facing Elevation

The 47.5-foot-wide northeast-facing elevation of the building consists of the 40-foot-wide northeast-facing elevation of the elevator's workhouse and also the 7.5-foot-wide northeast-facing side elevation of the forty-foot-tall ell that was attached to the main building between 1911 and 1919. This elevation of the workhouse is also clad entirely in rows of corrugated iron sheets and its first or work floor story is three-bays-wide. The nine-foot-wide left-hand bay contains an entrance door opening that is now filled with a plywood sheet. Placed above it is another of the oblong openings like the ones described on the previous elevation and it too contains a translucent sheet of corrugated plastic or fiberglass. In addition, there are also two wagon spouts located above this oblong opening. The center bay is actually a projecting ell that once provided access to a now non-extant seed warehouse that was also operated by Teweles & Brandeis. This one-story-tall shed-roofed ell is rectilinear in plan, it measures

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4-foot-deep by 16-foot-wide, and it is completely clad in corrugated iron sheets. A single flat-arched entrance door opening is centered on its face and this opening still contains its original side-hinged wooden board door. A wagon spout is located on each side elevation of this ell and an opening for another one is located on the main wall surface of the workhouse above it. The 15-foot-wide right hand bay of the first story of the workhouse elevation contains just a single oblong opening like the ones described previously and it too contains a translucent sheet of corrugated plastic or fiberglass.

The rest of this elevation of the workhouse is completely clad in rows of corrugated iron sheets and the only other opening in it is a single square one that is located high up in the center of this elevation's gable end and it contains louvered slats and acts as a ventilator, which is also flanked by two more oblong openings that contain corrugated sheets of a plastic or fiberglass material that allows light to enter the upper part of the workhouse. The gable end is crowned by the slightly overhanging boxed wooden eaves of the workhouse's gabled main roof.

Placed above on the roof of the workhouse is the elevator's deeply recessed cupola and its 12-foot-wide northeast-facing elevation is clad completely in rows of corrugated iron sheets except for two flat-arched window openings that are placed high up just below its gable end. These openings each contain a now partially damaged but original double hung, wood sash window and the gable end above them is also crowned by the slightly overhanging boxed wooden eaves of the cupola's gabled roof.

Also visible is the 7.5-foot-wide northeast-facing side elevation of the forty-foot-tall ell that is attached to the southeast-facing elevation of the workhouse. This elevation contains no openings, however, and it is completely clad in corrugated iron sheets.

Northwest-Facing Elevation

The 50-foot-wide northwest-facing elevation of the building consists of the 50-foot-wide northwest-facing elevation of the elevator's workhouse and also the 20-foot-wide northwest-facing elevation of the elevator's headhouse or cupola, which is centered on the roof of the workhouse, and both of these elevations are clad entirely in rows of corrugated iron sheets. There are no openings of any kind in this elevation of the headhouse but there are a number in the work floor level of the workhouse's elevation. Centered on the work floor level of the workhouse elevation is a single flat-arched door opening that contains a side-hinged wooden board door. To the left of this door are two more of the oblong openings described previously that contain translucent corrugated sheets of a plastic or fiberglass material and there are also three other small flat-arched openings placed above these oblong ones that are now filled with plywood and which were probably originally openings for wagon spouts. Placed to the right of the center door opening are two flat-arched window openings that now contain one-over-one-light double hung wood sash windows that are old but probably not original to the

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building, and these windows once provided light to the elevator's office. In addition, there is also a still intact wagon spout positioned above the right-hand one of these two windows as well.<sup>6</sup>

Interior

Like the exterior, the interior of a grain elevator is dedicated totally to the function that it serves.

Virtually all wooden country elevators are built around the wooden bin section of the elevator. The bins are supported by wooden timbers or steel beams. Some bins continue to the foundation, while other bins stop at the top of the ground floor. This floor is called the work floor and includes grain cleaning equipment and the lower end of the elevator leg or legs [which contain the endless conveyor bucket system, or elevator]. . . . The bins rise to the building's eaves, where a wooden floor is placed over them. This is the distributing floor, where the grain is distributed from the elevator head to the various bins. The cupola is built atop this level and gives the building the appearance of having a monitor roof. In the cupola, which is of studded construction, are the elevator heads, leg drives, and motor or line shafting, along with the grain distributor and spouting. The distributor is a movable metal spouting device that can be directed to the bin of choice. There usually is an automatic shipping scale to weigh outgoing grain for railcars, and there may be a rough grain cleaner or screen. Outside the elevator is the receiving driveway, with a shed housing the wagon or truck dumping device, a dump grate, and a large receiving scale.<sup>7</sup>

The Teweles & Brandeis elevator is a good representative example of the kind of elevator described above. This elevator contains nineteen 10-foot by 10-foot square, thirty-foot-deep bins that are laid out on a 4 x 5 grid, while the twentieth square contains the elevator leg and also the "man-lift," this being a small platform designed to carry a single occupant up to the headhouse by means of a counter-weighted rope hoist and pulley mechanism. The elevator's nineteen bins are of cribbed construction and they are each composed of stacked 2x4 or 2x6 lumber that is laid flat and spiked together. In addition, diagonal bracing is also placed within each bin in order to help counter the very heavy lateral loads that occur when such a bin is partially or completely filled. These bins have a total capacity of 30,000 bushels, they have sloped or "hopper" bottoms, they could be filled with a variety of dry produce, and their contents are emptied into off-loading spouts through holes in their bottoms by utilizing the force of gravity. The entire building is supported by a framework composed of massive foot-square wooden posts and beams. These posts are laid out on a grid that includes the perimeter of the building and also two rows of posts inside and these vertical members support equally massive beams. Further support is given this wooden framework by the use of angled wood knee braces that

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<sup>6</sup> This elevation was originally the side of the elevator that serviced both lake ships and railroad cars, which explains the number of wagon spouts that were once located on this side of the elevator.

<sup>7</sup> Frame, NRHP Multiple Property Listing: Grain Elevator Design in Minnesota. Sec. E, p. 16.

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are attached to both the posts and the beams and still more support is provided by the use of steel tie rods that span the width of the building inside and these tie rods pierce the vertical posts in the process and the threaded ends of the rods are secured against the posts by flat steel bearing plates and nuts. This supporting framework is clearly visible inside the work floor as are the wooden studs that are placed in the bays between the perimeter posts and to which the exterior wood siding is nailed.

One enters the elevator's interior through the entrance door that is located on the right hand side of the building's southwest-facing elevation. Once inside, one is in the work floor portion of the workhouse. The work floor is essentially an open room into which various pieces of apparatus are positioned as needed and this floor occupies the entire first story of the workhouse, while the workhouse's upper portion or story is given over to the grain bins themselves. The floor of the work floor is made out of wood planks and sheets of plywood have also been placed over portions of this floor. Placed just to the left as one enters the work floor is the shipping hopper, which is sided in wood boards, lined with metal sheets, and which has an open top. Grain from the bins above is directed to this hopper by one of seven round, movable, galvanized metal spouts that are connected to the bottom of the bins above and these spouts are used to convey grain to the hopper as needed. Placed just behind the hopper is the elevator leg, this being the conveyor bucket system that brings grain up to the head house and the distributor. This elevator is approximately two-feet-square and it is completely enclosed within a wooden box that extends the full height of the elevator and which prevents both spillage and contamination. Also located adjacent to the elevator leg is the man-lift which is essentially just a two-foot-square wooden platform to which are attached four vertical corner boards that are about six feet-long and to whose top ends are attached four more boards, thereby forming an open cage. Persons (only one) stand on the platform inside this skeleton cage and pull themselves up to the headhouse using a rope, pulley, and counterweight.

Placed just to the left of the man-lift is the original semi-circular, cast-iron headhouse diverter that was used to mechanically divert incoming grain to any one of the nineteen grain bins, and located just a little further to the left and behind the diverter is the elevator's fanning mill, whose machinery is still operable and which is enclosed in a large wooden box. This electric-powered mill was used to separate weed seeds from grain seeds and to sort the seeds of grains, legumes and other crops by specific weight and it was made by the A. T. Ferrell & Co., of Saginaw, MI, this being one of their "Clipper" models, and it was installed in 1927.<sup>8</sup>

Originally, a portion of the west corner of the work floor was partitioned off from the rest of the floor and the space that resulted was used as an office that was originally heated with a wood stove and lit by lanterns, both of which were later replaced when the building was electrified.<sup>9</sup> One of this room's

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<sup>8</sup> Information printed on the mill itself. The A. T. Ferrell Co. was established in 1869 and it is still in business under that name in Indiana. See also: Sturgeon Bay: *Door County News*, June 23, 1927, p. 6.

<sup>9</sup> Fire Insurance Maps of Sturgeon Bay, Wisconsin. New York: Sanborn-Perris Map Co., 1904, p. 9.

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two original wood board partition walls has since been removed but the other one is still extant and it contains an entrance door opening that opens onto the work floor, while a second office door that is located in the southwest elevation of the building is still extant and opens to the outside.

Integrity

When the Teweles & Brandeis elevator finally ceased operation in the mid-1960s, the building was essentially emptied of the few portable pieces of equipment it contained that might have been usable and the building has been vacant since then. The structures that were added to the elevator over time to connect the elevator with other warehouse and processing buildings built and owned by Teweles & Brandeis have now been removed, including a roof over the loading/unloading area on the elevator's southwest-facing elevation that was added to the elevator in 1906, and the other buildings on the site have now been demolished.<sup>10</sup> Fortunately, Teweles & Brandeis's elevator building is still highly intact today and in good condition as well, thanks to the simple utilitarian nature of its design, the massive nature of its construction, and the absence of materials that would have been of value to thieves and vandals.

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<sup>10</sup> *Door County Advocate*. August 30, 1906, p. 5. The elevator's original dump pit for receiving grain, which was located on the southwest side of the elevator, has now been filled in and its associated weighing scale has also now been removed.

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**Significance:**

The Teweles & Brandeis grain elevator is an excellent, highly intact example of an Astylistic Utilitarian Form grain storage building of a type that was once frequently encountered in communities in Wisconsin and in many other Midwestern and western states as well. This elevator was built in 1901 for the firm of Teweles & Brandeis, who were locally important Sturgeon Bay dealers in produce and other agricultural products, and it is located on the west shore of Sturgeon Bay in the city of the same name. The intact survival of this elevator is in itself a factor that supports the potential listing of the elevator in the NRHP. In 1901 there was already one grain elevator of similar design on the eastern shore of Sturgeon Bay that had been built in 1884 and in 1903 another elevator of similar design was built close by to the one owned by Teweles & Brandeis. Today, however, neither of these other elevators is extant and the Teweles & Brandeis grain elevator is now the only surviving example in Sturgeon Bay of this increasingly rare and highly threatened building type and it is also the best Door County example as well. In addition, changes in the processing and manufacturing of agricultural products and changes to land use along the shoreline within the boundaries of the city of Sturgeon Bay have resulted in the demolition of all of the other historic buildings located on these shores and elsewhere in the city of Sturgeon Bay that were once associated with these industries. As a result, the Teweles & Brandeis grain elevator is now the only surviving historic resource in the city that can attest to the city's historically important role in agricultural production in Door County and the elevator's significance is further strengthened by its highly original exterior and interior.

The Teweles & Brandeis grain elevator has been evaluated as being potentially eligible for listing in the National Register of Historic Places (NRHP) for its local significance under National Register (NR) Criterion A (History). Research designed to assess the elevator's eligibility under Criterion A was undertaken using the NR significance areas of Agriculture and Commerce, which areas are complemented by the Feed Crop and Grain Cultivation subsection and the Fruit and Vegetable Cultivation subsection of the Agriculture Theme study unit that are identified in the State of Wisconsin's Cultural Resource Management Plan (CRMP).<sup>11</sup> The results of this research is detailed below and demonstrates that the Teweles and Brandeis grain elevator is locally significant under NR Criterion A for its associations with the firm of Teweles & Brandeis, which owned and operated this elevator from 1901 until 1953, this being the period of significance. During this period, Teweles & Brandeis was the most important and innovative firm in Sturgeon Bay involved in the wholesale marketing of the agricultural produce grown in the area surrounding Sturgeon Bay and this elevator is now the sole remaining historic resource associated with the commercial activities of this locally significant firm.

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<sup>11</sup> Wyatt, Barbara (Ed.). *Cultural Resource Management in Wisconsin*. Historic Preservation Division, State Historical Society of Wisconsin, Madison, Wisconsin, 1986. Vol. 2, (Agriculture), pp. 5-1 —6-16.

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**History:**

The highly intact Teweles and Brandeis grain elevator is eligible for listing in the NRHP at the local level of significance under Criterion A (History), because the firm of Teweles & Brandeis played a major role in the economic life of Sturgeon Bay and the surrounding area during the time it operated this elevator and this elevator is now the only surviving building that was associated with this locally significant firm.. In addition, the elevator is also now the only surviving building that was built in Sturgeon Bay prior to World War II that was associated with the storing and marketing of agricultural produce, and it is now the physical embodiment of the importance that agriculture played in the economic life of Door County in the years prior to World War.

A detailed history of the city of Sturgeon Bay and its built resources is embodied in the *Intensive Architectural/Historical Survey and Recommendations For Downtown Revitalization and Historic Preservation for Sturgeon Bay, Wisconsin*.<sup>12</sup> Consequently, the historic context that follows deals primarily with the history of the Teweles & Brandeis grain elevator itself and the firm that owned it.

Door County is surrounded by water on three sides; Green Bay to the west, and Lake Michigan to the north and east. The body of water known as Sturgeon Bay is deeply inset into the west shore of Door County and opens onto Green Bay. In the years prior to 1894, when a railroad line was finally constructed as far as Sturgeon Bay, this deep bay provided welcome shelter to ships plying the often stormy Lake Michigan and during this period these ships were the principal means by which both people and merchandise were shipped into and out of Door County in the ice-free months of the year.

As the land within Door County began to be exploited, the timber that constituted the first resource to be harvested in the county was shipped to markets from the several saw mills that were located on both the east and west shores of the bay in the small communities that had been established on each shore. Gradually, as settlement of the newly deforested land began, these two communities developed into larger ones, the one on the eastern shore being known first as Graham and then Sturgeon Bay, while the one on the west shore was first known as Bay View before being renamed Sawyer.<sup>13</sup> In Door County as elsewhere in Wisconsin, the newly cleared land in the county was soon converted into farmland, but the pursuit of agriculture in Door County came with both advantages and disadvantages. Because it is surrounded by water on three sides, Door County's winter climate is milder than that of

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<sup>12</sup> Kriviskey, Bruce M. and Richard H. Zeitlin. *Intensive Architectural/Historical Survey and Recommendations For Downtown Revitalization and Historic Preservation for Sturgeon Bay, Wisconsin*. Milwaukee: Phaller Herbst Assoc., 1983.

<sup>13</sup> In 1894, Sawyer was annexed to the larger Sturgeon Bay and both were subsequently known by that name, although the west side continued to be called Sawyer by locals for many years thereafter.

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land located elsewhere in Wisconsin at the same latitude, as situation that favored the growing of certain crops such as peas and fruit. On the other hand, the soil in the north half of the county on the eastern shore of Sturgeon Bay is only a few inches deep in many places, making it unsuitable for many forms of farming. As a result, farmers gradually learned how to take advantage of the conditions prevalent in the county.

While an advance guard of farmers invaded the woods and felled the trees preparatory to making farms as early as 1856, there was no farming worth mentioning until about 1870, and less than half of the present [1917] farms produced any crops whatever before 1880. Little by little the farmers' clearings grew up until by the close of the century almost all of the land fit for tilling was cleared. . . . Door County successfully grows all kinds of crops grown elsewhere in the state. It also grows several special crops which are but little grown elsewhere. Chief among these are peas. Owing to unusually favorable climatic conditions peas are grown more abundantly here than in any other county in the Middle West. Door County grows twice as many peas as the next largest pea growing county in the state, and almost one-half of the peas grown in the state are grown here. This is one of the chief centers for growing seed peas in the United States.<sup>14</sup>

At first, though, the challenges of farming in Door County were difficult to overcome and making a profit from farming for both grower and middleman still lay in the future. The economic fortunes of both of the villages on Sturgeon Bay changed for the better in 1882, however, when a mile-long shipping channel was finally completed that cut through the land that closed off the east end of the bay, thereby connecting Sturgeon Bay with Lake Michigan. This project, which was begun in 1873, permitted lake shipping to bypass the treacherous body of water located at the north end of Door County that was locally known as "Death's Door" because of the large number of ship wrecks that occurred there, and as a result, both villages experienced new growth and greatly expanded mercantile activity. Among those who embraced the new opportunities that the opening of the channel created was A. W. Lawrence, Sr. Augustus W. Lawrence, Sr. (1830-1911) was born in rural Maine in 1830 and worked on the family farm until he was 21. In 1851 he came to Wisconsin with his brother, William, and they settled on Washington Island, which is located immediately to the north of the northern tip of Door County, and worked first a commercial fisherman. In 1853, Lawrence moved to what is now Sturgeon Bay and once there he became involved in the operation of several of the sawmills that were then located along the east shore of what at that time was still a village, and he eventually became a stockholder in the Sturgeon Bay Lumber Co., of which he was also the corporate secretary. In addition, Lawrence also developed a 300-acre Door County stock farm where he dealt in "live stock and fancy-bred horse," but his principal enterprise, A. W. Lawrence & Co., started out as a

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Holand, Hjalmar R.,<sup>14</sup> *History of Door County Wisconsin: The County Beautiful*. Chicago: The S. J. Clarke Publishing Company, 1917, Vol. 1, p. 159. Volume 2, pp. 12-13 has a biographical entry for Isador Brandeis.

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12x16-foot general store in Sturgeon Bay that at the time of his death had grown to become one of the largest dry goods stores in the county.<sup>15</sup>

As an adjunct to his flourishing dry goods business, Lawrence also decided to enter into the wholesale agricultural produce trade as well and to that end he commenced the construction of Sturgeon Bay's first grain elevator in order to have a place under his management where he could store grain owned by others and also grains that he himself had purchased for resale. Construction of the new elevator occurred in 1883 and by January of 1884 it was announced that the new elevator was open for business and would deal in wheat, corn, oats, rye, barley, and peas.<sup>16</sup> This elevator (non-extant) was located on the east shore of Sturgeon Bay at the point where Kentucky St. (originally St. John St.) intersects with the shoreline. The new elevator had a gable-roofed workhouse that was 45-feet-tall at the eaves, a gable-roofed cupola gave it an overall height of 54-feet, and it had a 40,000 bushel capacity distributed within 18 bins and was clad in corrugated iron sheets to protect it from sparks "given off from steamboats and tugs."

Three years later a new competitor arrived in Sturgeon Bay. This was Moses Teweles (1832-1896), who was born in Prague in Bohemia, the son of Elias Jacob Joachim Teweles (1788-????) and Esther Teweles, the second of Elias's three wives.<sup>17</sup> Moses Teweles came to this country in 1854 and resided first in Manitowoc, Wisconsin, then in Ahnapee and Kewaunee before moving to Sturgeon Bay in 1887. Teweles and his first wife, Hannah Steineger (18??-1875), were married in 1856 and had eight children; Jefferson, Rose, Sarah, Arthur M., Fanny, Ida, Emma, and David, by the time that Teweles moved to Sturgeon Bay, where he established himself as a dealer in hides, furs, wool, and rags. By 1890, however, Teweles was advertising himself as a commission merchant purchasing farm produce, including wheat, rye, oats, barley, peas, beans, clover and timothy seed, potatoes, butter, eggs, wool, and hay, and at that time he had one warehouse located on the east side in Sturgeon Bay next to Chris Helm's saloon and another on Harris's dock in Bay View on the west side.<sup>18</sup> By 1892, his growing importance in the farm produce business in Sturgeon Bay and the surrounding area could be judged by the fact that it was he who compiled the weekly Sturgeon Bay Market Report that listed farm produce prices in the city's newspapers, and by 1893, his continued success emboldened him to take his son-in-law, Isidor Brandeis, into partnership with him.

Isidor Brandeis (1860-1935), was also born in Prague, Bohemia, he was the son of Sigmund and Eva Brandeis, and he came to this country in 1877, and to Milwaukee, where he conducted a mercantile business. In 1888, Brandeis married Teweles' daughter, Fanny, and the success of his father-in-law's

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<sup>15</sup> "A Pioneer Called." *Door County Democrat*, February 3, 1911, p. 1. Obituary of A. W. Lawrence, Sr.

<sup>16</sup> Sturgeon Bay: *Weekly Depositer Independent*. Dec. 28, 1883, p. 2; January 18, 1884, p. 3 (ad).

<sup>17</sup> Elias Teweles had 12 children by three different wives; Sara, Esther, and Rosalie.

<sup>18</sup> Sturgeon Bay: *The Republican*, October 23, 1890, p. 1 (ad).

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company eventually persuaded him to sell his own firm and move to Sturgeon Bay.<sup>19</sup> The new company was called M. Teweles & Co. and in 1894, Teweles also brought his son, Arthur M. Teweles, into the business as well.<sup>20</sup> Arthur M. Teweles (1865-1938) was born in Sheboygan, Wisconsin, and before coming to Sturgeon Bay to work with his father he had already been in the commission business for some years working for his uncle, Ludwig Teweles, who was a younger half brother of Moses Teweles.<sup>21</sup> Ludwig Teweles (1841-1917) was born in Prague in 1841 and was a son of Elias Jacob Teweles and Sara Teweles. He subsequently moved to this country and at first peddled chicken feathers, feed, and seeds from farm to farm. Soon thereafter Teweles opened a general store in Kellnersville, Wisconsin, and also started a produce business in nearby Sheboygan. In 1865, however, Teweles founded the L. Teweles Seed Co. in Milwaukee, which became his principal business, and by the time of his death in 1917 he had brought his five sons into the business and had retired from day-to-day management.<sup>22</sup> In the years that followed, the L. Teweles Seed Co., under the leadership of Ludwig Teweles' sons, would become the largest family-owned seed business in the world and by 1964, when the firm celebrated its centennial, it was one of the nation's top three seed companies and was a recognized world leader in hybridization.<sup>23</sup>

M. Teweles & Co. in Sturgeon Bay, also became more and more successful as well, thanks to the leadership provided by the firm's new partners. Late in December of 1895, for instance, a news item in a local newspaper stated that the company had shipped nine carloads of dry peas on the ship Ludington, which was the largest single shipment that had ever been made from Sturgeon Bay up to that time.<sup>24</sup> Moses Teweles died just a month later, on January 11, 1896, and by April, his surviving partners had renamed their firm Teweles & Brandeis.<sup>25</sup> The following year, Isidor Brandeis initiated a change of company policy that was to have far-reaching effects for both the firm itself and for the farmers of Door County. In 1897, Teweles & Brandeis moved their Bay View/Sawyer operations into new quarters in the refrigerator warehouse located on Lawrence's Dock, in part because they were now handling five-times more produce on the west side of the Bay than in their warehouse on the east

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<sup>19</sup> Sturgeon Bay: *The Democrat*, July 13, 1893, p. 8.

<sup>20</sup> Sturgeon Bay: *Door County Democrat*, September 8, 1894, p. 1.

<sup>21</sup> Sturgeon Bay: *The Advocate*, August 30, 1890, p. 8.

<sup>22</sup> "Death of Ludwig Teweles." *The Grain Dealers Journal*. Vol. 39: 160, July 10, 1917, p. 160.

<sup>23</sup> Divine, Gene. "Teweles Seed 100 Years Old." *Milwaukee Sentinel*, August 8, 1964, p. 10. There is no evidence that the two firms founded by Moses and Ludwig Teweles had business dealings together, but the fact that Arthur Teweles was employed for a time by Ludwig and numerous news items in the Sturgeon Bay newspapers over the years that mentioned the frequent comings and goings between members of the two families all attest to the fact that there was a strong on-going relationship between them.

<sup>24</sup> Sturgeon Bay: *The Advocate*, December 14, 1895, p. 4.

<sup>25</sup> Sturgeon Bay: *Door County Democrat*. January 11, 1896, p. 1. Obituary of Moses Teweles.

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side, which was located on Court Street.<sup>26</sup> In an article that was written in 1953, the year that the firm of Teweles & Brandeis ceased operations, the author had the following to say about the year 1897.

It was in 1897 that Isidor [Brandeis] received credit for making Bay View such a fine market for farm produce. Prior to his arrival in this community it was the custom to “shut up shop” in the latter part of October, when everything had been marketed. Mr. Brandeis saw greater possibilities and obtained the consent of his business associates to keep the warehouse open year round. The idea of a year round market induced farmers to come to Bay View and in a few years it changed from a small unimportant market place to the most important one on the peninsula.<sup>27</sup>

By this time, other companies had also been established along both shores of the Bay that dealt in one way or another with agricultural products. One of the largest of these was a cannery operation owned by the Reynolds Brothers that was erected on the east shore of Sturgeon Bay in 1896 on land that was originally the site of their lumber company. This factory, known as the Reynolds Preserving Co., originally canned peas, corn, and tomatoes and much of this produce was grown on their own land, which was located north of Sturgeon Bay.<sup>28</sup> The Reynolds Brothers subsequently went into the cherry business, their land was replanted with cherry trees, and their canning factory was then repurposed to process cherries instead.<sup>29</sup> Another firm that was a direct competitor of Teweles & Brandeis was Lyon Bros. and Co. This firm was begun in Sawyer in 1894 by B. Lyon, Oscar Lyon, and P. J. Linden and they began with a dry goods business in a frame store in Sawyer that burned down in 1899. The firm then built a new brick store in Sawyer to replace it, and in addition, by 1904 they also operated two similar stores in the adjacent cities of Marinette, Wisconsin and Menominee, Michigan, which are located on the west shore of Green Bay across from Sturgeon Bay. Besides their retail operations, the firm also dealt in wholesale farm produce as well and operated warehouses for these products in both Sturgeon Bay and Menominee besides also dealing in coal, wood, and building materials such as

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<sup>26</sup> Sturgeon Bay: *Door County Democrat*, June 19, 1897, p. 4. Lawrence’s Dock was owned by A. W. Lawrence, Sr. and because a refrigerated warehouse was located on this dock it was also called “the refrigerator dock” as well.

<sup>27</sup> B.F.T. “Recent Sale Ends Family Business Begun in 1880s.” Sturgeon Bay: *Door County Advocate*, March 24, 1953, pp. 1-2.

<sup>28</sup> Sturgeon Bay: *The Advocate*: December 21, 1895, p. 5; January 11, 1896, p. 5; February 1, 1896, p. 5; April 4, 1896, p. 1.

<sup>29</sup> Jinkins, Ann and Maggie Wier. *Images of America: Sturgeon Bay*. Charleston, SC: Arcadia Publishing, 2006, pp. 123-125. Beginning in 1911, the canning factory was repurposed when the Reynolds Brothers turned their attention to the raising and processing of the cherries that were grown in Door County. By the 1940s their company had 1000 acres planted to cherries in Door County and they were the largest combined cherry-growing and packing operation in the world. Subsequently, the factory operations were taken over by the Fruit Growers Cooperative and it was the largest cherry processing plant in the world during its heyday. Today, however, all of the buildings in Sturgeon Bay that were once associated with this factory have now been demolished.

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stone, brick, cement, and fire clay.<sup>30</sup> This firm was thus, in essence, a west side equivalent of the operations of A. W. Lawrence and Co. on the east shore of Sturgeon Bay.

Teweles & Brandeis, however, continued to deal only in wholesale farm produce and by 1900 the firm needed larger storage facilities thanks to the steady growth of Door County's agricultural production. Beginning in the 1880s, Door County and the adjacent Kewaunee and Manitowoc counties had become early Wisconsin leaders in the growing of vegetable crops suitable for processing and especially for the growing of green peas, thanks to favorable climate conditions that were created by their lakeside locations.<sup>31</sup> By the turn-of-the-century, the farmland in Door County that was most favorable for growing crops had long since been cleared and farmers were now harvesting increasingly large crops of the products that were handled by Teweles & Brandeis, which by 1900 was routinely shipping out thousands of sacks of peas, oats, and other products in a single shipment. Another factor that was contributing to the firm's need for enlarged facilities was the arrival of the Ahnapee & Western Railroad in Sturgeon Bay.<sup>32</sup> Prior to 1894, all produce raised in the north part of Door County and most of the produce raised in the south part was sent to markets by ships plying Lake Michigan, and since Sturgeon Bay essentially divided Door County in two, this community became the natural location for facilities that were involved in the transshipment of Door County's farm produce. The coming of the railroad, however, created an alternate means of shipping goods to market, one that was not hampered by winter ice and lake storms, and by 1900 this new alternative was taking over more and more of the produce shipping market, not only in Sturgeon Bay but in every other community that was located on Wisconsin's Great Lakes shores. The main line of the Ahnapee & Western came close to the base of Lawrence's Dock, where Teweles & Brandeis' west side warehouse was located, but in order to make the best use of this new mode of shipping a new facility was needed. As a result, early in 1901, Teweles & Brandeis began to look into the possibility of building a grain elevator of their own on the Lawrence's Dock.

A small notice in the February 2, 1901 newspaper noted that "Isadore [sic] Brandeis and E. L. Russell had taken a run over to Kewaunee, Luxemburg, and other points on the Green Bay & Western Railroad on Tuesday to look after a little matter of business."<sup>33</sup> E. L. Russell was a prominent Sturgeon Bay carpenter contractor and, given the events that were to follow, it is reasonable to suppose that the two men were on a trip to look at various grain elevators located on the railroad's

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<sup>30</sup> Sturgeon Bay: *Door County Democrat*, August 6, 1904, p. 3. All the Sturgeon Bay buildings associated with Lyons Bros & Co. have also now been demolished.

<sup>31</sup> Wyatt, Barbara (Ed.). *Cultural Resource Management in Wisconsin*. Vol. 2, p. 6-5 (Agriculture).

<sup>32</sup> Door County was the last county in the state to receive railroad service and the Ahnapee & Western was the only railroad that ever serviced Door County.

<sup>33</sup> Sturgeon Bay: *The Advocate*, February 2, 1901, p. 5.

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route in order to get ideas for a new elevator for Teweles & Brandeis. The first notice that a new elevator would be built occurred just a week later.

An elevator is to be erected on the refrigerator wharf during the ensuing season by A. W. Lawrence. The plans are now being prepared by a competent architect, and the structure will undoubtedly be complete by the time the new crop is ready for market. It is to be located as far east as the present buildings on the wharf will permit, and to make room a part of the latter is to be removed. A spur will be run in from the main track of the railway and every facility afforded for the rapid and economical handling of the product of the farm. The necessary lumber is now being sawed out by Mr. Lawrence's mill located in Menominee county, and the material brought here by vessel after the opening of navigation. Mr. Lawrence also intends to open a lumber yard on the vacant ground adjacent to the refrigerator.<sup>34</sup>

By this date, much of the task of running Lawrence's east side businesses and his elevator on that side of the Bay had been taken over by his son-in-law, L. M. Washburn, and most of the focus of his firm was now on its very successful dry goods operation. As a result, Lawrence appears to have been trying to maximize the profits that could be realized from entities he owned that were no longer central to his businesses and the redevelopment of his west side wharf was one of these. The exact nature of the relationship between Lawrence and Teweles & Brandeis at this point in time is uncertain, but the latter firm was already renting a part of the refrigerator warehouse owned by Lawrence for their business and it seems probable that the two firms planned for Lawrence to build the elevator, which would then either be leased to Teweles & Brandeis or purchased by them.

New piles for the changes that were being made to Lawrence's dock arrived in Sturgeon Bay one week after the announcement above was written and another announcement concerning the elevator appeared early in March.

The new elevator is to cost something like \$7,000. Work has been commenced in clearing away the site, and the driving of piles will soon begin.<sup>35</sup>

The builders of the new elevator were E. L. Russell (1840-1923) and W. R. Lindsey, carpenter contractors who were based in Sturgeon Bay.<sup>36</sup> Work on the elevator continued throughout the summer and by the beginning of August the walls of the workhouse portion had been completed, and work on its roof and on the cupola that would crown it commenced soon thereafter.

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<sup>34</sup> Sturgeon Bay: *The Advocate*, February 9, 1901, p. 5. The name of the architect has not been discovered.

<sup>35</sup> Sturgeon Bay: *The Advocate*, March 2, 1901, p. 5.

<sup>36</sup> Sturgeon Bay: *The Advocate*, June 8, 1901, p. 5. E. L. Russell died in December of 1923. Sturgeon Bay: *Door County News*, December 13, 1923, p. 1. (Obituary of E. L. Russell).

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The cupola on the new elevator gives that structure an altitude of about 90 feet above the level of the bay. The architect is said to have advised going that high as it will enable the plant to do more and better work for less outlay in fuel.<sup>37</sup>

Finishing the new elevator before the fall harvest started to arrive in Sturgeon Bay was an imperative for the builders. Work on the building was pushed forward as fast as possible with that goal in mind and the progress being made was followed closely in the local newspapers.

The new elevator is to be completed on or before September 1<sup>st</sup>. The structure has nineteen bins the aggregate capacity of which will be 30,000 bushels. While some of these bins will be filled and emptied probably almost daily during the season others containing different grain will remain until the owners feel disposed to put the cereal on the market. The elevator is supplied with all the conveniences of an up-to-date building of this kind, as a matter of course.<sup>38</sup>

The job of covering the new elevator with corrugated iron is both a difficult and tedious one, as the building is so high that extraordinary efforts on the part of the workmen are required. The structure will be ready for the reception of grain early during the coming month nothing unforeseen happening meanwhile.<sup>39</sup>

By mid-September, machinery was being installed in the elevator, including a new fanning mill that was used to clean the grain, work continued on cladding the exterior but was hampered by a shortage of the materials needed, and work also commenced on bringing a spur line from the railroad's main track up alongside the elevator, which track was completed by mid-October. By the end of October the elevator was in operation and farmers in the area were quick to realize the benefits that the new elevator offered them.

A good many farmers from the central and eastern parts of Brussels now do their marketing in Sawyer, the new elevator enabling them to get quick dispatch at that point.<sup>40</sup>

Teweles & Brandeis's new elevator also directly benefitted the firm as well. Their new fanning mill allowed one person to do in an hour what had previously taken three men a day to do and the improved access to a railroad line was also immediately beneficial as well.

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<sup>37</sup> Sturgeon Bay: *The Advocate*, August 10, 1901, p. 5.

<sup>38</sup> Sturgeon Bay: *The Advocate*, August 17, 1901, p. 5.

<sup>39</sup> Sturgeon Bay: *The Advocate*, August 31, 1901, p. 5.

<sup>40</sup> Sturgeon Bay: *The Advocate*, October 26, 1901, p. 5. The Town of Brussels is located in the southernmost part of Door County.

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Shipments by rail from the new elevator are now being made at irregular intervals, and the shippers find the change a marked improvement over the old method of doing business.<sup>41</sup>

Large shipments of wheat and rye are being made from the elevator by rail to Green Bay and other points. With the new appliances a car is now laden in a very short time.<sup>42</sup>

By this time Teweles & Brandeis had also leased the former A. W. Lawrence elevator on the east side of the city for their use as well and because the fanning mill in their new elevator had paid for itself twice over in its first year of operation they therefore installed a new one in their east side elevator as well just prior to the 1902 harvest.<sup>43</sup> Meanwhile, the firm's new elevator continued to be the destination of choice for farmers in the southern half of the county as the harvest commenced.

The liveliest place out of the business streets is down at the elevator where hundreds of teams are to be found daily delivering peas and other products of the farm. The farmers never had such a cinch as they have this year, and they all appreciate the fact too.<sup>44</sup>

The obvious success of the new Teweles & Brandeis elevator was not lost on their competitors. In the fall of 1902, Lyons Bros. & Co. announced that they too would build a new 40,000 bushel 40x60-foot elevator of their own on a vacant lot that was located next to their existing west side warehouse that would also be serviced by a spur track from the railroad's main line. This elevator (non-extant) was also built by Russell & Lindsey and it was placed on a new dock that was located just to the north of the one occupied by Teweles & Brandeis and it too had both rail and water access.<sup>45</sup>

Even as the Lyons Bros. & Co. elevator was being built, Teweles & Brandeis commenced negotiations with A. W. Lawrence to purchase their new elevator, its dock, and the other buildings located on the dock.

Teweles & Brandeis have an option on the Lawrence elevator, wharf and all the land adjoining, including the planing mill, and if a perfect title is forthcoming the property will pass into their hands. If the deal is closed the planing mill will be abandoned, as there is too much risk from

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<sup>41</sup> Sturgeon Bay: *The Advocate*, November 9, 1901, p. 5.

<sup>42</sup> Sturgeon Bay: *The Advocate*, November 16, 1901, p. 5.

<sup>43</sup> Sturgeon Bay: *The Advocate*, August 30, 1902, p. 5.

<sup>44</sup> Sturgeon Bay: *The Advocate*, October 11, 1902, p. 5.

<sup>45</sup> Sturgeon Bay. *The Advocate*, October 25, 1902, p. 5. See also: December 6, 1902, p. 5; March 21, 1903, p. 5; September 12, 1903, p. 5.

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fire, the insurance people having screwed the rates up considerable on this account. The building will then be used as a warehouse for peas pickers and for storage.<sup>46</sup>

Three weeks later the transaction was complete and what had been called Lawrence's Dock was renamed Sawyer Dock by Teweles & Brandeis instead.<sup>47</sup> By September, the Lyons Bros. & Co. elevator was also complete and both firms were now set to handle the fall harvest of that year. Some of this harvest even found its way abroad as well.

A consignment of peas recently went from here to Havana, Cuba, where they will be made into soup for the Cubans, no doubt. The firm of Teweles & Brandeis has established such an enviable reputation for the high character of the products that it handles that their goods will find a ready market all over the civilized world. This is a pretty good thing for Door county also.<sup>48</sup>

Late in 1904, one of the local newspapers started printing a series of articles about prominent Sawyer business firms and among these was a profile of Teweles & Brandeis.

Among the best know business firms in Sawyer is that of Teweles & Brandeis, grain and produce buyers. Their business has brought them in contact with a large number of farmers, and during the years that they have been located in Sawyer have built up a business that speaks well for the firm. They also conduct the same line of business on the east side of the bay, it being in charge of Arthur Teweles, while the buying in this [west] part of the city is looked after by Isadore Brandeis.

The company's property in Sawyer consists of a large elevator, dock property and large warehouses. The elevator has a capacity of 30,000 bushels of grain and is equipped with the latest machinery, which is run by an eight horse power Fairbanks-Morse gasoline engine. The elevator is equipped with a clipper cleaner and automatic scales, which are of great value in a business of this kind. The elevator stands 90 feet high, and is located where shipments can be made from it by either rail or boat. The firm makes a specialty of handling peas and thousands of bushels are shipped south each year, they being put up in bags and transported to the southern market by boat. The majority of the wheat, rye, and barley handled by the firm is shipped south in bulk by rail, the cars being run to the elevator on a side track where they are quickly loaded. Five men are generally kept employed about the elevator, and the handling of the grain is in charge of Jeff Teweles, an experienced man in that line of business.

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<sup>46</sup> Sturgeon Bay: *The Advocate*, May 16, 1903, p. 5.

<sup>47</sup> Sturgeon Bay: *The Advocate*, June 6, 1903, p. 5.

<sup>48</sup> Sturgeon Bay: *The Advocate*, September 26, 1903, p. 1..

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The firm also own the old planning mill building on their premises, which they utilize as a place to sort and pick over their peas, there being twelve girls employed in this work during several months of the year.

The dock property owned by Teweles & Brandeis is situated at the foot of Maple avenue, and very convenient for the business interest of the city. At this dock all the boat transportation companies that run into this port, stop, and a great deal of freight [is] received and shipped over it. The dock has a frontage of 140 feet, and extends 150 feet out from the shore, the water being deep enough to accommodate the largest craft. Two large warehouses are built here, one at the end of the dock, 36x100 feet, which is used principally by Teweles & Brandeis for the handling of their peas, and the other, 45x110 feet connecting it on the west, and running along the south side of the dock, and used principally for freight brought here by the transportation companies. The dock business is in charge of Halver Halverson.<sup>49</sup>

In the years that followed, business went on as usual for Teweles & Brandeis and news items about the firm were confined mostly to routine mentions of crops bought and shipped and items relating to the maintenance of their elevators, such as painting the exteriors and the purchase of new fanning mills. In July of 1908, however, a news item appeared that announced the incorporation of a new competing company based in Sturgeon Bay.

Among the companies recently incorporated at Madison under the laws of Wisconsin may be mentioned the Door County Equity Elevator Co., Sturgeon Bay; capital stock \$8,000; incorporators Louis Klenke, Luke Keogh and George O. Whitford. The company will build and maintain an elevator in this city, and it is understood to have the backing and support of the farmers' union of this county.<sup>50</sup>

A week later, another announcement stated that Bernard Lyon, of Lyon Bros. & Co. had sold their west side elevator to the new corporation for \$8,000. At first, business boomed at the corporation's new elevator and a year later the renamed Farmer's Equity Elevator Co. also purchased the former A. W. Lawrence elevator on the east side for \$5,000, which elevator was at that time leased to the Cargill Grain Co. of Green Bay and had for some years prior been managed by Teweles & Brandeis.<sup>51</sup> Not to be outdone, Teweles & Brandeis, who had now lost access to the east side elevator, commenced construction of a new combined warehouse and office building on N. Cedar St. (now N. Third St.) on the east side of the city.

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<sup>49</sup> Sturgeon Bay: *Door County Democrat*, October 22, 1904, p. 3 (illustrated). The "transportation companies" were the several lake shipping firms.

<sup>50</sup> Sturgeon Bay: *The Advocate*, May 14, 1908, p. 5.

<sup>51</sup> Sturgeon Bay: *Door County Democrat*, May 8, 1909, p. 3.

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Teweles & Brandeis, local grain and produce buyers, have commenced work on their large new warehouse, near the A. & W. depot, and expect to have it completed within five weeks. The foundation of the warehouse is to be 138x36 feet, 9 feet deep, constructed of stone. Chris. Propsom has charge of the mason work. The warehouse will be 13½ feet high from top of basement and on top of this is to be a cupola 12 feet high and 24 feet long. The basement will contain the machinery and will be used for a storage room for hides, etc. The warehouse proper will be used for grain and general farm produce. An office will also be established on this floor. The warehouse will be ready for occupancy by the first of September.<sup>52</sup>

The firm's new east side warehouse was completed and open for business by the beginning of September and in time for the beginning of the harvest season and a spur line from the main railroad line that led up to the new warehouse was also completed by this time as well.<sup>53</sup>

By 1911, however, poor management and a too rapid expansion plan and had caused the Door County Equity Elevator Co. to cease operations and in May of 1912 the company went into bankruptcy proceedings and both its east side and west side elevators were offered for sale.<sup>54</sup> Not surprisingly, a month later the east side elevator was purchased by Teweles & Brandeis while the west side elevator was repurchased by Lyons Bros. & Co., leaving the produce-selling situation in Sturgeon Bay much as it had been before Door County Equity Co.'s arrival on the scene. The main difference, however, was that Teweles & Brandeis now had sole ownership of the east side elevator and they also owned a large new warehouse on the east side of the city as well, which put the firm in a dominant position in the produce selling business in Door County that they would never relinquish.

As the years went by, changes in agricultural practice in Door County were also reflected in the business practices of Teweles & Brandeis as well. Chief among these was a de-emphasis on crop raising and a great increase in dairying, particularly in the south half of Door County, which was reflected in the increased business that the firm did in the mixing and selling of animal feed to dairy farmers. Never-the-less, the firm continued to thrive as a new generation of partners took their place in the firm. Isidor Brandeis died on July 21, 1935, by which time his son, Stanley Brandeis, was

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<sup>52</sup> "Work on New Warehouse." Sturgeon Bay: *Door County Democrat*, July 24, 1909, p. 1. At the same time, a new concrete foundation was also being placed underneath Teweles & Brandeis' west side elevator as well and there were also plans to build a new 25,000 bushel elevator behind the new warehouse, but later events made this unnecessary.

<sup>53</sup> "Are in New Quarters." Sturgeon Bay: *Door County Democrat*, September 4, 1909, p. 1. This one-story building had a brick-clad main façade and iron-clad side elevations and cupola and it is no longer extant.

<sup>54</sup> "Elevators to be Sold." Sturgeon Bay: *Door County Democrat*, May 17, 1912, p. 1.

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active in the firm, as were Solomon and Monroe Teweles, the sons of Arthur Teweles.<sup>55</sup> A year later, an editorial in a local newspaper celebrated the fortieth anniversary of the firm.

Last Saturday, January 4, marked the fortieth anniversary of the establishment of the business of Teweles & Brandeis, pioneer dealers in farm products of all kinds. Forty years is but a short time, as history is written, but in the life of an average individual or business concern it is a span well worth considering. When it is understood that for almost the entire period of its existence (until the death of Mr. I. Brandeis in 1935) the firm of Teweles & Brandeis remained under the management of Mr. Brandeis and Arthur Teweles, who carried out a slogan of "Fair, Square, Liberal," in all their dealings with farmers and other patrons it is not hard to understand that the partnership would remain intact for so long a period and would be highly successful.

The original business was established in the year 1894 by Moses Teweles, who later took into partnership with him his son-in-law, I. Brandeis, and in 1896 the present firm was formed, including Arthur Teweles, a son of the founder. The business has grown and prospered during all the years and the firm stands today as one of the leaders in its line in the state of Wisconsin. Two offices are maintained, one in Sturgeon Bay, managed by Sol. Teweles, and the other in Sawyer managed by Stanley Brandeis, sons, respectively, of Arthur Teweles and I. Brandeis.<sup>56</sup>

Two years later, though, the Teweles & Brandeis partnership was dissolved and Mrs. Isador Brandeis became the sole owner of the firm's Sawyer warehouse and elevator while Arthur Teweles became sole owner of the east side elevator and warehouse.<sup>57</sup> Less than two months later, Arthur Teweles also died and his business was afterwards carried on by his son, Solomon, while Mrs. Brandeis' son, Stanley, managed the west side business.<sup>58</sup>

Both firms continued in operation throughout the war years that followed, although the west side elevator owned by the Brandeis family that is the subject of this nomination had a narrow escape when a large fire destroyed all of the other buildings on that firm's dock and part of the dock itself on February 16, 1944.<sup>59</sup> The warehouse was rebuilt to the south and west of the elevator soon thereafter,

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<sup>55</sup> "Isidor Brandeis Dies on Monday." Sturgeon Bay: *Door County Advocate*, July 26, 1935, p. 1. Obituary of Isador Brandeis.

<sup>56</sup> "Teweles & Brandeis in Business For Forty Years." Sturgeon Bay: *The Door County News*, January 9, 1936, p. 2.

<sup>57</sup> "Teweles & Brandeis Partnership Dropped." Sturgeon Bay: *Door County Advocate*, January 28, 1938, p. 1.

<sup>58</sup> "Arthur Teweles Dies Wednesday." Sturgeon Bay: *Door County Advocate*, March 4, 1938, p. 1. Obituary of Arthur Teweles.

<sup>59</sup> "Fire Destroys Large Brandeis Warehouse and Dock in Sawyer." Sturgeon Bay: *Door County Advocate*, February 18, 1944, p. 1.

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however, and this one was built out of concrete block as was a smaller building adjacent to it that was used to store flour, both of which are no longer extant.

After the end of the war, both firms once again resumed their normal operations, but by this time many changes had begun to alter the business landscape of produce selling. Elevators such as the ones belonging to Teweles & Brandeis came into being because farmers typically lacked storage facilities of their own and because getting produce to markets in the days when horse-drawn wagons were the means of transport was an arduous and tedious business. With the coming of the railroads, however, large wooden grain elevators began to be constructed along railroad lines and farmers could deliver their produce to them instead and have their grain held awaiting favorable market conditions, and this was the situation in 1901, when the west side elevator of Teweles & Brandeis was built.

After World War II, though, federal programs designed to encourage farmers to build their own metal grain storage facilities on their farms came into being, and since produce was by this time moved from farms to larger storage facilities using trucks, and because a comprehensive system of roads had also been developed, these larger storage facilities could be built not just along railroad lines but in any location that made commercial sense. As a result, the commercial importance of what by post-war standards were small scale storage facilities such as the Teweles & Brandeis elevator began to diminish and most of these early elevators were repurposed as feed mills serving dairy farms or farms dealing in animal production. In addition, by the end of the war the Teweles & Brandeis elevators' waterfront locations were no longer of much commercial importance because by this time small scale commercial lake shipping of the kind that had typified the early history of Sturgeon Bay had all but disappeared and shipping by rail and by truck had taken its place instead.

It was this changing world that the sons of Arthur Teweles and Isador Brandeis inherited after World War II ended and the diminishing role that was being offered them caused them both to make similar decisions.

Although previous generations of the Teweles and Brandeis families had given way to business successors the path was altered by the fact that there were no boys born in either Stanley's or Sol's family. Therefore, the possibility of another generation entering the business was somewhat slight.

In October, 1951, Sol decided to dispose of his main office and feed store and the building [on N. Cedar St.] was sold to the Christy corporation, which now uses the building as a warehouse. Sol continued in the grain business, operating from the Teweles elevator, located on the waterfront near the railroad bridge. Final disposition of the Teweles holdings took place in early 1952, when the elevator was sold to the Barker-Washburn Lumber company.

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Recently, Mr. Brandeis decided to sell his business and property to the Door County Co-Op. The latter took possession on Monday.

Thus ends the long life of a business which originated in this community and through the course of years firmly established itself in the minds of people throughout Door county.<sup>60</sup>

The elevator on the east side of the city was torn down in the 1950s or 1960s. The west side elevator, meanwhile, continued to be operated by the Door County Co-Op, which also had feed mills in Sister Bay and Forestville at that time, and it continued to be used until the 1960s, after which it was shuttered, and it has not been used since then and it is still intact but vacant. Today, the elevator and the land that surrounds it is owned by the City of Sturgeon Bay, which has recently torn down all the other buildings on the site that were used by the Co-Op, including those built by Teweles & Brandeis after the 1944 fire, and the City is now exploring the possibilities of redeveloping the site.

The Teweles & Brandeis grain elevator is therefore believed to be eligible for listing in the NRHP at the local level of significance under NR Criterion A (History) because of its historic associations with the firm of Teweles & Brandeis, which firm was historically important in the history of commerce and agriculture in Door County and to the city of Sturgeon Bay. The elevator was built by this firm in 1901 and it was operated by them until 1953, when it was finally sold to another entity. During this period, Teweles & Brandeis was the most important and innovative firm in Sturgeon Bay involved in the wholesale marketing of the agricultural produce grown in the area surrounding Sturgeon Bay and this elevator is now the sole remaining historic resource associated with the commercial activities of this locally significant firm.

In addition, the Teweles & Brandeis grain elevator is also now the only surviving historic resource located in Sturgeon Bay that was associated with any of the various Sturgeon Bay firms that were important to the history of agriculture in Door County prior to World War II. By 1903, there were three grain elevators along the waterfront in Sturgeon Bay including this one. Today, however, the Teweles & Brandeis elevator is the only one that survives, the former A. W. Lawrence elevator having been demolished during the 1950s or 1960s, while the Lyon Bros. & Co. elevator burned down on July 5, 1960 while in use as the Peninsula Feed Store.<sup>61</sup> In addition, all of the other buildings associated with these firms, their offices and warehouses, have also now been demolished as well, as have all the buildings associated with the Reynolds Bros. Preserving Co. and its successors, the buildings

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<sup>60</sup> B.F.T. "Recent Sale Ends Family Business Begun in 1880s." Sturgeon Bay: *Door County Advocate*, March 24, 1953, pp. 1-2. See also: "Grain Elevator Sold to Barker." Sturgeon Bay: *Door County Advocate*, January 29, 1952, p. 1, and "Door Co. Co-Op In Expansion." Sturgeon Bay: *Door County Advocate*, March 3, 1953, p. 1.

<sup>61</sup> Jinkins, Ann and Maggie Wier. *Images of America: Sturgeon Bay*, p. 54 (illustrated).

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associated with the Van Camp Milk Condensery, built in 1917, and all the buildings associated with the Hagermeister Brewery, which had been founded in 1866. As a result, the Teweles & Brandeis grain elevator located on the west shore of Sturgeon Bay is now the only surviving historic Sturgeon Bay building associated with the selling and processing of the farm produce grown in Door County and its historic significance is further enhanced by its highly intact state.

**Architecture:**

Although there are at least four different types of recognized grain storage building types, just two are commonly observed; the “country” elevator type, and the “terminal” elevator type.

Grain elevators can be classified into four types based on function. The first and most numerous is the country, or local elevator sited along railroad tracks in the small towns of the Great Plains. Because of the large quantities of grain produced in the surrounding countryside, farmers need local storage facilities to handle surplus production before shipping to domestic or international markets. Country elevators allow local producers to hold their grain for a better price, protect it against waster and spoilage, accommodate large quantities during a peak harvest season, and charge lower storage rates than terminal elevators.

The terminal elevator receives grain via rail or truck from the country elevators. These towering bins, up to 150 feet high and arranged in long parallel lines, have the capacity to hold several million bushels of grain. After receipt of the grain from country elevators, terminal operators sell huge shipments to flour manufacturers or store grain for later sale to domestic and foreign buyers.<sup>62</sup>

Country elevators typically have rectilinear plans that measure up to about 40x60 feet, they are about 70-90-feet-tall, they are crowned with either a full length or partial length cupola, and they may have a maximum of about 20 storage bins with a capacity of from 10,000 to 50,000 bushels. Terminal elevators are typically much, much larger than their country cousins and “they are usually located in terminal marketplaces, at large rail centers, or at points of transfer from one method of transportation to another.” Essentially, though, the two types are functionally identical.

All grain elevator do two things with grain: they “handle” grain, by moving or transferring it within the elevator, using elevating and conveying equipment, and they store grain, by keeping it in storage bins. Some elevators store great quantities of grain and some store little. Some elevators are designed primarily to handle grain at high speed, and have little storage function.

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<sup>62</sup> Wishart, David J. (ed.). Grain Elevators. <<http://plainshumanities.unl.edu/encyclopedia/>> Accessed, December 19, 2015. The other two elevator types are the processing elevator and the feed mill elevator.

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These different functional emphases, coupled with different sizes and locations, create categories of grain elevators. Historically, this has produced the two major functional type of elevators, the terminal elevator and the country elevator.<sup>63</sup>

While the Teweles & Brandeis grain elevator is definitely a country elevator in terms of its design it is also something of a hybrid in that it has the form and size associated with country elevators and it received produce directly from area farmers, but it also served as a small-scale terminal elevator as well, thanks to its waterfront location and its rail access.

No history of Wisconsin's grain elevators has yet been written and no overview of this resource type that is specific to Wisconsin exists either. There is, however, an excellent overview of grain elevators built in the neighboring state of Minnesota prior to 1945 that was prepared by Minnesota historian Robert M. Frame III in 1989. This overview is embodied in a NRHP Multiple Property Listing that Frame authored entitled *Grain Elevator Design in Minnesota*, and much of the information that this document contains is relevant to Wisconsin as well. In this very detailed document, Frame first identifies and describes the various types of elevators. He then goes on to describe the methods of construction that are common to each type and their evolution over time and he concludes by discussing their NRHP registration requirements. And these requirements, which are listed below, would likely be much the same for a listing in Wisconsin as well.

Country elevators in Minnesota may be eligible for the National Register under Criterion A for their association with events that have made a significant contribution to the broad patterns of American history, Minnesota history, or local history, especially in relation to railroad, lake, or river transportation; the grain trade; grain processing; and the cooperative movement. In each of these cases, the significance will involve a firm, agency, or organization that owned and/or operated the elevator.

A country elevator may be eligible under Criterion B for its association with a significant person, if it was a center of activity for that person and that person was not the designer or builder of the country elevator. If the person was noted as an entrepreneur, however, other properties may exist that better represent the person's achievements, such as an office or residence.

Most country elevators will be eligible under Criterion C. They probably will be eligible because they embody distinctive characteristics of country elevator design and engineering or represent significant phases in the evolution of country elevator design and construction. They

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<sup>63</sup> Frame, Robert M. NRHP Multiple Property Listing: Grain Elevator Design in Minnesota, Section E, p. 4.

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also may be eligible for their association with significant elevator engineers, builders, contractors, or fabricators, who made significant contributions to the design and construction of country elevators.<sup>64</sup>

The Teweles & Brandeis grain elevator satisfies Frame's requirements for NRHP listing under Criterion B, but it is harder to know whether or not this elevator would also satisfy Frame's requirements for listing under Criterion C. So far as can be determined, the Teweles & Brandeis grain elevator is a typical representative example of the country elevator design and method of construction that was prevalent in Wisconsin at the time it was built, but in the absence of an actual overview of Wisconsin's historic grain elevators it is more difficult to decide whether or not it has significance based on Criterion C.

The Wisconsin Historical Society's Division of Historic Preservation (Wisconsin's State Historic Preservation Office, or "SHPO") maintains an on-line database that lists the state's inventoried historic and archaeological resources. This database, known as the Wisconsin Architecture and Historic Inventory, or the AHI, contains more than 150,000 individual entries for non-archeological resources of all types, including such diverse types as buildings, bridges, and barns, and this inventory also includes surveyed grain elevators as well. No systematic survey of Wisconsin's grain elevators has yet been undertaken, so the ones that are currently listed in the AHI represent those that have been found during routine rural field surveys or in intensive surveys conducted in the state's cities. At the moment there are 58 separate grain elevators listed in the inventory and they are found in most of the counties located in the southern two-thirds of the state and in all of the counties bordering Lake Michigan and Lake Superior. These elevators range in size from the enormous concrete terminal type elevators that are found in the Great Lakes ports of Superior and Milwaukee to small wooden country type elevators, which are scattered throughout the rural portions of the state. Three grain elevators located in Door County are included in this inventory, including the Teweles & Brandeis grain elevator that is the subject of this nomination. Both of the other two are country type elevators, they are located along the former Ahnapee & Western Railroad line in the unincorporated community of Maplewood, Wisconsin, and they are considerably smaller than the Teweles & Brandeis elevator. The larger of the two (AHI# 120203) is located at 7606 County Highway H and it is believed to have once been operated by the firm of Knauf & Tesch, although this is not certain. The second one (AHI# 120204) is smaller still and is located just a short distance from the first one on the opposite side of County Highway H. Both of these Maplewood elevator are built out of wood and they are still partially clad in corrugated iron sheets, but both of them have also now been substantially altered and have been converted to other uses. So far as is known, these three elevators are the only historic grain elevators remaining in Door County and the Teweles & Brandeis grain elevator in Sturgeon Bay is not

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<sup>64</sup> Frame, Robert M. NRHP Multiple Property Listing: Grain Elevator Design in Minnesota, Section F, p. 13..

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only the largest surviving grain elevator in Door County, it is also by far the most intact as well and it has a well documented history.

Currently, there is just a single NRHP-listed grain elevator in Wisconsin, this being the Chase Grain Elevator located in Sun Prairie, Wisconsin, which was listed in the NRHP in 2010 under Criterion C because it is an outstanding and very rare example of a Wisconsin country elevator that was built utilizing tile construction.<sup>65</sup> Perhaps, when a better understanding of Wisconsin's historic grain elevators is in place it will be possible to assess the merits of the Teweles & Brandeis elevator and other grain elevators like it based on this criterion. One thing is certain, however. When such evaluations are made, those country type elevators that stand the best chances of being listed in the NRHP will be those that have the highest degree of integrity and it is likely that the highly intact Teweles & Brandeis grain elevator will be among them.

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<sup>65</sup> AHI# 153421, NRHP Reference # 10000540.

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**Verbal Boundary Description:**

Lot 2, Certified Survey Map # 2952, Vol. 18, p. 57. SW $\frac{1}{4}$  of the NE  $\frac{1}{4}$  of Section 7, Township 27N, Range 26E: Formerly part of Lots 2-7, Block 8 of Plat 10, Bay View Plat.

**Boundary Justification:**

This parcel includes all the land that has historically been associated with the elevator itself as well as additional land that was also historically associated with now demolished buildings that were once part of an historic building complex that included the elevator.

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Items a-d are the same for photos 1 – 20.

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- Teweles and Brandeis Grain Elevator
- b) Sturgeon Bay, Door County, WI
- c) Timothy F. Heggland, November 8, 2015
- d) Wisconsin Historical Society
- e) General View, View looking N
- f) Photo 1 of 20

Photo 10

- e) Work Floor Interior, View looking NW
- f) Photo 10 of 20

Photo 11

- e) Man-Lift Detail, View looking NW
- f) Photo 11 of 20

Photo 2

- e) Southwest-Facing Elevation, View looking NE
- f) Photo 2 of 20

Photo 12

- e) Work Floor Interior, View looking SW
- f) Photo 12 of 20

Photo 3

- e) Southeast-Facing Elevation, View looking N
- f) Photo 3 of 20

Photo 13

- e) Work Floor Interior, View looking NE
- f) Photo 13 of 20

Photo 4

- e) General View, View looking W
- f) Photo 4 of 20

Photo 14

- e) Work Floor Interior, View looking NW
- f) Photo 14 of 20

Photo 5

- e) Northeast-Facing Elevation, View looking SW
- f) Photo 5 of 20

Photo 15

- e) Interior, Fanning Mill, View looking SE
- f) Photo 15 of 20

Photo 6

- e) Northwest-Facing Elevation, View looking SE
- f) Photo 6 of 20

Photo 16

- e) Work Floor Interior, View looking N
- f) Photo 16 of 20

Photo 7

- e) Southwest-Facing Elevation Detail, View looking NE
- f) Photo 7 of 20

Photo 17

- e) Work Floor Interior, View looking up and N
- f) Photo 17 of 20

Photo 8

- e) Work Floor Interior, View looking NE
- f) Photo 8 of 20

Photo 18

- e) Work Floor Interior, Bin Bases, View looking up and NW
- f) Photo 18 of 20

Photo 9

- e) Interior, Hopper, View looking NW
- f) Photo 9 of 20

Photo 19

- e) Work Floor Interior, View looking up and NW
- f) Photo 19 of 20

**United States Department of the Interior**  
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Photo 20  
e) Bin Interior, View looking down and E  
f) Photo 20 of 20

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\_\_\_Insert Figures

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