DOWNTOWN WINONA HISTORIC DISTRICT STUDY



E. 3rd Street, facing east from Main Street, in ca. 1900.

Prepared for the

City of Winona
and the
Winona Heritage Preservation Commission
Winona, Minnesota

by

Landscape Research LLC
Saint Paul, Minnesota

Final Report

2018

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Management Summary

The City of Winona hired Landscape Research LLC in November 2017 to conduct a study of Winona's two downtown historic districts previously listed in the National Register of Historic Places (NRHP). The East Second Street Commercial Historic District (listed 1991), and the Winona Commercial Historic District (listed 1998), comprise all or portions of fourteen blocks. The properties reflect the significance of the city's successful commercial and architectural development following the Civil War, and through the early twentieth century.

The City of Winona locally designated both NRHP districts in 2008. In addition to the 84 buildings in the Winona Commercial Historic District, 102 Walnut and 159 E. 2nd Streets were also added to the local district boundary. In 2011, the Winona and St. Peter Railroad Freight House (individually listed on the NRHP) was added to the 22 buildings in the East Second Street Commercial Local Historic District.

The primary objective of the current study was to prepare an updated database and new Minnesota Architecture-History inventory forms for all NRHP and local historic district properties. All properties were photographed. The inventory form design follows that recommended by Minnesota Historic Preservation Office (MnHPO) guidelines. The inventory will be integrated with Winona databases, and the City and the Heritage Preservation Commission (HPC) will use it for future planning needs. The inventory will also inform future Section 106 and other reviews conducted by MnHPO.

Another study objective was the development of recommendations for potential NRHP district boundary expansion, especially in the Walnut and E. 2nd Street areas and the edge of the East Second Street Commercial Historic District. The consultants evaluated expanded historic context development to support potential boundary changes, and the potential individual eligibility of adjacent properties. Following discussion with the Winona Heritage Preservation Commission, an expanded East Second Street Commercial Historic District, to be supported by additional industrial history context development, was recommended. Any additional work on the proposed evaluation and district amendment will be conducted in two phases. The first will include the International Harvester Branch House (111 Riverfront; WN-WAC-0389), the Erpelding Block (102 Walnut Street, WN-WAC-0400), and Weibel's House (159 E. 2nd Street, WN-WAC-0399). The NRHP-listed Winona & St. Peter Railroad Freight House (WN-WAC-0385) is also recommended for inclusion within a potential expanded NRHP district boundary. The second phase of an expanded district boundary study will include the Park Brewery/Peerless Chain Company building at 40-42 Walnut Street (WN-WAC-0390), the Bay State Milling Co. (WN-WAC 0483), and the W&StP (C&NW) Railroad Segment.

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Management Summary

TABLE OF CONTENTS

List of Figures *ii*
List of Tables *iii*

1.0 INTRODUCTION AND OBJECTIVES 1
1.1 Project Description and Objectives 1

2.0 METHODS 3

2.1 Literature Review and District Timelines 3
2.2 Literature Review Results 4
2.3 Previously Inventoried Properties 5
2.3.1 Winona City-wide Inventory (1992) 5
2.3.2 East Second Street Commercial Historic District 5
2.3.3 Winona Commercial Historic District 6
2.3.4 Field Methods 7
2.3.5 NRHP Evaluation Criteria 7
2.3.6 Historic District Properties 8

3.0 BACKGROUND RESEARCH 11

3.1 Introduction 11
3.2 Statewide Historic Contexts 11

4.0 ANALYSIS AND RECOMMENDATIONS FOR HISTORIC DISTRICT BOUNDARY REVISIONS AND UPDATED HISTORIC CONTEXTS 13

4.1 Introduction 13
4.2 National Register of Historic Places Historic District Guidance
4.3 Potential National Register Historic District Boundary Expansion 15
East Second Street Commercial Historic District 15
Winona Commercial Historic District 17
4.4 Additional Properties 17
4.5 District Expansion Analysis 20
4.6 District Boundary Recommendations 21
4.7 Individual Property Evaluation 22
4.7.1 W&StP (C&NW) Railroad Segment (1860s-) 22
4.7.2 Park Brewery (1903-1919) 23
4.7.3 Peerless Chain Company (1937-1968) 24
4.7.4 International Harvester Company Winona Branch House (1916-1943) 25
4.7.5 Erpelding Block /A.M. Ramer Candy Co. /
H. D. Foss Candy Co. /Winona Textile Company (1870, 1906, 1913-) 26
4.7.6 Weibel's House (1870) 27
4.7.7 Bay State Milling Company (1899-) 28
4.8 Winona Historic District Survey Update Recommendations 28

5.0 UPDATED HISTORIC CONTEXTS: COMMERCE AND INDUSTRY WITHIN WINONA'S URBAN DEVELOPMENT, ca. 1852-1960 **29**

5.1 Historic Context Overview 29
5.2 Landscape Setting and Native American Occupation 29
5.3 Early Townsite Development 30
5.4 Ferry, Steamboat, and Bridge Trade 31
5.5 Railroads 32
5.6 Grain Storage and Milling 33
5.7 Lumber and Wood Products 35
5.8 Brick and Stone Products 36
5.9 Manufacturing 37
5.10 Commerce 41

6.0 REFERENCES **47**

7.0 APPENDIX: SELECTED STREETSCAPE VIEWS **55**

LIST OF FIGURES

WCHS (Winona County Historical Society)
MNHS (Minnesota Historical Society)

Cover: E. 3rd Street, facing east from Main Street, in ca. 1900.
Figure 1. City of Winona Downtown NRHP and Local Historic Districts. 2
Figure 2. Second National Bank, 50 E. 2nd Street, 1871-2. 5
Figure 3. Odd Fellows Block, 78 E. 3rd St. (1884). 6
Figure 4. General study area outlined on C.M. Foote and Company, *Winona County Atlas* (C.M. Foote, 1894) Plate 10. 12
Figure 5. Winona National Register Historic Districts and Potential Expansion Area. 15
Figure 6. Levee Park and riverfront, looking east over existing historic districts from watertower at Johnson Street, 1900. (MNHS) 16
Figure 7. E. 3rd Street looking west from Franklin, 1950s. (WCHS) 17
Figure 8. 62 E. 3rd Street, 2018. 17
Figure 9. Sanborn Map (1917, updated to 1949), showing properties for potential NRHP or local evaluation under Winona industrial historic contexts. 19
Figure 10. Looking northwest over E. 2nd and 3rd Streets, ca. 1920. (WCHS) 20
Figure 11. Looking southeast over E. 2nd and 3rd Streets, ca. 1930. (WCHS) 21
Figure 12. W&STP-S&NW Railroad segment, looking west from Walnut Street, 2018. 22
Figure 13. Park Brewery (2018) and riverfront view, ca. 1910. 23
Figure 14. Peerless Chain Company Garage (1948), looking northwest; Peerless Chain in 1951. 24
Figure 15. International Harvester Company Winona Branch. House, looking southwest, 2018, and *Winona Republican Herald*, 16 April 1916:5. 25
Figure 16. 102 Walnut Street, looking southeast, 2018; and prior to 1906. 26
Figure 17. 159 E. 2nd Street, looking west, 2018. 27
Figure 18. Bay State Milling Company elevator, 2018, and postcard view, ca. 1915. (WCHS) 28
Figure 19. Bay State Milling Co., ca. 1912. (MNHS) 34
Figure 20. New Schuler Chocolate Factory, 228 E. 2nd Street, 1919. 40

Figure 21. 2nd Street in ca. 1875, facing west. (MNHS) 42
Figure 22. E. 3rd Street, facing east, in ca. 1900. (MNHS) 42
Figure 23. E. 3rd Street, facing east, 1927. (MNHS) 43
Figure 24. Central Winona and manufacturing area north of E. 2nd Street, facing northwest, 1950. (MNHS) 45

LIST OF TABLES

Table 1. Properties Previously Individually Listed on the National Register of Historic Places 4

Table 2. Properties in E. Second Street Commercial Historic District (NRHP) 8

Table 3. Properties in Winona Commercial Historic District (NRHP) 9

Table 4. Industrial and/or Commercial Historic Context Properties Adjacent to the East Second Street Commercial Historic District and/or the Winona Commercial Historic District 18

Table 5. Properties in the Winona Commercial NRHP Historic District Recommended for Change from Non-Contributing to Contributing Status 28

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1.0 INTRODUCTION AND OBJECTIVES

1.1. Project Description and Objectives

The City of Winona hired Landscape Research LLC in November 2017 to conduct a study of Winona's two downtown historic districts listed in the National Register of Historic Places (NRHP). The East Second Street Commercial Historic District (listed 1991) and the Winona Commercial Historic District (listed 1998) comprise all or portions of fourteen blocks. The properties reflect the significance of the city's successful commercial and architectural development following the Civil War, and through the early twentieth-century.

The City of Winona locally designated both NRHP districts in 2008. In addition to the 84 buildings in the Winona Commercial Historic District, 102 Walnut and 159 E. 2nd Streets were included in the local boundary. In 2011, the Winona and St. Peter Railroad Freight House (individually listed on the NRHP) was added to the 22 buildings in the local district.

The primary objective of the study was to prepare an updated database and new Minnesota Architecture-History inventory forms for all district properties. The database was compiled in Excel, and maps were generated from the data. The inventory form design follows that recommended by Minnesota Historic Preservation Office (MnHPO) guidelines. The inventory will be used by the City of Winona and the HPC for future planning needs, and will be consulted for future Section 106 and other reviews conducted by MnHPO.

All information from previous inventory forms or studies was transferred to the forms. In most cases, existing description and significance sections were not revised. New maps and digital photographs of each property were added to the inventory forms. Parcel information was obtained from Winona County GIS Services.

Another study objective was the development of recommendations for potential NRHP district boundary expansion, especially in the Walnut and E. 2nd Street areas. Expanded historic context development to support potential boundary changes, and the potential individual eligibility of adjacent properties received evaluation. This work followed the *Guidelines for History/Architecture Projects in Minnesota* provided by MnHPO and applicable National Register Bulletins.

Carole Zellie and Amy Lucas conducted the research and inventory update and prepared the final report. Daniel Pratt of ARCH^3 provided photography for the updated inventory forms.

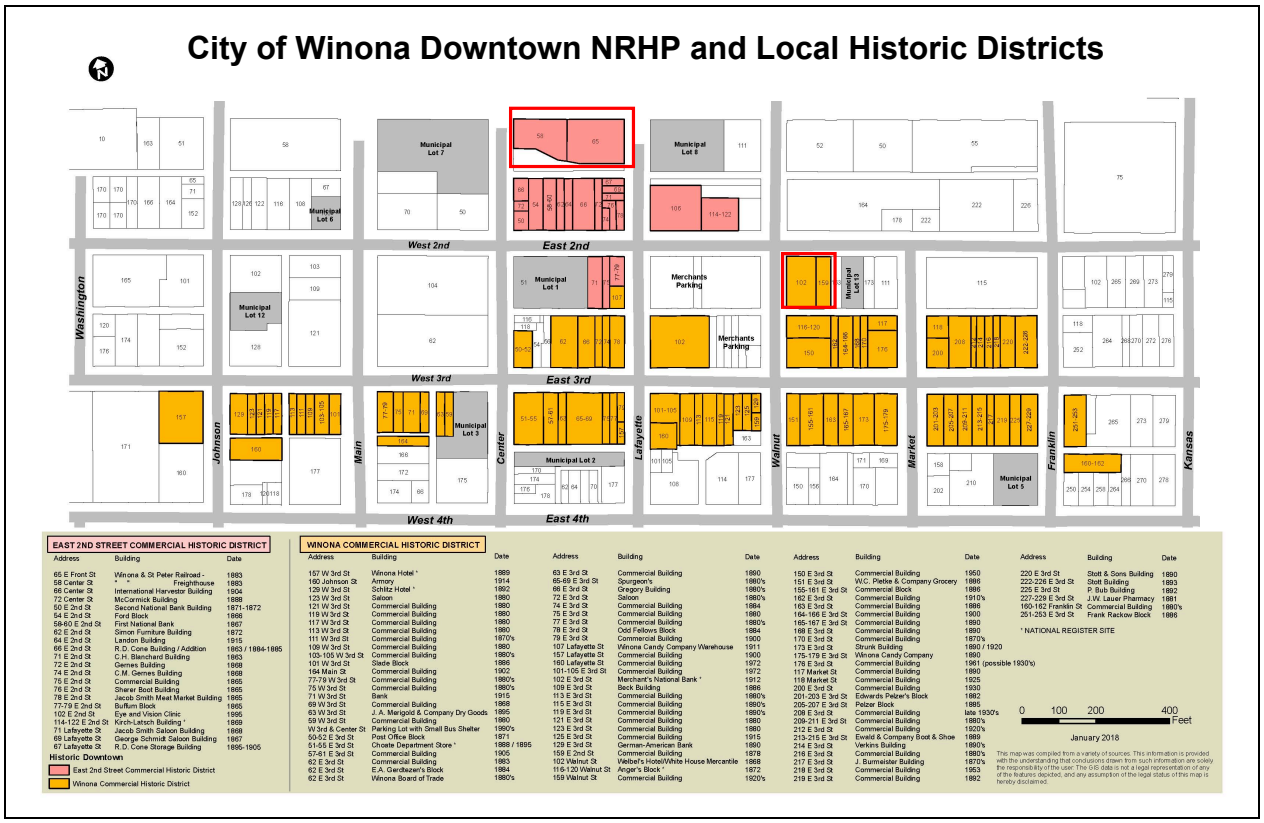


Figure 1. City of Winona Downtown NRHP and Local Historic Districts. East Second Street and Winona Commercial Historic District (NRHP) are shown. Locally designated properties not included within NRHP district boundaries are outlined in red. (Map prepared by City of Winona.)

2.0 METHODS

2.1 Literature Review and District Timelines

A literature review was conducted at the MnHPO office in Saint Paul and at the City of Winona. All previous historic and cultural resource studies were identified.

Seven Winona properties were individually listed in the NRHP prior to the creation of the Winona Heritage Preservation Commission in 1989 (Table 1). In 1989 the commission began study of potential NRHP and local districts:

Winona Heritage Preservation Commission created by City of Winona	1989
East Second Street Commercial NRHP Historic District Study (Koop)	1989
East Second Street Commercial NRHP Historic District Nomination (Koop)	1990
East Second Street Commercial Historic District listed on NRHP	**1991**
Winona Historic Contexts Study (Gemini)	1991
City-wide Survey including Downtown (Hess Roise)	1992
Third Street Commercial Local Historic District Nomination Study (Kooiman)	1996
Winona Commercial NRHP Historic District Nomination (Hess Roise)	1998
Winona Commercial NRHP Historic District listed on NRHP	**1998**
East Second Street Commercial Local Historic District Study (Hoisington)	2005
West Third/Winona Commercial Local Historic District Study (Hoisington)	2007
East Second Street Commercial Local Historic District Designation	**2008**
Winona Commercial Local Historic District Designation	**2008**
Phase I and II Architectural Evaluation: Winona Bridge Study (Landscape Research)	2010
Winona Historic District Guidelines Publication (Hoisington)	2011
Winona and St. Peter Railroad Freight House at 65 Front Street added to East Second Street Commercial Local Historic District	2011

2.2 Literature Review Results

Table 1 shows properties previously individually listed in the NRHP.

Table 1. Properties Previously Individually Listed on the National Register of Historic Places

Inventory	Name	Address	Date	NRHP Status
WN-WAC-1410	**Winona Commercial NRHP Historic District**	3rd Street between Franklin and Johnson Streets	1868-1920	Listed 1998
	Individually listed properties			
WN-WAC-0405	Merchant's National Bank	102 E. 3rd St.	1912	Listed 1974
WN-WAC-0357	Choate Department Store	51 E. 3rd St.	1881	Listed 1976
WN-WAC-0401	Anger's Block	116 -120 Walnut St.	1872	Listed 1978
WN-WAC-0469	Schlitz Hotel	129 W. 3rd St.	1892	Listed 1982
WN-WAC-0470	Winona Hotel	157 W. 3rd St.	1889	Listed 1983
WN-WAC-1040	**East Second Street Commercial NRHP Historic District**	66–78 Center, 54–78 E. 2nd, and 67–71 Lafayette Streets		Listed 1991
	Individually listed properties			
WN-WAC-0388	Kirch-Latsch Building	114-122 E. 2nd St.	1868	Listed 1975
WN-WAC-0385	Winona and St. Peter Railroad Freight House (included in local district only)	58 Center St., 65 Front St.	1882-83	Listed 1984

2.3 Previously Inventoried Properties

2.3.1 Winona City-wide Inventory (1992)

In 1992, Hess, Roise and Company conducted a city-wide historic resources inventory. The 170-block survey area extended approximately 14 blocks east-to-west and 15 blocks north-to-south, and included the "Historic Resources Survey of the Central Portion of the City of Winona" (Hess Roise 1992). Approximately one hundred inventory forms completed within the current boundaries of the downtown historic district area identified primarily commercial buildings. In addition to the already listed East Second Street Commercial Historic District, E. and W. Third Streets were identified for their significance to the areas of commerce and commercial architecture.

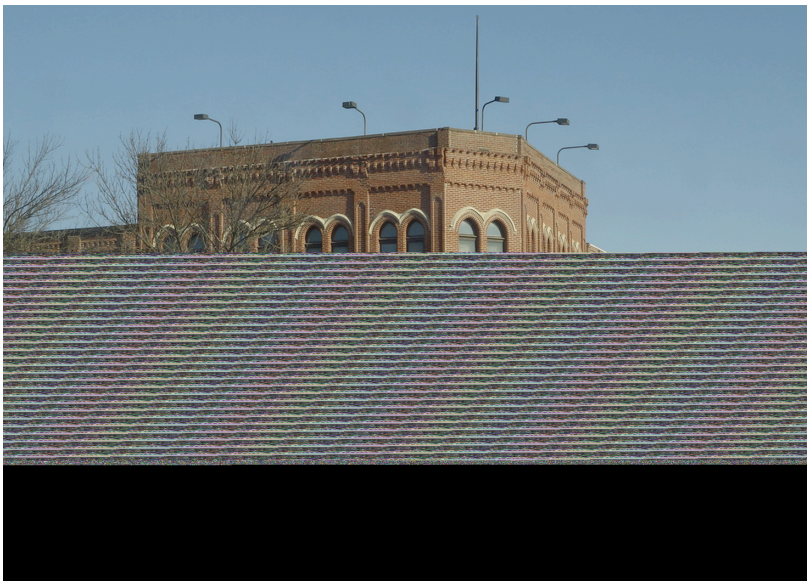


Figure 2. Second National Bank, 50 E. 2nd Street, 1871-2. This Victorian Gothic style bank building anchors the west end of the East Second Street Commercial Historic District (March 2018).

2.3.2 East Second Street Commercial Historic District

The East Second Street Commercial Historic District was listed in the NRHP in 1991 (Koop 1989, 1990, Figure 1). It encompasses all or portions of three blocks along E. Second Street and includes 19 buildings. A total of 14 are contributing and five are non-contributing. The period of significance is 1863-1915, with most buildings dating from the late 1860s and 1870s (Koop 1990; Hoisington 2005). The Kirch-Latsch Building (WN-WAC-0388) is individually listed in the NRHP.

The East Second Street contributing properties are brick, two- or three-story structures that were built to house a variety of commercial uses. Situated at the edge of a former railroad yard, there are a few examples of properties related to manufacturing, and warehouse and wholesale businesses. Several, including the Kirch-Latsch Building, have been successfully rehabilitated for office and commercial use.

The Italianate style is especially well represented in the district, with examples of cast-iron storefronts and round-arched window and entry openings. This area is adjacent to Front Street and the Winona and St. Peter Railroad corridor, which includes a number of properties related to railroad and riverfront industry and commerce. The Winona & St. Peter Railroad Freight House, also individually NRHP-listed and adjacent to the NRHP district, was added to the local historic district in 2011 (WN-WAC-0385; Hoisington 2005).



Figure 3. Odd Fellows Block, 78 E. 3rd St. (1884; C.G. Maybury, architect) and E. 3rd streetscape in the Winona Commercial Historic District (March 2018).

2.3.3 Winona Commercial Historic District

The Winona Commercial Historic District (also known as the Third Street Commercial District), encompasses approximately six blocks along E. and W. Third Streets and was listed in the NRHP in 1998 (Curran 1998; Figure 1). The district originally included 91 buildings. A total of 65 were determined contributing, 26 were non-contributing, and there are two large parking lots. Several buildings have since been lost to fire. The period of significance is 1868 to 1920, with most buildings dating from ca. 1880-1900. Nearly all are brick, one-, two-, or three-story structures that were built to house retail and commercial uses. There are a few examples of properties related to manufacturing and warehousing.

The district includes commercial vernacular styles as well as excellent examples of the Italianate, Queen Anne, Romanesque Revival, and Victorian Gothic. Local architect C. G. Maybury is associated with several district buildings, including the Oddfellows Block (1884, WN-WAC-0368). An important early twentieth-century landmark is the Prairie School-influenced Merchant's National Bank (1912), designed by Purcell, Feick and Elmslie (WN-WAC-0405; NRHP).

Five individually listed NRHP properties included in this district are the Merchant's National Bank (WN-WAC-0405), the Choate Department Store (WN-WAC-0357), Anger's Block (WN-WAC-0401), the Winona Hotel (WN-WAC-0470), and the Schlitz Hotel (WN-WAC-0469; Table 1).

In 2008, the Winona Heritage Preservation Commission designated both NRHP districts as local historic districts. As noted in Section 2.3.2, the Winona & St. Peter Railroad Freight House (WN-WAC-0385), also individually NRHP listed, was added to the local historic district in 2011 (Hoisington 2005).

Tables 2 and 3 show historic district properties. Sources do not always agree as to street addresses and historic names. In general, the consultants used the information supplied by the 2005 and 2007 local historic district nominations (Hoisington 2005, 2007), and verified it with city parcel data accessed on the Winona County property information website (http://www.co.winona.mn.us/page/3382).

Table 5 shows two properties recommended for reclassification from non-contributing to contributing status within the NRHP historic district. This recommendation is based on recent removal of façade screens or other material covering over historic features. This study did not include a more comprehensive evaluation of the current level of historic integrity of district properties (see Section 4.8).

2.3.4 Field Methods

All properties within the two districts were viewed by pedestrian survey. Photography was completed in May 2018 by Daniel Pratt. Properties were recorded on a Minnesota Architecture-History Form. Forms are on file at the City of Winona and MnHPO.

2.3.5 NRHP Evaluation Criteria

The existing districts were listed in the NRHP in 1991 or 1998 and the current project did not reevaluate individual properties for current levels of exterior integrity or contributing and non-contributing status. Local historic district boundaries, established in 2008, were not evaluated.

For potential boundary revisions, National Register Bulletin 15 (*How to Apply the National Register Criteria*) provided guidance. NRHP evaluation criteria assisted in the assessment of potential additional properties:

Criterion A
Association with events that have made a significant contribution to the broad patterns of history;

Criterion B
Association with the lives of persons significant in our past;

Criterion C
Embodiment of the distinctive characteristics of a type, period, or method of construction; representation of the work of a master; possession of high artistic values; or representation of a significant and distinguishable entity whose components may lack individual distinction;

Criterion D
Potential to yield information important to prehistory or history (NPS 1995).

Each property received preliminary assessment with regard to the seven aspects of integrity defined by the NRHP to be considered when evaluating the ability of a property to convey its significance. They are location, design, setting, materials, workmanship, feeling, and association.

2.3.6 Historic District Properties

New inventory forms were prepared for all properties within the historic districts (Tables 2 and 3). Background research was conducted for eight adjacent properties (Table 4; Section 4.4).

Table 2. Properties in East Second Street Commercial Historic District (NRHP)

MnHPO Inventory	Historic Name	Address	Date	Contributing/ Non-Contributing Status (2005)
WN-WAC-1040	East Second Street Commercial Historic District	66–78 Center, 54–78 E. 2nd, and 67–71 Lafayette Streets	1863-1915	NRHP, local
WN-WAC-0385	Winona & St. Peter Railroad Freight House	58 Center St. 65 Front St.	1883	C, NRHP
WN-WAC-1168	International Harvester Building	66 Center St.	1904	C
WN-WAC-0386	McCormick Building	72 Center St.	1888	C
WN-WAC-0384	George Schmidt Saloon Building	69 Lafayette St.	1868	C
WN-WAC-1408	R. D. Cone Warehouse	67 Lafayette St.	1895-1905	C
WN-WAC-0383	Jacob Smith Saloon Building	71 Lafayette St.	1868	C
WN-WAC-0378	Second National Bank Building	50 E. 2nd St.	1871-72	C
WN-WAC-0379	Ford Block	54 E. 2nd St.	1866	
WN-WAC-0380	First National Bank	58-60- E. 2nd St.	1867	C
WN-WAC-0381	Simon Furniture Building	62 E. 2nd St.	1872	C
WN-WAC-1147	Landon Building	64 E. 2nd St.	1915	C
WN-WAC-pending	R.D. Cone Building and Addition	66 E. 2nd St.	1863, 1884	NC
WN-WAC-0365	C. H. Blanchard Building	71 E. 2nd St.	1863	C
WN-WAC-0382	C.M. Gernes Building	74 E. 2nd St.	1868	C
WN-WAC-0366	Commercial Building	75 E. 2nd St.	1865	C
WN-WAC-1149	Scherer Boot and Jacob Smith Meat Market Building	76-78 E. 2nd St.	1865	NC
WN-WAC-0367	Buffum Block/Winona Candy Company (2)	77-79 E. 2nd St.	1865	C
WN-WAC-1405	Eye & Vision Clinic	102 E. 2nd St.	1995	NC
WN-WAC-0388	Kirch-Latsch Building	114-122 E. 2nd St.	1869, 1893	C, NRHP

Table 3. Properties in Winona Commercial Historic District (NRHP)

MnHPO Inventory	Historic Name	Address	Date	Contributing/ Non-Contributing Status (2007)
WN-WAC-1410	Winona Commercial Historic District	All 3rd Street properties between Franklin and Johnson Streets	1868-1920	
WN-WAC-1123	Commercial Building	59 W. 3rd St.	ca. 1880	NC
WN-WAC-0356	J. A. Merigold and Co. Dry Goods	63 W. 3rd St.	1895	C
WN-WAC-0355	J. E. Kaiser & Co. Building	69 W. 3rd St.	1868	C
WN-WAC-1124	Bank	71 W. 3rd St.	1915	C
WN-WAC-0354	Wheeler & Allen Dry Goods	75 W. 3rd St.	ca. 1880s	C
WN-WAC-0353	Commercial Building	77-79 W. 3rd St.	ca. 1880s	C
WN-WAC-1164	Slade Block	101 W. 3rd St.	1886	C
WN-WAC-0465	Commercial Building	103-105 W. 3rd St.	ca. 1880s	C
WN-WAC-1125	Commercial Building	109 W. 3rd St.	ca. 1880	NC
WN-WAC-0466	Commercial Building	111 W. 3rd St.	ca. 1870s	C
WN-WAC-1126	Commercial Building	113 W. 3rd St.	ca. 1880	NC
WN-WAC-1127	Commercial Building	117 W. 3rd St.	ca. 1880	C
WN-WAC-0467	Commercial Building	119 W. 3rd St.	ca. 1880	C
WN-WAC-1128	Commercial Building	121 W. 3rd St.	ca. 1880	C
WN-WAC-0468	Saloon	123 W. 3rd St.	ca. 1880	C
WN-WAC-0469	Schlitz Hotel	129 W. 3rd St.	1892	C, NRHP
WN-WAC-0470	Winona Hotel	157 E. 3rd St.	1889	C, NRHP
WN-WAC-0375	Post Office Block	50-52 E. 3rd St.	1871	C
WN-WAC-0357	Choate Department Store and Annex	51-55 E. 3rd St.	1888, 1895	C, NRHP
WN-WAC-1101, 1102	Commercial Building (razed)	54-56 E. 3rd St.	ca.1920s	NC
fWN-WAC-0359	Commercial Building	57-61 E. 3rd St.	ca. 1905	C
WN-WAC-0374	Stellwagon Building	62 E. 3rd St.	1884	C
WN-WAC-0373	E. A. Gerdtzen's Block	62 E. 3rd St.	1884	C
WN-WAC-0372	Strunk Building / Board of Trade	62 E. 3rd St.	1887	C
WN-WAC-1406	Commercial Building	65 E. 3rd St.	1890	NC
WN-WAC-1104	Spurgeon's Store	67-69 E. 3rd St.	1970	NC
WN-WAC-0371	Gregory Building	66 E. 3rd St.	1887	C
WN-WAC-0370	Saloon	72 E. 3rd St.	ca. 1880s	C
WN-WAC-0369	Commercial Building	74 E. 3rd St.	1893	C
WN-WAC-0360	Commercial Building	75 E. 3rd St.	ca. 1880	C
WN-WAC-1105	Commercial Building	77 E. 3rd St.	ca. 1880s	NC
WN-WAC-0368	Odd Fellows Block	78 E. 3rd St.	ca. 1884	C
WN-WAC-0361	Commercial Building	79 E. 3rd St./157 Lafayette St.	ca. 1900	C
WN-WAC-1106	Commercial Building	101-105 E. 3rd St.	1972	NC
WN-WAC-0405	Merchant's National Bank	102 E. 3rd St.	1912	C, NRHP
WN-WAC-0406	Beck Building	109 E. 3rd St.	1886	C
WN-WAC-1107	Commercial Building	113 E. 3rd St.	ca. 1880s	C
WN-WAC-1108	Gage Building	115 E. 3rd St.	1896	C
WN-WAC-1109	Commercial Building	119 E. 3rd St.	ca.1890s	C

Table 3, *continued*. Properties in Winona Commercial Historic District (NRHP)

MnHPO Inventory	Historic Name	Address	Date	Contributing/ Non-Contributing Status (2007)
WN-WAC-1407	Commercial Building	121 E. 3rd St.	1880	NC
WN-WAC-0407	Commercial Building	123 E. 3rd St.	ca. 1880	C
WN-WAC-1111	Commercial Building	125 E. 3rd St.	ca. 1915	C
WN-WAC-0408	German American Bank	129 E. 3rd St.	1892	C
WN-WAC-1158	Commercial Building	150 E. 3rd St.	1950	NC
WN-WAC-0415	W. C. Pletke and Co. Grocery	151 E. 3rd St.	1886	C
WN-WAC-0414	Commercial Block	155-161 E. 3rd St.	ca. 1886	C
WN-WAC-1113	Commercial Block	162 E. 3rd St.	1910s	C
WN-WAC-0413	Commercial Building	163 E. 3rd St.	1886	C
WN-WAC-1114	Commercial Building	164-66 E. 3rd St.	ca. 1900	C
WN-WAC-1115	Commercial Building	165-67 E. 3rd St.	1890	C
WN-WAC-1116	Commercial Building	168 E. 3rd St.	1890	C
WN-WAC-0402	Commercial Building	170 E. 3rd St.	ca. 1870s	C
WN-WAC-0412	Strunk Building	173 E. 3rd St.	1890, 1920	C
WN-WAC-0411	Winona Candy Company (1)	175-179 E. 3rd St.	ca. 1890	C
WN-WAC-1162	Commercial Building	176 E. 3rd St.	ca. 1961	NC
WN-WAC-1117	Commercial Building	200 E. 3rd St.	ca. 1930	NC
WN-WAC-0422	Edward Peltzer's Block	201-203 E. 3rd St.	ca. 1882	C
WN-WAC-0421	Peltzer Block	205-207 E. 3rd St.	1884	C
WN-WAC-1118	Commercial Building	208 E. 3rd St.	ca. 1930s	NC
WN-WAC-0420	Commercial Building	209-211 E. 3rd St.	ca. 1880s	C
WN-WAC-1163	Commercial Building	212 E. 3rd St.	ca. 1920s	NC
WN-WAC-0419	Ewald and Co. Boot and Shoe	213-215 E. 3rd St.	ca. 1889	C
WN-WAC-0397	Verkins Building	214 E. 3rd St.	ca. 1890s	C
WN-WAC-1120	Commercial Building	216 E. 3rd St.	ca. 1880s	C
WN-WAC- 0418	J. Burmeister Building	217 E. 3rd St.	ca. 1870s	C
WN-WAC-1121	Commercial Building	218 E. 3rd St.	1953	NC
WN-WAC-1122	Commercial Building	219 E. 3rd St.	1892	C
WN-WAC-0396	Stott and Sons Building	220 E. 3rd St.	1892	C
WN-WAC-0395	Stott Building	222-226 E. 3rd St.	ca. 1893	C
WN-WAC-0417	P. Bub Building	225 E. 3rd St.	1892	C
WN-WAC-0416	J. W. Lauer Drug Store	227-229 E. 3rd St.	1881	C
WN-WAC-0486	Frank Racknow Block	251-253 E. 3rd St.	1886	C
WN-WAC-0376	Commercial Building	116-118 Center St.	ca. 1870s	C
WN-WAC-0489	Commercial Building	160-162 Franklin St.	ca. 1880s	C
WN-WAC-0462	Winona National Guard Armory	160 Johnson St.	1915	C
WN-WAC-1150	Winona Candy Co. Warehouse	107 Lafayette St.	1911	C
WN-WAC-1409	Commercial Building	160 Lafayette	1972	NC
WN-WAC-0352	Commercial Building	164 Main St.	1902	C
WN-WAC-1152	W. G. McCutchen & Company Warehouse	117 Market St.	1892	C
WN-WAC-1155	Vacant parcel/ Commercial Building	118 Market St.	1925	NC
WN-WAC-0401	Anger's Block	120 Walnut St.	1872	C, NRHP
WN-WAC-1160	Commercial Building	159 Walnut	ca. 1920s	C
WN-WAC-1161	Commercial Building	163-165 Walnut St.	ca. 1960s	NC

3.0 BACKGROUND RESEARCH

3.1 Introduction

Several historic context studies or statements have been developed for the East Second Street and Winona Commercial Historic districts. The first was in 1989 for the initial study of the East Second Street Commercial Historic District (1989, 1990). The most recent was part of the Phase I and II Architectural History Evaluation for the Winona Bridge Study, which included properties at the edges of the districts (Zellie and Lucas 2011).

For the current study, the consultants reviewed historic contexts pertaining to the areas of commerce, industry, manufacturing, and commercial architecture to support any potential recommendations for future district evaluation or boundary changes. *Winona's Historic Contexts*, prepared by Gemini Research, provided additional information, as did the historic contexts developed for the NRHP and local downtown historic districts (Gemini 1991; Koop 1989, 1990; Curran 1998; Hoisington 2005, 2007).

Standard historical works on Winona and Winona County, including H. H. Hill and Co., *History of Winona County* (1883), and Curtiss-Wedge, *History of Winona County* (1913) were consulted. These works provided a narrative of community development and biographical information and business histories. Historic maps included the 1867 and 1889 bird's eye views (Ruger 1867; Pauli 1889), the *Plat Book of Winona County* (Foote 1894; Figure 4), and fire insurance maps (Sanborn 1884-1949). City directories (1872-) supplemented the research. Historic photo collections at the Minnesota Historical Society and Winona County Historical Society were also consulted. The Winona County Historical Society's archives provided subject file materials. The Winona Newspaper Database, accessed at http://digital.olivesoftware.com/Olive/APA/Winona/default.aspx#panel=home, was valuable throughout the research.

3.2 Statewide Historic Contexts

Several statewide historic contexts developed by MnHPO are applicable to Winona and the historic contexts updated for this study (SHPO rev. 2010). The contexts include "Railroads and Agricultural Development (1870-1940)," "Urban Centers (1870-1940)," and "Northern Minnesota Lumbering (1870-1930s)."

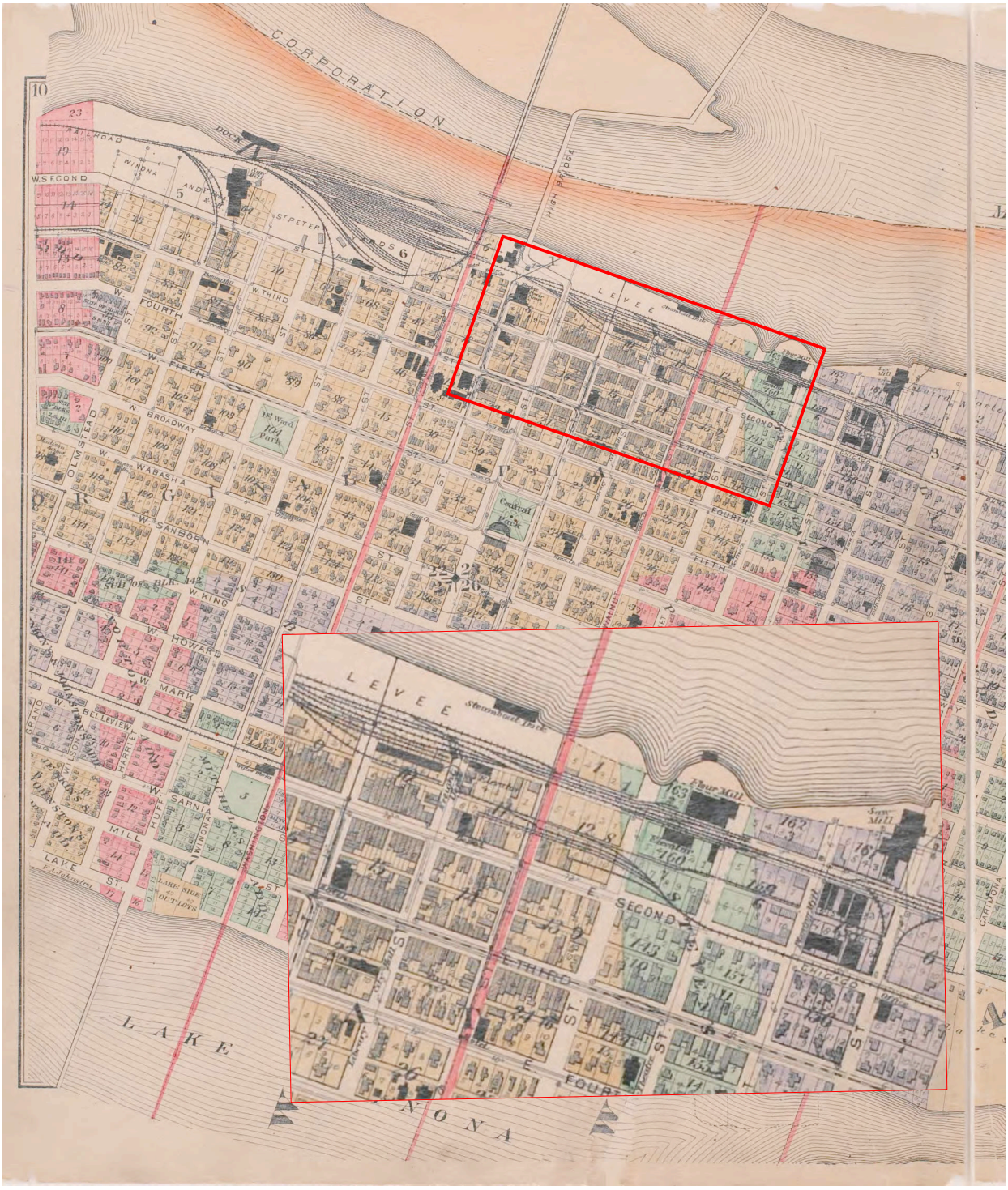


Figure 4. General study area and detail on C.M. Foote and Company, *Winona County Atlas* (1894), Plate 10.

4.0 ANALYSIS AND RECOMMENDATIONS FOR HISTORIC DISTRICT BOUNDARY REVISIONS AND UPDATED HISTORIC CONTEXTS

4.1 Introduction

As noted in Section 3.1, the historic contexts that support Winona's two commercial districts were developed as part of previous National Register Historic District and local designation studies (Koop 1989, Curran 1998, Hoisington 2005, 2007). Additional historic context research was completed in 2010 to support the Winona Bridge Study (Zellie and Lucas 2011).

Historic contexts provide the foundation for preservation planning. According to the Secretary of the Interior's *Standards and Guidelines for Archeology and Historic Preservation* and National Register Bulletin 24: *Guidelines for Local Surveys: A Basis for Preservation Planning*, historic contexts are critical tools for understanding, identifying, evaluating, and protecting those resources which give each community its individual character and sense of place (NPS 1983, 1985).

Historic context statements provide the basis for evaluating significance and integrity of individual properties and districts. The purpose of the context statement determines how broad or narrow the focus should be. Whether developed for a single property evaluation, a national register nomination, or a survey, an adequate and appropriate context needs to be developed before making an evaluation. Contexts typically are based on one or more themes, a geographical area, and periods of significance. They describe the broad patterns of historical development of a community or region that are represented by the physical development and character of the built environment. They also identify important associated property types, and can establish eligibility criteria and integrity thresholds.

By focusing on property types rather than on individual buildings or architectural styles, and providing clear criteria for evaluating significance and integrity, historic contexts can provide a template for identifying, evaluating and developing plans for the treatment of historical resources even in the absence of complete knowledge of individual properties. (Adapted from the Secretary of the *Interior's Standards and Guidelines for Archeology and Historic Preservation*).

4.2 National Register of Historic Places (NRHP) Historic District Guidance

According to NRHP Bulletin 15, *How to Apply the National Register Criteria for Evaluation.* a district possesses a significant concentration, linkage, or continuity of sites, buildings, structures, or objects united historically or aesthetically by plan or physical development (NPS 2002). Bulletin 15 notes,

> A district derives its importance from being a unified entity, even though it is often composed of a wide variety of resources. The identity of a district results from the interrelationship of its resources, which can convey a visual sense of the overall historic environment or be an arrangement of historically or functionally related properties.
>
> A district can comprise both features that lack individual distinction and individually distinctive features that serve as focal points. It may even be considered eligible if all of the components lack individual distinction, provided that the grouping achieves significance as a whole within its historic context. In either case, the majority of the components that add to the district's historic character, even if they are individually undistinguished, must possess integrity, as must the district as a whole.
>
> A district can contain buildings, structures, sites, objects, or open spaces that do not

> contribute to the significance of the district. The number of noncontributing properties a district can contain yet still convey its sense of time and place and historical development depends on how these properties affect the district's integrity. District boundaries must be based upon a shared relationship among the properties constituting the district (NPS 2002).

Contributing buildings located within the historic districts should retain enough integrity of design, workmanship, materials, and feeling to convey their historic appearance and significance in the context of the district.

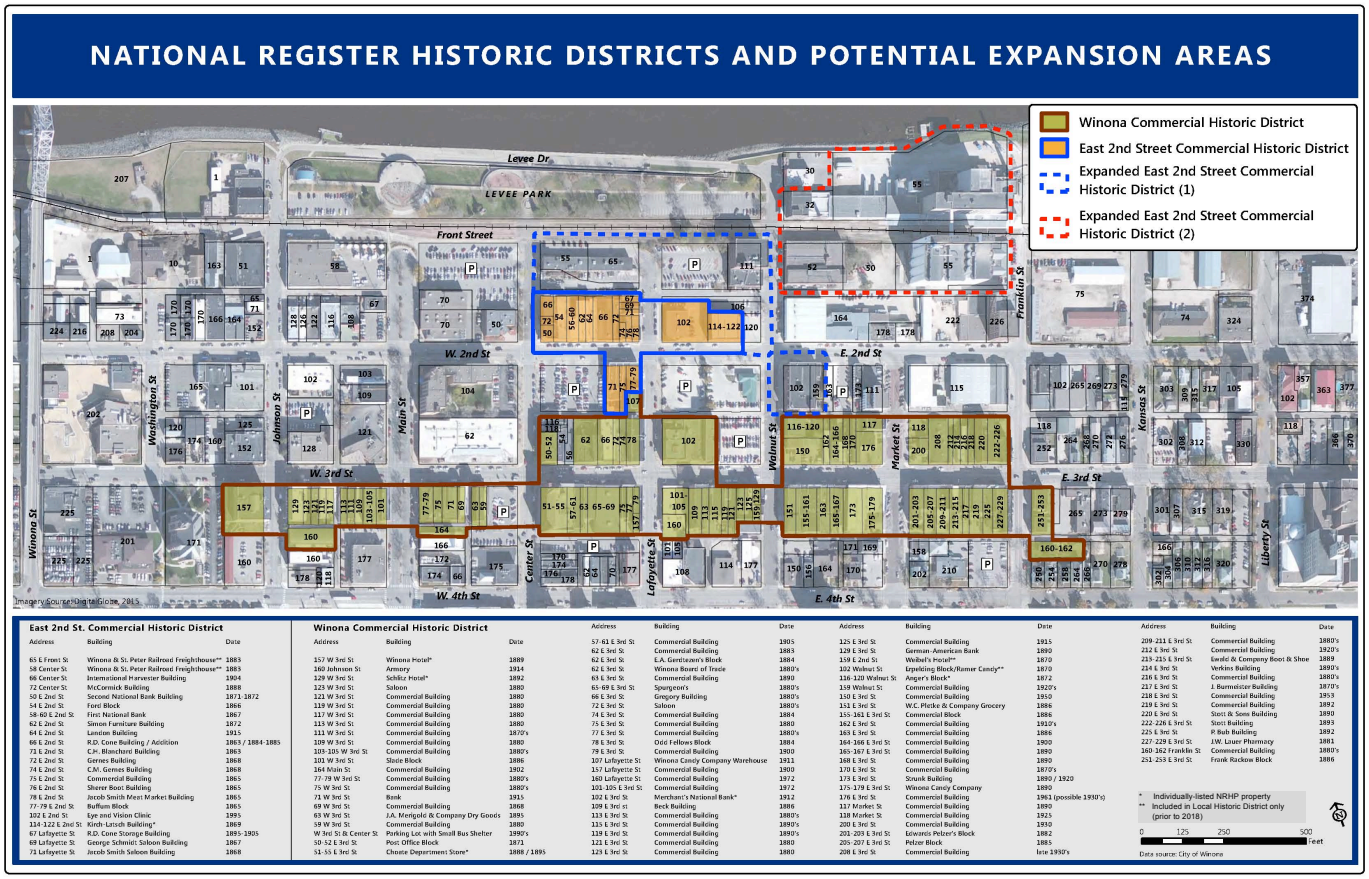


Figure 5. Winona National Register Historic Districts and Potential Expansion Areas.

4.3 Potential National Register Historic District Boundary Expansion

The boundaries of a potential district expansion area are shown on Figure 5. Properties are listed on Table 4. The following recommendations have been reviewed with the Winona Heritage Preservation Commission and MnHPO staff.

East Second Street Commercial Historic District

The "East Second Street Commercial District National Register of Historic Places Nomination" noted that the district is historically and architecturally significant in the statewide historic context of "Early Agriculture and River Settlement, 1840s-1870s" for its association with the initial phase of permanent growth and urbanization in Winona (Koop 1990:8:1).

The nomination also noted,

> The district reflects the importance of Winona's location on the Mississippi River, as well as the impact of the logging industry and agriculture on the city's development. The East Second Street block of buildings embody the distinctive characteristics of an architectural style that represents an important and distinguishable entity within the commercial development of Winona. The period of significance was recommended as 1863-1915 and extends beyond the context to include

three early twentieth-century buildings that represent a construction phase after the commercial core had emerged along the riverfront (Koop 1990:8:1).

The current district boundary as shown on Figure 5 encompasses most of the remaining commercial core along E. 2nd Street. Properties outside the NRHP district to the east and north as shown on Table 4 are associated with transportation, milling, agricultural implements and commodities, food processing, and manufacturing. The Winona & St. Peter rail corridor began development in the 1860s. Extant twentieth-century properties represent the period from ca. 1863 to 1948 and beyond. As shown on Figure 9, this was once a dense industrial and commercial area. A number of historic buildings have been removed in recent years, including the six-story Schuler Chocolate Factory (1919) at E. 2nd and Franklin Streets. The building had been vacant since 1992 (WDN 4 June 2015).

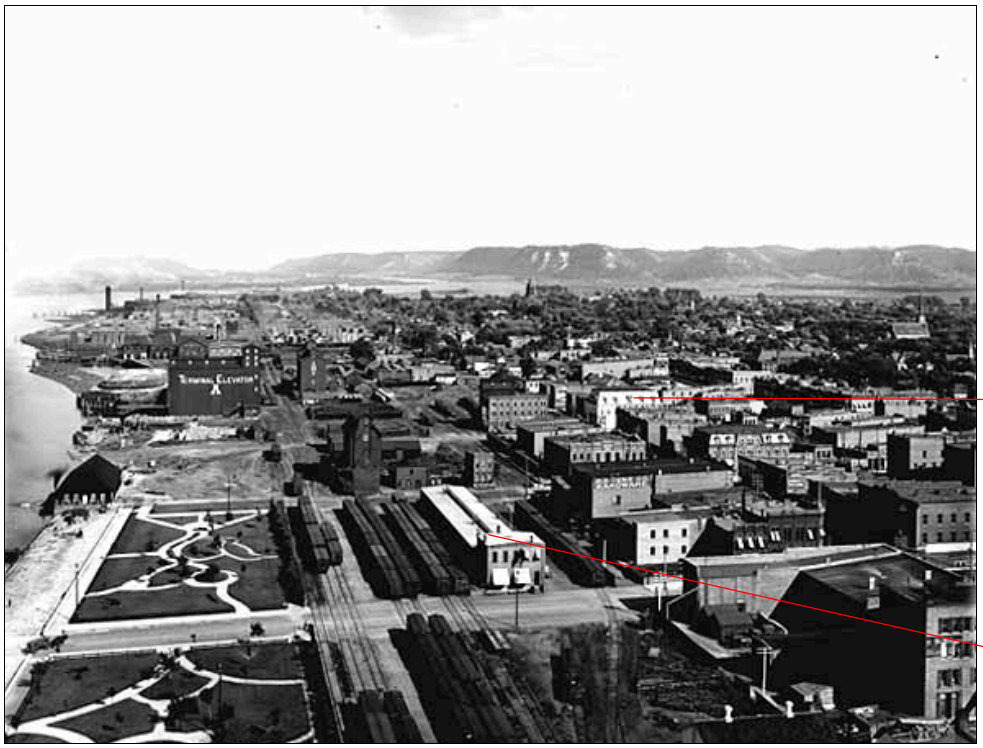


Figure 6. Levee Park and riverfront, looking east over existing historic districts from watertower at Johnson Street, ca. 1900, several years before construction of the Park Brewery. (MNHS)

Winona Commercial Historic District

The "Winona Commercial Historic District National Register of Historic Places Nomination" noted that the district "stands today as a reflection of Winona's commercial activity from 1868 through 1920" (Curran 1998:8:1). In 1998, "the majority of the buildings [have] had storefront alterations, but the historic appearance has been maintained on the upper floors" (Curran 1998:8:1). The period of significance for the NRHP district was recommended as 1868-1920. The density and variety of its commercial architecture is significant, and it "reflects the economic and natural resources that established the city as the most important commercial center in southern Minnesota in the late nineteenth century" (Hoisington 2011:1).



Figure 7. E. 3rd Street looking west from Franklin, 1950s. Kenneth M. Wright, photographer. (WCHS)



Figure 8. Three late 1880s buildings (Stellwagon, Board of Trade, and E. A. Gerdtzen's Block) are united by decorated cornices and stone and brick detailing. In 2018 they share a 62 E. 3rd Street address in the Winona Commercial Historic District (March 2018).

4.4 Additional Properties

Existing district documentation describes historic significance for both districts as related primarily to commerce, trade, and commercial architecture. Beginning in the Civil War period, most properties were developed to house banks, dry goods and other stores and shops, hotels, and a variety of wholesalers. Some upper floors housed offices, masonic lodges, and apartments. Liveries, blacksmith shops, and related businesses were interspersed throughout both areas. Examples of manufacturing and warehousing reflected proximity to the transportation and distribution center along the rail corridor and river levee.

As shown on Figure 9, north of the commercial core, between East Second Street and the levee, many grain elevators, grain and produce warehouses, sawmills, and small manufacturing businesses were located along the Winona & St. Peter rail corridor. An expanded industrial context focused on this area and various railroad and industrial resources would have a period of significance that extends from the 1860s to after 1940, since some industries grew into the World War II period and beyond.

Table 4 shows properties associated with industrial and commercial historic contexts that were part of the district analysis. Most of the properties within this area were included in the city-wide inventory in 1992.

Table 4. Industrial and/or Commercial Historic Context Properties Adjacent to the East Second Street Commercial Historic District and/or the Winona Commercial Historic District

Inventory	Name	Address	Date	NRHP Status
WN-WAC-0400	Erpelding Block /A.M. Ramer Candy Co./ H. D. Foss Candy Co. /Winona Textile Company	102 Walnut St.	ca. 1870, 1906, 1913	Evaluation pending
WN-WAC-0399	Weibel's House	159 E. 2nd St.	ca. 1870	Evaluation pending
WN-WAC-0389	International Harvester Company Branch House / McConnon and Co. Plant No. 2	111 Riverfront (51-51 Walnut St.)	1916	Not evaluated
WN-WAC-0390	Park Brewery/Peerless Chain Company	40-42 Walnut St.	1903-	Not evaluated
WN-WAC-pending	Peerless Chain Company Addition	50 Walnut St.	1948	Not evaluated
WN-WAC-pending	W&StP (C&NW) Railroad Segment	Between Center and Franklin Streets	1862-	Not evaluated; Harriet to Huff St. segment (Zellie and Lucas 2011)
WN-WAC-0385	Winona & St. Peter Railroad Freight House (included in local district only)	58 Center St., 65 Front St.	1882-83	Listed 1984
WN-WAC-0394	Bay State Milling Co.	55 Franklin St.	1899-	Not evaluated

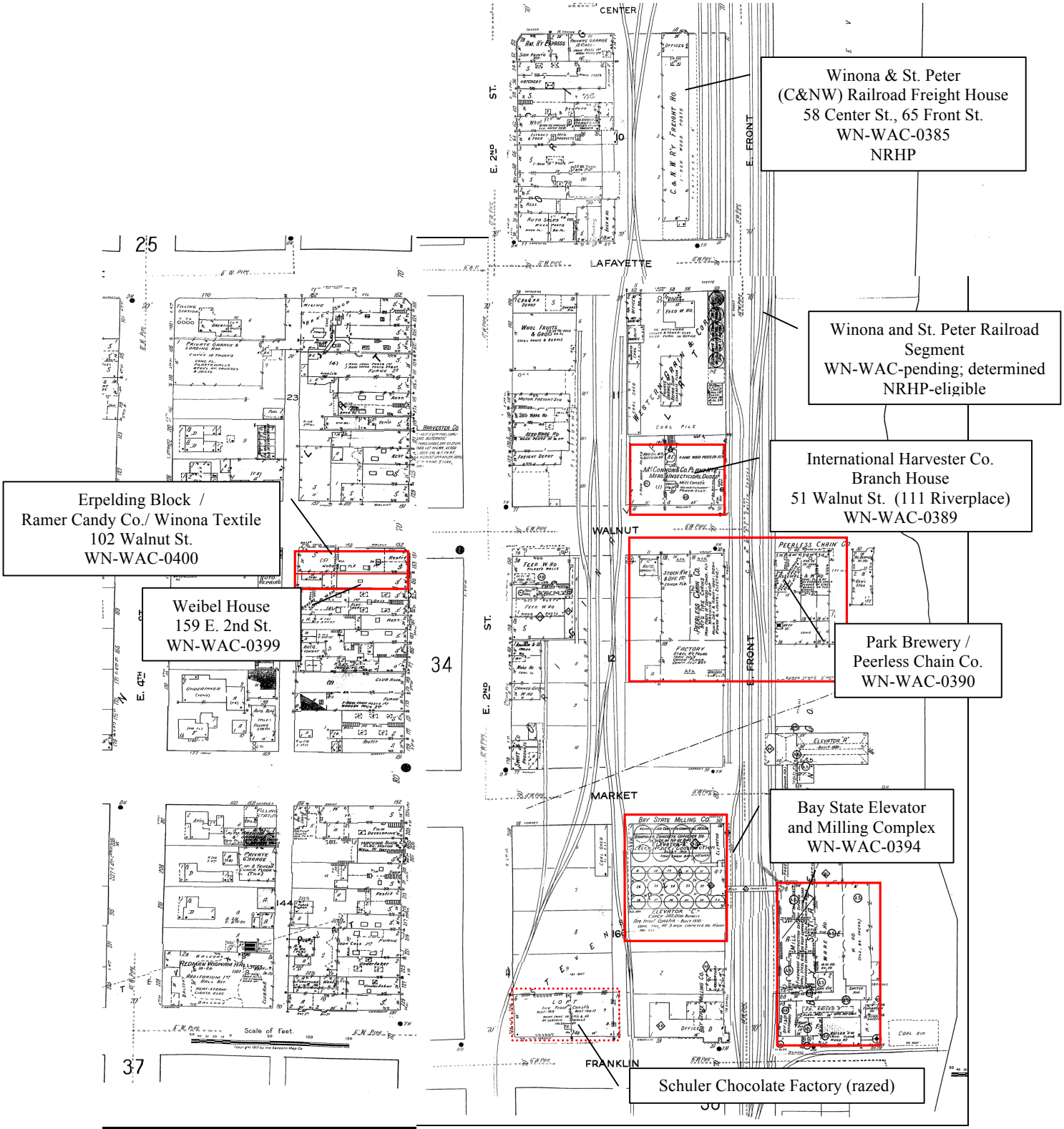


Figure 9. Sanborn Map (1917, updated to 1949), showing properties for potential NRHP or local evaluation under Winona and commercial historic contexts. The Winona & St. Peter Freight House is listed on the NRHP.

4.5 District Expansion Analysis

The primary building types and historical uses of most of the contributing properties in the East Second Street Commercial Historic District, and in the surrounding railroad and levee area, reflect commerce and trade as well as river-oriented industries. North of the East Second Street district, lumber and grain milling and storage businesses were established along the river by the 1870s, and expansion continued during the early twentieth century. Commodities and agricultural implement warehousing was also notable. Food processing industries are represented by the Ramer Candy Company's occupancy of the former Erpelding Block at 102 Walnut Street (1903) and the Winona Candy Company in the Buffum Block at 77 E. 2nd Street (1906). Yarn and textile manufacture were also important early- and mid-twentieth-century industries in this area.



Figure 10. Looking northwest over E. 2nd and 3rd Streets, ca. 1920. Schuler Candy Factory (razed), Bay State Milling, and Park Brewery /Peerless Chain along the rail corridor are near the center of the photo. International Harvester is at left center. (WCHS)

Combining Districts: East Second and Winona Commercial Historic Districts

A single downtown historic district, combining commercial, transportation, and industrial themes, was analyzed. A combined district would involve extensive revision of existing historic district contexts and documentation to include the industrial context. The result would be a district that reflects the mixed-use nature of a large district and the past vitality and significance of adjacent manufacturing areas. However, the Winona Commercial Historic District contains fewer examples of buildings associated with manufacturing, warehousing, and related uses than the East Second Street Commercial Historic District. Also, in delineating district boundaries, vacant parcels, parking lots, and non-contributing buildings should be avoided if possible. Depending on how boundary lines are configured, a combined district could result in a "doughnut hole" comprised of parking lots between 2nd and 3rd Streets, and Lafayette and Walnut Streets.

Expansion of only the Winona Commercial Historic District boundary, without merger with the East Second Street Commercial Historic District, could include the properties at 102 Walnut Street (WN-WAC-0400) and 159 E. 2nd Street (WN-WAC-399). They were not included in the 1998 NRHP boundary recommendation, apparently due to lack of exterior integrity related to commercial architecture.

With expanded industrial historic contexts, however, the building's early twentieth-century manufacturing and commercial themes can best be evaluated for inclusion in an expanded East Second Street Commercial Historic District.

East Second Street Commercial Historic District Expansion

An expanded East Second Street Commercial Historic District offers an appropriate focus on industrial and manufacturing themes adjacent to the rail corridor and the existing historic district. The Winona & St. Peter Freight House is listed on the NRHP and is adjacent to the NRHP district (and included in the local district). The district already includes contributing properties on both sides of East Second Street. The inclusion of the properties shown on Table 4, related to transportation, milling, agricultural implements and commodities, food processing, and manufacturing, further supports the district's significance to Winona's early commerce.



Figure 11. Looking southeast over E. 2nd and 3rd Streets, ca. 1930. Intersection of Walnut and E. 2nd Streets is circled. (WCHS)

4.6 District Boundary Recommendations

East Second Street Commercial Historic District

This study recommends further study and discussion of potential expansion of the East Second Street Commercial Historic District. Evaluation of the expanded National Register district boundaries shown on Figure 5 should include an industrial history context focused on the railyard and levee area adjacent to downtown Winona east of Center Street and extending to Franklin Street. This context will provide a foundation for boundary expansion and assist in determining the potential National Register significance of contributing and individually eligible properties.

The broad industrial historic context included in Section 5.0 should be developed to focus on the area between Center and Franklin Streets, which includes the Winona & St. Peter Railroad Freight House (NRHP). The railroad corridor has previously been determined NRHP eligible, although the Center-to-Franklin segment has not been evaluated.

A two-phase process for boundary expansion should be considered. Following context development, the first phase would focus on the area east of Center Street including the Winona & St. Peter Freight House (NRHP), the International Harvester Building, the Erpelding /A. M. Ramer Candy Building, and Weibel's House. The second phase of boundary expansion would focus on evaluation of the block between Walnut and Franklin Streets, including the Park Brewery, Peerless Chain Company buildings, and the historic properties of the Bay State Milling complex. Evaluation of historic significance and integrity should be conducted for each property.

Following consultation with the HPC, MnHPO, and the community, the context development and study of contributing properties within an expanded East Second Street Commercial Historic District will provide the basis for an amendment to the existing NRHP documentation. Bulletin 16A, *How to Complete the National Register Registration Form*, provides guidance on amendment preparation (NPS 1997).

4.7 Individual Property Evaluation

Potential expansion of the East Second Street Commercial Historic District, or determination of significance of buildings for individual listing on the NRHP, would include additional study of the following properties:

4.7.1 W&StP (C&NW) Railroad Segment (1860s-)
Between Center and Franklin Streets



Figure 12. W&STP-S&NW Railroad segment, looking west from Walnut Street, 2018.

As described in Section 5.5, the Winona & St. Peter Railroad (W&StP), later Chicago and Northwestern (C&NW), was founded in 1862. It was the first of five lines that were built through Winona and the second operating railroad in the state. The steamboat connection and railroad facilities along the levee encouraged the growth of the city's sawmills and grain elevators, and a variety of manufacturing concerns including breweries, candy and chocolate factories, and textile plants. The W&StP (C&NW) Railroad Segment between Harriet and Huff Streets, an active line, has been recommended eligible for the NRHP (WN-WAC-1246; Zellie and Lucas 2011:75). The tracks and right of way appear to follow their historic grade and alignment. The Winona Bridge Study (Zellie and Lucas 2011:75) noted of the railroad segment:

> Additional information on significance and eligibility criterion is provided by the Multiple Property Documentation Form (MPDF) nomination *Railroads in Minnesota, 1862-1956* (Schmidt et al. 2007). The MPDF for Minnesota railroads recommends resource types, criteria for eligibility and integrity standards. The segment appears appropriate for evaluation as a railroad corridor historic district although investigation of the length of the system is out the scope of this study. The MPDF states that an eligible railroad corridor historic district should include a railroad roadway, and may also include support buildings and structures, such as railroad stations, railroad yards, railroad depots, railroad grade separation structures, and railroad section houses. The

W&StP roadway within the APE was part of a system that eventually linked to the extensive C&NW yards about one mile to the west, the Youmans Bros. lumber yards to the west, and the C&NW Railroad bridge at the foot of Washington Street. A spur from this segment served the W&StP and the approach to the railroad bridge. To the east it served the unimproved public levee and the warehouses and lumberyards of Laird, Norton Co. and other lumber dealers. It also served the passenger depot at the foot of Huff Street.

This still-active line was one of the earliest in Minnesota and greatly benefited Winona's ability to ship grain and lumber. In addition to serving shippers it brought immigrants and a steady labor force. The period of significance begins in 1862 and extends to 1900. This period spans the organization of the construction of the Winona & St. Peter, which became the backbone of the city's rail system to the end of the W&StP name in the C&NW organization.

Integrity

By 1889, Front Street and this track segment were part of a switching yard consisting of dozens of tracks. It is now the only remaining segment, and is an active line. MPDF integrity requirements suggest that at a minimum, a railroad corridor historic district must retain integrity of location, design and materials (Schmidt et al. 2007:F203). At a minimum, the railroad roadway must be intact. While buildings and structures within the district help to convey the overall design and operation of a railroad corridor historic district, they need not be present if the railroad roadway retains a high degree of integrity of design, materials and setting. As an active rail line, the roadbed itself, including sidings and several spurs, remain intact and in use.

4.7.2 Park Brewery / Peerless Chain Company
40-42 Walnut Street
Park Brewery (1903-1919)
WN-WAC-0390



Figure 13. At left, Park Brewery, later Peerless Chain Company, looking northeast, 2018. At right, view of levee Park with Park Brewery at arrow, ca. 1910. (WCHS)

John Dietze and other Winonans founded the Park Brewing Company in 1903. Brewery construction began immediately. The four-story, 90 by 60-foot building occupied the former site of the Winona Mill Company, straddling the railroad tracks at Front and Walnut Streets (*Winona Republican Herald*

[hereafter *WRH*] 23 June 1903:8). The brewery overlooked Riverside Park. The initial output of the $250,000 plant was planned as 25,000 barrels. Park Brewery produced Sunshine and Imperial bottle beer, Park Malt Extract, and keg beer. A main competitor was the Sugar Loaf Brewery operated by Peter Bub (*WRH* 14 July 1906:18). The picturesque, pressed brick façade of the Park Brewery was trimmed with cut stone and was intended to contribute to a building design "that will be an ornament to its park surroundings." The *Winona Republican Herald* noted, "it will obscure many of the eyesore(s) now seen when looking east from the park" (*WRH* 23 June 1903:8). A mow-razed pyramidal roof capped the corner tower. In 1910 the company added a 120-by-50-foot bottling building at the southeast corner of Front and Walnut Streets, across the street from the main plant (*WRH* 17 Oct 1910:5). In 1919, Prohibition led to the company's rapid decline and closing. Reopening, following repeal, was unsuccessfully attempted in 1933. Despite a number of alterations by the Peerless Chain Company after 1937, the brewery exterior retains fairly good integrity.



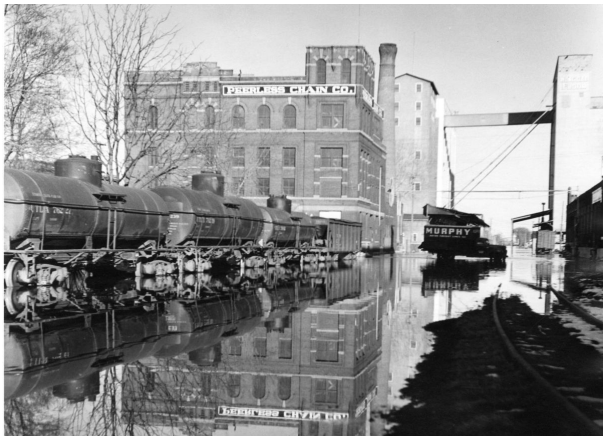


Figure 14. At left, Peerless Chain Company Garage (1948), looking northeast; at right, Peerless Chain Company in former Park Brewery, shown during 1951 flood. (WCHS)

4.7.3 Peerless Chain Company (1937-1968)
50 Walnut Street
WN-WAC-pending

Winona brothers Joseph, Alfred, and Dominic Bambanek founded the Peerless Chain Company in 1917. The company first manufactured tire chains and expanded into hardware and industrial chain manufacturing for military and industrial use.

The company's first plant was adjacent to the Park Brewery at Front and Walnut Streets (*WRH* 4 April 1938:3). In 1937, after the unsuccessful attempt to restart beer production after the repeal of Prohibition, the Peerless Chain Company purchased the vacant brewery properties from the Latsch and Son Company. The purchase included the 200-by-150-foot site, the main brewery building facing Walnut Street with trackage on Front Street, a two-story office building that had housed the bottling works, and a garage building (*WRH* 11 March 1937:3). The company extensively remodeled the brewery buildings, and added steel girders to the main building and constructed a 50-foot-long concrete loading platform (*WRH* 25 Sept 1937:3).

Peerless expanded the plant many times. In 1962 the company demolished the old general office building, formerly part of the brewing house, and built a new "modernistic glass and steel" office building designed by Eckert and Carlson (*Winona Daily News* [uhereafter *WDN*] 10 May 1962:3). The company purchased

the International Harvester Building across Walnut Street in 1958. In 1968 many operations were consolidated in a new plant on E. 8th Street (*WDN* 5 March 2017). The company is now the largest manufacturer and distributor of chain and traction products in North America, and is a wholly owned subsidiary of KITO Americas (*WDN* 30 June 2013).

The historic integrity of the Peerless-era buildings appears good, but the brewery and chain manufacturer occupancy the entire property requires evaluation, along with the recent role of Bay State Milling on the block between Walnut and Franklin Streets.

4.7.4 International Harvester Company Winona Branch House (1916-1943)
51 Walnut Street (111 Riverfront)
WN-WAC-0389





New Home Of International Harvester Company Built To Meet Growing Needs

All Departments Of Firm Will Be Housed In Splendid Structure At Corner Of Front And Walnut.

The steadily growing business which has been built up by the Winona agency of the International Harvester company is well shown in the coming occupancy next month of the large new building erected in this city at the southwestcorner of Front and Walnut streets by John A. Latsch for this company on a ten years lease. In this structure all the present somewhat scattered forces of the company in Winona will be combined, all departments being admirably provided for in the new building. The Winona agency takes in the territory including southeastern Minnesota and southwestern Wisconsin, and is under the able management of S. L. Wright, with Wells Levens as assistant general agent.
Four Story Building

Figure 15. At left, International Harvester Company Winona Branch House, looking southwest, 2018; at right, *Winona Republican Herald*, 29 April 1916:5.

In 1916, John A. Latsch erected a headquarters building at the southwest corner of Front and Walnut Streets for lease to the International Harvester Company's Winona Branch. The building served as a regional branch house for sales and distribution of agricultural implements. The new building combined office, repair, showroom, and storage functions previously housed in several nearby Winona locations. The four-story, brick and concrete, 100-foot-by-85-foot main structure had a heavy timber interior frame. A one-story addition fronting Walnut Street housed the motor truck display room (*WRH* 29 April 1916:5). In 1932, during the early years of the Depression, the company discontinued the branch location, and the facility became a company transfer point for the territory divided between the Madison, Wisconsin and Mankato branches. The staff was reduced from 35 to ten workers (*WRH* 31 Aug 1932:1).

McConnon and Company 1943-

By 1943, McConnon and Company, a manufacturer of insecticides with a Winona plant at 328 E. 3rd Street, took over much of the building for manufacturing and storage. The company's product was used to fill war contracts. The company employed about 150 workers between the two plants (*WRH* 18 June 1943:4). Winona Motor Company also used the building garage for implement and truck service and sales (*WRH* 18 June 1943:4). The building appears to retain good historic integrity and has been adaptively reused as 111 Riverfront.

4.7.5 Erpelding Block /A.M. Ramer Candy Co. /
H. D. Foss Candy Co. /Winona Textile Company (1870, 1906, 1913-)
102 Walnut Street
WN-WAC-0400



Figure 16. At left, 102 Walnut Street, looking southeast, 2018; at right, in the early twentieth century prior to 1906 remodeling by the A. M. Ramer Candy Co.

The three-story building at 102 Walnut Street, at the intersection of E. 2nd Street, was a general business block, known as the Erpelding Block, for 30 years before its remodeling by the A.M. Ramer Candy Company, 1903-1919. It was one of three early twentieth-century candy factories located between Lafayette and Franklin Streets (see Section 5.9). Following Ramer, the building was next occupied by the H.D. Foss Candy Company, 1920-1931, and the spinning operations of the Mitchell Knitting Mills and Winona Textile Mills, 1938-1958.

Although the changes made by Ramer are likely the most extensive, the building appears to represent two important Winona industries. It is not known what, if any modifications were made by the textile firms' twenty-year occupancy. Other industries followed, including the Boland Manufacturing Company (*WDN* 29 Dec. 1972:3). This building has had significant alteration over many decades. Assessment of historic integrity within the revised contexts and an appropriate period of significance would need to be determined.



Figure 17. 159 E. 2nd Street, looking west, 2018.

4.7.6 Weibel's House (1870)
159 E. 2nd Street
WN-WAC-0399

Peter Weibel (1838-1931) built the two-story Weibel's House as a small hotel suitable for the many traveling salesmen and workers in the area. Weibel retired in about 1910 and it served as the residence of Peter and his wife, Ursula Pernes Weibel (*WRH* 17 April 1920: 6; 16 Feb 1931:4). A native of Switzerland, Weibel built an earlier hotel on this site in 1866. In 1870 he completed this structure. Following Peter's death, the building housed the Winona Produce Company (Winona City Directory). The building retains good exterior integrity.

4.7.7 Bay State Milling Company (1899-)
55 Franklin Street
WN-WAC-0394



Figure 18. At left, Bay State Milling Company elevator, looking east from Walnut Street, 2018. At right, postcard view, looking east, from ca. 1915. (WCHS)

The L. C. Porter Milling Company built a steam-powered grain mill on this site near Franklin and Front Streets in 1874 (Hill 1883:518, 842). The city's largest early mill, the company declared bankruptcy in 1893 and was purchased in 1899 by the Bay State Milling Company of Massachusetts (*WDN* 26 Oct 2013:3). Bernard Rothwell, a native of Ireland who arrived in Boston in 1869, founded the company and his descendants continue to operate it. Bay State rebuilt the Porter complex after a major 1911 fire. At the time of the fire, the firm was the fourth-largest flour producer in the United States, and employed more than 200 workers. The rebuilding included an eight-story concrete elevator (*WRH* 31 Dec. 1912:11). The complex now occupies about half of the block between Franklin and Walnut Streets. In 1955 Bay State, long noted for its "Wingold" flour, was the leading flour producer in the Upper Midwest and remains in operation (Gemini 1991:31). Products are shipped across the United States and to foreign markets (*s* 31 Oct 1976). Historical development of the various plant components has not yet been studied in enough detail to comment on historic integrity.

4.8 Winona Historic District Survey Update Recommendations

As noted in Sections 2.3.5 and 2.3.6, new inventory forms were prepared for all properties within the historic districts (Tables 2 and 3). Although the 2018 project did not reevaluate individual properties for current levels of exterior integrity or contributing and non-contributing status, two properties classified as non-contributing in the Winona Commercial NRHP Historic District Nomination (1998) appear to have recent façade improvements that revealed previously covered historic features. Further study and evaluation of the current integrity of district properties may result in additional changes. It is recommended that the following properties be classified as contributing to the district:

Table 5. Properties in the Winona Commercial NRHP Historic District recommended for Change from Non-Contributing to Contributing Status:

Inventory	Name	Address	Date	Recommended Status
WN-WAC-0371	Gregory Building	66 E. 3rd St.	1887	Contributing
WN-WAC-1128	Commercial Building	121 W. 3rd St.	ca. 1880	Contributing

5.0 UPDATED HISTORIC CONTEXTS: COMMERCE AND INDUSTRY WITHIN WINONA'S URBAN DEVELOPMENT, ca. 1852-1960

5.1 Historic Context Overview

Adapted from the "Phase I and II Architectural History Evaluation for the Winona Bridge Study" (Zellie and Lucas 2011).

> Winona is located upon a beautiful prairie, about nine miles in length, and three miles in width . . . the shape of the town site is that of a vast amphitheatre, bounded by a semi-circle of verdue-covered hills: utility, beauty and romance, are so singularly blended in this charming spot as to earn for Winona the appellation of the "Queen City of Minnesota."
>
> *Illustrated Historical Atlas of the State of Minnesota* (Andreas 1874:237)

Winona, Minnesota enjoys a setting between an island-studded stretch of the Mississippi River and steep forested bluffs, and has long been praised for its scenic resources. The city of 26,587 is situated approximately 125 river miles downstream from St. Paul, and 545 river miles above St. Louis, Missouri. Beginning in 1823 with the voyage of the Virginia to Fort Snelling, the future townsite was recognized as a potential port for traffic carrying freight and passengers between St. Louis and St. Paul. From the time of its permanent white settlement during the early 1850s, the city's economy was organized around river trade based on wheat shipment from the expanding wheat belt across Minnesota and the Dakotas, and on processing lumber products from Minnesota's and Wisconsin's northern forests. Winona's mills and factories attracted many immigrant laborers, and was initially part of an urban economic system that interacted with river cities in Wisconsin, Iowa, Missouri and the South more than the surrounding agricultural community. Beginning with the construction of transcontinental railroads in the 1860s, and following the decline of the grain shipping after 1877 and the lumber industry after 1892, the city remained well situated as a diversified manufacturing and education center. Manufacturing and education have since underwritten much of the city's economy.

5.2 Landscape Setting and Native American Occupation

Winona is underlain by St. Croix sandstone, which at this point along the Mississippi has a grayish color and provides a fine building stone. Light-gray Oneota dolomite outcrops in the bluffs bordering the Mississippi, as does yellow Jordan sandstone (Curtiss-Wedge 1913:10). The city is framed by broad, flat-topped ridges incised by steep, narrow drainageways. The bluffs forming the city's backdrop are about two miles from the river and from 300 to 500 feet in height. The outflow of springs that rise in the bluffs and in the valleys beyond collect in a natural reservoir known as Winona Lake. A group of islands occupy the central channel of the river along the boundary line between Minnesota and Wisconsin. The largest, known as Island 72 or Latsch Island, sits at the mouth of Straight and Crooked Sloughs and divides the river's main channel from its north channel. The shoreline and vegetation of these islands have evolved since permanent white settlement, particularly with creation of the U.S. Army Corps of Engineers' 6- and 9-Foot Channel Projects and the construction of a lock and dam system in 1936.

The bluff-ringed, level plain of the present-day Winona townsite may have been occupied by peoples of the Paleoindian and Eastern Archaic traditions 10,000 years ago (Gemini 1991:11). During the period 750 B. C. to A.D. 1000, peoples of the Woodland and Mississippian tradition built numerous mounds within Winona County. More than 100 area mounds were documented in *The Aborigines of Minnesota* (Winchell 1911). At least two mounds were still located near Center and Main Streets in the mid-19th century (Gemini 1991:12). At the time of European exploration of the Mississippi River in the 17th century, Winona was the site of a Mdewakanton Dakota summer camp, and by the 19th century there

were several village sites, a cemetery, and gardens and fields. The Winona camp was known as Ke-ox-ah (the homestead), but was disbanded in 1851, shortly after the Dakota signed the Mendota Treaty that would open southern Minnesota to white settlement (Curtiss-Wedge 1913:260; Gemini 1991:12-14).

5.3 Early Townsite Development

Early white explorers and artists recorded the scenic beauty of the river landscape edging the Winona townsite. Sugar Loaf (NRHP; WN-WAC-1043), the bald limestone outcrop that forms the city's backdrop, was a special subject of early photographer's work.

In 1851, Orrin Fruit Smith, a steamboat captain from Galena, Illinois, selected the treeless site for its two level landing places. Smith and Erwin H. Johnson hired Deputy United States Surveyor, John Ball, to lay out the plat bounded on the north by the river, on the east by the alley east of Walnut Street, on the south by Wabasha Street, and on the west by Washington Street. Each side was six full blocks. Subsequent additions made to the original plat extended the townsite area to nearly two miles. The additions were been included and numbered as part of the original town plat (Hill 1883:427). Smith and Johnson's original townsite was named Montezuma, but when Henry D. Huff bought an interest in the townsite in 1853 he renamed it for a Dakota woman, We-no-nah, cousin of the last chief named Wabasha. Winona was the first townsite platted in Winona County. It was one of more than 700 Minnesota towns platted in the nine-year period after the Minnesota Territory was created by Congress in 1849 (Folwell 1921:362). By 1913, more than 35 villages were platted in Winona County (Curtiss-Wedge 1913:203).

A number of land claimants arrived in the winter of 1851-52. Treaties had been signed, but were not yet ratified and the Dakota were still in possession of the land. The dwellings were "simply a few logs thrown together, forming a sort of pen and designed to represent the nucleus of a future residence" (Curtiss-Wedge 1913:112). Early settlers experienced the extremes of high water of early spring, hot and dry summers, and outbreaks of malarial disease (Curtiss-Wedge 1913:122).

Southeastern Minnesota was somewhat overlooked in the initial rush to settle the state, but Winona's growth took off with the opening of the land office in 1855 (Hill 1883:425). In that year the settlement had 815 inhabitants and 670 buildings. Within a year, 1,300 riverboats arrived, and a variety of goods and services were available, including dry goods and grocery stores, hardware, clothing, lumber dealers, commission agents, attorneys, hotels, book dealers, watchmakers, saloons, surveyors, wagon and carriage makers, and boot and shoe dealers (Curtiss-Wedge 1913:148). Warehouses and storage yards for grain, lumber, and raw materials lined the levee. By 1856, the population numbered 3,000 and 290 buildings had been completed (Hill 1883:425). Nearly all of Winona's inhabitants at this time were "Old-Stock Americans" who were formerly residents of states such as Pennsylvania, New York, and New England. Many would only remain for a few years. However, the foundation of the city's early leadership was already present, with real estate dealers Verrazano Simpson and Henry D. Huff. Huff opened a hotel and, like Simpson, was also in the forwarding and commission business. Lamberton, Norton, Laird, and Bolcom were among names that that would be associated with early banking, lumber, and grain.

Transportation around Winona was often difficult because of the deep valleys and steep topography, but within the town site the flat river bench topography made levee, railroad yard, and building construction efficient. An 1867 bird's eye view and a fragment of an untitled 1875 plat map show that the diagram of the future central city was well established by the Civil War (Ruger 1867; Winona County 1875). Warehouses, storage yards, and industrial buildings including saw and flour mills and elevators and foundries were placed behind the levee along Front and 2nd Streets, and the Winona and in 1872 the Winona & St. Peter railroad bridge would be anchored at the foot of Washington Street.

Early operations of the city's first railroad, the Winona & St. Peter, were confined primarily to the area along Front and 2nd Streets; large yards would later be placed at the far west and east ends of the city. Another rail corridor was built to the south of Lake Winona and adjacent to the highway leading to Red Wing, Rochester, and La Crosse. The central zone, between 2nd, 3rd and 4th Streets and Washington and Kansas Streets, was densely built up with a great variety of commercial buildings and hotels that catered to river trade. Center was the dividing line between the east and west Streets, and Main Street was the approach to the High Wagon Bridge completed in 1892. Although dwellings were part of the early commercial mix, single-family houses of all descriptions soon dispersed to W. 4th and W. 5th Streets and beyond.

Central Winona was, and remains, exemplary of a late 19th-century walking city. Although many of the city's prominent businessmen who settled around First Ward (Windom) and Second Ward (Central) Parks had carriage houses behind their residences, few were more than six blocks from their grain elevators, lumberyards, factories, and offices. Churches built along the length of Broadway include the Baptist, First Congregational (WN-WAC-246), Central Methodist (WN-WAC-248) and St. Paul's Episcopal (WC-WAN-1303), and each anchors prominent corners. The placement of the Winona Normal School (1866; razed) on Sanborn Street on axis with Johnson Street, and siting of the Winona High School (1888; razed) at W. Broadway and Washington Street gathered early development along and near Broadway. Horsecars, streetcars, and buses served the city. Around First Ward (Windom) Park, however, lumbermen built their palatial homes a few blocks from the noise and air pollution emanating from their mills along the river.

5.4 Ferry, Steamboat, and Bridge Trade

Until the arrival of the Winona & St. Peter Railroad in 1863, the Mississippi River was the basis of Winona's early economy and river steamers were a principal means of transportation and communication. In winter, stages provided mail delivery and a limited number of other goods. During the 1860s Winona, Hastings and Red Wing were among cities competing with St. Paul and St. Anthony for dominance. Geographer Mildred Hartsough notes that "all these places had local advantages, but none of them could offer so many, or such important ones as the Twin Cities—a combination of strategic position, available power, established trade routes on both land and water, and powerful men interested in their welfare—and none of them, therefore were able to wrest the primacy from the Twin Cities" (Hartsough 1926:223).

With its southern location, however, Winona was very attractive to new immigrants. At this point, steamboats could bring farmers and laborers to the western edge of southern Minnesota where they found supplies for the rest of their westward journey. The principal steamboat dock was placed at the foot of Lafayette Street. Freight, passengers, mail, and livestock were delivered to and dispatched from Winona, and barges of grain and rafts of lumber were towed along the river (Gemini 1992:19). Winona was a leading port for grain and flour shipment in the 1860s and 1870s, but during the 1870s transcontinental railroads supplanted the freight and passenger functions of river transportation, particularly for freight. 1892 was the peak year for steamboat traffic at Winona, with 5,468 boats passing the city. At first, the decline was gradual; annual steamboat traffic was 4,105 boats in 1900, but plummeted to only 127 by 1922 (*WRH* 20 Nov. 1930).

Ferry franchises were secured in 1855, a year after the organization of the county and indicating "how ready the early settlers were to avail themselves of every means likely to increase the trade of the embryo city" (Hill 1883:886). Henry D. Huff and John C. Laird were among incorporators of the Winona Ferry Company, the first of several to connect to the Wisconsin shoreline and farmers who could store and ship their agricultural produce from Winona facilities. The ferry carried teamsters across the river's main channel to Latsch Island and then to a long wood trestle spanning the north channel to the Wisconsin shoreline. The system of flood-prone ferry roads on both sides of the river was difficult to maintain. A cable system was installed in 1887. The High Wagon Bridge opened in 1892 was a great improvement:

the steel, cantilever, through-truss design cost $100,000 and was intended to secure Winona's position as a trade center. The structure was initially operated a municipal toll bridge. After improvements for automobile traffic, it became part of the Minnesota highway system in 1923 (WDR 10 June 1892:1A). Surveys for a new bridge began in 1938 and the new Interstate Bridge, placed to the east of the high bridge, was completed in 1942 (WDR 10 June 1892:1A). The bridge has been determined eligible for the National Register of Historic Places and is being rehabilitated during 2016-2020 (MnDOT 2018).

After the turn of the century, steamboat passenger service was discontinued except for excursions. Bulky cargo such as grain, sand and gravel, and petroleum products did continue to have a role on the river and activity was revived in 1906 with the 6-Foot Channel Project of the U. S. Army Corps of Engineers. The 9-Foot Channel Project, which included Lock and Dam No. 5, was completed in 1935 at river mile 738.1. The project further improved shipping and ensured Winona's role in a network connected in 1959 to the St. Lawrence Seaway (Gemini 1992:20). Recreational use of the river was enhanced in 1958 with the opening of the Municipal Marina on Latsch Island.

5.5 Railroads

Construction across Winona's steep terrain was challenging, but the city's rail system allowed it to become exceptionally well connected to national markets for grain, lumber, and manufactured goods, as well as a large labor force. Five lines completed between 1863 and 1888 served the city. The Winona & St. Peter Railroad (Chicago & North Western) provided employment for thousands of Winona laborers, as well as many management positions. Investment in bridges and other infrastructure was made by local business leaders, and railroads typically dominated the agenda of the area's elected representatives.

Some of Winona's first settlers planned for railroad investment. In 1854, Orrin F. Smith, Henry D. Huff and John L. Balcombe were joined by politicians and investors from St. Paul to plan the Transit Railroad Company. Incorporated in 1855, they sought authorization to construct a railroad from Winona westward to the Minnesota River (Curtiss-Wedge 1913:463; Prosser 1966:169).

After nearly a decade of planning by the Transit Railroad Company, the **Winona & St. Peter Railroad** (W&StP) was founded in 1862. It was the first of five lines that were built through Winona and the second operating railroad in the state. By 1863 the road reached St. Charles, followed by Rochester in 1864 and New Ulm in 1872. The W&StP was acquired by the Chicago & North Western Railway (C&NW) in 1867, although it retained its original name for decades. With the construction of the W& StP railroad bridge in 1871-2 (razed), planners succeeded in creating a crossroads on the "only direct line between the Twin Cities and Chicago" and connected the city with the Pacific Northwest (Gemini 1991:21). By 1910, the line offered six incoming and six outgoing passenger trains per day. The now-razed C&NW depot (1880) was built at the foot of Huff Street. The building housed the train station, a hotel, a lunchroom, and railroad division headquarters. It replaced the original union station and steamboat wharf at the foot of Winona Street that had served the C&NW and the Green Bay lines (Curtiss-Wedge 1913:468). By 1912, the adjacent car shops situated on 40 acres employed more than 1,000 workers (Hill 1883:521; Curtiss-Wedge 1913:1108).

The **Winona & St. Paul Railroad** reached Winona in 1871. This company, as the Minnesota and Pacific Railroad, was chartered in 1857 to construct a line from Winona to St. Paul, but progress was slow. In 1874 the company became the Chicago, Milwaukee and St. Paul (CM&StP). In 1910 the line offered six east-going and six west-going passenger trains per day, and extensive freight service. The **Green Bay and Western Railroad** (GB&W), formerly the Green Bay, Lake Pepin, & Minnesota Railroad, entered Winona in 1873. It first used the W&StP Bridge, and after 1891 the Winona Bridge Railway Company's

bridge (Curtiss-Wedge 1913:461-76). Its purpose was to furnish the city directly with lumber from Wisconsin forests, and connect to the Great Lakes. By 1910 it also offered four daily passenger trains.

The **Winona & Southwestern Railroad** (W&SW) linked Winona with Omaha and Kansas City in 1887. Its local organizers included William Windom, William Mitchell, Henry W. Lamberton, Earl S. Youmans, and Matthew G. Norton (Curtiss-Wedge 1913:475-6). Finally, the **Chicago, Burlington, and Quincy** (CB&Q) reached the city in 1886, running from St. Paul to Prairie du Chien. By 1910 it offered four passenger trains and two freights daily.

The Winona & St. Peter (Chicago & North Western) Bridge opened in 1872. Most of the structure was replaced by the Chicago & North Western Railroad in 1891 (WN-WAC-0568). In 1891 the Winona Bridge Railway Company built another bridge at the eastern end of the city for the use of the Chicago, Burlington and Northern, the Winona & Southwestern, and the Green Bay and Western Railroads. The swing-span structure was adjacent to the Laird, Norton & Co. lumberyards. The bridge company's founders were drawn from the usual pool of local investors, in this case including Matthew G. Norton, Henry W. Lamberton, and Verrazano Simpson (Curtiss-Wedge 1913:477). The bridge closed in 1985, burned in 1989, and was removed in 1990.

New railroad construction declined sharply during World War I and the further decline of rail service corresponded with the expansion of a national highway system and trucking after World War II. Today Winona maintains freight as well as passenger service and Amtrak and is served by a former CM&StP station at 65 E. Mark Street. The W&StP (C&NW) Railroad Segment between Harriet and Huff Streets, an active line, has been determined eligible for the NRHP (Zellie and Lucas 2011).

5.6 Grain Storage and Milling

> The substructure of Winona's prosperity was laid when she reached out her hand to the immense grain fields that were waiting to pour their golden plenty into the lap of commerce, and drew them within the circle of her distributive facilities.
>
> *History of Winona County* (Hill 1883:839)

Minnesota's wheat economy was barely established at the time of permanent white settlement, but the foundation of Winona's future prosperity was laid by the first settlers who built grain storage and handling facilities on the levee. Winona was one of nine Minnesota counties that each produced more than 100,000 bushels of wheat in 1860 (Jarchow 1949:290). Winona grain handlers enjoyed great prosperity until 1878, when Midwestern wheat prices dropped precipitously.

Warehouses and Elevators

Wheat was not commercially important in the state until 1858 because low prices, the Panic of 1857, and a sparse farming population limited production. Although the early grain business was limited to seasonal river transport, the enterprise kept Winona from fading during the Panic and the Civil War. In 1859, Winona led all other Minnesota ports in grain shipment, with 177,000 bushels of wheat and 30,000 bushels of oats; Hastings was ranked second (Robinson 1915: 44-45). Between 1868 and 1874, Winona was the "fourth largest primary grain market in the United States, outranked only by Milwaukee, Chicago, and Toledo" (Hill 1883:840). By 1890, the city handled 12 million bushels of grain, which in addition to wheat included a significant amount of barley.

Grain Milling

Winona lacked a waterpower like the Falls of St. Anthony or the much smaller cataracts of the Vermillion or Cannon Rivers, but it developed a very successful steam-powered milling industry. In 1856, the Fogg Mill was built at the eastern end of the city, followed in 1857 by Henry Huff's large mill near the Youman Bros. and Hodgins sawmill. The L. C. Porter Milling Company was organized as Porter & Mowbray in 1874, with L. C. Porter the sole owner after 1870. This mill "was the first one employing steam power exclusively in the state, such power being deemed too costly for profitable employment" (Hill 1883:518, 842). The Bay State Milling Company of Massachusetts purchased the Porter firm in 1899. In 1912 Bay State was led by B. I. Rothwell of Boston, with Herbert C. Garvin of Winona as general manager and vice president, and had 135 employees (Curtiss-Wedge 1913:1110). In July 1911 a major fire destroyed the mill, and the decision to rebuild was critical in maintaining the city's economy and keeping Winona the home of "Wingold" flour (*WRH* 31 Dec. 1912:11). In 1955 Bay State was the leading flour producer in the Upper Midwest and remains in operation (Gemini 1991:31; Figure 19).



Figure 19. Bay State Milling Co., ca. 1912. (MNHS)

The Winona Mill Company was founded in 1879. Located at Front Street and the river, the company claimed their eight-story mill was the largest steam flour mill in the U.S., as well as the first "full roller mill" ever built (Hill 1883:490). Flour shipment was to England, eastern states, and New Orleans. The Winona Mill Company and L. C. Porter firms operated line elevators along the Winona and St. Peter and Winona and Southwestern Railroads. Other small flour mills included the Winona Milling Company which was in operation between 1871 and 1882 (Gemini 1991:31). By 1910 the Winona Malting Plant processed two million bushels of barley per year (Schmied 1909:11).

Although milling would continue in Winona until the present time with the Bay State Mill, other remaining evidence of this industry includes the Windom Park-area residences of company founders such as Henry Huff (WN-WAC-0544) and Herbert C. Garvin (WN-WAC-1251), and the local institutions led and endowed by them.

5.7 Lumber and Wood Products

Lumber underwrote much of Winona's economy during the last half of the 19th century. The city's four major mills invited a large labor force, organized the industrial districts of the city, and resulted in the large personal fortunes that financed many civic and institutional enterprises. Sawmills and related wood-products businesses were the city's chief employer prior to the peak year of 1892.

The availability of rail transportation after the Civil War accelerated its growth as a leading lumber center. By 1872 it was claimed that the city's lumber trade was larger than that of any other town on the Upper Mississippi between the Falls of St. Anthony and Dubuque (1872 Winona Directory:6). By the peak production year of 1892, three of the top fifty lumber companies in the Upper Midwest were located in Winona and it was the eighth-largest producer of lumber in Minnesota, Wisconsin and Michigan (Gemini 1991:32). The city was perfectly situated as a lumber distribution point, and enjoyed access to timber from the Upper Mississippi and St. Croix rivers. The city's levee was dominated by the lumber industry until the early 20th century, with sawmill complexes occupying more than one mile of riverfront, and company headquarters were housed in commercial buildings that added to the bulk of downtown.

Lumber companies typically joined forces with others in various partnerships, and all the firms were fundamentally connected through bank and family networks. In 1913 Curtiss-Wedge organized them as the "Laird Norton Interests;" "Horton Interests;" "Youman Bros. and Hodgins Interests;" and the "Hamilton Hayes and Lucas Interests" (Curtiss-Wedge 1913:177-83). With a few exceptions, lumber company founders were typically natives of New York, Pennsylvania, and New England, They arrived in Winona with some experience in various aspects of the lumber business, but many lacked capital. Charles Horton, for example, a native of New York, worked as a lumberjack, log rafter, and mill employee before joining forces with Andrew Hamilton at Porter, Horton and Hamilton in 1860 (Curtiss-Wedge 1913:187).

With the exception of Youmans Bros. and Hodgins, most of the lumber businesses were located on Front Street on Winona's east side. James Wyckoff and James Hiland are credited with erecting the city's first sawmill in 1855, just east of the public levee. Although short-lived, it was the first of many successful businesses. The Laird Norton and Company led all others. Matthew and William Hayes Laird, natives of Pennsylvania, founded a lumberyard in 1855 and were joined by their cousins James and Matthew Norton in 1857. Laird, Norton & Company would enlarge several times and their sawmills, planing mills, and a dense district of millwork shops crowded the levee. The firm was located on Front and Liberty Streets and employed 300 men in 1883 (Hill 1883:501).

Other companies eventually joined Laird Norton, including Earle S., Addison B. Youmans and Abner F. Hodgins, whose firm employed 275 men by 1883 and was located on the west side at W. 2nd at Grand Streets. The early mill built by the Youmans in 1857 was enlarged in 1870s. After Hodgins joined the firm, a new mill allowed annual production of 40 million feet of lumber, 25 million shingles, and 10 million lath (*WSN* 26 Jan 1969:4). The Winona Lumber Company was organized in 1880 by Andrew Hamilton, a native of Ireland, and located at Front and Chatfield Streets. Hamilton joined Laird Norton in 1894; the Hayes-Lucas Lumber Company took over its retail yards in 1900 (*WRH* November 20, 1930). The Empire Lumber Company, founded in 1881 and led by Charles Horton, was at Front and Carimona Streets and also had mills in Wisconsin and Iowa. The Standard Lumber Company, a retail operation led by Roscoe Horton, was organized in 1894 and represented the consolidation of many smaller firms (Curtiss-Wedge 1913:179).

In 1871, Winona lumbermen led the formation of the Mississippi River Logging Company, which would control most of the white pine in west central Wisconsin and unite local interests with those of the syndicate of Frederick Weyerhaeuser. These interests would stretch to the Pacific Northwest. Many

Winona companies set up lineyards, which, like the grain elevator systems that were established across rural areas, placed retail lumberyards in growing new towns and supplied all needed lumber (Gemini 1991:33).

In 1883, ten percent of Winona's population worked at Laird, Norton & Company (*WDN* 30 June 2005). Winona's peak sawmill production occurred in 1892, with output at more than 160 million board feet ranked eighth in upper Midwest lumber production. The decline of the timber harvest that began in the late 1890s, however, brought consolidation and closing of many businesses. The Laird, Norton Company mills closed in 1905—the ampersand was dropped in 1883—but they were among a few firms who joined other national companies with major interests in the Pacific Northwest. Company headquarters remained in Winona until 1955 when the firm relocated to Seattle.

Lumber production ended in Winona in 1909 (*WSN* 26 Jan 1969:4). The city's industries shifted from lumber production to consumption of lumber products, with supplies drawn from outside the Upper Midwest all the way to the Pacific Northwest. Wood-products firms, including those manufacturing sash, doors and blinds and interior finishings—such as the Schroth & Ahrens and Conrad Bohn companies founded in ca. 1868, barrel manufacturers such as Doud, Son and Co. founded in 1862, box dealers such as Louis Thurow founded in 1904, and the Winona Casket Company—continued after the decline of the industry and wagon and carriage manufacture remained a significant industry throughout the late 19th century (Curtiss-Wedge 1913:184-85).

Although there is little remaining evidence of the lumber industry such as sawmills or sheds, the houses of many lumber business owners remain, as well as the banks they founded, the business blocks that housed their offices, and the institutions associated with their philanthropy.

5.8 Brick and Stone Products

Winona's distinctive limestone is Oneota Dolomite, which is now known by the trade name "Winona Travertine." Solution cavities in the stone surface provide a texture resembling spring-deposited limestone. A sedimentary limestone of the Ordovician era and composed mainly of calcium carbonate and magnesium, it is exceptionally hard and can be highly polished (biesanzstone.com 2009). This stone is seen throughout the city in rubble and coursed stone laid into foundations, in walls and walks, and is utilized for many types of building construction and decoration. Local quarries were opened at Sugar Loaf and at other bluff locations such as Biesanz Cut Stone Company's Goodview Road site southwest of the city, and an excellent regional and national trade was developed. By 1890 there were seven stone dealers in the city, including the Winona Cut Stone Company at W. 4th and Washington Streets, and three marble works, including the North Star Marble Works at 174 W. 3rd Street, which became the Winona Monument Company (WN-WAC-0472). Stone yards along and near the levee were convenient to steamboat and later railroad shipping.

Phillip Biesanz (1842-1921) a native of Buffalo, New York and a descendant of French immigrants, worked in Winona brickyards after the Civil War. He established his own business in ca. 1875 and operated a quarry and brickyard. In 1890, with Fred Kratz, he was a partner in the Gilmore Valley Stone Company, which advertised "range rock, dimension stone for foundations and bridge piers, and stone for sidewalks" (*WDR* 29 Sept. 1890:4). They supplied the sidewalk stone for Winona County Courthouse (1889) and the High Wagon Bridge (1892), among others. Biesanz Brick Company annually manufactured about two million bricks (Chapman 1895:253); by 1912 they employed 14 men. Phillip's son Charles P. (1873-1968) ran the Biesanz Stone Company, with 15 employees and which offered many types of cut, rough, and crushed stone, sand, and gravel (Curtiss-Wedge 1913:1114). Until 1937, when a road was constructed for truck traffic, the company's products were shipped by rail from the quarry to the city's railroad network. At the turn of the century the company marketed its superior stone resources to

paving and building clients: in 1898, encouraged by an order of one mile of curbing stone by the City of St. Paul, Charles Biesanz organized the promotion of the material to public works departments in other cities (*WDR* 15 Oct. 1898:3; 2 Jan 1899:3). By 1950, the Biesanz Stone Company was the city's largest, with 22 employees and a clientele ranging from Winona to construction projects across the United States. In 1955 it was claimed, "no other industry has done more to change the physical appearance of the city of Winona" (*WDN* 19 Nov. 1955:15).

The monument business was led by the Winona Monument Company, at 174 W. 3rd Street (*WRH* 31 Dec. 1949:7). This firm grew from its origins in 1862 as the Winona Marble Works through many reorganizations including that as the North Star Marble Works and McDonough's Sons. In 1954 it reached $1 million in sales and employed between 70 and 80 persons (*WDN* 19 Nov. 1955:68). The Biesanz and Winona Monument companies continue in business, and Winona Monument is housed in its early 20th-century plant at 174 E. 3rd Street at the same location it has occupied since 1862 (WN-WAC-0473).

5.9 Manufacturing

The river location, rail facilities, level townsite terrain, and proximity to raw materials made Winona an ideal spot for a manufacturing city. Throughout the late 19th century, the southern Minnesota location and options for multi-directional shipping were promoted by the city's Board of Trade, established in 1879, and other organizations such as the Merchants and Businessmen's Association. Although many small manufacturing firms served local or regional needs, several turn-of-the-century firms, including the J. R. Watkins Medical Company, established international trade networks that remain today. The location of early industry still stretches from former rail yards near the foot of Harriet Street (now redeveloped with industrial and retail uses) to the east across Levee Park and the downtown riverfront.

The 1870s brought a surge in manufacturing of all types, and doubled manufacturing capital. Agricultural implements, wagons, carriages, plows, and machinery were among leading products (Hill 1883:842). New manufacturing firms developed in the late 1870s and early 1880s helped to sustain the city after the end of its sawmill industry, and many business owners were also associated with lumber firms. The Winona Wagon Company organized in 1879 and their plant occupied a parcel at the intersection of the C&N and the CM&StP. The firm marketed to 24 states by 1883 (Hill 1883:493). In 1912 the company was led by Roscoe Horton and employed 150 men in wagon, grain tank, and farm truck manufacture. Its competitor, the Gate City Carriage Company, was founded in 1882. By 1910 there were four wagon and carriage manufactories.

The city's proximity to the corn and wheat growing regions across Illinois, Iowa, Nebraska, southern Wisconsin and Minnesota, and the Dakotas encouraged the growth of agricultural machinery manufacture. Company ownership included many individuals also involved in milling and banking. Banker J. M. Bell led the Winona Plow Company, founded in 1882. Sawmill owners Harry and Addison Youmans and Charles McLaughlin organized the New Winona Manufacturing Company in 1901 (*WRH* 24 Sept. 1901:8). The firm was a reorganization of the Winona Manufacturing Company established in 1892, which manufactured feed cutters, wood saws, diamond mills, and would take on "special work" such as the horseless carriage (Hill 1883:416). By 1906 the firm employed about 75 men and manufactured hay bailing presses, cotton seed hulling machinery, portable grinding mills, saw frames, feed grinders, tractor parts, and accessories (*WRH* 14 July 1906:1). They occupied a factory formerly erected for the Winona Plow Works on W. 5th Street. By 1906 the firm almost completely rebuilt the plant in brick and added a new foundry (*WRH* 14 July 1906:1).

By 1890, the city advertised that about $10 million was invested in manufacturing and jobbing (warehousing), and $1 million was paid out in manufacturing wages. Winona's products were sent across

the U.S. and to Europe. Not every new business succeeded: many new but short-lived companies were launched here, such as the Winona Wooden Rim Company founded in 1895, which made wooden rims for bicycles. This firm was connected with the Winona Fence Company. The creation of new industry appears to have been always been on the minds of the city's business leaders. John Ludwig, president of the German American Bank stated, "let us have more factories of any kind so as to give employment to more people all the year round. These factories should start in on a small scale and increase their business as they continue to prosper. The city needs more factories that will give employment to our working classes. We have good shipping facilities and plenty of room for more factories." Retailer Hannibal Choate offered, "I believe in small manufacturing industries and if they are properly managed have always been found to be of more benefit to Winona than large factories" (*WDR* 20 July 1895:4).

In 1911, after the last of the sawmills ended operation, the *Winona Daily Republican* reported that although Winona had ended its career as a lumber center, it had become a general manufacturing center (*WDR* 30 Dec. 1911:3). The "Gate City" or "Gateway City" logo was used to promote its transportation advantages. The largest employers were the shops of the C&NW Railroad, which employed more than 1,000, the Bay State Milling Company, the J. R. Watkins Medical Company, and the Union Fiber Company. The $175,000 investment of the J. R. Watkins Medical Company in a new administration building (NRHP; WA-WAC-0601) designed by Prairie School architect George W. Maher, solidified the early 20th-century manufacturing base. Completion of a ten-story building in 1914 created a new landmark that announced the importance of this business.

The Watkins firm was the largest of four pharmaceutical companies founded in Winona during the late 19th century. The plant built by J. R. Watkins in 1885 manufactured medicine, cosmetics, seasonings, and home cleaning products. With national distribution and manufacturing plants, by 1900 the firm employed more than 1,000 Winona residents (Gemini 1991:33). In 1912 it was headed by Paul Watkins and had capital of $500,000. The Ward Medical Company, McConnon & Co., Koch Vegetable Tea Co., and Pitman Extract Co. were among other firms that were part of the city's spice, stock preparations, and medicinal industry. In 1920, the *Winona Republican Herald* declared that the city had turned out a larger variety of and amount of manufactured goods than ever before in its history (*WRH* 31 Dec. 1920:2).

Foundries assisted the development of all of the city's early industries, and the industry continued to grow in the 20th century. Among the city's first were the Gate City Iron and Brass Works on Front Street near Johnson Street, and the west-side Phoenix Iron Works, which specialized in cast iron pulleys and transmission machinery, located at W. 3rd and Winona Streets. William Hurlbert founded the company. He initially came to Winona in 1863 to establish the shops for the Winona & St. Peter Railway (WN-WAC-1132). By 1883 his business employed 25 to 50 men, and provided a general machine business including manufacturing the "Minnesota Seeder," which Hurlbert patented in 1867 (Hill 1883:527-28). Phoenix also manufactured a light farm tractor introduced in 1911 (WDR 30 Dec 1911:4). Other agricultural implement manufacturers included the Pioneer Tractor Manufacturing Company and the New Winona Manufacturing Company.

C. M. Youmans led the Pioneer Tractor Company; by 1912 the company's 130 employees manufactured gasoline traction engines, dump wagons and engine grinders (Curtiss-Wedge 1913:1111). In 1937, the Peerless Chain Company, an automotive chain manufacturer, located in the former Park Brewery at Front and Walnut Streets (WN-WAC-0390). The International Harvester Company established a branch agency in Winona in 1904, and initially operated out of several buildings. In 1916 they leased a new four-story building at Walnut and Front Streets (WN-WAC-0389). Built by Winona investor John A. Latsch, it was later owned by the Peerless Chain Company and is today addressed as 111 Riverfront.

Among new or reinvigorated turn-of-the-century industries was that of the Union Fibre Company, which manufactured an insulating material called Linofelt from flax fiber as well as a number of other products.

The company was founded in 1902 and by 1912 employed 170 people at its W. 4th Street and Harvester Avenue plant. E. G. Boynton of LaCrosse led the business, with W. P. Tearse as secretary and general manager (Curtiss-Wedge 1913:1111). The firm was sold to Chemco and later to Archer-Daniels-Midland. The Minnesota Harness Factory, led by a board that included Herbert C. Garvin and managed by William F. Kohler, was founded in 1902 and operated until the mid-1920s from a factory at Main and W. 2nd Streets. Thousands of the firm's horse collars were ordered by the U.S. Army during World War I and propelled the company's growth.

Excellent rail facilities allowed Winona to develop many wholesale grocery firms as well as breweries, packing plants, creameries, and candy factories. In 1862 the Sugar Loaf Brewery was established at the foot of Sugar Loaf. (The brewery and landform are separately listed in the NRHP). The first brewery owner at Sugar Loaf, Jacob Weisbrod, was succeeded by Peter Bub, a native of Bavaria. Following a fire, a new brewery was erected in 1872 and, after Prohibition, remained in operation until 1969 (Hill 1883:521; Nelson and Zeik 1977). Chicago brewery architect Richard Griesser designed the Park Brewery Co. building at Front and Walnut Streets (1904; WN-WAC-0390). The company produced Sunshine and Imperial Beer until their closing in 1919. Other food processing included the Winona Ice Cream and Butter Company, founded in 1912, several other ice cream factories, and the Northwest Mills Company, which manufactured Sugarota, a sugar stock food.

Candy and Chocolate Manufacture

Winona developed a significant candy and chocolate industry by 1910, with at least two of the city's three firms achieving national distribution. Three candy and chocolate companies were in operation by 1907, and all grew steadily (*WRH* 31 Dec. 1912:11). A.M. Ramer founded his company in 1894 and first occupied the Bolcom Building on E. 2nd Street (*WDR* 29 March 1894:3). The Winona Candy Factory was founded by Mueller and Grade in 1895 and first located at 57 W. 2nd Street (21 Dec. 1895:5).

By 1901 Ramer claimed that his firm distributed product to east coast cities and competed successfully with Minneapolis and St. Paul manufacturers (*WRH* 22 April 1901:3). In 1903 Ramer moved to the former general-use building at 102 Walnut Street (WN-WAC-0400). In 1906 the Winona Candy Company moved to the two-story Buffum Block, two blocks to the west, at 77-79 E. 2nd Street (WN-WAC-0367; *WRH* 21 July 1906:8). Both firms focused on chocolate manufacture and extensively remodeled their buildings. Winona Candy doubled its output in 1910 in a plan to expand beyond their Minnesota, Wisconsin and Iowa territory, and built a three-story rear addition at 107 Lafayette (WN-WAC-1150; *WRH* 31 Jan 1910:6).

A.M. Ramer opened a new factory in St. Paul in 1920. The H. D. Foss Company, a Boston firm, expanded its Midwest and West markets and immediately occupied the Ramer factory, remaining until 1931 (*WRH* 26 Dec 1931:3). The Winona Candy Company went out of business in 1934 (*WRH* 17 March 1934:3).

The Schuler Chocolate Company was Winona's third and largest firm. Charles Schuler first operated a local ice cream company and founded the Schuler Candy Company in 1907. After 1911 the firm focused on chocolate. After several building campaigns at the corner of E. 2nd and Franklin Streets, in 1919 they completed a six-story, steel and concrete factory at 228 E. 2nd Street (razed 2015; *WRH* 31 Dec, 1912:15; *WDN* 19 Nov. 1955:75). With its sanitary white interior, the plant was called "one of the most modern and complete candy factories in the country" (*WRH* 31 Dec. 1912:15; Figure 20). Despite a period of receivership in the 1930s, it was the only firm to remain in business after the Depression. Schuler built a new factory on W. 5th Street in 1940 (*WRH* 6 March 1940:3). The successor firm in recent years, the Chicago-based Ferrara Candy Company, remained in operation in Winona until 2016 (*Winona Post* 2 Feb 2016).

Candy and chocolate manufacture created local demand for various types of specialty boxes. Another aspect of Winona's industry was its work force. Winona's factories employed many women as dippers and wrapper, a national practice. Early twentieth-century labor reformers studied such plants, and current research has focused on the working conditions and culture of this industry (Merleaux 2015).


PAGE TWELVE

The Winona Republican-Herald

SELFISH PLANS OF TWIN CITIES ARE PROTESTED

Schuler Chocolate Factory, Now Nearing Completion, One Of Winona's Thriving Manufacturing Companies

RULES ON PART TIME MINIMUM MADE BY BOARD

PHONE COMPANY PROTEST HEADS

Cuticura SOAP and OINTMENT FOR HAIR AND SKIN

Windshield Broken?

INVEST $100 OR MORE IN OUR 6% FARM LAND BONDS

Girls! Have the Long Beautiful Hair that is Rightfully Yours

RIGHT EYE-SIGHT

POSLAM ENDS SKIN SORENESS AND ERUPTIONS

NOTICE

Ford THE UNIVERSAL CAR

Hardwick Auto Co.

Figure 20. New Schuler Chocolate Factory, 228 E. 2nd Street, 1919 in *Winona Republican Herald*, August 19, 1919.

Textile Manufacture

Textile firms, manufacturing yarn as well as finished goods, were a significant part of the city's manufacturing output until the 1940s. The W. W. Webster Woolen mill was established in 1920 and erected a new "model" plant at 902 E. 2nd Street that employed about 40 workers. It was succeeded by the Winona Yarn Mills (*WRH* 9 Sept 1926:3), and by a hemp factory in 1937 (*WRH* 12 Feb 1937:3).

When the H.D. Foss Candy Company vacated the former A. M. Ramer Candy factory at 102 Walnut Street in 1931, it was replaced by the Mitchell Spinning Mill. Soon after the spinning plant of the Winona Textile Mill, which produced high-grade wool yarn. In 1954 the mills began to spin cashmere yarn from imported Kashmir wool. This firm continued in business in Winona until 1958 and then moved to Cleveland (*WDN* 19 Nov 1955:46).

The Winona Textile Mills supplied the Winona Knitting Mills, established in 1943 by H. J. Stone and W. R. Woodworth of Cleveland, Ohio. The Winona Association of Commerce helped to provide the former Webster mill at 902 E. 2nd Street as an incentive for the firm to relocate (WN-WAC-0823). Six years later the company had the fourth-largest payroll in the city. The firm produced wool and cotton garments for many markets including mail-order companies (*WRH* 31 Dec. 1949:14; WDN 19 Nov. 1955:51).

In 1949 Winona ranked fifth among manufacturing employment in Minnesota (*WRH* 31 Dec. 1949:7). Following World War II, the leading industries were J. R. Watkins, the city's largest employer with more

than 550; Peerless Chain, with 350 employees; and the Winona Knitting Mills, with 250 employees. These firms operated nearly 24-hour shifts. Despite a decline in employment at the C&NW railroad shops and the closing of Winona Machine and Foundry, other large firms such as tinware maker H. Behrens Manufacturing Company and the Bay State Milling Company had roots at the turn of the century or before. The Swift Packing Company and Armour and Company were also major employers. Food products, including the Winona Milk Company at 759 E. Broadway, Marigold Dairies at 121 E. 4th Street, the Schuler Chocolate Factory at 1000 W. 5th Street, and the Federal Bakery Co. at 101 E. 3rd remained a significant part of the industrial base (*WRH* 31 Dec. 1949:7). The Winona Industrial Development Corporation was organized in 1950 to promote existing firms and attract new jobs and businesses (WDN 19 Nov 1959:3). New industrial facilities were built at Airport Industrial Park (1965), developed at the western edge of the city. Former railroad and lumberyard property west of the Interstate Bridge was also redeveloped.

Among remaining factories and plants associated with late 19th- and early 20th-century manufacturing around the downtown historic districts are the Winona Boiler and Steel Company at 163 W. Front Street (ca. 1895; WN-WAC-0481), the Winona Ice Cream and Butter Plant at 170 W. 2nd Street (1914: WN-WAC-1174), and the properties noted in Table 4.

The houses of business owners as well as factory workers are found throughout city neighborhoods. Some business owners had a share in not only in manufacturing but also in railroads, grain shipping, and lumber.

5.10 Commerce

Winona's growth took off with the opening of a government land office in 1855. In that year the settlement reported 815 inhabitants and 670 buildings. Within a year, a variety of goods and services were available, including dry goods and grocery stores, hardware, clothing, lumber dealers, commission agents, attorneys, hotels, book dealers, watchmakers, saloons, surveyors, wagon and carriage makers, and boot and shoe dealers (Curtiss-Wedge 1913:148). Implement and farm supply dealers, blacksmiths, as well as physicians and dentists were also early arrivals.

The commercial district was initially built close to the levee, and many of the buildings were hastily-constructed frame structures. In 1862, following a fire that destroyed much of the downtown, the City of Winona ordered rebuilding only in masonry. The new locus of the commercial area shifted to the south and west, concentrating on 2nd and 3rd Streets; eventually the blocks between Johnson and Kansas Streets would fill with a continuous wall of party-wall structures. One observer noted that "the business portion of the Town is compactly and substantially built of brick and stone . . . and its whole appearance betokens business activity and prosperity" (1872 Winona Directory:6). By 1876, 251 businesses ranging from banks to saloons operated on 2nd Street; by 1886, about 200 more located along the length of 3rd Street. Cast-iron facades, plate glass, and richly profiled, round-arched moldings were characteristic of the Italianate treatment of the rebuilding program (Koop 1990:8.2). Fourteen remaining buildings on E. 2nd Street such as the George Schmidt Saloon Building (1867; part of the E. Second Street NRHP Historic District) are representative of late 1860s and early 1870s construction (Koop 1990:8.2).



Figure 21. 2nd Street in ca. 1875, facing west. (MNHS)



Figure 22. E. 3rd Street, facing east, in ca. 1900. (MNHS)

By 1870, Winona's population reached 7,000 and, as one observer noted, it was "conceded without question the third place in importance and population in Minnesota" (Hill 1883:841). The expansion of downtown during the 1880s accompanied a near-doubling of the population between 1880 and 1890—from 10,208 in 1880 to 18,208 in 1890—and the extension of streetcar service across the city. As a manufacturing center and a hub of agricultural trade from surrounding counties, the addition of many new businesses resulted in a dense collection of Italianate and Queen Anne style commercial buildings

(Figures 21-23). A number of the typically two- and three- story buildings were designed or supervised by local architect Charles G. Maybury. His documented commercial work, all in the Winona Commercial Historic District, includes the Gerdtzen Block (62 E. 3rd Street; WN-WAC-0373), and the Odd Fellows Humboldt Lodge, No. 24 (78 E. 3rd Street; WN-WAC-0368). With their large first-story display windows and ornamented window hoods at the upper stories, the facades repeat elements familiar to Midwestern main Streets. Maybury's stylish designs, however, employed polychrome brick, ornamental ironwork trim, and decorative stone to create exceptionally handsome facades.

Hannibal Choate's four-story Choate Block (1889; NRHP WN-WAC-0357, 0448) at 51-55 E. 3rd Street, and its 1895 addition were designed by A. Myhre of Winona. The four-story building announced the strength of the Winona retail market. There were 17 dry goods dealers by 1900, ranging from the leading H. Choate and Company to the Polish Stock Company at 302 Mankato Avenue (1900 Winona Directory). Most of the retail stores were centered along W. 3rd Street between Johnson and Franklin Streets.

The city's 26 hotels in operation by 1900 reflected its past as a steamboat stop as well as the comfortable life of rail-era businessmen and travelers. Many small hotels bearing names like the Eagle (WN-WAC-0474) or the Mississippi House, which offered modest accommodations, were located on E. and W. 2nd Streets. In addition to the Eagle, at least one other hotel, the Richardson, remains west of Johnson Street (WN-WAC-1175). The Winona Hotel (1889), the city's landmark luxury hotel at 157 W. 3rd Street, was designed by Milwaukee architect George B. Ferry (NRHP; WN-WAC-0470).

Dozens of grocers were located across the city by 1900 and some catered to primarily to Germans or Poles. Although most businesses operated on a small scale, at least one, Latsch & Son, grew to regional status. In 1887 the leading wholesale grocery business of Latsch & Son was founded by John A. Latsch. The firm originated with a retail grocery business. Following decades of growth, in 1906 they built a complex of buildings at Center and E. 2nd Streets "equipped with every modern device for the economic and rapid transfer" of goods. Their territory extended across southern Minnesota to Iowa and Wisconsin (Curtiss-Wedge 1883:332). The Kirch-Latsch Building (WN-WAC-0388, NRHP) was part of this development.



Figure 23. E. 3rd Street, facing east, 1927. (MNHS)

Banking

Winona's banking industry grew apace with lumber, grain, and manufacturing, and most bank directors and officers shared close business and family connections: throughout its late 19th century history and into the 20th century, most of the city's banks were guided by boards that had a tapestry of business and family relationships linked to the city's other industries. The first small banks accompanied the opening of government land sales, when settlers and speculators looked for financing of land purchases. By 1855 several small private lending banks were established, but "banking did not attain noticeable importance" until 1864, when the National Bank Act was passed. The First National Bank of Winona (1864), Winona Deposit Bank (1868), Second National Bank of Winona (1871), Winona Savings Bank (1874) and Merchants National Bank of Winona (1875) were important early institutions. The German American Bank of Winona was founded in 1892 and merged with the Merchants Bank of Winona in 1895. The Deposit Bank of Winona (1910) merged with the First National Bank of Winona in 1927 (*WRH* November 20, 1930:63). The city's seven financial institutions in 1926 included two national banks, two state banks, two trust companies, and one savings bank (Gemini 1991:43).

By 1900, the city's retail district had reached its maximum size and density. Banks filled out the bulk of the central downtown, and their expansion in the early 20th century resulted in two landmark buildings, the 1913 Merchants National Bank, designed by Purcell and Elmslie (NRHP; WN-WAC-0405) and the 1914 Winona National and Savings Bank designed by George W. Maher (NRHP; WN-WAC-0351). This institution had merged with the Winona Savings Bank, and in 2001 merged with the Town & Country State Bank of Winona to form the current Winona National Bank.

Publishing

The Winona Argus began publication in 1854 and, like many other early publications, was short lived. The *Winona Weekly Republican,* founded in 1855 and led by E. L. King and Charles Eaton, and the then-more Democratic leaning *Winona Daily Herald*, founded in 1869 and edited by William J. Whipple, had great longevity; the former is still Winona's daily newspaper. Beginning in 1856, Daniel Sinclair was associated with the *Winona Republican Daily Republican* and *Daily Herald*, which were merged into the *Republican Herald* (Curtiss-Wedge 1913:256-7). The city's foreign language press began in 1870 with the short-lived *Der Mississippi Bote*, one of several early German papers. In 1887 Joseph Leicht founded the *Westlicher Herald*. His business grew into the National Weeklies, Inc., and became one of the largest foreign-language periodical syndicates in the U.S. The Polish-language *Wiarus* was published between 1885 and 1905 and was the only Polish newspaper published west of the Mississippi (Curtiss-Wedge 1913:252).

By 1890 the city had two daily and six weekly papers. William Hayes Laird, the son of a Laird, Norton Company lumber firm founder, was involved in that business throughout his career. He resided at 275 W. Broadway between 1906 and his death in 1918 (WN-WAC-0253). In 1916, however, he became the owner of the *Winona Republican and Herald.* This paper, like previous and successor newspapers, detailed the progress of the city's commercial development. The accomplishments of each year, despite setbacks, were presented in the best possible terms. In 1912, the paper noted that the population totaled about 21,754 and that 25,000 in the near future was not out of the question. The observation that "with all the sawmills out of business and new industries started on a solid basis the city from now on will go steadily forward . . . the present get-together spirit in Winona, wherein all are boosting and one knocking, is helping a great deal with the city's advance" was typical of the publication's civic-booster tone (*WRH* 31 Dec. 1912:6). During the decade prior to World War I, the year 1914 provided a particularly positive group of new businesses and buildings. In addition to the Winona Savings Bank's new building, the ten-story J. R. Watkins plant was trumpeted by the *Daily Republican* as a "new landmark which can be seen by people for miles away in every direction in coming to the city, and is particularly prominent to view on

steamers passing by the city" (WDR 31 Dec. 1914). The new Armory at 160 Johnson Street (WN-WAC-462), opposite the Winona Opera House (razed), was also praised.



Figure 24. Central Winona and the manufacturing area north of E. 2nd Street, facing northwest, 1950. (MNHS)

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7.0 APPENDIX
Selected Streetscape Views:
Winona Commercial Historic District



E. 3rd Street, south side, Walnut to Market Streets, facing southwest. (Daniel R. Pratt, May 2018)



E. 3rd Street, south side, Market to Franklin Streets, facing southwest. (Daniel R. Pratt, May 2018)



E. 3rd Street, north side, Center to Lafayette Streets, facing northeast. (Daniel R. Pratt, May 2018)



E. 3rd Street, north side, Lafayette to Walnut Streets, facing northeast. (Daniel R. Pratt, May 2018)



E. 3rd Street, north side, Lafayette to Walnut Streets, facing northwest. (Daniel R. Pratt, May 2018)



E. 3rd Street, north side, Market to Franklin Streets, facing northeast. (Daniel R. Pratt, May 2018)



E. 3rd Street, north side, Market to Franklin Streets, facing northwest. (Daniel R. Pratt, May 2018)



E. 3rd Street, north side, Walnut to Market Streets, facing northwest. (Daniel R. Pratt, May 2018)



E. 3rd Street, south side, Center to Lafayette Streets, facing southeast. (Daniel R. Pratt, May 2018)



W. 3rd Street, south side, Main to Center Streets, facing southwest (Daniel R. Pratt, May 2018)

Selected Streetscape Views:
East Second Street Commercial Historic District



E. 2nd Street, north side, Center to Lafayette Streets, facing northeast (Daniel R. Pratt, May 2018)



E. 2nd Street, north side, Center to Lafayette Streets, facing northwest (Daniel R. Pratt, May 2018)



E. 2nd Street, north side, Lafayette to Walnut Streets, facing northwest (Daniel R. Pratt, May 2018)



Lafayette Street, west side, E. 2nd Street to alley, facing northwest (Daniel R. Pratt, May 2018)

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