

MP 2162

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.



1. Name of Property

Historic name: Chicago, Milwaukee, Saint Paul & Pacific Railroad Depot
Other names/site number: Milwaukee Road Depot, Canton Depot
Name of related multiple property listing:
Railroads in Minnesota, 1862-1956
(Enter "N/A" if property is not part of a multiple property listing)

2. Location

Street & number: Northwest corner of the intersection of W. Prairie Ave and Main Street N.
City or town: Canton State: MN County: Fillmore
Not For Publication: N/A Vicinity: N/A

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,


I hereby certify that this nomination ___ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property meets ___ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

national statewide local

Applicable National Register Criteria:

A B C D

		<u>1-5-18</u>
Signature of certifying official/Title: Amy Spong, Deputy SHPO, MNHS		Date
State or Federal agency/bureau or Tribal Government		

In my opinion, the property ___ meets ___ does not meet the National Register criteria.	
Signature of commenting official:	Date
Title :	State or Federal agency/bureau or Tribal Government

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4. National Park Service Certification

I hereby certify that this property is:

- entered in the National Register
- determined eligible for the National Register
- determined not eligible for the National Register
- removed from the National Register
- other (explain:)

for [Signature]

Signature of the Keeper

3/5/18

Date of Action

5. Classification

Ownership of Property

(Check as many boxes as apply.)

- Private:
- Public – Local
- Public – State
- Public – Federal

Category of Property

(Check only **one** box.)

- Building(s)
- District
- Site
- Structure
- Object

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Number of Resources within Property

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
<u>1</u>	<u> </u>	buildings
<u> </u>	<u> </u>	sites
<u> </u>	<u> </u>	structures
<u> </u>	<u> </u>	objects
<u>1</u>	<u> </u>	Total

Number of contributing resources previously listed in the National Register 0

6. Function or Use

Historic Functions

(Enter categories from instructions.)

TRANSPORTATION/rail related

Current Functions

(Enter categories from instructions.)

VACANT/NOT IN USE

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7. Description

Architectural Classification

(Enter categories from instructions.)

NO STYLE

Materials: (enter categories from instructions.)

Principal exterior materials of the property: FOUNDATION: Timber
WALLS: Wood
ROOF: Asphalt
OTHER: Chimney, brick

Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

Summary Paragraph

In 1879, the Caledonia, Mississippi and Western Railroad built this modest combination railroad passenger station and freight depot near the east line of Section 21 of Canton Township. In 1881, the building was relocated to its present site, three quarters of a mile to the west. The one story wood framed structure was developed from standardized, railroad company plans. The depot was altered and enlarged at some time prior to 1910. This was perhaps in 1901, when the original narrow gauge railroad roadway was replaced with standard gauge track. (Fig.7, Fig. 9)

The depot features simple Victorian-style details typical of the period. It is sheathed with wood siding and trim and has a combination hipped-roof. The depot has two brick chimneys in central locations aligned with the ridge of its roof. North of the depot is an open area where the station platform and railroad roadway were once located. Lumber storage buildings and grain elevators constructed between 1879 and 1881 are located north and east of the site. The depot has suffered some loss of character defining features due to lack of maintenance and deterioration. However, it retains its essential integrity as a late nineteenth century combination railroad passenger station

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and freight depot. It was used continuously as a passenger and freight rail station from construction until 1949.

Narrative Description

See continuation sheets.

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8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A. Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B. Property is associated with the lives of persons significant in our past.
- C. Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D. Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

- A. Owned by a religious institution or used for religious purposes
- B. Removed from its original location
- C. A birthplace or grave
- D. A cemetery
- E. A reconstructed building, object, or structure
- F. A commemorative property
- G. Less than 50 years old or achieving significance within the past 50 years

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Areas of Significance
(Enter categories from instructions.)

TRANSPORATION

Period of Significance
1881-1949

Significant Dates
1881

Significant Person
(Complete only if Criterion B is marked above.)
N/A

Cultural Affiliation
N/A

Architect/Builder
Wyatt, F.O. (General Manager CM&WRR)
Smith, C.C. (Railroad Contractor)
Sherer, A. (Carpenter)

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Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

The Chicago, Milwaukee, Saint Paul & Pacific Railroad Depot (Canton Depot) is locally significant under Criterion A in the area of Transportation for its contribution to the economic growth of the Village of Canton. The period of significance for the depot begins with its construction in 1881 and ends in 1949, when the Preston to Caledonia rail service ended. The property is related to the Multiple Property Documentation Form (MPDF), "Railroads in Minnesota, 1870-1940" as well as the statewide context, "Railroads & Agricultural Development, 1870-1940". The depot was a significant contributor to the economic growth of Canton; the depot also served as local transportation and distribution center. As such, the depot meets the registration requirements set forth by the MPDF in order to be eligible for listing under National Register Criterion A.

In 1879, the Caledonia, Mississippi and Western Railroad, underwritten by the Chicago, Clinton, Dubuque and Minnesota Railroad Company, connected Canton and Southeast Minnesota to the Twin Cities, Chicago, and markets further east via La Crosse, McGregor, and Dubuque. Construction of what would soon become the Reno to Preston Division of the Chicago, Milwaukee & St. Paul Railway Co., and selection of Canton townsite as the location for Canton Depot played an important role in the early growth and development of the grain and livestock industries in Fillmore County and Southeast Minnesota. The announcement in 1879, that Canton Depot would be sited at its present location as one of five Chicago, Milwaukee & St. Paul Railroad stations in Fillmore County spurred economic activity that attracted settlers to Minnesota and helped develop Minnesota as a pre-eminent agricultural production and milling center for the nation. Canton Depot is a historically significant as distribution center for freight and mail, and a shipping point for the agricultural products of Southeast Minnesota.

Narrative Statement of Significance (Provide at least **one** paragraph for each area of significance.)

See continuation sheets.

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9. Major Bibliographical References

Bibliography (Cite the books, articles, and other sources used in preparing this form.)

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Curtiss-Wedge, Franklin. *History of Fillmore County, Minnesota, Volume 1*. Chicago: H.C. Cooper Jr. and Co., 1912. Print.

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Schmidt, Andrew J., Daniel R. Pratt, Andrea C. Vermeer, and Betsy H. Bradley. *Railroads in Minnesota 1862-1956 – National Register of Historic Places Multiple Property Documentation Form*. St. Paul: Minnesota Historical Society, 2013. Print.

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____ "9th Population Census of the United States - 1870." Database with images. *Archive.org*. <https://archive.org>. 14 June 2016. Citing NARA microfilm publication Reel 003. Washington, D.C.: National Archives and Records Administration, n.d.

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Works Progress Administration. "Minnesota Historical Records Survey, Inventory of the County Archives of Minnesota: No. 23, Fillmore County.", St. Paul, 1942.

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # _____
- recorded by Historic American Landscape Survey # _____

Primary location of additional data:

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other
- Name of repository: _____

Historic Resources Survey Number (if assigned): Minnesota Inventory No. FL-CNC-001

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10. Geographical Data

Acreeage of Property less than one acre (0.2 acres)

Use either the UTM system or latitude/longitude coordinates

Latitude/Longitude Coordinates

Datum if other than WGS84: _____

(enter coordinates to 6 decimal places)

- | | |
|--------------|------------|
| 1. Latitude: | Longitude: |
| 2. Latitude: | Longitude: |
| 3. Latitude: | Longitude: |
| 4. Latitude: | Longitude: |

Or

UTM References

Datum (indicated on USGS map):

NAD 1927 or NAD 1983

1. Zone: 15N Easting: 586470 Northing: 4820200

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Verbal Boundary Description (Describe the boundaries of the property.)

Sect-20 Twp-101 Range-009 50 X 100 OF FORMER RR LAND (TRAIN DEPOT)

A parcel of land in the Town of Canton, Fillmore County, Minnesota, described as follows, to-wit:

The southerly 50 feet of Chicago, Milwaukee, St. Paul and Pacific Railroad Company's abandoned 130 foot right of way in the Southwest Quarter Southwest Quarter of Section 21, and in the Southeast Quarter Southeast Quarter of Section 20, all in Township 101 North, Range 9 West of the Fifth Principal Meridian: lying northerly of the North Line of Prairie Avenue, westerly of the East Line of Main Street, and 230 feet easterly of the East Line of Ida Street, containing 5,000 square feet of land more or less.

Boundary Justification (Explain why the boundaries were selected.)

The Chicago, Milwaukee, Saint Paul & Pacific Railroad Depot currently sits in the same location it was placed in the 1881. The Canton depot's 50 x 100 foot lot located at the intersection of Main Street and Prairie Avenue. The lot includes the land north of the depot previously occupied by the passenger platform and railroad roadway.

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11. Form Prepared By

name/title: James Malanaphy
organization: _____
street & number: 172 6th Street East #1603
city or town: Saint Paul state: MN zip code: 55101
e-mail jjmalanaphy@gmail.com
telephone: 651-367-9001
date: June 27, 2017

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A USGS map or equivalent (7.5 or 15 minute series) indicating the property's location.

CANTON, MINN. – IOWA, N4330-W9152.5/7.5, 1965, AMS 7671 III SW-SERIES V872,
USGS

- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

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Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

Photo Log

Name of Property: Chicago, Milwaukee, Saint Paul & Pacific Railroad Depot
City or Vicinity: Canton
County: Fillmore County State: Minnesota
Photographer: Leroy Haynes, 105 North Main Street, Canton, MN 55922
Date Photographed: August 2015 and 2016

August 2015:

MN_Fillmore County_CMStP&P Railroad Depot_0001
North Facade, Camera facing South

MN_Fillmore County_CMStP&P Railroad Depot_0002
South Facade, Camera facing North

MN_Fillmore County_CMStP&P Railroad Depot_0003
West Facade, Camera facing East

MN_Fillmore County_CMStP&P Railroad Depot_0004
East Facade, Camera facing West

August 2016:

MN_Fillmore County_CMStP&P Railroad Depot_0005
East Wall Interior Freight Room, Camera facing East

MN_Fillmore County_CMStP&P Railroad Depot_0006
South Wall Interior Freight Room, Camera facing South

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MN_Fillmore County_ CMStP&P Railroad Depot_0007
East Wall Interior Baggage Room, Camera facing East

MN_Fillmore County_ CMStP&P Railroad Depot_0008
South Wall Interior Baggage Room, Camera facing South

MN_Fillmore County_ CMStP&P Railroad Depot_0009
Northeast Corner Interior Station Agent Office, Camera facing Northeast

MN_Fillmore County_ CMStP&P Railroad Depot_0010
West Wall Interior Station Agent Office, Camera facing West

MN_Fillmore County_ CMStP&P Railroad Depot_0011
North Wall Passenger Waiting Room, Camera facing North

MN_Fillmore County_ CMStP&P Railroad Depot_0012
Northeast Corner Passenger Waiting Room, Camera facing Northeast

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.)

Estimated Burden Statement: Public reporting burden for this form is estimated to average 100 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

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Narrative Description

In 1879, the Caledonia, Mississippi and Western Railroad, underwritten by the Chicago, Clinton, Dubuque and Minnesota Railroad Company, built this modest combination passenger station and freight depot along the newly completed railroad roadway near the east line of Section 21 of Canton Township. Soon after the depot was built, in June of 1880, the Chicago, Clinton, Dubuque and Minnesota Railroad Company absorbed the Caledonia Mississippi and Western Railroad. Four months later, in October, the line was then acquired by the Chicago, Milwaukee and St. Paul Railroad. The railroad changed its name to the Chicago, Milwaukee, St. Paul & Pacific Railroad in 1924, and became known as the Milwaukee Road. In 1881, Canton Depot was relocated to its present site, three quarters of a mile west of its original location. The townsite, which centers on the depot, was originally purchased from local farmers and platted by Frank Adams in 1879. At the time, Frank Adams was the supervising engineer for the railroad. (Fig. 1, Fig. 2)

The one-story, wood-framed combination passenger station and freight depot was originally constructed from standardized railroad company plans. Comparison of early photographs reveals that the depot was altered and enlarged prior to 1910. Perhaps the depot was altered in 1901, the year when the original narrow gauge railroad roadway on the Reno to Preston Division was converted by railroad construction crews to standard gauge track. A commercial postcard dated September 14, 1910 (Fig. 9) depicts the depot altered and enlarged from its original configuration (Fig. 7); additionally, a photograph taken in the 1930s show that the depot's dormers were lost prior to the end of the period of significance (Fig. 11).

The building is approximately 1,200 square feet in size, measuring roughly eighteen feet wide by sixty six feet long. The depot's long dimension runs east-west and its narrow dimension runs north-south. The depot property is located on the north side of West Prairie Avenue and the west side of North Main Street. (Fig. 3)

The building rests on timber posts set into the ground while beveled, twelve-inch wide timber skirting runs around the entire base of the building. Exterior construction materials include both cove and beveled wood siding with rabbet joints; cove molding and car siding at eaves; and vertical-wood trim at building corners. The wood frame windows are double-hung with either six-over-six wood sash or four-over-four wood sash. Windows have wood-trim surrounds, as do the doors. Doors include wood-framed, four-panel, wood doors with glazed transoms featuring three lights overhead, as well as interior and exterior wall-mounted, sliding doors built of wood siding that operate suspended from surface-mounted metal rails are represented. The roof features asphalt-composite roofing shingles and two brick chimneys. Non-contributing features are limited to a small amount of plywood sheathing and a single, insulated, hollow metal door.

South Exterior Elevation

The south wall of the depot is framed with wood and sheathed with wood siding. (Photo 2) Passengers

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and freight entered the depot from West Prairie Avenue on this side of the building and accessed the rail platform on the north side of the building. There are three door openings and three window openings in the south wall. There are entrances from this elevation into the freight room, baggage/freight room, and passenger waiting room. Exterior door openings are located on either side of the central station agent office and ticketing area. Surface-mounted, sliding wood doors have been installed to secure the door openings. The original wood doors and their glazed transoms are missing. Wood, double-hung windows with six-over-six sashes are located in the central station agent office and ticketing area, the adjoining baggage/freight room, and passenger waiting room. The freight room on the far west end of the building has no window and is accessed from the south by means of a sliding wood door that is surface-mounted on a metal rail installed on the building's interior. Wood, water table trim is installed at the height of the building's window sills and runs from the baggage/freight room to the east corner of the depot. The water table trim board aligns with window sills. A small amount of trim has been removed to allow the sliding wood doors to move freely.

West Exterior Elevation

The west wall of the depot is wood-framed and sheathed with wood siding. (Photo 3) It has no openings and no wood water table trim. A station identification sign reads "Canton" and is mounted high in the center of the wall.

North Exterior Elevation

Passengers accessed the exterior rail platform from the depot on the north side. (Photo 1) The rail platform, originally constructed of wood plank, is non extant.

The north wall is wood-framed and sheathed with wood siding. There are three door openings and six window openings on the north side of the building. The station agent office extends three feet onto the passenger platform located on the north side of the building and eighteen feet from the depot's east end. The office projection features paired, wood, double-hung windows with six-over-six sashes in the north wall. They are flanked by wood-framed, double-hung windows with four-over-four sashes on each side (facing west and east) to provide a clear view of the passenger platform and the railroad roadway in both directions. Door openings to the baggage/freight room and passenger waiting room are located on either side of the office and ticketing area. On the east end of the building a wood-framed four-panel wooden door with a three-light transom and wood trim fills the door opening from the missing rail platform to the passenger waiting room. East of the door, in the passenger waiting room there is a wood-framed, double-hung window with six-over-six sashes and wood trim. The door into the baggage/freight room (west of the office and ticketing area) is wood-framed hollow metal with wood trim. The opening for the missing glazed transom above the door is sheathed with plywood. West of the door is a window opening into the baggage/freight room, sheathed in plywood, and the sashes are missing. The wood water table trim runs from the west end of the station agent office to the east corner of the depot and is aligned with each window sill.

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The freight room is located at the west end of the depot. Access to the rail platform area from the freight room is provided by a heavy sliding wood door that is surface-mounted on a metal rail installed on the building's interior. There are no window openings in the freight room.

East Exterior Elevation

The east wall of the depot is wood-framed and sheathed with wood siding. (Photo 4) It features a wood water table trim board aligned with the window sill. There is a single window located in the center of the east wall. The window is a wood-framed double-hung window with six-over-six glazed sashes and wood trim. A station identification sign reads "Canton" and is mounted above the window.

Interior Description

The depot consists of three rooms in a line from west to east. (Fig. 3) The building floor plan and the use of the rooms has changed over time as the depot developed from a modest combination passenger depot and freight station, where men and women likely shared a single passenger waiting room into a depot with two passenger waiting rooms (one for men and one for women), and again returned to a shared single-passenger room with an expanded freight station. For the purpose of identification, the rooms have been given names that appear to be associated with the building's most recent use as a railroad depot. Farthest west is the freight room. Adjacent to the freight room is the baggage/freight room. It is in the center of the building and includes what remains of the original station agent office. The passenger waiting room is the room furthest to the east. It seems possible that the baggage/freight room may have served as an additional passenger waiting room at some time in the past.

Freight Room

The freight room is rectangular, roughly nineteen feet by seventeen feet in dimension, and was added to the depot after the depot was moved to its current site. The ceiling is approximately thirteen feet high and is open to the roof framing. There are surface-mounted, sliding wood doors opening to the exterior in both the north and south walls at the west end of the freight room. (Photo 6) A single wood-framed, four-panel, wood door with a three-light transom and wood trim provides access from the freight room to the baggage/freight room. This door is in the east wall.

The freight room walls are partially sheathed with tongue-and-groove wood siding to a height of six feet. Original wood plank flooring can be found throughout the room. There are wall mounted shelves located on the north wall in the east corner. A five foot by eight foot storage platform hangs from roof trusses on metal rods and is positioned near the east wall. (Photo 5) There is a brick chimney mounted on a wooden bracket in the middle of the east wall. The bottom of the chimney is about eight feet above the floor.

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The Baggage/Freight Room

The baggage/freight room was originally square in plan, roughly seventeen feet by seventeen feet in dimension. The ceiling is approximately thirteen feet high. This room now includes a seven foot by ten foot ell which extends south of the station agent office and connects to the passenger waiting room to the east. (Fig.3) The ell is an alteration of the original floor plan for the building and occupies an area that was originally part of the station agent office and ticketing area. There are wood-framed window and door openings in both the north and south walls. A single, wood-framed, four-panel, wooden door with a three-light transom and wood trim is located on the interior east wall that opens into the office. An unframed opening connects the baggage/freight room with the passenger waiting room via the ell south of the office. (Photo 7)

The baggage/freight room walls and ceiling are sheathed with painted, beveled, tongue-and-groove wood siding. The flooring is tongue-and-groove hardwood flooring.

There is painted wood cove molding at the ceiling and painted wood picture rail and chair rail applied on each wall – some of which is missing. The base molding at the floor is quarter round. There is an opening in the west wall for a flue for a stove. The baggage/freight room has been altered. A short length of the east wall between this room and the ticketing area of the station agent office was removed and a new wall built to reduce the size of the station agent office. The new wall is built of wood framing and is partially sheathed with plywood.

Station Agent Office and Ticketing Area

The station agent office is now square in plan and roughly eleven feet by twelve feet in dimension. The ceiling is approximately thirteen feet high. The office projects three feet north into the passenger platform and has windows on west, north, and east sides that provide views of the railroad roadway to the east and west. The projection features a built-in desk with cabinets located below the writing surface on each side of a sitting area. (Photos 9 & 10) On the east wall there is a built-in storage closet supporting a brick chimney that begins approximately eight feet above the floor. The office door opens into the baggage/freight room. The office originally included a ticketing area that is now occupied by the ell that connects the baggage/freight room with the passenger room. The station agent office has been altered. Part of the west wall between the baggage/freight room and the office and ticketing area was demolished. The ticketing area service counters and doors communicating with each adjacent room were removed. The original ticketing area was located south of the present office. The wall that separates the station agent office from the ell is wood-framed and is partially sheathed in plywood.

The station agent office walls and ceiling are finished with painted beveled tongue-and-groove wood siding. The flooring is tongue-and-groove hardwood. There is painted, wooden cove molding at the ceiling and painted wooden picture rail and chair rail on each wall, some of which is missing. The base molding is quarter round. An oil burning stove is connected to the chimney by a metal stove pipe.

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Passenger Waiting Room

The passenger waiting room is square in plan and roughly seventeen feet by seventeen feet in dimension. The ceiling is approximately thirteen feet high. There are wood-framed window and door openings to the exterior on both the north and south walls and one wood-frame window opening on the east wall. (Photos 11 & 12) An unframed opening leads from the passenger waiting room into the ell of the baggage/freight room.

The passenger waiting room walls and ceiling are finished with painted, beveled tongue and groove wood siding. The flooring is tongue-and-groove hardwood. There is painted, wooden-cove molding at the ceiling and a painted wood picture rail and chair rail on each wall, some of which is missing. The base molding is quarter round. There is an opening in the west wall for a stove flue.

Integrity

The Chicago, Milwaukee, St. Paul & Pacific Railroad Depot (Canton Depot) retains sufficient integrity to convey its historic significance. Canton Depot occupies the 1881 property selected for it by the town's original surveyor, Frank Adams, in 1879. It sits among a small collection of buildings, some of which preceded its arrival by two years (Neil and Bryan, 418). The adjacent lumber storage buildings were constructed by the railroad shortly after the railroad roadway was completed. Two grain elevators were constructed next to the site platted for the depot in 1879 by grain traders from McGregor, Iowa (Neil and Bryan, 302). Still visible from the depot are commercial structures constructed by merchants, some of which were relocated during the winter of 1879/1880 from the nearby stage coach station in the Village of Elliota, a mile to the south. Among the existing buildings moved to Canton townsite that winter included a hotel, which became known as the Commercial Hotel. (Neil and Bryan, 418).

Historic photographs confirm that Canton Depot has been altered since its original construction. (Fig. 7, Fig. 9) The date of the alteration is uncertain, but it was certainly prior to the photograph of the depot taken that has been dated 1910. What originally had been a modest, plain-looking, three-room, combination passenger depot and freight station was subsequently enlarged with the addition of a fourth room. Door locations and the roof slope and profile changed. A second chimney was constructed. New decorative features were added, including: two roof dormers (later removed), new wood siding, and wood water table.

The railroad roadway was vacated when the Milwaukee Road ended service. It is still clearly discernible as it runs east and west immediately adjacent to Canton Depot and Prairie Avenue. The village public square, lumber storage buildings, grain elevators and commercial buildings dating from the 1870s and 1880s, and the two main streets that historically have always provided access to Canton Depot still exist in their original location. When the railroad vacated its right-of-way in the 1970s adjacent property owners acquired the roadway and one owner constructed a building. A small metal-sided lean-to that

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projects into the vacated roadway was added to an existing machine shed that is situated west of the depot. Two portable, metal, grain storage bins are temporarily located in part of the roadway three hundred feet to the east of the depot. A small electrical substation was also installed across Main Street outside of the former railroad roadway. Despite the new construction most of the surrounding buildings and structures are in keeping with the original agricultural and commercial land uses associated with Canton Depot.

Location. The Canton Depot retains integrity of location. The depot occupies the location chosen for it by the town's original surveyor, Frank Adams, in 1879. It was moved from the location where it was originally delivered by the railroad in 1879 to its permanent location in 1881. The property includes the depot and the former railroad corridor.

Design. The Canton Depot retains integrity of design. The depot retains enough of the original structural materials, features and decorative finishes dating to its period of significance to understand its construction and effectively convey the significance of its function as a railroad passenger depot and freight station.

Materials. The Canton Depot retains integrity of materials. The depot is constructed primarily of materials that date from the period of its original construction and from materials and features that date from its expansion and renovation (ca. 1901-1910). Representative examples of missing original features, such as doors, windows, transoms, trim, and moldings, exist in sufficient quantity to be able to understand the original appearance of the depot.

Setting. The Canton Depot retains integrity of setting. The depot sits within its railroad corridor surrounded by surviving buildings and features that date from the depot's period of significance, including: lumber storage buildings, grain elevators, Main Street, Prairie Avenue, and the village market square.

Workmanship. The Canton Depot retains integrity of workmanship. The depot retains its original form, massing, and decorative elements associated with its period of significance.

Feeling. The Canton Depot retains integrity of feeling. Modern alterations to the depot are not significant enough in extent or scale to dominate its overall appearance.

Association. The Canton Depot sits on its historic site adjacent to the railroad roadway, surrounded by buildings and features dating from its period of significance within the small farming community of Canton, which has not increased in population or lost its agricultural character. The railroad's association with the early growth and development of agriculture and livestock industries in Minnesota has been well documented. (Schmidt, Pratt, Vermeer and Bradley, 141.) Canton Depot is one of the few surviving railroad structures remaining in Canton that conveys the significance of this important period in the Village's history.

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Development History of the Community

Fillmore County is located in Southeast Minnesota, the second county west of the Mississippi River on the Iowa border. With an area of 549,760 acres it occupies 24 full townships of 36 sections each. Houston County lies to the east. Mower County lies to the west. Olmsted County and Winona County lie to the north. Canton Township is the second township west of Houston County and is located on the Iowa border. Fillmore County is an agricultural region typical of Southeast Minnesota. The surface of Fillmore County is gently rolling, broken by numerous water-courses but entirely lacking lakes. Most of the valleys are cut deeply into hard rock formations and usually have steep bluffs. In the southwestern part of the county, the valleys are shallow with bluffs of glacial material. Canton Township possesses soil of superior quality and is well suited to tillage of crops and raising livestock. It is provided with abundant springs producing water of great purity (Curtiss-Wedge, 288).

Fillmore County was originally established on March 5, 1853. At that time Fillmore County included all of what is now considered Houston, Winona, and Fillmore counties plus part of Olmstead County. Its present boundaries were established in 1855. The first county seat was Chatfield, but it was quickly moved to Carimona in 1855, and relocated to Preston in 1886 (Neill and Bryan, 285).

Only two agricultural settlements in Minnesota are known to have been established prior to 1850. Gardens and fields had been established around Fort Snelling in 1819, and beginning in 1821 a farming community had been established along the Red River south of and associated with Canada's Selkirk Colony (Granger and Kelly, 3.3). After Native American title to the land was relinquished, there was an immediate flood of immigrants into Fillmore County. Settlers began to arrive from Iowa, Wisconsin and the Mississippi River landing at Brownsville, and settlements were quickly established: Chatfield in 1854; Preston, Carimona and Forestville in 1855; and Spring Valley, Lenora, and Rushford in 1856. By the time clear title to claims could be obtained in 1855, Fillmore County was already well settled. In the spring of 1860 there were 13,542 people in Fillmore County, which was more than in any other county in the State. (Frame, 4)

Settlement initially relied on rivers and stagecoach routes for transportation. The county's rivers and streams powered a milling region of statewide significance until Minneapolis rose to prominence (Frame, 4). In 1850 the Minnesota Census reported a total of 157 farms and 6,000 residents. Initial settlement was concentrated in southeast Minnesota near overland trails and roads or navigable waterways. Farms of this period were typically subsistence level. The large-scale production of wheat in Minnesota began in the southeast during the late 1850s. Waterways or overland wagon routes were used to transport wheat to transfer points, where railways transported the grain east to Chicago or Milwaukee (Granger and Kelly, 3.3-3.9). The first cash wheat market in Minnesota is recorded to have been established in Southeast Minnesota at Chatfield in Fillmore County. A Chatfield merchant named Milo White began to buy wheat for cash in 1859. He built a warehouse for storing the grain and shipped it by team to La Crosse, where it could be shipped further east by railroad (Larsen, 21-22).

In the early statehood period, Southeast Minnesota farmers along the Iowa border were the first to

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experiment with stock breeding. (Granger and Kelly, 10.2) At least one dairy cow was a staple of all early settlement farms. Commercial dairying began in Southeast Minnesota in the 1870s and within 30 years Minnesota was a leading dairy state in the nation (Tweton, 271). In the 1890s corn began to play an important role in farm diversification. At first corn was grown along the Iowa border where summers were hottest (Granger and Kelly, 9.5). With the introduction of corn production in southern counties, beef cattle and hog production began to increase. Much of Minnesota's crop yield during this period was grown to feed livestock and build a strong livestock industry in the state (Tweton, 282). By 1880, a large part of Minnesota's pork production was going to stockyards in Chicago and Milwaukee by railroad to terminal markets that maintained buyers in Minnesota. After 1886, Minnesota hogs were sold live at the newly opened South St. Paul stockyards. (Jarchow, 199). The construction of the South St. Paul stockyards in 1886 and the presence of a large number of meat packing operations helped the production of livestock to grow.

In 1855, the first surveyed road was authorized by the Minnesota state legislature to extend from St. Paul through the sites of Cannon Falls, Oronoco, Rochester, Chatfield and Canton, to the Iowa border at the south line of the present Canton Township. The road connected to an Iowa state road that ran on to Lansing and Dubuque. Previously, a stage line had been established over the route. By 1857, this and four additional stage coach lines crossed Fillmore County. There were routes from La Crosse to Mankato, La Crosse to Chatfield, Chatfield to Winona, and Brownsville to Blue Earth. By 1860, the whole county was connected by a network of roads and trails (Frame, 4).

Railroads began to reach Fillmore County in the 1860s. The Southern Minnesota Railway Company constructed a line from La Crescent to Houston in 1866 that was extended to Rushford in Fillmore County in 1868, and extended further through Fillmore County to Mower County in 1870. The Chatfield Railroad Company constructed a line from Chatfield to Eyota in Olmsted County in 1878. In 1879 the Caledonia Mississippi and Western Railroad began construction of a line from Reno, which is located on the Mississippi River in Houston County, to Preston that was completed in December of that year. The Reno to Preston line was extended to Isinours Junction in 1903. In 1889 the Winona & Southwestern Railway Company constructed a line from Winona to Utica, which is located in Winona County. That line was extended to Spring Valley and on into Mower County in 1890. Communities that were established in Fillmore County as the railroads were constructed are Lanesboro and Whalan, established in 1868; Wykoff in 1872; Peterson in 1876; and Mabel, Canton and Harmony in 1879 (Frame, 5).

By 1912, Fillmore County was served by five railroad routes operated by three companies with stations in 13 of the 24 townships. The dominant carrier was the Chicago, Milwaukee & St. Paul Railroad with three divisions: the Southern Minnesota Division, the Reno to Preston Division, and the Preston to Isinours Division. Chicago, Milwaukee & St. Paul Railroad stations were located in Rushford, Peterson, Whalan, Lanesboro, Isinours Junction, Fountain, Wykoff, Spring Valley, Preston, Harmony, Canton, Prosper and Mabel, and a flagging point at Hutton.(Frame, 5)

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The Reno to Preston Division of the Chicago, Milwaukee & St. Paul Railway Co.

In the spring of 1879, the Chicago, Clinton, Dubuque and Minnesota Railroad Company agreed to complete the roadway initially begun by the Caledonia, Mississippi and Western Railroad in November 1873 in an effort to connect southeastern Minnesota farmers to markets further east across the Mississippi River via the river crossing near McGregor, Iowa. The railroad roadway was only partially graded between the Mississippi River and Caledonia, the county seat of Houston County, when the Economic Panic of 1874 brought construction to a halt. The nation's financial troubles delayed progress until early in the spring of 1879, when the arrangement was made with the Chicago, Clinton, Dubuque and Minnesota Railroad Company. In late September of 1879, the first train entered the village of Caledonia. Immediate plans were made to continue construction of the road all the way to Preston. The construction was quickly carried out and on Christmas Day of 1879, the first locomotive arrived in Preston (Neill and Bryan, 301). In June of 1880, the Chicago, Clinton, Dubuque and Minnesota Railroad absorbed the Caledonia, Mississippi and Western, and in October of 1880, the Chicago, Clinton, Dubuque and Minnesota Railroad was acquired by the Chicago Milwaukee and St. Paul Railroad (Luecke, 96-106 Prosser, 118-119).

The Chicago, Clinton, Dubuque and Minnesota Railroad was originally organized as the Dubuque and Minnesota Railway Company. The Dubuque and Minnesota Railway Company had extensive yards and shops – presently known as the historic Milwaukee Road Shops located at Eagle Point in Dubuque, Iowa where, in 1879, the depots, buildings and structures associated with the construction of the Reno-Preston Division of the Chicago, Milwaukee & St. Paul Railway Co. were produced (Oldt, 240-250).

The Booming Village of Canton

In the fall of 1879, Frank Adams, of Dubuque, Iowa, the supervising engineer of the Chicago, Clinton, Dubuque and Minnesota Railroad Company, bought 74 acres of land straddling the four corners of Section 21, Section 20, Section 28, and Section 29 in Canton Township with the intent of benefiting from the resale of building lots located near the future Canton Depot site. Mr. Adams immediately had the townsite surveyed and platted. It was recorded with the name of Canton. By November of 1879, a hotel and grain elevator were being constructed at Canton Station (Neil and Bryan, 418). Mr. Osborne of La Crosse, paymaster for C.C. Smith Construction Co. (the construction company that constructed the railroad line), was making plans to build three lumber yards along the line as soon as the road was completed (Preston Republican, Vol. 19, No.4, Thu. Nov. 13, 1879, P. 3).

Local histories confirm Canton Depot was constructed in 1879 on a site three-quarters of a mile east of its present location as specified in the contract for construction of the railroad. The contract for construction of the railroad specified where railroad buildings were to be deposited by the railroad construction contractor. The construction contract had been negotiated before Mr. Adams secured ownership of the village depot site for the railroad company. The depot was not moved to railroad-

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owned property until the fall of 1881, two years after the village site was established. Building around the present site of the Canton Depot began as soon as the townsite was surveyed. The first structures to be erected were rudimentary board shanties and a blacksmith shop to accommodate the needs of the men constructing the railroad.

Among the early settlements in Fillmore County was the Village of Elliota (now abandoned), which was established by Captain J.W. Elliott. In the summer of 1853, Captain J.W. Elliott staked a claim on property located in the southwest corner of Section 32 in Canton Township, nearly a mile south of the present site of Canton Depot. The old Territorial road was just east of Elliott's claim. Captain Elliott built a store and hotel, which served as a stage line center. Soon there were four stores, a hotel, and workshops for village tradesmen. As soon as the location of the Chicago, Milwaukee & St. Paul Railroad roadway and the newly platted settlement around the railroad depot site were known to the residents of Elliota, they quickly began to abandon their settlement and move to the Village of Canton. Some took their buildings with them (Neill and Bryan, 417).

Soon a large hotel building was moved from the Village of Elliota by L. D. Fay and became known as the Commercial Hotel. At least three stores were constructed and opened in Canton that first winter and the entire Village of Elliota began moving to relocate around the present site of the Canton Depot. On December 1, 1879, the grain elevator built by the railroad company and operated by A & T McMichael of McGregor, Iowa, opened for business. It received about 21,000 bushels of grain the first month. Another grain elevator was erected shortly thereafter by McCormick & Co. of Lansing, Iowa (Neil and Bryan, 418). The Canton station agent reported that 4,041,000 pounds of freight were forwarded from Canton station, and 1,607,000 pounds of freight were received during 1880, its first year of operation. Including the receipt 245 railroad cars of freight and 126 railroad cars of livestock. (Neil and Bryan, 302). By 1885, Canton Depot possessed two elevators and a warehouse able to hold 33,000 bushels of grain, the largest grain storage capacity of any station along the Reno to Preston Division (Fig. 11).

The railroad purchased the Village of Canton site for the Chicago, Milwaukee & Saint Paul Railroad Depot in 1879 and immediately created a speculative building boom. The future site of the Canton Depot became the center of community activity. The Chicago, Milwaukee & Saint Paul Railroad opened the fertile rural countryside of Southeast Minnesota to expanded settlement. Census records indicate the Village of Canton immediately started to expand and continued to grow until the 1950s when passenger rail service to Canton ended. By that time, the relative significance of the railroads was in decline. Easy access to the railroad was a key component of the economic success of this small rural community. The railroad continued to play a significant role in Canton until the mid-1970s, when bankruptcy proceedings against the Milwaukee Road forced Canton Depot's closure and sale. The railroad was the dominant carrier of wheat and livestock raised in the area that lies between the Root River valley of Southeast Minnesota, and the Upper Iowa River of northeast Iowa. The depot shipped grain and livestock to eastern markets via the early railroad crossings of the Mississippi River at Marquette, Iowa, constructed in 1874; and La Crosse, Wisconsin, constructed in 1879. In 1882, Neil and Bryan reported that Canton Station was the most successful station on the Reno to Preston Division of the Chicago, Milwaukee & Saint Paul Railroad (Neil and Bryan, 302).

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Evidence of the contribution made by the Chicago, Milwaukee & Saint Paul Railroad and the Canton Depot site establishing the Village of Canton as the commercial center for Canton Township can be found in U.S. Census data. The 1860 U.S. Census records the Village of Elliot as the only settlement in Canton Township (U.S. Census Bureau 1860). The 1870 U.S. Census for Canton Township reported four villages: Amherst, Lenora, Elliot, and Highland; 360 residents were living in the Village of Elliot and Village of Canton is not mentioned (U.S. Census Bureau 1870). After construction of Canton Depot in 1879, the 1880 U.S. Census records the Village of Elliot population reduced to 73 residents, and the Village of Canton population grew to 221 residents, including a doctor, a teacher, blacksmiths, hotel keepers, merchants, milliners, tinsmiths, and grain and livestock traders (U.S. Census Bureau 1880). By 1890, the Villages of Lenora and Elliot are no longer identified in the U.S. Census (U.S. Census Bureau 1890). By the end of World War I, Canton's population had grown to 365 (U.S. Census Bureau 1920). Commercial opportunities in villages like Amherst, Elliot, and Lenora located along the previously dominant stage coach trails began to decline with the building of the railroad. Establishment of Canton Depot in the Village of Canton drew residents from outlying villages to relocate in Canton, which continued as the largest community in the township.

Evidence of the importance of the Chicago, Milwaukee & Saint Paul Railroad to the agricultural productivity and economic well-being of Fillmore County and Southeast Minnesota can be found in U.S.D.A. Agricultural Census Data. Agricultural census data collected between 1870 and 1978 for the five county area that surrounds Canton Depot illustrates the significant level of farming activity that occurred in the counties served by the Reno to Preston Division of the Chicago, Milwaukee & St. Paul Railroad. Fillmore County is the largest in the area and consistently reported the largest acreage of improved farm land. Fillmore County led all neighboring counties in the number of farms reporting, the amount of acreage recorded to be in agricultural production, and the amount of the dollar value of all farm products sold during each census taken within the period associated with Canton Depot's historical significance (Fig. 13, Fig. 14, Fig. 15). Although its leadership in agricultural production never diminished, the number of farms and the amount of acreage under production has slowly declined since the 1950s.

The railroad's association with mail and freight delivery helped assure that Canton Depot was the center of social and commercial activity for people living in the surrounding townships through the Great Depression and the Second World War. In 1838, Congress had declared all railroads to be post roads and enabled railway companies to make contracts for the mail service. By the time that the Reno to Preston Division began operation in 1879, the Railway Postal Service had been in operation for 40 years. By that time, specially designed rail cars for U.S. Railway Post Office clerks had been placed in service across the nation. The U.S. Railway Post Office car had its initial trial run between Chicago and Clinton, IA, in 1871. Minnesota's first mail run was also in 1871, between Milwaukee and St. Paul on the Chicago, Milwaukee & St. Paul Railway. The mail service grew quickly. By the end of the 19th Century there were 3,200 Railway Postal Office clerks running 90,000 route miles using 1,900 rail cars. By 1915, 20,000 Railway Postal Office clerks were running 216,000 route miles using over 4,000 specially designed rail cars. By 1926, the railroad passed through every settlement in the state. In

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addition to the mail, rail cars transported money and securities between towns. For many years they were the sole means to transfer money, checks, stocks and bonds between banks, stores, and state and federal agencies. The railroad also transported mass communications, newspapers and magazines, the volume of which continued to expand into the 1940s. Freight operations were also significant during the time period. By the 1950s, the importance of mail and freight carrying trains started to decline with the advent of the automobile and the airplane. By 1965, only 190 trains carried mail nationwide. Mail service was discontinued nationwide in 1977 (Thompson, 207-216).

Canton Depot was surrounded by stock pens and grain storage buildings, where the township's agricultural produce and livestock was bought, sold and shipped; and lumber, farming equipment and supplies were bought and sold. The Canton Post Office eventually located just one-half block away. Until the advent of the automobile in the early 1900s, virtually all business travel, and every vacation and holiday journey began and ended at Canton Depot. Due to changing needs and transportation trends, the Caledonia, Mississippi and Western, Reno to Preston regular service officially ended on June 16, 1946, while the Preston to Caledonia mixed service ended on September 23, 1949. Although sixty years have passed since rail passenger service to Canton ended, residents continue to cherish and preserve their depot.

The Demise of the Chicago, Milwaukee & St. Paul Railway Co.

The Chicago, Milwaukee & Saint Paul Railway Co. was a prosperous regional carrier during the late nineteenth century. By 1900, its 6,500-mile network radiated out from Chicago and Milwaukee, servicing most of the Upper Midwest. Despite running some deficits during the depression years of the 1890s, the Chicago, Milwaukee & Saint Paul avoided the bankruptcy that plagued many other railroads. Competition with the Chicago and Northwestern railroad and the Union Pacific railroad led Chicago, Milwaukee & Saint Paul officials to believe that in order to compete with the growing interregional systems, the company needed to build an extension to the West Coast. When the Pacific Northwest economy slumped during the 1910s and the Panama Canal diverted rail traffic after 1914, the company incurred a loss on its significant investments in 1917, its first since the early 1890s. Takeover of the railroads by the federal government during World War I delayed the inevitable, and during the early 1920s, the Chicago, Milwaukee & Saint Paul operated at a deficit. The Chicago, Milwaukee & Saint Paul declared bankruptcy and entered receivership in 1926. It emerged two years later, re-organized as the Chicago, Milwaukee, Saint Paul and Pacific and enjoyed a brief return to profitability. Then the stock market crashed in October 1929 and the Great Depression began. The Chicago, Milwaukee, Saint Paul and Pacific did not emerge from receivership until 1945 when the war effort during World War II restored profitability. The company remained profitable through the 1950s. The Chicago, Milwaukee, Saint Paul and Pacific was unable to come to a merger agreement with the Chicago and Northwestern Railroad during the late 1960s and when the new Burlington Northern emerged in 1970, the railroad declared bankruptcy for the last time in 1977 and freight service ended along the Reno to Preston line. In 1985, the Chicago, Milwaukee, Saint Paul and Pacific was sold to the Soo Line (Schmidt, Pratt, Vermeer, and Bradley, 62-73).

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Canton Depot Today

In September of 1977, the railroad sold Canton Depot to local Canton resident Pat Caldwell. Mr. Caldwell, and subsequent owners and community residents have preserved Canton Depot from demolition. At present the Canton Depot is vacant, but annual civic and holiday celebrations continue to take place on the depot site and the adjacent Market Square. In 2014, California resident Larry Huber purchased the Canton Depot from its most recent owner and donated the building and its site to the Canton Historical Society to ensure its continued preservation.

Since 1881, for more than one hundred thirty years, Canton Depot has stood on the northwest corner of the intersection of Prairie Avenue and Main Street. The railroad roadway and buildings and structures from the late-nineteenth and early-twentieth centuries remain located adjacent to the depot. The lumberyard storage buildings, grain elevators, blacksmith shop, commercial buildings, and the public square that survive reflect a time when Canton Depot was the township's center of commercial activity. The depot and the thriving Village of Canton attracted immigrant settlers to rural Minnesota, shipping livestock and grain to distant markets, delivering lumber, hardware, farming equipment and supplies, freight, mail and correspondence to surrounding communities. Canton Depot has been the site of annual public celebrations since the Village's earliest days, as well as countless arrivals and departures, business and holiday journeys, and homecomings honoring servicemen returning from two World Wars.

The decision to construct the Reno to Preston Division of the Chicago, Milwaukee & St. Paul Railroad and the location of Canton Depot played a critical role in the growth and development of this small Minnesota community and contributed to the economic success of Southeast Minnesota during each of the significant agricultural development periods of Minnesota. The depot was a significant contributor to the economic growth of Canton and, therefore, meets the registration requirement set forth in the *Railroads in Minnesota, 1862-1956 MPDF*. The Canton Depot is locally significant under Criterion A in the area of Transportation; its period of significance for the depot begins with its construction in 1881 and ends in 1949, when the Preston to Caledonia rail service ended. The depot is also visible reminder of the importance of the railroad's contribution to the early settlement, agricultural development and economic prosperity of Minnesota.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Chicago, Milwaukee, Saint Paul & Pacific Rail Road Depot
Name of Property
Fillmore, Minnesota
County and State
Railroads in Minnesota, 1862-1956
Name of multiple listing

Section number 8 Page 8

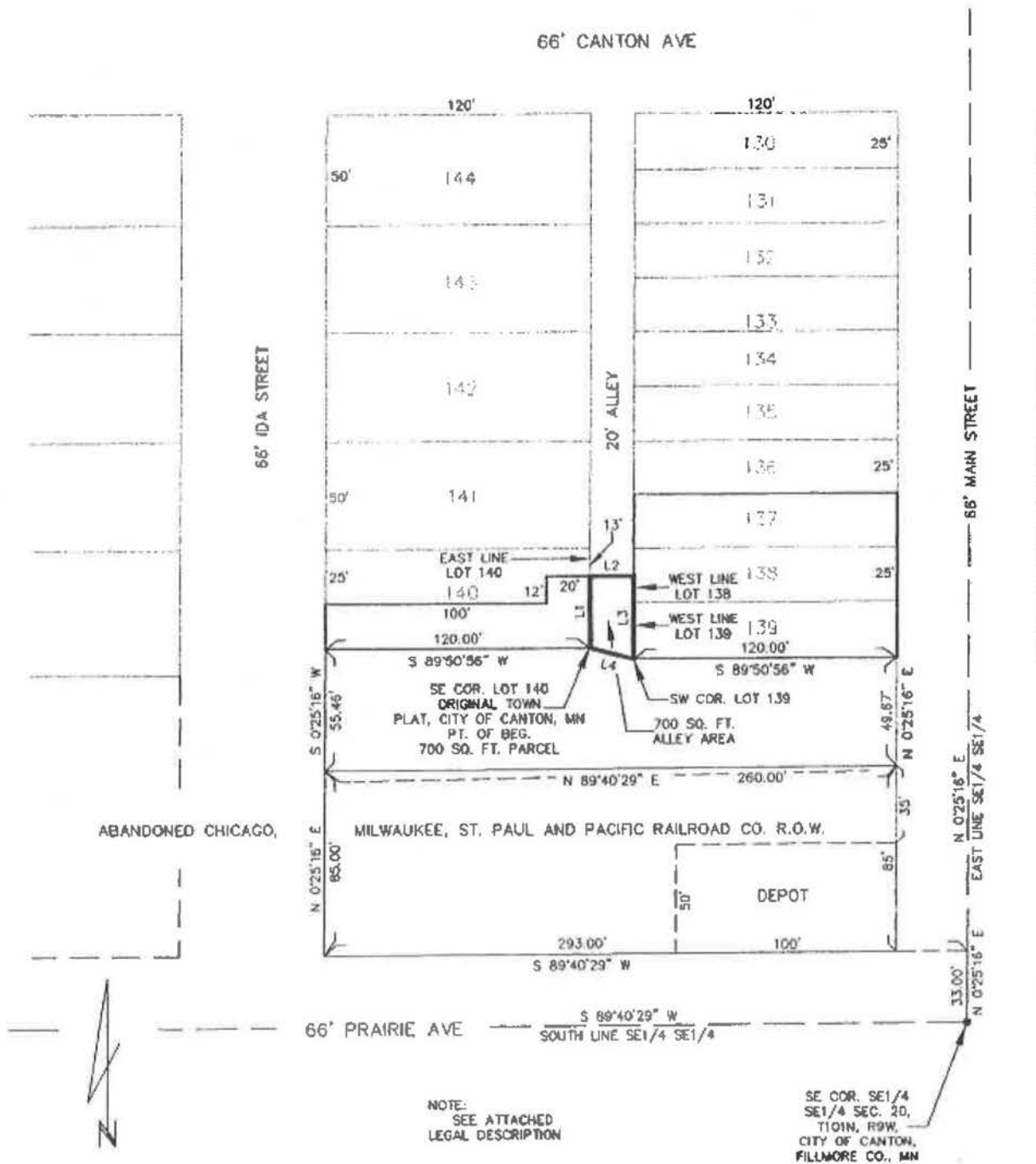


Figure 1: Certificate of Survey

Part of the SE1/4 SE1/4 of Section 20, T101N, R9W, City of Canton, Fillmore Co. MN
Dated 09-26-08. (On File in Fillmore County Recorder's Office, Preston MN)

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Chicago, Milwaukee, Saint Paul & Pacific Rail Road Depot
Name of Property
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Name of multiple listing

Section number 8 Page 9

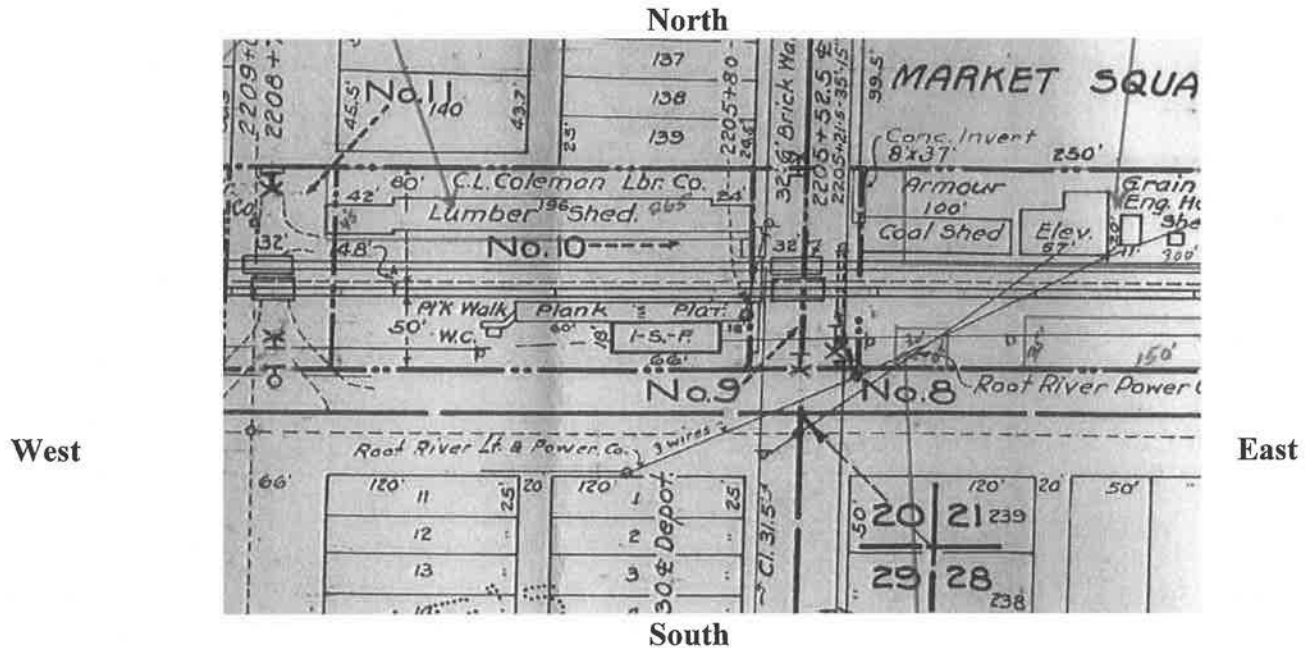


Figure 2: Canton, Fillmore Co., MN Station Map
Dated June 30, 1918, Corrected From Field Survey, Dec. 9, 1920
(Map on File at the Fillmore County Recorder's Office, Preston MN)

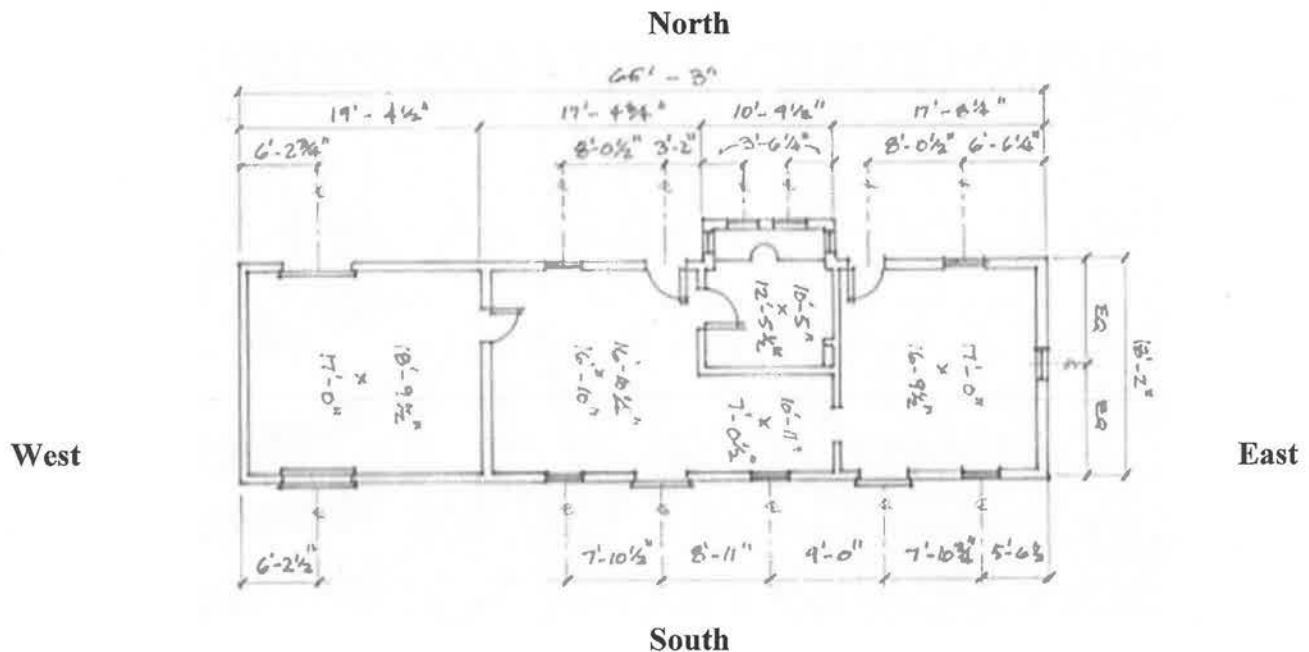


Figure 3: Canton Depot Floor Plan
Chicago, Milwaukee, Saint Paul & Pacific Railroad Depot, Canton, Fillmore Co., MN
(James Malanaphy, Autumn 2014)

United States Department of the Interior
National Park Service

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Chicago, Milwaukee, Saint Paul & Pacific Rail Road Depot
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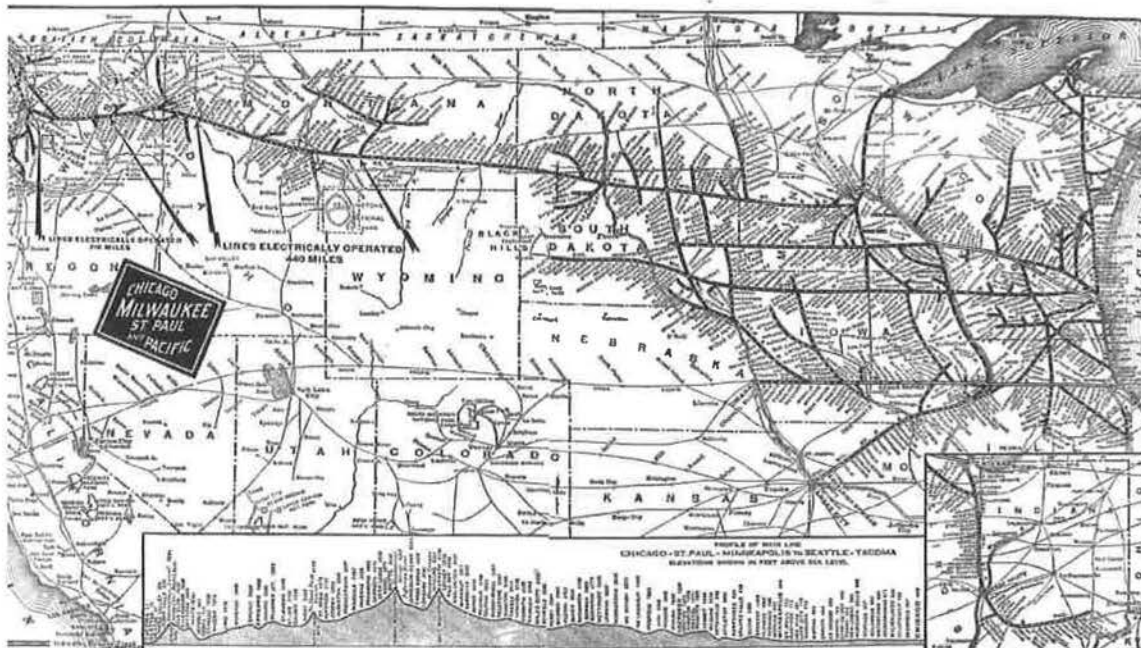


Figure 4: Route Map

Chicago Milwaukee St. Paul and Pacific Railroad Route Map, Dated 3-16-44.

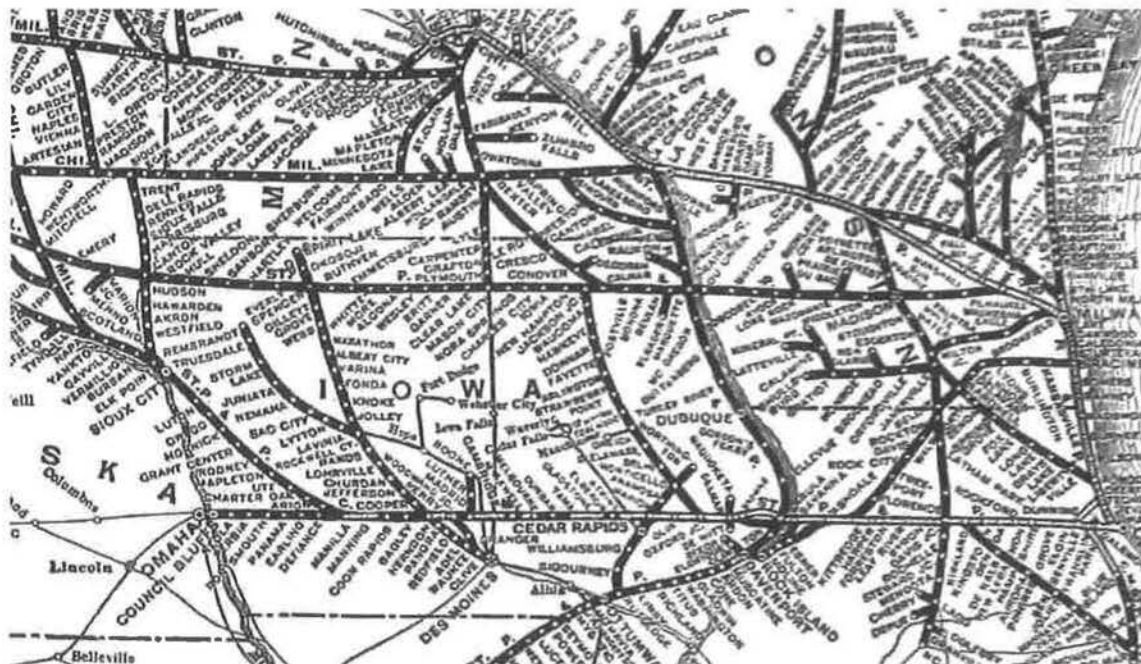


Figure 5: Inset

Chicago Milwaukee St. Paul and Pacific Railroad Route Map, Dated 3-16-44.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Chicago, Milwaukee, Saint Paul & Pacific Rail Road Depot
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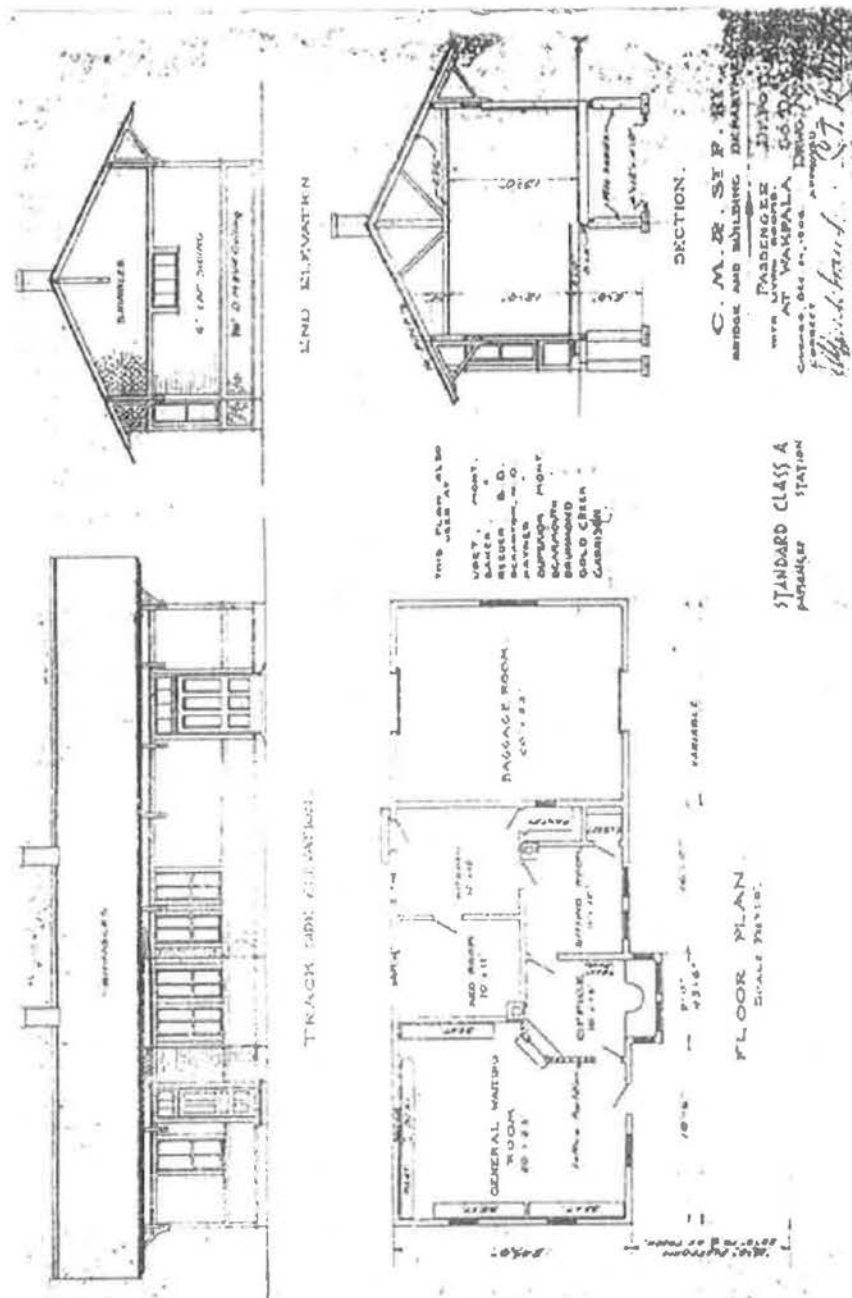


Figure 6: Floor Plan

Standard Class A Passenger Station, Chicago, Milwaukee and St. Paul Railway
Dated Dec. 24, 1904

(From: South Dakota's Railroads: An Historic Context; M. Hufstetler and M. Bedeau, July 1998.)

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Chicago, Milwaukee, Saint Paul & Pacific Rail Road
Depot

Name of Property

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Railroads in Minnesota, 1862-1956

Name of multiple listing

Section number 8 Page 12

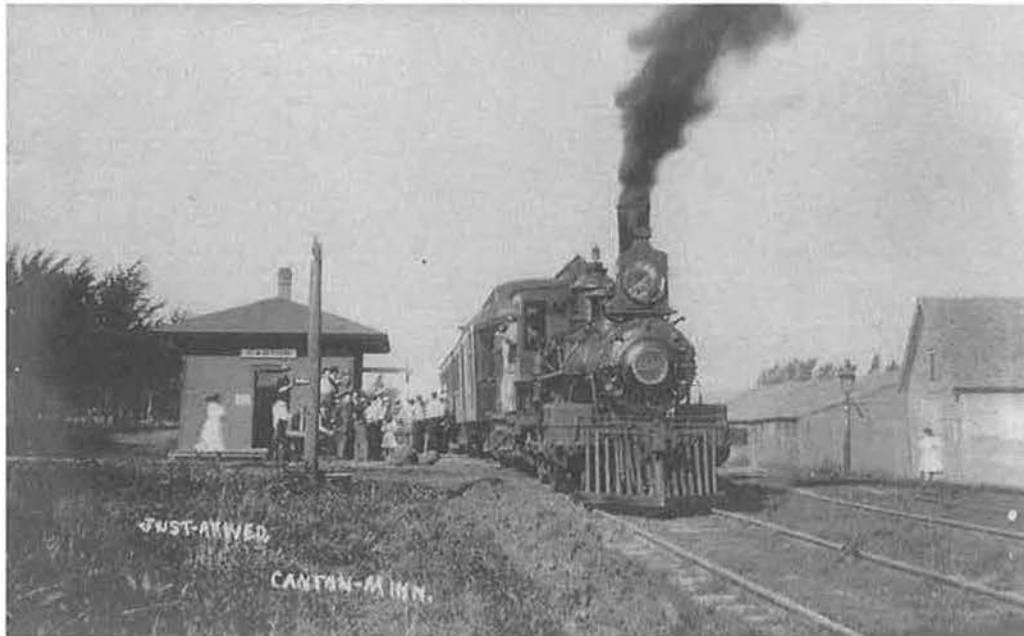


Figure 7: Historic Photograph

Chicago, Milwaukee, Saint Paul & Pacific Railroad Depot, Canton MN.

(Photographer Unknown: Not Dated)



Figure 8: Historic Photograph

Chicago, Milwaukee, Saint Paul & Pacific Railroad Depot, Canton MN.

(Photographer Unknown: Not Dated)

United States Department of the Interior
National Park Service

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Chicago, Milwaukee, Saint Paul & Pacific Rail Road Depot
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Figure 9: Historic Photograph
September 14, 1910. The Fillmore County Fair Train to Preston, Minnesota.
(Snider Publishing Co., Chatfield, Minn. 55928)



Figure 10: Historic Photograph
Chicago, Milwaukee, Saint Paul & Pacific Railroad Depot, Canton MN.
(Photographer Unknown: Not Dated)
Facade, Camera facing West

United States Department of the Interior
National Park Service

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Chicago, Milwaukee, Saint Paul & Pacific Rail Road Depot
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Figure 11: Historic Photograph

Canton Depot in background. The hipped roof and chimney are visible, the dormers have been removed.
(Photographer Unknown: Not Dated)

United States Department of the Interior
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Chicago, Milwaukee, Saint Paul & Pacific Rail Road Depot
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DUBUQUE DIVISION CHICAGO, MILWAUKEE & ST. PAUL RAILWAY.

Location.	Elevator or Warehouse.	Capacity, Bushels.	Owner.
Lacrosse	Warehouse	3,600	P. Ferguson.
Brownsville	Elevator	35,000	C., M. & St. P.
"	"	20,000	J. Reynolds.
"	Warehouse	5,000	A. & L. McMichael.
"	"	5,000	J. H. Rippe.
"	"	25,000	A. & L. McMichael.
Freston	"	5,000	C., M. & St. P.
"	Elevator	15,000	" "
Harmony	"	14,000	" "
"	"	10,000	A. & L. McMichael.
Oshton	"	16,000	C., M. & St. P.
"	Warehouse	5,000	Webster & Lyon.
"	Elevator	12,000	A. & L. McMichael.
Mabel	"	12,000	C., M. & St. P.
"	"	12,000	A. & L. McMichael.
"	Warehouse	5,000	E. L. Tolleson.
Newhouse	Elevator	12,000	C. M. & St. P.
Spring Grove	"	12,000	"
"	"	9,000	A. & L. McMichael.
"	"	20,000	C. M. & St. P.
Caledonia	"	5,000	A. & L. McMichael.
		267,500	

Figure 12: Table XXVIII

Annual Report of the Railroad and Warehouse Commissions of the State of Minnesota
To the Governor, for the Year Ending June 30, 1886.
Pioneer Press Company, St. Paul, MN 1886

Estimated Total Number of Farms by County Adjacent to Fillmore County 1870-1978
(Source: USDA United States Department of Agriculture Census of Agriculture Historical Archive)
(<http://agcensus.mannlib.cornell.edu/AgCensus/homepage.do>)

County	1870	1880	1890	1900	1910	1920	1930	1940	1950	1959	1969	1978
Fillmore	N/A	3,517	3,272	3,477	3,213	3,177	3,185	3,169	2,973	2,653	2,190	1,913
Houston	N/A	2,040	1,954	2,130	1,912	1,978	1,910	1,845	1,729	1,480	1,304	1,177
Mower	N/A	2,264	2,150	2,447	2,386	2,304	2,506	2,574	2,537	2,293	1,827	1,599
Olmsted	N/A	1,542	2,248	2,539	2,310	2,287	2,400	N/A	2,376	2,038	1,710	1,556
Winona	N/A	2,304	2,054	2,359	2,141	2,150	2,158	N/A	1,904	1,628	1,302	1,221

Figure 13: Table USDA Agriculture Census Data

Estimated Total Number of Farms by County Adjacent to Fillmore county 1870-1978

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Chicago, Milwaukee, Saint Paul & Pacific Rail Road Depot
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Estimated Total Acreage in Farms by County Adjacent to Fillmore County 1870-1978
(Source: USDA United States Department of Agriculture Census of Agriculture Historical Archive)
(<http://agcensus.mannlib.cornell.edu/AgCensus/homepage.do>)

County	1870	1880	1890	1900	1910	1920	1930	1940	1950	1959	1969	1978
Fillmore	185,087	495,433	474,753	521,261	518,814	508,850	524,867	523,997	525,537	514,807	499,465	483,555
Houston	67,824	283,976	280,513	331,986	327,094	333,655	333,541	331,748	330,046	321,072	311,187	299,377
Mower	65,522	344,781	387,059	432,906	428,428	404,092	426,408	439,174	431,627	431,685	419,397	407,983
Olmsted	202,008	387,236	368,552	405,889	393,020	376,221	393,777	399,456	395,968	375,880	334,380	346,268
Winona	136,584	335,160	338,123	371,659	374,234	373,215	375,902	373,920	360,819	343,883	319,874	303,927

Figure 14: Table USDA Agriculture Census Data
Estimated Total Acreage in Farms by County Adjacent to Fillmore county 1870-1978

Estimated Value Agricultural Production by County Adjacent to Fillmore County 1870-1978
(Source: USDA United States Department of Agriculture Census of Agriculture Historical Archive)
(<http://agcensus.mannlib.cornell.edu/AgCensus/homepage.do>)

County	1870	1880	1890	1900	1910	1920	1930	1940	1950	1959	1969	1978
Fillmore	\$2.7 M	\$2.8 M	\$1.8 M	\$5.7 M	\$8.3 M	N/A	\$7.9 M	\$5.7 M	\$25.5 M	\$26.6 M	\$39.9 M	\$96.9 M
Houston	\$1.0 M	\$1.1 M	\$0.8 M	\$3.1 M	\$4.2 M	N/A	\$4.4 M	\$3.0 M	\$13.0 M	\$12.4 M	\$22.0 M	\$50.8 M
Mower	\$0.9 M	\$1.8 M	\$1.7 M	\$4.8 M	\$6.5 M	N/A	\$5.9 M	\$5.7 M	\$21.9 M	\$26.0 M	\$33.2 M	\$88.8 M
Olmsted	\$2.9 M	\$2.4 M	\$1.7 M	\$4.6 M	\$6.1 M	N/A	\$6.6 M	\$4.8 M	\$20.2 M	\$21.8 M	\$25.5 M	\$70.0 M
Winona	\$1.9 M	\$2.0 M	\$1.8 M	\$3.3 M	\$5.4 M	N/A	\$5.9 M	\$3.7 M	N/A	\$16.3 M	\$24.3 M	\$64.4 M

Figure 15: Table USDA Agriculture Census Data
Estimated Value of Agricultural Production by County Adjacent to Fillmore county 1870-1978

United States Department of the Interior
National Park Service

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Continuation Sheet

Chicago, Milwaukee, Saint Paul & Pacific Rail Road
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Name of Property

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Name of multiple listing

Section number 8 Page 17

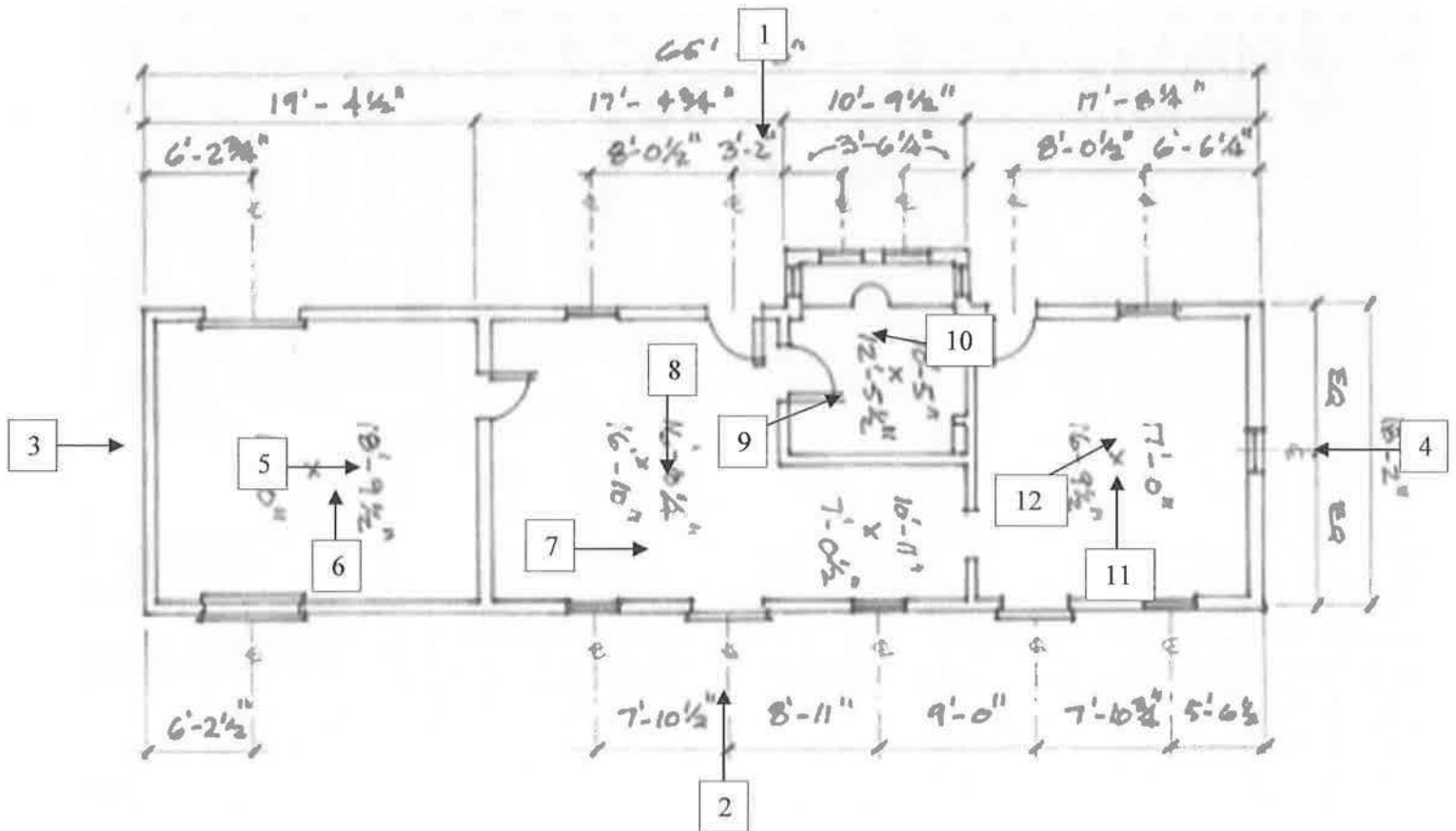
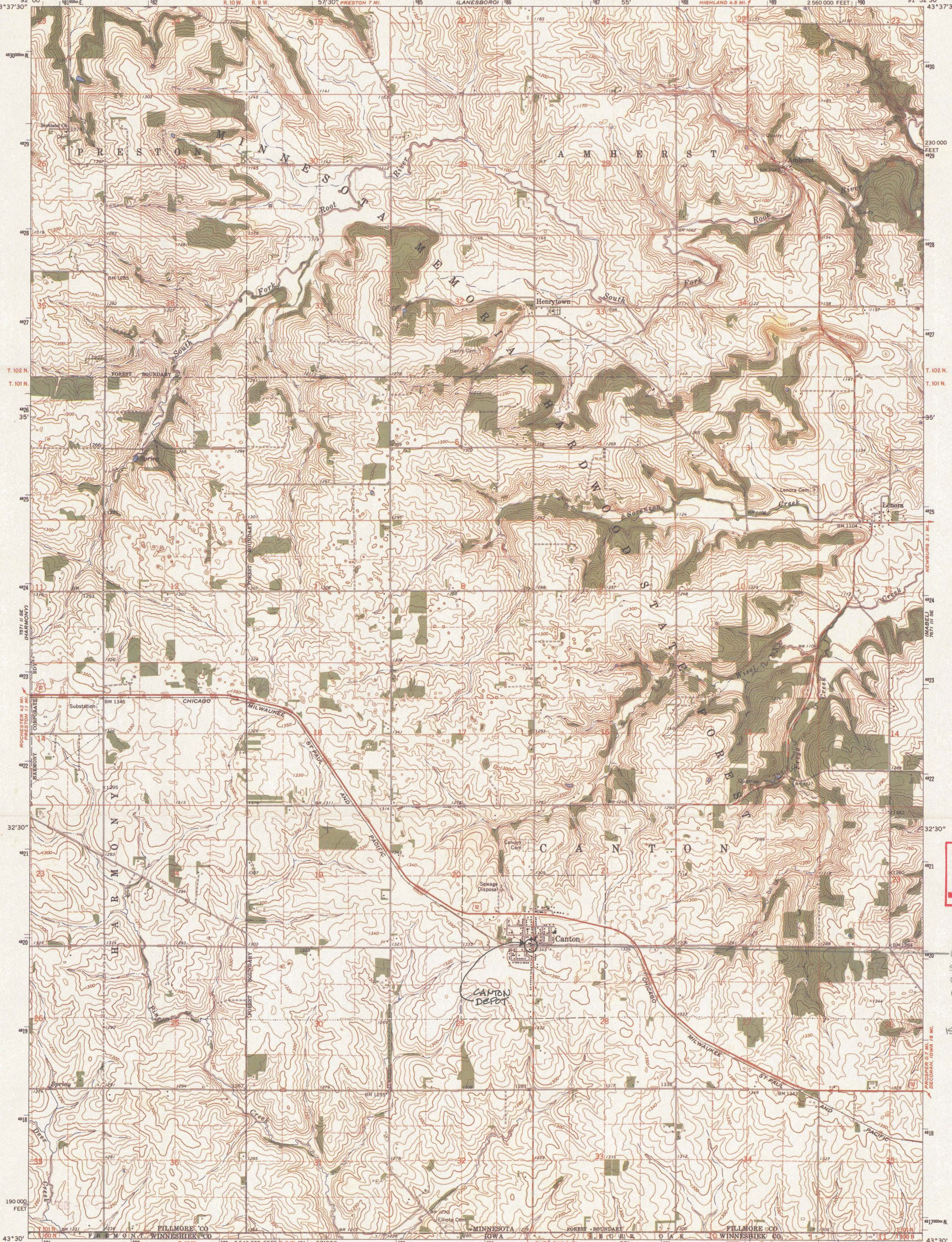


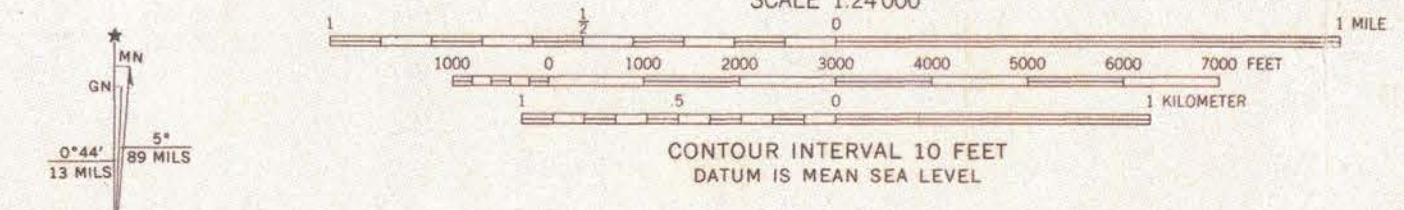
Figure 16: Photo Key



RECEIVED 2290
 JAN 16 2018
 NATIONAL SYSTEM OF HISTORIC PLACES
 NATIONAL PARK SERVICE

Chicago, Milwaukee,
 St. Paul and Pacific
 Railroad Depot
 (Canton Depot)
 UTM references
 18N 58W470 4820200

Mapped, edited, and published by the Geological Survey
 Control by USGS and USC&GS
 Topography by photogrammetric methods from aerial
 photographs taken 1963. Field checked 1965
 Polyconic projection. 1927 North American datum
 10,000-foot grid based on Minnesota coordinate system, south zone
 1000-meter Universal Transverse Mercator grid ticks,
 zone 15, shown in blue
 Fine red dashed lines indicate selected fence and field lines where
 generally visible on aerial photographs
 This information is unchecked



MAP AND AIR PHOTO LIBRARY
 University of Wisconsin
 QUADRANGLE LOCATION

CANTON, MINN.—IOWA
 N4330—W9152.5/7.5
 1965

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
 FOR SALE BY U. S. GEOLOGICAL SURVEY, DENVER, COLORADO 80225 OR WASHINGTON, D. C. 20242
 AND BY THE IOWA GEOLOGICAL SURVEY, IOWA CITY, IOWA 52240
 A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST





A photograph of a small, weathered wooden building with a sign that reads "CANTON". The building is constructed of horizontal wooden planks, many of which are peeling and discolored. It has a flat roof with a wide overhang. The building is situated on a grassy area. In the background, there are other buildings, a street with a utility pole, and a cloudy sky.

CANTON

CANTON



















UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

Requested Action:

Property Name:

Multiple Name:

State & County:

Date Received: 1/16/2018 Date of Pending List: 2/21/2018 Date of 16th Day: 3/8/2018 Date of 45th Day: 3/2/2018 Date of Weekly List:

Reference number:

Nominator:

Reason For Review:

Accept Return Reject 3/5/2018 Date

Abstract/Summary
Comments:

Recommendation/
Criteria

Reviewer Roger Reed Discipline Historian

Telephone (202)354-2278 Date _____

DOCUMENTATION: see attached comments : No see attached SLR : No

If a nomination is returned to the nomination authority, the nomination is no longer under consideration by the National Park Service.

*Canton-Scotland
Presbyterian Church*

RECEIVED NOV 29 2017

P.O. Box 136 · 104 W. Fillmore Ave.
Canton, Minnesota 55922

Michele Decker
Heritage Preservation Dept.
345 Kellogg Blvd. W.
St. Paul, MN 55102

November 28, 2017

Dear Ms. Decker,

I am writing in support of the nomination of the Canton Depot to be placed on the National Register of Historic Places.

I currently serve the Canton-Scotland Presbyterian Church as pastor. Since the beginning of my ministry to the congregation and the community, I have heard a deep sense of loss for the many Canton businesses now closed. Yet the community continues to be proud of its heritage and the depth of rootedness among its families, many of whom have lived there for the past several generations. As I have conducted committals at the many small cemeteries surrounding the town, and heard the stories of departed residents, I can tell how important these geographic and historic roots are to Canton's current inhabitants.

I realize many rural communities are undergoing a similar process of loss. However, I do believe that designating the Depot as place of historical significance not only affirms the town's railroad history, but acknowledges the ongoing pride in this place. I do not know if this kind of factor will have much weight in the Historical Society's decision-making, but hope that it might. I have found the Canton residents to be very committed to their community, and believe they will celebrate the Depot's historical designation. Already, its renovations have greatly improved that section of Main Street.

I believe I have missed the deadline for this letter, but hope that it may have some impact in your collective decision-making anyway. Thank you for taking the time to read it, and blessings on your work for the state of Minnesota.

Sincerely,

Rev. Margaret Jumonville



1879 Canton Depot

Canton Historical Society



1888 Mitson House Museum

October 26, 2017

Minnesota Historical Society
Heritage Preservation Department
State Review Board for the National Register

Dear Friends

We are writing on behalf of the **Chicago, Milwaukee, Saint Paul & Pacific Railroad Canton Depot** to encourage you to approve it for the National Register. The restoration of this building has been the primary project of our historical society. Acceptance to the national register will give us a great boost in the accomplishment of this task.

We have begun the process of restoration and we are anticipating the use of this building in a variety of ways. It will serve as a place to display artifacts of Canton history. (People are already coming forward with historical items for display, even an original bench from the depot waiting room.) We look forward to making this space available to local artists to show their work. It is our hope that people will be able to use it for receptions, special gatherings and community meetings.

As a member of the Minnesota Historical Society we appreciate what you do on behalf of Minnesota History and we are pleased to be a part of this work. Thank you.

Sincerely, Members of the Canton Historical Society

Judy Rambo
 Marlene Wisland
 Kathie Shyres
 Rita Selden
 Henry Selden
 Robert Coons
 Carol Coons
 Irene Rice
 S. W. S. Higgins
 Helen Harris
 Gloria Hill
 Dorothy L. Coons
 Tami Wine
 Conch Hansen
 Doug Dorn

RECEIVED OCT 31 2017

City of Canton

106 North Main Street

Canton, Minnesota 55922-0092

507-743-5000

canton@acegroup.cc

To whom it may concern,

I write on behalf of the Canton City Council in support of the Canton Historical Society's application to have the Train Depot in our community listed on the National Register of Historic Places. We strongly support this application and the continuing dedication of our local Historical Society's focus on not only the restoration of an historical building but also on the preservation of an integral part of Canton's beginnings. An "interpretive history", if you will of the social and economic contributions the railroad afforded to rural communities.

From its earliest beginnings and for several decades the railroad provided a means of travel and a continued connection for families and friends that otherwise may not have been possible. Providing a more reliable and timely means of transporting goods, the railroad supported local commerce not only with deliveries of products and implements needed by the community but also by transporting locally generated products to other communities.

Many of us who live in Canton have ties to the community that go back two and three generations and have memories of a time when the Depot was still in use and can also relate stories told to us by our parents and grandparents of everyday events and annual celebrations that probably would not have occurred if not for the railroad passing through our community. In fact, some of our fellow citizens of Canton are probably not aware that our small city is located where it is based on where the railroad decided to lay the rails. This is knowledge that we feel is important to pass on to future generations that will live here and take pride in our community.

Sincerely,



Donivee A. Johnson, Mayor

FILLMORE COUNTY BOARD OF COMMISSIONERS
Preston, Minnesota 55965

Date October 24, 2017 Resolution No. 2017-051

Motion by Commissioner Prestby Second by Commissioner Bakke

RESOLUTION OF THE FILLMORE COUNTY BOARD OF COMMISSIONERS ENDORSING THE CITY OF CANTON HISTORICAL SOCIETY'S NOMINATION OF THE CHICAGO, MILWAUKEE, SAINT PAUL & PACIFIC RAILROAD DEPOT (CANTON DEPOT) TO THE UNITED STATES DEPARTMENT OF THE INTERIOR'S NATIONAL REGISTER OF HISTORIC PLACES

WHEREAS, the Fillmore County Board of Commissioners, Minnesota desires to support and endorse the City of Canton Historical Society's nomination of the Chicago, Milwaukee, St. Paul & Pacific Railroad Depot (Canton Depot) – a historical railroad depot – being considered by the Minnesota Historical Society State Review for nomination to the National Register of Historic Places; and

WHEREAS, the property is located at the Northwest corner of the intersection of W. Prairie Ave. and Main Street N., Canton, Fillmore County; and

BE IT RESOLVED that the County of Fillmore strongly endorses the City of Canton Historical Society's Nomination of the Chicago, Milwaukee, Saint Paul & Pacific Railroad Depot (Canton Depot) to be considered by the State Review Board for inclusion in the US Department of the Interior's National Register of Historic Places.

VOTING AYE

Commissioners Dahl Lentz Bakke Prestby Peterson

VOTING NAY

Commissioners Dahl Lentz Bakke Prestby Peterson

STATE OF MINNESOTA
COUNTY OF FILLMORE

I, Bobbie Vickerman, Clerk of the Fillmore County Board of Commissioners, State of Minnesota, do hereby certify that the foregoing resolution is a true and correct copy of a resolution duly passed at a meeting of the Fillmore County Board of Commissioners held on the 24th day of October, 2017.

Witness my hand and official seal at Preston, Minnesota the 24th day of October, 2017.

SEAL



Bobbie Vickerman, Coordinator/Clerk
Fillmore County Board of Commissioners

Minnesota Historical Society
State Historic Preservation Office
345 Kellogg Blvd West, St. Paul, Minnesota 55102
651-259-3451



TO: Paul Loether, Keeper
National Register of Historic Places

FROM: Ginny Way

DATE: January 5, 2017

NAME OF PROPERTY: Chicago, Milwaukee, Saint Paul & Pacific Railroad Depot

COUNTY AND STATE: Fillmore County, Minnesota

SUBJECT: National Register:

- Nomination
- Multiple Property Documentation Form
- Request for determination of eligibility
- Request for removal (Reference No.)
- Nomination resubmission
- Boundary increase/decrease (Reference No.)
- Additional documentation (Reference No.)

DOCUMENTATION:

- Original National Register of Historic Places Registration Form
- Multiple Property Documentation Form
- Continuation Sheets
- Removal Documentation
- Photographs
- CD w/ image files
- Digital Map
- Sketch map(s)
- Correspondence
 - Owner Objection
 - The enclosed owner objections
 - Do Do not constitute a majority of property owners

STAFF COMMENTS: