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Writers Project Research Notes.

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WORKS PROGRESS ADMINISTRATION
OF MINNESOTA

318 Court House, Duluth, Minn.

August 25, 1936

Earl D. Chapin, State Editor,
Federal Writing Project #1
500 Minnesota Building
St. Paul, Minnesota

Dear Mr. Chapin:

Replying to your letter of the 24th with reference to Magnetic Rock, at the time of writing this Narrative Report, I had only the account in the newspaper, which I checked with the Assistant Forest Supervisor, to guide me. I was fortunate today, however, in being able to contact the ranger from that district, who knows the country thoroughly. I am, therefore, enclosing herewith a new paragraph covering this discovery in greater detail, and trust it will clarify matters.

It is questionable that the rock itself is magnetic, but all of that country is, so the last sentence was changed slightly. As yet there is no sign on this trail, but the ranger assured me today that before the Guide comes out, there will be a sign there labeled, "Magnetic Rock Trail".

I mentioned Tuscarora Lodge because there is a large sign where the road to this Lodge leaves the Gunflint Trail and this sign will serve to warn the tourist to look out for Magnetic Rock Trail, which is a half mile further on.

Sincerely yours,

Local Supervisor
Federal Writing Project #1

RSL:MF
Encl.

P. S. The trail is only 1 mi. long, instead of two, and does not continue past the rock to the lake.
RSL

Cook county

August 24, 1936

Mr. Roger Lerch
318 Court House
Duluth, Minnesota

Dear Mr. Lerch:

Dr. Ulrich has asked me to request of you more specific directions to the "Magnetic Rock" off Tour No. 1, near Grand Marais. The directions you sent are as follows:

"Near Gunflint Lake is a sign pointing to a trail leading toward the lake two miles to an ancient Indian landmark. This is a rock forty-two feet high whose existence was long known to the Indians but whose location had been lost and was just re-discovered. The rock is highly magnetic and compasses in this vicinity fail to function. From the landmark to the lake is one mile."

From this I assume that the rock is two miles ^a from the highway along a trail identified by ~~the~~ signs and that the lake lies one mile farther on. But you do not indicate the relationship of this trail to the highway. At what point on the highway, and in what direction does the tourist turn on the trail to reach the Magnetic Rock? Would you kindly rewrite this paragraph to clarify the directions?

Sincerely yours,

EC:LR

State Editor.

Magnetic Rock



GRAND MARAIS, July 6.—An ancient landmark of the early Indian tribes on the Superior National forest has been discovered.

Mrs. Justine Kerfoot of this city (shown at lower right of picture) is believed to be the first white person to find the great magnetic rock in the Gunflint ranger district.

Following the vague directions of Indians still living in the area, Mrs. Kerfoot found the 42-foot rock and directed forest rangers to its location. The landmark is of gray granite, and magnetized to a high degree. Charles Swanson, assistant ranger in the Gunflint district, found that his compass failed to function in the vicinity of the boulder.

This point of historic interest will be made available to tourists by a trail leading inland from the Gunflint road, and extending past the rock to Gunflint lake, which is part of an established canoe route. The rock is situated two miles from the road and one mile from the lake.

Cook County

#1 p 5
Duluth, Minn.
Topic: Automobile Tours
Date: August 25, 1936

CORRECTING NARRATIVE REPORT OF JULY 7, 1936

ADDITION TO TOUR #1. PAGE 5, FOLLOWING LINE 3, ".....lodges and resorts whence fishing or extensive canoe trips may originate."

Beyond Gunflint Lake, approximately a half-mile past the road leading south to Tuscarora Lodge on Round Lake, and at the right, just beyond the Ranger Trail leading to the Look-Out Tower, where the Gunflint Trail turns north, is "Magnetic Rock Trail." This trail leads approximately one mile east to an ancient Indian landmark, ~~This is a rock forty-two feet high whose existence was known to the Indians, but whose location had been lost and has just been re-discovered.~~ *the location of which was lost for years* The ~~rock~~ *rock* locality is highly magnetic and compasses in this vicinity function ~~very~~ inaccurately.

HISTORY OF GRAND PORTAGE (1)

White men in the borning days of North America traversed the Great Lakes and used THE PASSAGE. They called it "le grand portage," literally "the great carrying place," by virtue of the nine-mile walk from Lake Superior to the Pigeon River. This was, and is, Grand Portage.

For the last twenty miles, before flowing into Lake Superior, Pigeon River is impossible of navigation. Numerous falls and cascades prevent water craft from traversing over it in safety. On the northern side the terrain is mountainous and uneven; the distance is too great for practicable overland carrying. But on the southern side, seven or eight miles from the mouth of Pigeon River, it is possible to cross over intervening land at a minimum of effort and continue travel on Pigeon River above the cascades.

A Frenchman named Sieur de la Verendrye crossed the portage in 1731. Probably not the first white man to use the "carrying place," he was the first to have left record of its existence. He spoke of it as "Grand Portage," implying that the name had been attached before his advent into this territory. It is common belief that French traders had used Grand Portage quite extensively, before la Verendrye came and that he got the name from them.

From 1731 to 1755 French traders pushed farther and farther into the northwest. In their operations of trade and their journeyings practically all their traffic was carried over the Grand Portage route. In this period it is a fair assumption that Indian tepees and Frenchmen's log cabins were a common sight to the voyageurs at both ends of the portage. The trade was such as to promote habitation at the important site of the portage. Some writers think that a trading-post was established at Grand Portage at this time.

The first trading licenses, French licenses as Grand Portage was a part of New France, were made out to "le grand portage" in 1750.

In 1755 the outbreak of the French and Indian Wars heralded a cessation of fur trade with the Indians. Passages over the portage dwindled in numbers as trade diminished. French ownership of this territory was being contested. The Indians had to go far north to the Hudson Bay Company's posts if they wished to obtain the white man's goods.

The English won the War in 1763.

Two explorers, Jonathon Carver in 1767 and Alexander Henry in 1775, visited Grand Portage, leaving notes of conditions there. Carver, on his trip, makes no mention of the existence of a fort at the portage. He was unable to get supplies which he needed badly. Henry came later. According to his writings the transportation of his goods took seven days. Henry cites the personal enmity which traders nourished for each other.

HISTORY OF GRAND PORTAGE (2)

This antagonism eventually resulted in a good. For they banded together and formed the Great Northwest Fur Company soon after. This, taking place around 1783, benefited them all.

Since the winning of the War by the English Grand Portage was English and British licenses were necessary for trade.

The Northwest Company had a large fort on the Lake Superior end of the portage. Inside the stockade were sixteen buildings of logs, six of which were storehouses. The Company owned a ship and a large canoe yard where canoes were built for the traders.

During the summers of the Company's control, Grand Portage was a very busy place. The men from Montreal, called "pork-eaters" and "greenhorns" brought goods with them for the trade of the coming winter. They made only one trip a year. Here they would meet the "winterers" or "hivernauts" coming down from Pigeon River and the country beyond, packs laden with furs. These latter, the hivernauts, continued on to Montreal, to return with trade goods. About six weeks were taken for a trip from Montreal to Grand Portage, in the great forty-foot lake canoes that were manned by a dozen men.

Beaver skin was the standard of value in trade between traders and fur companies. Other furs to go over the counter were mink, otter, martin, sable, skunk, badger, rabbit, muskrat, bear, lynx, wolf, deer, and moose.

The next few years trade flourished at Grand Portage. The "great carrying place" had never seen, probably never shall again see, such a large-scale turnover in fur-trading, or in any other business, as existed at that time.

But prosperity was not to last. According to the Jay Treaty of 1795, all British forts on American soil were to be evacuated. In compliance with treaty terms, the Northwest Company abandoned Grand Portage post, and erected a fort at Fort William, a few miles away. With the going of the Northwest Company, all claim to greatness left Grand Portage.

The earliest known missionary to visit Grand Portage was Father Antoine Tabeau. He conducted a mission at Fort William in 1818, making trips to the portage during the summer of that year.

Father Franz Pierz, an Austrian, was the first missionary to perform his work among the Indians and whites of Grand Portage, however. He came in 1835. A mission post and church were part of his immediate activities in the vicinity.

A project of the American Fur Company (John Jacob Astor), was a fishing experiment at Grand Portage. Pierre Cote, a trader in charge, attempted to make money for the Company by the catching of Lake Superior fish. Seemingly this effort to renew Grand Portage's greatness was predestined to failure. By 1837 the venture had petered out.

HISTORY OF GRAND PORTAGE (3)

Today, sadly enough, the site of past romantic history seems badly neglected. It is now a sleepy little Indian village, with a few white fishermen and homesteaders in the neighborhood. The degeneration--glory of history to complacency in the future--should give us pause to wonder.

One might still follow, on the lower slopes of Mount Rose, the old Grand Portage trail from the bay to Pigeon River. Or trace on the ground the outlines of cellars, fireplaces, and stockade at the western end of the trail.

HOTELS & RESORTS
OF THE ARROWHEAD

Rec'd. 6/7/37

Otto E. Wieland

COOK COUNTY

HOTELS

at GRAND MARAIS, MINN.

Arrowhead Hotel	1st Ave. & 1st Street	Hotel
Cabins Hotel	Block 22, Hwy # 61	"
Neudahl Hotel	Cascade Lodge	" & Rest.
S ederberg Hotel	- - - - -	"
Sterling Hotel	- - - - -	"

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at GRAND PORTAGE, MINN.

Trading Post & Hotel	- - - - -	Mrs. E. M. McLean
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at LUTSEN, MINN.

Lutsen Hotel	Lake Shore	C. A. A. Nelson
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RESORTS

out of GRAND MARAIS, MINN.

Annyotte Resort	Colville (Lake Superior)	- - - - -
Balsam Grove Resort	Poplar Lake (Gunflint Tr.)	- - - - -
Bear Cub Lodge	Poplar Lake (Gunflint Tr.)	Ed. Nelson
Big Saganaga Lodge	Saganaga Lake, on Os-ke-non-ton Island	- - - - -

Camp Bearskin	E. Bearskin Lake	A. J. Allen
Camp Rockwood	Poplar Lake	Stoltz & Anderson
Canadian Club	Gunflint Lake	C. S. Smith
Cascade Lodge	Hwy 61, Cascade River.	H. Neudahl
Cherry Grove Cabins	Croftville	- - - - -
Chick-wauk Lodge	Saganaga Lake	A. E. Nunstedt
Clark's Fishing Camp	via Gunflint Trail	John W. Clark
Clear Water Lodge	Clearwater Lake	Chas. Boostrom
Croft's Cabins	- - - - -	Joe Croft

Devil Track Lodge	Devil Track River	Lund & Lutes
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Edgewater Cabins	Croftville (Lake Sup.)	- - - - -
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Gateway Lodge	Hungry Jack Lake	Jesse R. Gapen
Greenwood Lake Lodge	Greenwood Lake	Gilbert Gilbertson
Gunflint Lodge	Gunflint Lake	Mr. & Mrs. Wm. Kerfoot

HOTELS & RESORTS OF THE ARROWHEAD

Otto E. Wieland.

COOK COUNTY

2.

RESORTS

out of GRAND MARAIS, MINN. (Cont)

Jameson's Wilderness Retreat	McFarland Lake	Wesley Jameson Jr.
Jensen Hotel	Croftville	- - - - -
Lake Shore Cabins	Lake Superior	- - - - -
Lake View Cabins	Croftville	- - - - -
Larson's Cabins	- - - - -	Gunnar Larson
Loon Lake Lodge	Loon Lake	John De War
Naniboujou Club	Arrowhead (Brule) River	Fred Sjoberg
Northwood Lodge	Poplar Lake	- - - - -
Pike Lake Resort	Pike Lake	Ben Rasmussen
Rasmussen's Cabins	- - - - -	Matt Rasmussen
Ronning's Cabins	- - - - -	John Ronning
Rainbow Inn	- - - - -	W. J. Dalbec
Saganaga Fishing Camp	Saganaga Lake	R. E. Blankenburg
Scott's Cabins	- - - - -	- - - - -
Sea Gull Lodge	Sea Gull Lake	R. E. Blankenburg
The Trading Post	Grand Marais	Chas. J. Johnson
Toftey Hskpg Cabins	- - - - -	Hans Toftey
Wildwood Inn	Pike,, Lake	Herman Helmerson
Wildwood Lodge	Sea Gull Lake	Mrs. W. B. Bauman
Windigo Point Lodge	Windogo Lake	Jas. Dunn.

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out of GRAND PORTAGE, MINN.

High Falls Resort	Pigeon River (By boat from Hursh & Danielson Grand Portage)
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out of LUTSEN, MINN.

Bayview Cabins & Store	- - - - -	- - - - -
Caribou Cabins	Caribou Lake	F. A. Pecore
Crooked Lake Resort	Crooked Lake (via Cramer)	- - - - -
Grand View Lodge	- - - - -	Chris Pederson
Hansen's Store & Cabins	- - - - -	Holst A. Hansen
Jonvik	Hwy # 61	- - - - -

HOTELS & RESORTS OF THE ARROWHEAD

Otto Wieland

COOK COUNTY

3.

RESORTS

out of LUTSEN, MINN. (Cont.)

Lockport Resort	- - - - -	Mrs. J. E. Bally
Lutsen Resort Inc.	Hwy # 61 (Lake Sup.)	C. A. A. Nelson
No-See-Um Resort	Hwy # 61 (Lake Sup)	- - - - -
Northern Light	Hwy # 61.	- - - - -
Portage Hotel	Caribou Lake	Carl F. Nelson
Strand's Resort	Hwy # 61, NE of Lutsen	- - - - -
Williamsen Resort	- - - - -	- - - - -

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OUT of MINERAL CENTER, MINN.

Sextus City Resort	Mineral Center	Sextus Lendahl
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out of SCHROEDER, MINN.

AH-Zhe-Bik Camp	Lake Superior	Mr. & Mrs. G. A. Wyly
Crooked Lake Cabins	Crooked Lake	Sevold Rice
Cross River Falls Hotel	Cross River (Mouth)	W. C. Smith
Gunderson's Store	Hwy # 61	Fred Gunderson
Johnson's Cabins	Hwy # 61	- - - - -
Keewaydin Inn	- - - - -	- - - - -
Nine Mile Lake Inn	Nine Mile Lake	Chas E. Ray
Pepper's Resort	Echo Lake	Ed Pepper
Smith's Lodge	Hwy # 61, Lake Sup.	W. C. Smith
Star of the North Camp	Lake Sup	Hazel C. Pecore
Stickney's	Cross River & Lake Sup.	H. T. Stickney

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HOTELS & RESORTS
OF THE ARROWHEAD

Otto E. Wieland.

COOK COUNTY.

4.

RESORTS

out of <u>TOFTE</u> ,	MINN.	
Cobblestone Lodge	Hwy # 61.	Jane Hubbard
Ganes Hotel	- - - - -	H. Ganes
North Shore Hotel	Lake Superior	R. G. Krueger
Riverside Store	- - - - -	H. O. Toftey
Sawbill Lodge	Sawbill Lake	Geo. Arbogust
Sunny Dale Cabins	Hwy # 61	- - - - -
Surf Side Cabins	Lake Superior	R. L. Swenson
Tofte Lodge	Lake Superior	A ndrew Olson

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C
O
P
Y

Duluth, Minnesota

Topic: Grand-Portage (F.C.)
North Shore History

Submitted by: W. J. Hurst

Number of words:

THE GRAND PORTAGE

Few sections of the Lake Superior North Shore have such a combination of unusual historic and scenic interest as that afforded by The Grand Portage Trail which lies between Lake Superior and the Pigeon River.

The Village of Grand Portage, the eastern terminal of this trail, lies on Grand Portage Bay. It is about 163 miles northeast of Duluth on the International Highway No. 61. After leaving Duluth one passes through Two Harbors, a thriving village of iron ore activity, Gooseberry Falls, Split Rock, and Beaver Bay, all well marked and worthy of pause for their scenic beauty; then Grand Marais, noted for the best equipped tourist accommodations in Northern Minnesota, from which place it is only a short distance to Grand Portage.

Grand Portage Bay is a crescent-shaped harbor of generous proportions and eminent utility, apparently scooped out by the hand of nature without apparent natural causes. No river unburdened its silt to form a natural inclosure. Instead a rock island, about two and one-half miles long, practically closing its mouth, forms one of the safest

COPY

The Grand Portage -

havens on Lake Superior. As no river deposits its sediment, one dredging would make available for practically all time, about five and a half miles of dockage, sufficient to accommodate all boats now in use on the Great Lakes.

The Grand Portage Trail from Grand Portage to Fort Charlotte is passable only to hikers, but those who make the journey over this Ancient Highway will be well repaid by the scenic beauties along the way and the wild exotic splendor presented by the various falls and cascades on the Pigeon River below Fort Charlotte.

The Grand Portage Trail runs in a northwesterly direction from Grand Portage to Fort Charlotte on the Pigeon River and is about nine miles in length, forming a connecting link between Lake Superior and the Great Inland Waterways that reach to the foot of the Rocky Mountains. Over this Historic Trade Route flowed at one time the commerce of half a continent.

In prehistoric times, long before the Indian occupation and while the so-called "Mound Builders" were in possession of the country, this portage was in use. Evidence of a very considerable settlement of these prehistoric people exists on Isle Royal and along the trail from Grand Portage through the water-courses to the northwest. Stone articles have been found having hieroglyphics upon them. Picture writing on the hills, the breaking of rock with fire and water, and other prehistoric work have been found all the way from Lake Superior to the Saskatchewan. (1)

That at least part of these inland waterways was used by the

The Grand Portage -

Norsemen is shown by inscriptions found on a stone, "now known as the Kensington Runic Stone". Its translator Prof. N. H. Winchel, comments the possibility of the Norsemen having traversed the Grand Portage.

(1) P. 14.

The first Indians known to have occupied this area were the ~~DEHKOTAHS~~, meaning "People of the Lakes" commonly nicknamed "Rock-Sioux" by the CHIPPEWAS or OJIBWAYS, who were of Algonquin stock, and migrated from the St. Lawrence River, settling at Grand Portage about the middle of the seventeenth century.

The first comment on Lake Superior, made by a known white man, was by CHAMPLAIN in 1615, who in 1632 made a crude map of this region from information given him by the Huron Indians, with whom he was trading at that time.

That Radisson and Croseillers, who in 1655 were familiar with the North Shore, probably passed over the Grand Portage, is shown by FRANQUELINS' map of 1688, on which what is now Pigeon River was called River Malangon or Croseillers. That is the first Indian name of Pigeon River appearing on any map.

Evidence points to the fact that DANIAL GREYSALON DU LUTH used this trail in his western voyage in 1679, establishing a trading post at Grant Portage.

In the year 1687, Jaques De Noyon, a french voyageur, traversed the Grand Portage. Shortly after that, Fort Charlotte was built and water courses were opened on all the routes.

SIEUR DeLa NOUE was ordered from Montreal to replace the fort at Grand Portage on the North Shore of Lake Superior, which he completed in 1717.

The explorations of VERENDERIE and his two sons, from 1729 to 1731

The Grand Portage -

4.

really established the Great Trade Empire of the northwest, for the posts he established on the interior waterways became the commercial feeders and assisted in making Grand Portage the Metropolis of Lake Superior at that time. From this enterprise resulted such Companies as The North-West Co., The X.Y. Co., and Gregory McLeod Company.

From the time of VERENDRIE'S expedition until the French and Indian war, French traders were pushing constantly farther and farther into the northwest. All the traffic passing over the Grand Portage route. A considerable village existed during this time at Grand Portage also at Fort Charlotte, the western end of the Grand Portage Trail.

During the conflict between the French and English, which terminated in the surrender of Canada in 1760, the trips on Lake Superior and to the westward were abandoned.

A party of English traders, accompanied by a military escort, made its way through Lake Superior to the Grand Portage in May 1762. This was the first voyage on Lake Superior under the British Flag and indicates that Grand Portage (l-p. 21) was recognized as the most important place on the western part of Lake Superior.

The Indians however did not welcome substitution of the English for the French. The Indian out-break, which was part of the conspiracy of Chief Pontiac, put an end to the English attempt to trade in the northwest until the end of the Indian war in 1765.

In that year ALEXANDER HENRY began trading operations at Chequamegon Bay on the south shore of Lake Superior. Hence he dispatched an Agent with some Indians to Fond du Lac; and in a year or two, traders were established around the lake at various places, making their way over the Grand Portage to the old French forts in the interior.

From a memorandum drawn by General Haldinand in 1778, is indicated

the rapid increase of trade over the Grand Portage, which amounted at that time to about forty thousand pounds (two hundred thousand dollars), employing around five hundred white Traders and Voyageurs besides thousands of Indians conveying furs to the lake shore to exchange for supplies from Montreal and Quebec. (1 - p.22)

Furs and supplies were made up into packs of about eighty pounds each; and it was common practice among the professional "packers" to carry two of these packs over the nine-mile trail and return with two more in from six to eight hours.

This trade created a distinct species of white adventurers, mostly French, who were called Voyageurs, carrying their barter with the Indians into the remotest sections of the northwest, even as far as the Pacific Ocean.

"All of them were practically self-exiles, proud of the name 'Les Gens - Libres' or 'free men'. Many of them married Indian women. Their sons were called 'Bois Brules' or 'Burnt Wood'. All were athletic, fine horsemen and boatmen, also expert hunters. They spoke three languages. Most of them remained in the service of one of the great fur companies and lived with the Indians.

"The voyageurs were lively, polite, fickle, reckless and unmoral. One said, when over seventy years of age, 'I could carry, paddle, walk and sing with any man I ever saw. I have been twenty-four years a canoe-man and forty-one years in service; no portage was ever too long for me; fifty songs could I sing. I have saved the lives of ten voyageurs, have had twelve wives and six running dogs. I spent all my money on pleasure. Were I young again, I should live my life the same way over. There is no life so happy as the life of a Voyageur.'

"Voyageurs formed a class as distinct in dress, costumes, and traditions as sailors or lumberjacks. They had the further unifying characteristic of speaking a language which was not the native tongue of their employer or the people with whom they did business".

"Some confusion has at times occurred over the term Voyageur and Coureur de Bois. The latter was used in reference to illicit traders of the French regime, men who ventured into the wilderness without licenses. The only other name by which Voyageurs were commonly known was Engages, a loose expression which might be translated 'Employees'. (3-p.7.)

"On his journeys, the Voyageur, dressed in a short shirt, a red woollen cap, a pair of deerskin leggins, which reached from the ankle to a little above the knees and were held up by a string secured to the belt about the waist. The Azion (breech-cloth) of the Indian, a pair of deerskin moccasins without stockings on the feet, and bare thighs, adding the inevitable pipe, a gaudy sash, and a gay beaded bag or pouch hung from the sash, and one sees the Voyageur as he embarked in winter or summer". (3-p.13).

"One would expect Voyageurs to be men of heroic proportions, but unusually they were not. The average height was five feet six inches and a few were more than five feet eight. Had they been taller they would have occupied too much space in the canoe already overcrowded with cargo. But though the voyageur was short, he was strong. He could paddle fifteen, yes if necessary, eighteen-hours per day for weeks on end and joke beside the camp-fire at the close of each day's toil. He could carry from 200 to 250 pounds of perchandise on his back, over rocky portage trails, at a pace which made unburdened travelers pant for breath. A distinguished traveler on the Great Lakes in 1826, THOMAS L. MCKENNEY, later of the U.S. Indian Bureau, wrote how his men took the canoe out of the water, mended a breach in it, reloaded, cocked, shaved, washed, and had breakfast - all in fifty-seven minutes". (3 - p. 13-14)

"Canada, along the St. Lawrence River, was the source of this breed of men and unfortunate indeed was considered any one of them who chanced to grow over five feet six or eight inches, for this forever excluded them from becoming Voyageurs. But should he stop growing at about five feet five inches and be gifted with a good voice and lungs that never tired, he is considered as having been born under a lucky star". (3 - p. 14)

To this body of men has been ascribed not only all the evils and outrages that are the accompaniments of frontier life; but they have been unjustly charged with fraud and villany of every description. The very accusations made against them in many cases, contain their own refutations.

They were a class of men eminently distinct from all others in their modes of life and of thought, and cannot therefore be justly measured by the standards which obtain in civilized communities.

The Voyageurs were, for the most part, individuals of little or no education, but were remarkable for the fidelity to their contracts, which were generally for a period of three years. In fact the whole system of Indian trade, was based upon the integrity of the Voyageur and his employer.

Civilization, with all its blessings, can afford no substitute for the simple Voyageur. For to him must be given the credit for exploring and pioneering our great North West, using the Grand Portage as a connecting link and as a base of supplies for his operations.

Large numbers of Indians residing at Grand Portage in 1781, died of smallpox. The Indians claimed the disease was communicated to the Pillager Indians, "by secreting bad medicine in a bale of goods", and, by way of Lake of the Woods, was spread to the Indians at Grand Portage.

The loss of life occasioned by this disease among the various tribes of the Cree Indians amounted to several thousand. And the loss among the

Ojibways, as near as can be computed, amounted to not less than fifteen hundred. Luckily it did not spread generally.

From the time of General Haldinand in 1778, and during the early eighties, the northwest trade had grown to such proportions that the competition between different interests located at Grand Portage became very bitter and many a buses resulted. Culminating finally in the murder of Waddon, who was shot in cold blood within his trading house at Grand Portage. This outrage brought the more sensible portion of the traders to their senses and they immediately made efforts to compromise their difficulties and to join their interests into one. These efforts resulted in the formation of the Northwest Company in 1788, which soon became so rich and powerful that they were for a long time enabled to monopolize the northwest fur trade and cope with the most powerful combinations which the capitalists of Great Britain could bring against them.

Extending their operations over vast territories, the Northwest Company in 1792 had established depots at Fon du Lac on the St. Louis river, Folle Avoine on the St. Croix river, Lac Countereille at the headwater of the Chippewa river, and Lac du Flanbeau on the Wisconsin river; but their central depot was at Grand Portage.

The twenty years following the founding of the Northwest Company in 1788, comprise the greatest trade period in the history of the Grand Portage. The Northwest Company had a fort on the north side of the bay, which consisted of an enclosure of pallisades twenty-four by thirty rods in size. The buildings within the fort, according to a contemporary description were, "sixteen in number, made with cedar and white birch split with whipeaus after being squared, the roofs are covered with shingles of cedar and pine, and the doors and windows painted in spanish brown. Six of these buildings are

store-houses for the company's merchandise and furs, the rest are dwelling houses, shops, counting house and mess-house. They have also a wharf or quay for their vessels to load and unload at." (1 - p.29) The company had a vessel of ninety-five tons burden, which made four or five trips across Lake Superior each summer. On the bay was a large canoe-yard where seventy canoes were built annually for use in the trade.

During July and August, Grand Portage was a very busy place. Here the canoes from Montreal, with goods for the trade of the ensuing winter, accompanied by two of the Montreal partners, met the wintering and other traders and voyageurs coming in from their posts scattered throughout the northwest. Here the employees received, and largely spent, their annual wages or commissions. The partners, voyageurs, clerks, and guides lived in the fort and ate in the great dining hall, while outside were the camps of the "pork-eaters" as the canoe-men and winterers were called. These "engages" subsisted principally upon pork and hominy, with plentiful supplies of liquor and tobacco; but the food served in the dining hall included bread, salt-pork, beef, ham, fish, venison, butter, peas, corn, potatoes, tea and wine. There was even milk, as a herd of cows were kept at Grand Portage.

The merriment of their festive balls was said to have been carried to great lengths, and the dusky maidens of the forest are reported to have danced very well. Besides the resident Indians, many other congregated about the fort during the summer.

In 1788 the Northwest Company requested a grant of land along the Grand Portage Trail to enable them to construct a road. The request was denied by the council at Quebec, probably because it would have given the company a monopoly of the route; but, later on, the trail was improved so that ox-carts could be used.

At the western end of "trail" was Fort Charlotte, said to have been

started by Duluth, and finished by the Northwest Company. Very little of the history of this fort has been ascertained as yet, but it was evidently a place of some importance for many years.

Count Andreani of Milan with the approval of the British Government arrived at Grand Portage in 1891. In his journal he indicated the amount of furs collected at Lake Superior points. "A total of fourteen hundred bundles was collected at Grand Portage and a total of one hundred forty-nine bundles from all other points on Lake Superior. Each bundle was valued at forty pounds sterling, (about 200 dollars)". (1-p.30)

During these prosperous years, various companies were established at Grand Portage, generally to flourish for a few years, and then merged with "the great company". One of these, the X.Y. Co., which operated from 1797 to 1804 became very prosperous before being absorbed by the Northwest Company.

At the very beginning of this period of greatest activity on Grand Portage, the land over which it ran became, by virtue of the treaty of 1783, a part of the United States. The boundary as laid down by this treaty was somewhat indefinite but was generally understood by the traders to be fixed at the Pigeon River. So long as the posts on the American side of the line on the Great Lakes were garrisoned by the British there was little likelihood that the trader would be disturbed; and these posts were not actually surrendered until 1796.

However, shortly after 1796 the American troops occupied Fort Mackinac, and intimations were given to the traders that a United States revenue officer might be sent to Grand Portage to collect duty on the great quantity of goods being imported there into the United States.

As a result of this threat, the Northwest Company began searching for another route to the interior. When the Kaministiquia river route was discovered in 1798, the company began erection of a post at its mouth, which

The Grand Portage -

was completed in 1804. To this place was given the name of Fort William. After moving to its new base of operations at Fort William the company still maintained a local post at Grand Portage until after the war of 1812.

A well-known trader at this time, who, although making much money, spent more than he made and was always in debt, was Mons. Cadette, of whom it is related that he was preparing to embark in his canoe to follow his outfit which he had sent on down the lake some time previous when the bookkeeper of the post came down to bid him farewell, mentioned that Sir Alex McKenzie and other gentlemen of the company were holding council with the Indians, and attempting to explain the reason and necessity for evacuating their depot at Grand Portage, and building a new establishment within the British boundaries at Fort William. The Indians could not or would not understand the necessity of this movement, as they claimed the country as their own and felt as though they had a right to locate their traders wherever they pleased. They could not be made to understand the right which Great Britain and the United States assumed in dividing between them the lands which has been left to their ancestors, and of which they held actual possession.

The great trouble of Sir McKenzie and the other gentlemen seemed to be the lack of an efficient interpreter to explain this to the satisfaction of the Indians. Upon hearing this, Mons. Cadette (who already bore the name of being the best Ojibway interpreter in the Northwest)

The Grand Portage -

immediately stepped from his canoe and walked to the council room, offering to interpret between McKenzie and the Indians. His timely offer was gladly accepted, and he soon explained the difficult and intricate question of right, which so perplexed the Indians, to the entire satisfaction of all parties. As he was again about to proceed upon his journey, the gentlemen of the fur company escorted him to the beach; and, in the parting handshake, Sir Alec McKenzie presented him with a sealed paper, with the remark that it was in payment of the service he had just now voluntarily rendered them. After proceeding for some distance out on the lake Mons Cadette opened this paper and found it to be a clear quittance of all his indebtedness.

By virtue of the Louisiana Purchase in 1804, the United States came into legal possession of nearly the whole area of Minnesota. There was no effective governmental authority, civil or military, in existence. The Chippewas held the territory including Grand Portage and the water courses west, recognizing only the authority of the Northwest Company.

At the close of the war of 1812 Congress passed an Act excluding foreigners from the fur-trade in American territory, and John Jacob Astor's "American Fur Company" purchased the post of the Northwest Company south of the line. Lewis Cass, Governor of Michigan Territory, recommended in 1850 the establishment of the United States military post at Grand Portage for the collection of duties and the enforcement of trade regulations. The recommendation was not followed, however, and, as the American Fur Company confined its operations on Lake Superior to the southern shore for several years, the Grand Portage band of Indians continued to be supplied

from Fort William. According to Henry R. Schoolcraft, "In the winter of 1824 persons in the employ of the Hudson Bay Company (which had absorbed the Northwest Company in 1820) carried off in trains the band of Chippewas living near Old Grand Portage ---after the arrival of an American trader."

Only a single trader was licensed in 1831, for the principal activities at Grand Portage during the 30's was centered around the fishing industry, conducted by the American Fur Company. Large quantities of Lake Superior Fish were there assembled from various stations along the north shore and packed in barrels for export. The fishing business was unprofitable, however, and seemed to have been abandoned when the American Fur Company sold out in the 40's.

The village of Ojibway Indians, which has been located near Grand Portage Bay, apparently before the coming of the first trader, remained. For these Indians, a Catholic Mission was established about 1838 by the Rev. Frederick X. Piers; and a few years later the famous missionary Bishop The Rt. Rev. Frederic Baraga, held confirmation services.

The boundary controversy in the 19th Century affords an interesting feature in the history of Grand Portage. The region was carefully explored and mapped in 1822 by the surveyors of the commission provided for in the treaty of Ghent. When the commissioners held their final meeting in 1827, Great Britain offered to accept the Pigeon River route as the boundary, providing the Grand Portage should be free and open to the use of both parties. This offer was rejected; but, when everything was finally settled by the Webster-Ashburton

treaty in 1842, it was exactly on these terms. This treaty is still in force, making Grand Portage Bay the only port in the United States open and free to the ships of England, and giving all the citizens of Great Britain and her colonies free access and use of the Grand Portage Trail, an ancient and unobstructed trail wholly within the territory of the United States.

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- (3) "Voyageurs" By Grace Lee Nute, Pub. D. Appleton & Co., New York and London.

The Grand Portage -

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Duluth, Minn.

Topic: Resume Cook County

Submitted By: Jane K. Goldman

Number of Words: 794

Date: May 13, 1936

RESUME

COOK COUNTY

Cook County, located at the extreme northeast portion of Minnesota, has an area of 1,498 square miles, and a population of 2,600. Established in 1874, it was named after Major Michael Cook, an army officer killed in the Civil War. It has the highest elevation in Minnesota, some of the Misquah hills in the northern part of the county being 2,230 feet above sea level, and 1,630 feet above the level of Lake Superior. This county is also the most rugged in the state.

HISTORY: Cook County had the first white settlement in the state. The French established a trading post at Grand Portage as early as 1679, and in 1731 a French trader named La Verendrye built three additional forts, and engaged actively in fur trading.

Previous to La Verendrye, the Sioux and Chippewa Indians controlled the territory until the middle of the 16th Century.

Fort Charlotte, one of the trading posts built by La Verendrye, played an active role in the drama of early American history. It was built just above the 108-foot drop of the High Falls of the Pigeon River, nine miles above Grand Portage, first white settlement in Minnesota. Since the river's numerous rapids and cascades ^{near its mouth} made it impossible for water transportation, supplies and furs were carried to and from the fort via an old Indian trail, which was used by the Indians even before the fort was built.

Today Fort Charlotte and Grand Portage are Indian reservations.

Horseshoe Bay, near Hovland, ^{was} is the scene of an ~~historic~~ battle fought between the Chippewa and Sioux Indians.

GOVERNMENT: Five commissioners representing the five districts, and nine officers supervising the county's governmental affairs, are quartered in the court house at Grand Marais, the county seat.

Six school districts are conducted by an equal number of directors under a consolidated school system. Bus transportation is furnished.

AGRICULTURE: Agriculture is impractical due to the rugged nature of much of the land. Large portions of the country beyond the crest of the hill, rising from the waterfront several hundred feet, has been tilled for many years, and is a prosperous farm section.

INDUSTRIES: Fishing is the most important industry. Large crews are employed to catch herring and lake trout. (See F.C. on the fishing industry)

Eighty per cent of the land in Cook County is retained by the Federal government; most of this land includes the Superior National Forest and the Indian reservations. There are valuable mineral deposits ~~in the land~~, ^{the land} but it is not open for commercial exploitation.

The Logging Industry played a prominent part in the early days. The Pigeon River region, and the territory around Hovland were logging centers.

The Cook County Fair is held every ^{Autumn} Fall at the Cook County Fairgrounds in Grand Marais.

The Port Arthur (Texas) to Port Arthur (Ontario)
a part of the Mississippi River Scenic Highway System
U.S. Highway #61, International highway, enters the southwestern corner of Cook County near Island River, continues northeast along the lake shore, passing through Tofte, Lutsen, Lockport, Cascade, Grand Marais, Hovland, Devil's Track, Grand Portage, and six miles to the Pigeon River. Gunflint Trail, famous scenic highway, connects with U.S. Highway #61 at Grand Marais. The trail travels north to Gunflint Lake, and northwest to Lake Saganaga.

POINTS OF INTEREST: Cook County has many points of picturesque scenic beauty.

Misquah Hills, 2,230 feet high, is the highest elevation of land in Minnesota.

The Sawteeth Mountains are a prominent feature of the high land back from the lake shore. Carlton Peak and Mt. Josephine are the highest peaks in this range, and lookout towers provide a panoramic view.

High Falls is a 108-foot drop of turbulent water on the Pigeon River.

Cascade Park, and the Superior National Forest, a vast wilderness, covers a large portion of the county.

At Cross River, on the lake shore, a marble cross commemorates the safe landing in 1843, of Father Baraga, the famous missionary, called "Apostle of the Indians."

The rugged lake shore-line, with its sheer rock walls dropping into the lake, is majestically beautiful.

at Good Harbor Bay, near Hovland, ~~is the only place in the world where the~~ Thompsonite, a multi-colored, semi-precious stone, can be found. (found at other points on the north shore)

At Morrison Bay there is an interesting breast-work that may have been built by pre-historic people. George R. Stuntz mentions them in his writings.

RESORTS: Below are listed the most popular spots along U.S. Highway #61 in Cook County with tourist accommodations. Mileage begins at 3rd Ave. E. and Superior Street, Duluth, Minn., and

79.9 miles	STAR OF THE NORTH LODGE AND CABINS (a) meals (b) member of the AAA
80.1 miles	GUNDERSON'S STORE AND FURNISHED CABINS (a) lunches
83.0 miles	TOFTE STORE (a) lunches
83.1 miles	TOFTE LODGE (a) furnished cabins (b) meals
91.0 miles	LUTSEN RESORT (a) modern rooms (American plan) (b) meals
91.6 miles	LOCKPORT STORE AND RESORT (a) furnished cabins (b) meals
92.0 miles	BAY VIEW STORE AND FURNISHED CABINS (a) housekeeping cabins (b) hay fever haven
99.7 miles	CASCADE LODGE (a) furnished and light-housekeeping cabins (b) meals (c) saddle horses

110.0 miles	Grand Marais
	STERLING HOTEL (a) rooms (b) meals
	ARROWHEAD HOTEL (a) rooms (b) meals
111.6 miles	LARSEN'S BEACH (a) housekeeping cabins
112.2 miles	RONNINGS FURNISHED HOUSEKEEPING CABINS
112.6 miles	RASMUSSEN'S FURNISHED HOUSEKEEPING CABINS
112.8 miles	CROFT'S LAKE SHORE FURNISHED CABINS
113.3 miles	DEVIL TRACK LODGE (a) cabins (b) coffee shop
117.2 miles	SCOTT'S FURNISHED CABINS
118.2 miles	AMYOTTE'S FURNISHED CABINS
150.0 miles	SEXTUS CITY
	HOTEL SEXTUS (a) cabins (b) meals

Duluth, Minn.

Topic: Cook County (F.C.) Resume

Submitted by: Jane K. Goldman.

Source of Material

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Sam Johnson, Grand Marais, Minn., of Sam Johnson Fish Co., Duluth, Minn., interviewed by Jane K. Goldman on fishing industry at Grand Marais, March 21, 1936.

Miss Maryhart, instructor Grand Marais School, Grand Marais, Minn., interviewed by Jane K. Goldman on Grand Marais school, May 7, 1936.

Mr. E. F. Lindquist, res. of Cook County Historical Society. Interviewed on Grand Marais at Grand Marais, Minn., by Jane K. Goldman, March 21, and May 7, 1936.

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George Mayhew, Grand Marais, Minn., first white child born in Grand Marais, interviewed on Grand Marais history by Jane K. Goldman, May 7, 1936.

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- 1 -

Duluth, Minn.

Topic: Cook County (F.C.) Grand Marais

Submitted by: Jane K. Goldman

Number of Words: 395

Date: May 8, 1936.

GRAND MARAIS

Grand Marais, the seat of Cook County, is 81 miles northeast of Two Harbors on United States Highway #61. Its population is about 800.

The harbor is the only safe one on the North Shore between Two Harbors and the International boundary, a stretch of exposed coast 126 miles long.

Its name is derived from the French, meaning "Big Marsh." Among the Chippewa Indians, it was always referred to as Kitchi-Bi-to-tig, or "Big Double Harbor."

As early as 1830, a fishing station was located here, and today fishing remains its most prominent industry. Aside from this, the tourist trade and pulpwood industry are the main sources of revenue. Most of the fish is shipped by truck to Duluth for distribution, and the pulpwood is loaded on boats for shipment to the Hammermill Paper Co. at Erie, Pennsylvania.

A president and a village council, elected by the people, constitutes the local government.

The water and light facilities are municipally owned. The water system is especially interesting and unique; cool, pure water is obtained from a chain of spring-fed lakes in the hills behind the village.

The school is a combination grade and high school, and 13 teachers are employed. Students from the surrounding area are transported

by bus. The tuition for the Indian pupils is paid by the Federal government. A public library, housed in a frame building, is open one or two days each week.

The Cook County News-Herald, a weekly issued every Thursday, is the only newspaper published in the village.

The two hotels are the Arrowhead and the Sterling. The Grand Marais State Bank is the only bank in the village.

The North Superior U.S. Coast Guard Station is located on the bay front. (See separate F.C. on the station).

Grand Marais is the gateway to the Gunflint Trail. This famous trail leads to the wilderness area of the Superior National Forest with its many lakes and resorts.

The Grand Marais Tourist Park, located on U.S. Highway #61, near the U.S. Forest Station, is one of the finest in the northwest. It is located on the bayfront, only three blocks from the modern business section of the village. It is equipped with running water, tables, and cook stoves. The rate is fifty cents per day.

Grand Marais is served by numerous commercial truck lines and the Northland-Greyhound Transportation Lines.

Duluth, Minn.

Topic: Cook County (F.C.) Grand
Marais.

Submitted By: Jane K. Goldman

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May 7, 1936.

Cook County

-1- Duluth, Minn.

Topic: Religious Institutions and
Structures (F.C.) 661

Submitted By: Jane K. Goldman

Date: April 14, 1936

J.K.G.

CHIPPEWA CITY CATHOLIC MISSION

Chippewa City, an Indian settlement, a suburb of Grand Marais, Minnesota, has a small mission church of original log construction.

At present the exterior is of finished siding, and the interior is papered.

The 125 members of this mission are Indians.

Services are held at irregular periods by Rev. Father Oswald, O. S. B., a missionary priest, who is also the pastor of Saint John's Catholic Church, at Grand Marais.

Duluth, Minn.

Topic: Religious Institutions and
Structures (F.C.) 661

Submitted By: Jane K. Goldman

SOURCE OF MATERIAL

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Religious Institutions by Jane K. Goldman.

Personal Observation of Jane K. Goldman.

Cook County
661
Duluth, Minn.

Topic: Religion and Religious Inst.

Submitted By: Jane K. Goldman

Number of Words: 143

Date: April 14, 1936

ROMAN CATHOLIC CHURCH---GRAND PORTAGE INDIAN RESERVATION---COOK COUNTY, MINN.

The Indians on the Grand Portage Reservation have received the ministrations of Christ for over a century at the Mission. In the first half of the Nineteenth Century, a birch bark chapel served as a place of worship.

The present structure was built in 1856 of large Norway pine logs, secured substantially with wooden dowel pins. An attempt to modernize the building with exterior board siding and papered walls on the inside has almost stripped this pioneer structure of its historic atmosphere.

A tri-panelled plaque over the altar was executed and donated by a summer resident.

The congregation has 150 Indians members.

A placard presents a few statistics: First Baptism by Father Baraga, Oct. 7, 1837; First Chapel blessed by Father Francis Priez, July 21, 1838; Church built by Father Du Ronquet, S.J.

Father Oswald, O.S.B., pastor at St. John's Church, Grand Marais, Minnesota, is the priest of this missionary parish.

Duluth, Minn.

Topic: Religion and Religious
Institutions

Submitted By: Jane K. Goldman

SOURCES OF INFORMATION

Personal observation of Mrs. Jane K. Goldman,

Interview of Mrs. Jane K. Goldman with Father Oswald, O.S.B., pastor of Saint John's Roman Catholic Church at Grand Marais, Minnesota who is also the missionary priest for the Grand Portage, Minnesota, Indian Reservation.....

Duluth, Minn.
The Settlers of Cook County
July 22, 1937
Vaino Konga

Recd. 7/23/37

THE SETTLERS OF COOK COUNTY

The fur-traders, first of French, then of Highland Scot, British American, Kentucky-backwoods, French-Canadian, and half-breed combinations with Indian, were the unwilling pioneers in opening up Cook County to eventual settlement.

Though Groseilliers and Radisson are supposed to have preceded him into the area, Sieur du Luth is accorded the distinction of erecting the first fur-trading post in the vicinity, quite probably near the mouth of the Pigeon River. Later Grand Portage, in Cook County, at the foot of the Grand Portage trail, became the "Half-way Station" between the complicated wilderness ramifications of the fur trappers and the fur capital, Montreal.

With the advent of commercial fishing, in 1834, Norwegians and Swedes were attracted to the area. When the Treaty of La Pointe opened up the North Shore in 1855, Americans rushed in in search of mineral wealth. Lumbering brought many from Maine, and more Scandinavians. The Scandinavian immigration increased, as many left their homelands because of bad economic conditions and religious intolerance. The similarity of topography and climate of this area to that of their homelands without doubt did much to attract them here, as also the large number of Finns who followed. Many place-names immortalize these groups.

The village of Tofte, which is situated on the shore of Lake Superior, received its name from the Norwegian settlers. It was given by Hans Engelson as one expression of honor for the people who had come from the Bergen district in Norway. They have taken up fishing and farming.

The oldest organized township in the county is Hovland, which was the name of the place in Norway from which came the first settler to the place, a man by the name of Brunas.

Of the 659 foreign-born in the county in 1930, 264 were from Norway, 176 from Sweden, and 94 from Finland. The other nationalities were: England, 5; Scotland, 2;

Northern Ireland, 3; Denmark, 6; Switzerland, 1; France, 1; Germany, 10; Poland, 9; Czechoslovakia, 3; Austria, 2; Yugoslavia, 10; Russia, 1; Italy, 1; Canada-French, 9; Canada-other, 57; and all other, 5.

In 1930 there were 15 negroes in Cook County and 191 Indians.

Cook County, although the scene of the first activities of white intruders in Minnesota, has nevertheless the smallest population in the state.

Because of the number of Indians and the number of foreign-born white people out of a small population, Cook County has the lowest percentage of native white in Minnesota. In the state as a whole the percentage of native white was 83.9 in 1930, but in Cook County it was only 64.5.

Of the counties in the state, Cook County has the second highest percentage of foreign-born white, 27.1 in 1930. In the state as a whole the percentage was 15.1. The foreign-born Scandinavians (Norwegians, Swedes, and Danes) alone constituted over 18 per cent of the total population of the county in 1930, almost 11 per cent being Norwegians.

Of the foreign-born white in Cook County in 1930, approximately 67.5 per cent were from the Scandinavian Peninsula, the Norwegians alone accounting for about 40 per cent. How well Northern Europe is represented in the county can be seen by the fact that the Swedes, Norwegians, Danes and Finns numbered 540 of the 659 foreign-born.

Further light on the flow of immigrants into Cook County earlier may be gathered from the 1930 census figures, which indicated that of the 1,570 native white in the county only 640 were of native parentage, 613 being of foreign parentage and 317 of mixed parentage.

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Duluth, Minn.

April 7, 1937

David Slafer

*Grandage: App. 7406**Finished copy*
*Cook*HISTORICAL SURVEY OF COOK COUNTY, MINNESOTA

The small triangle that forms the eastern section of Cook County and the north-east corner of the state, is an area in which enough incidents of historical importance took place to fill volumes. For a number of years before the founding of Fort Snelling (considered the first permanent settlement in Minnesota), this area was the scene of greater activity than any other area in the state and this same area was the scene of the one and only military operation of the Revolutionary War within the present boundaries of the state.

One adventurously- or even romantically-minded could revel in the history of Cook County. The greatest characters in the history of the Northwest, including Radisson and Groseillier, Daniel Gresolon, sieur du Luth, Jacques de Noyon, Sieur le Seur, Verendrye, MacKenzie, Henry, Carver and hundreds of others of almost equal fame have flashed upon the screen of its history.

From the evidence of mounds found on Isle Royale and along the lakes and streams of northern Minnesota, one may safely state that the region was possessed by an Indian tribe that antedates the Sioux and Chippewa. Among the latter are traditions that Lake Superior was once the center of the Dahkotahs or "People of the Lakes." The Chippewas called them the Nadowaysioux or Sioux (meaning "foes"). Part of this tribe lived along the waterways that extend from Pigeon River to Lake of the Woods, and the Chippewa who came in from the east slowly displaced them.

From all available evidence, it may be said, without fear of contradiction, that Grand Portage was the scene of the white man's first activities on the north shore of Lake Superior. If the Indian traditions are reliable, the water route from Grand Portage to the north was in use for decades before the coming of the white man and before his lust for furs led to the exploitation of all of northern Minnesota.

The great importance of Grand Portage in the years to come can be traced directly to the geology of the region surrounding it. A glimpse of a map of this part of the

state will make one ask why Grand Portage rather than the mouth of the Pigeon River became the site of the great fur trading activities. This is easily explained, for the last fifteen or twenty miles of the river is so full of falls and rapids as to be impassable. At Grand Portage, on the other hand, there was a nine-mile trail or portage which led to the Pigeon River above the worst falls and rapids. This was the actual starting point for the great route to the north. For the next one hundred and fifty years this was the only regular line of communication between the Great Lakes and the natives residing along the thousands of streams emptying into the Hudson Bay and Arctic Ocean. Still another reason for its popularity may be the fact that the harbor was the largest and safest on that part of the north shore.

Sieur de la Verendrye, a visitor to Grand Portage in 1731, was the first white man to leave a written record of the portage, and according to this, there is little doubt that the portage was known before that time.

The North Shore of Lake Superior had been visited long before Verendrye's arrival. In 1660 Radisson and Groseillier, the first whites to reach Lake Superior, are thought to have been along that shore, but never as far as Grand Portage.

Du Luth established Fort Kaministiquia (Fort William) in 1679. It was used for some years, abandoned, and re-established in 1717. It is hard to believe that in all that time he or his men failed to find the Grand Portage.

The following excerpts from the writings of contemporary authors illustrate the difficulty in writing an authentic history of the founding of Grand Portage:

"The claim has been made that Du Luth's post of 1679 was situated on the American side of Pigeon River where the village of Grand Portage is now located, and that it was, therefore, the first permanent trading post erected by the French in Minnesota."¹

¹ Folwell, "A History of Minnesota," Vol. I, p. 23.

"When the French extended their trade into the country beyond Lake Superior, they established a small post under the charge of Sieur St. Germain, on the path north of Lake Superior, to prevent the Assiniboines, a branch of the Sioux, from going to Fort Nelson to trade, which was an English post on Hudson's Bay; and they built another at Kaministigoyan, or Pigeon River."²

"Sieur du Luth appears to have been in the neighborhood of Lake Superior as early as 1679. He was the first to build a fort at Pigeon River, which post is still maintained under the name of Fort Charlotte, though in the days of the French regime it was called Kamanistigoya."³

"A few years after the great convocation of the northwestern Indian tribes and treaty with the French nation at Sault Ste. ^{Marie} (1671), a company of French traders proceeded up the west coast of the lake, and built a trading post on a beautiful bay situated on the lake shore a few miles above Kahmanatigwayah (Pigeon River) and known as the Grand Portage or Kecheonegumeng from the fact that a portage of ten miles is here made to Pigeon River to avoid the rapids which preclude navigation even for canoes.

"This is probably the first permanent post erected by the white man in the region of territory comprised within the present limits of Minnesota. It was built about 150 years ago (1735)."⁴

Aside from the fact that the French wanted to intercept the English trade, there were other factors which made the Grand Portage site preferable to all others. One was the vast quantity of beaver existing in all the streams entering Lake Superior, especially the Pigeon River and its tributaries. Another, and perhaps the most important, was the general character of the Indians. Unlike the warlike tribes found in the west, the local Indians were docile and more friendly.

² Minnesota Historical Society Collections, Vol. I, p. 207.

³ Ibid, p. 257.

⁴ Warren, "History of the Ojibways," pp. 137-138.

French traders were at Grand Portage soon after the treaty of friendship signed in 1671 at Sault Ste. Marie by the French, the Ojibways, and many other Indian tribes. They continued to arrive for many years, but in all that time no permanent post was erected.

In May, 1762, the English decided to take over the Grand Portage trade. To that end a party of traders escorted by a party of soldiers went there. The Indians could not adjust themselves to the English and resented their arrival so much that in 1763 they attacked the post at Mackinac, delaying all English attempts to trade in the northwest.

On July 19, 1767, a party of explorers under Captain James Tute and including Jonathan Carver, reached Grand Portage from the Mississippi River. Carver's writing later became famous, but never did he mention seeing a permanent post at Grand Portage. Although his travels were first accepted at face value, later historians have found many inaccuracies and inconsistencies, especially plagiarisms from the works of other travelers. Some have doubted his presence at Grand Portage.

The only military operation of the Revolutionary War in Minnesota took place at Grand Portage. During all these years the number of traders had been steadily increasing, and it was only natural that among them would be those who sympathized with the cause of the colonies. The British authorities began to fear that some of these men would attempt to ship supplies into the Illinois territory for the troops led by George Rogers Clark, and to forestall any such attempts, they dispatched a military expedition from Mackinac which reached Grand Portage on the first of June. Having little to do, the soldiers erected a fort and bettered the trail along the portage. They left in the fall, and a traders' petition for another detachment of soldiers, made the following spring, was refused.⁵

In January, 1778, General Haldimand drew up a memorandum which showed that the trade at Grand Portage had increased so that it now employed 500 people and was

⁵ Buck, "The Story of Grand Portage," p. 7.

valued at \$200,000 annually.⁶

Simultaneous with the increase in the number of traders, there was a development of business rivalry. Under the pressure of increasing business and competition, a group of traders realized that consolidation would benefit all concerned, and in 1783 the Northwest Company was organized. It was under this famous organization that Grand Portage flourished and was able to attain the historical greatness it is accorded.

In 1785 the company erected a number of buildings and surrounded them with a stockade. On the bay there was a large yard where seventy or more canoes were constructed annually. It also owned a vessel of 95-ton displacement, which made five trips each year from Grand Portage to Montreal.

The growth of Grand Portage under the regime of this company, was rapid. Here all the company meetings were held and arrangements made for the next year's trade. Here, too, the men employed by the company received and spent their wages.

Its greatest fame lay in the fact that it became the center of all trade activities. The huge lake canoes from Montreal, loaded with supplies for all the posts extending from the Red River Valley to Lake Athabasca, were unloaded here. All furs from the northern posts were brought here for shipment to Montreal.

Fort Charlotte was constructed at the western end of the portage (Fort Charlotte Trail). The fort was a place where goods destined for the north were stored until the traders were ready to leave for their winter grounds. At first the portage was nothing but a trail across which the goods were packed on the shoulders of the men; often it was almost impassable. In 1788 the company requested a grant of land along the trail on which to construct a road. The Quebec authorities refused this, probably because they feared the company would get a monopoly if it was allowed this right. Later a road was constructed which enabled the traders to use carts similar to those used in the Red River Valley. The ruts caused by them are discernible to this day, as is all of the trail, although overgrown by weeds and bushes.

The Northwest Company never did attain a monopoly over the portage or Grand Portage. Many new companies were formed which lived only long enough to join it or the Hudson's Bay Company. The greatest of the rival concerns, the X.Y. Company, operated from 1797 to 1804. For a short time it had a post at Grand Portage and possibly one at Fort Charlotte.⁷

One of the best descriptions of Grand Portage at the height of its fame and activity was written by John Macdonnell. His diary covers the period from May 10 to October 8, 1793. In that year he set out from Lachmur, Canada, to a fort on the Qu'appelle River. His route followed the northern border of Minnesota and he reached Grand Portage on July 5. Remaining there for about a month, he had ample opportunity to investigate all its activities. His description reads as follows:

"----- we got a sight of the long wished for Grand Portage.

The beach was covered with spectators to see us arrive, our canoe went well and the crew sung paddling songs in a vociferous manner.

"The Grand Portage is situated in the bottom of a shallow Bay perhaps three miles deep and about one league and a half wide at its mouth from Pointe aux Chapeaux to pointe a la Framboise having a small Island just opposite the fort about half way from one of these points to the other: on a low spot which rises gently from the Lake. The pickets are not above fifteen to twenty paces from the waters edge. Immediately back from the Fort is a lofty round Sugar loaf mountain the base of which comes close to the Picket on the North West Side.

"The Gates are shut alyways (sic) after sunset and the Bourgeois and clerks Lodge in houses within the pallisades, where there are two Sentries keeping a look out all night cheifly for fear of accident by fire. A clerk a guide and four men are considered watch enough. These are Montreal engagees.

⁷ Ibid, p. 9.

"The North men while here live in tents of different sizes patched at random, the people of each post having a camp by themselves and through their camp passes the road of the portage. They are separated from the Montrealeans by a brook. The Portage is three leagues from one navigation to the other which caused great expense and trouble to the company. The men have Six Livers of this currency for every peice of Goods or packs of Furs they carry from one end of it to the other--- the currency of the North west is double that of Canada which currency had its origine, I presume, from the mens' wages being formerly paid in peltries and it was supposed that one liver's worth of Furs would be worth two livers to the person that took it to Montreal to be paid. The currency existed long before the North West Company had a being and I believe before Canada was taken from the French.

"All the buildings within the Fort are sixteen in number made with cedar and white spruce fir split with whip saws after suquared (sic), the Roofs are couvered with shingles of Cedar and Pine, most of their posts, Doors, and windows, are painted with spanish brown, Six of these buildings are Store Houses for the company's Merchandize and Furs &c. The rest are dwelling houses shops compting houses and Mess house----they have also a warf or kay for their vessel to unload and Load at. The only vessel on the Lake Superior is the new (one) Mr. Nelson was building when we passed at Point aux Pins and it is to be called the Otter, the Athabaska which sailed the Lake before her is to be (d. called the otter) floated down the falls of St. Mary, to help the beaver to bring the needfull (supplies) from Detroit and Mackinac to the Sault, which the otter is supposed sufficient, to convey from St. Mary's to the Grand Portage and in return she takes a cargo of Furs to the

Sault when they are arrived from the North. Part of the Company's Furs are sent Round the Lakes in Shipping, but the major part goes down the Ottawa in the Montreal Canoes. Every improvement about this place appertains to the North West Company. Between two and three hundred yards to the East of the North West Fort beyond the Pork eaters Camp is the spot Messrs David and Peter Grant have selected to build upon, as yet they have done nothing to it but marking out the four corners of the ground they mean to occupy with posts stuck in the ground. They are now off for the interior without leaving any vestige of their having been here but the four posts above mentioned. It is called Sixty leagues from here to Fond du Lac where the Rivier St. Louis enters Lake Superior and which is half the Lake, measuring either side from thence to the Sault St. Mary. Fogs are frequent on this immense Lake which renders the navigation difficult. The New Ship otter has been expected some time now and we are anxiously looking out for her; provisions have turned so scarce that near 1,000 men upon the ground in the company's service have been put upon half allowance. A full allowance to a voyageur while at this Poste is a Quart of Lyed Indian Corn or maize, and one ounce of Greece. It is reckoned there is only six days allowance remaining in the stores, and should the vessel protract her arrival beyond that period I am at a loss to think what shift the gentlemen would adopt to subsist their servants."⁸

Another famous personage to visit Grand Portage and leave a fine account of it was Sir Alexander Mackenzie, the explorer. He reached Grand Portage sometime between 1787 and 1793. Especially valuable is his description of its activities and social life; the hardships that were a part of the life of the canoe men and

Couriers De Bois, and the detailed account of the canoe route from Grand Portage to the Lake of the Woods (only that portion lying in Cook County is recounted here):

"At length they all arrive at Grand Portage, which is one hundred and sixty leagues from St. Mary's and situated on a pleasant bay on the north side of the lake, in latitude 48. north and longitude 90. west from Greenwich.

"At the entrance of the bay is an island which screens the harbor from every wind except the south-----. The bottom of the bay, which forms an amphitheatre, is clear and inclosed; and on the left corner of it, behind an hill, three hundred or four hundred feet in height, and crowned by others of a still greater altitude, is the fort, picketed in with cedar palisades, and inclosing houses built with wood and covered with shingles. They are calculated for every convenience of trade as well as to accomodate the proprietors and and clerks during their short residence there. The North men live under tents, but the more frugal pork-eater lodges beneath his canoe.

"When they arrived at the Grand Portage, which is near nine miles over, each of them has to carry eight packages of such goods and provisions as are necessary for the interior country---. Having finished this toilsome part of their duty, if more goods are necessary to be transported, they are allowed a Spanish dollar for each package; and so inured are they to this kind of labor, that I have known some of them set off with two packages of ninety pounds each, and return with two others of the same weight, in the course of six hours, being a distance of eighteen miles over hills and mountains. This necessary part of the business being over, if the season be early, they have some respite, but this depends upon the time the North men begin to arrive from their winter quarters, which they commonly do early in July. At this period, it is necessary to select from the pork-eaters a number of men, among whom are the recruits, or winterers, sufficient to man

the North canoes necessary to carry, to the river of the Rainy Lake, the goods and provision requisite for the Athabasca country; as the people of that country (owing to the shortness of the season and length of the road (they) can come no further) are equipped there, and exchange loadings with the people of whom we are speaking, and both return from whence they came.

"The North men, being arrived at the Grand Portage, are regaled with bread, pork, butter, liquor, and tobacco, and such as have not entered into agreements during the winter, which is customary, are contracted with, to return and perform the voyage for one, two, or three years: their accounts are settled, and such as choose to send any of their earnings to Canada, receive drafts to transmit to their relations or friends; and as soon as they can be got ready, which requires no more than a fortnight, they are again dispatched to their respective departments-----

"The people being dispatched to their respective winter quarters, the agents from Montreal, assisted by their clerks, prepare to return there, by getting the furs across the portage, and, re-making them into packages of one hundred pounds weight each, to send them to Montreal, where they commonly arrive about the month of September.

"The mode of living at the Grand Portage is as follows: The proprietors, clerks, guides, and interpreters, mess together, to the number of sometimes an hundred, at several tables in one large hall, the provision consisting of bread, salt pork, beef, hams, fish, and venison, butter, peas, Indian corn, potatoes, tea, spirits, wine, &c., and plenty of milk, for which purpose several milck cows are constantly kept. The mechanics have rations of such provisions, but the canoe-men, both from the North and Montreal, have no other allowance here, or in the voyage, than Indian corn and melted fat. The corn for this purpose is prepared before it leaves Detroit, by boiling it in a

strong alkali, which takes off the outer husk; it is then well washed, and carefully dried upon stages, when it is fit for use. One part of this is boiled for two hours, over a moderate fire, in a gallon of water; to which, when it has boiled a small time, are added two ounces of melted suet-----. This quantity is fully sufficient for a man's subsistence during twenty-four hours-----.

"The trade from Grand Portage is, in some particulars, carried on in a different manner whit that from Montreal. The canoes used in the latter transport are now too large for the former, and some of about half the size are procured from the natives, and are navigated by four, five, or six men, according to the distance which they have to go. They carry a lading of about thirty-five packages, on an average; of these twenty-three are for the purpose of trade, and the rest are employed for provisions, stores, and baggage. In each of these canoes are a foreman and steersman; the one to be always on the look out and direct the passage of the vessel, and the other to attend the helm. They also carry her, whenever that office is necessary. The foreman has the command, and the middle-men obey both; the latter earn only two-thirds of the wages which are paid the two former. Independent of these a conductor or pilot is appointed to every four or six of these canoes, whom they are all obliged to obey; and is, or at least is intended to be, a person of superior experience, for which he is proportionably paid.

"In these canoes, thus loaded, they embark at the north side of the portage, on the river au Tourt, which is very inconsiderable; and after about two miles of a westerly course, is obstructed by the Partridge Portage, six hundred paces long. From thence the river continues to be shallow, and requires great care to prevent the bottom of the canoe from being injured by sharp rocks, for a distance of three miles and an half to the Prairie or Meadow, when half the lading

is taken out and carried by part of the crew, while two of them are conducting the canoe among the rocks, with the remainder, to the Carreboeuf Portage, three miles and a half more, when they unload and come back two miles, and embark what was left for the other hands to carry, which they also land with the former; all of which is carried six hundred and eighty paces, and the canoe led up against the rapid. From hence the water is better calculated to carry canoes, and leads by a winding course to the north of west three miles to the Outard Portage, over which the canoe, and everything in her, is carried for two thousand four hundred paces. At the further end is a very high hill to descend, over which hangs a rock upwards of seven hundred feet high. Then succeeds the Outard Lake, about six miles long, lying in a northwest course, and about two miles wide at the broadest part. After passing a very small rivulet, they come to the Elk Portage, over which the canoe and lading are again carried one thousand one hundred and twenty paces; when they enter the lake of the same name, which is an handsome piece of water, running northwest about four miles, and not more than one mile and an half wide. Here is a most excellent fishery for white fish, which are exquisite. They then land at the Portage de Cerise, over which, and in the face of a considerable hill, the canoe and cargo are again transported for one thousand and fifty paces. This is only separated from the second Portage de Cerise by a mud pond, of a quarter of a mile in length; and this is again separated by a similar pond from the last Portage de Cerise, which is four hundred and ten paces. Here the same operation is to be performed for three hundred and eighty paces. They next enter on the Mountain Lake, running northwest by west, six miles long, and about two miles in its greatest breadth. In the center of this lake, and to the right, is the Old Road, by which I never passed, but an adequate notion may be formed of it from the road I am going to

describe, and which is universally preferred. This is first, the small new portage over which everything is carried for six hundred and twenty-six paces, over hills and gullies; the whole is then embarked on a narrow line of water that meanders southwest about two miles and an half. It is necessary to unload here, for the length of the canoe, and then proceed west half a mile to the new Grand Portage, which is three thousand one hundred paces in length, and over very rough ground, which requires the utmost exertions of the men, and frequently lames them; from hence they approach Rose Lake, the portage of that name being opposite to the junction of the road from the Mountain Lake. They then embark on the Rose Lake, about one mile from the east end of it, and steer west by south, in an oblique course, across it two miles; then west-northwest passing the Petite Perche to the Marten Portage, three miles.

"Over against this is a very high, rocky ridge, on the south side, called Marten Portage, which is but twenty paces long, and separated from the Perche Portage, which is four hundred and eighty paces, by a mud pond covered with white lilies. From hence the course is on the lake of the same name, west-southwest three miles to the height of land, where the waters of the Dove or Pigeon River terminate, and which is one of the sources of the great St. Lawrence in this direction. Having carried the canoe and lading over it, six hundred and seventy-nine paces, they embark on the lake of Hauteur de Terre, which is in the shape of a horseshoe. (The route which we have been following hitherto leads along the high rocky land or bank of Lake Superior on the left. The face of the country offers a wild scene of huge hills and rocks, separated by stony valleys, lakes, and ponds. Wherever there is the least soil, it is well covered with trees). The lake is entered near the curve, and left at the extremity of the western limb, through a very shallow channel, where the canoe passes, half

loaded, for thirty paces with the current, which leads through the succeeding lakes and rivers, and disembogues itself by the river Nelson into Hudson's Bay. The first of these is Lac de pierres a fusil, running west-southwest, seven miles long and two wide, and, making an angle at northwest one mile more, becomes a river for half a mile, tumbling over a rock and forming a fall and portage, called the Escalier, of fifty-five paces; but from hence it is neither lake or river, but possesses the character of both, and ends between large rocks, which cause a current or rapid, falling into a lake-pond for about two miles and an half, west-northwest, to the portage of the Cheval du Bois. Here the canoe and contents are carried three hundred and eighty paces, between rocks; and within a quarter of a mile is the Portage des Gros Pins, which is six hundred and forty paces over an high ridge. An irregular, meandering channel, between rocky banks, then succeeds for seven miles and an half to the Maraboeuf Lake, which extends north four miles, and is three quarters of a mile wide, terminating by a rapid and decharge, of one hundred and eighty paces, the rock of Saginaga being in sight, which causes a fall of about seven feet, and a portage of fifty-five paces.

"Lake Saginaga takes its name from its numerous islands. Its greatest length from east to west is about fourteen miles, with very irregular inlets. It is nowhere more than three miles wide, and terminates at the small portage of La Roche, of forty-three paces."⁹

At the very height of its activity Grand Portage received a blow from which it never recovered, at least so far as the fur trade was concerned. Aside from the lone military operation of 1778, it had had little concern with the Revolutionary War. Under the Treaty of Paris of 1783, all the land south and west of the

Pigeon River, including Grand Portage, became a part of the new nation. The Northwest Company continued to maintain its headquarters there until 1801, for it was not until then that the American officials began to extend its jurisdiction to the area.

Rumors began to reach Grand Portage that an American revenue officer would be stationed at the post to collect duties on all goods coming from Canada. Since most of its trade was from Canada, the company stood to lose heavily, and accordingly it began to look about for a new post site. In 1798 the site of du Luth's old post on the Kaministiquia (Fort William) was selected, and in 1801 actual construction was begun. A few years earlier company employees had re-discovered the old Kaministiquia route to the north. This route was once used by the French, but since it was 55 miles longer than the other route, it had been seldom used and practically forgotten. By 1804 the company was established in its new post.

The X.Y. Company, which did not join the Northwest Company until 1804, retained its Grand Portage post until that year, and until 1812 the only post there was a local concern. At the conclusion of the War of 1812 Congress passed an act excluding all foreign traders from trading on American soil. A short time later the American Fur Company under John Jacob Astor bought up all the posts of the Northwest Company on American soil, including what was left of the fur trade at Grand Portage.

In 1815 Governor Cass of the Michigan Territory recommended that a military post be established at Grand Portage for the purpose of collecting duties and enforcing the new trade regulations. Since this was not acted upon, Grand Portage was practically deserted, for the American Fur Company also left to concentrate on the south shore.

In 1834 it seemed that Grand Portage would regain some of its lost glory. When Ramsey Crooks became president of the American Fur Company, he organized its fishing industry. Its headquarters were at La Pointe, and large stations ^{were} established at Grand Portage, Isle Royale, Grand Island, Escarpment, Fond du Lac and White Fish Point. Whitefish, trout, pickerel, herring and siscowet were the varieties of fish caught and sent to La Pointe and Detroit. At first the sales were limited to Michigan and Ohio, but from 1839 to 1842 efforts were made to extend the market into New York, Indiana, Illinois, Kentucky and Tennessee. Great quantities of fish were shipped

into these areas, but because of the Panic of 1837 money was scarce and the effort failed. In 1842 the company, together with its fishing industry, went bankrupt and Grand Portage was returned to the Indians who had lived there for so many generations.¹⁰

The Chippewas of Grand Portage are a part of the great Algonquin tribe which once occupied a vast territory from Lake Huron to the Turtle Mountains of North Dakota. It is impossible to state when they settled at Grand Portage, but the very earliest white men found a good sized village there. Although missionaries had visited them years before, it was not until Father Frederic Baraga came in October, 1837, that religious activities began in earnest. The following year Father Francis X. Pierz arrived and opened a Catholic school and mission. He abandoned his efforts in 1839, but in 1842 started a new one a mile above the mouth of the Pigeon River. He was recalled and all religious activities ceased until three Jesuits arrived. A year later they were transferred to Fort William.¹¹ Some time later the church and mission were re-established and since that time the Indians have had regular services.

The Grand Portage Indians were first referred to by the federal government, as a separate tribe, in a treaty with the Chippewas, signed in 1854. At this time they were given the right over a tract of land:

"Beginning at a rock a little east of the eastern extremity of Grand Portage Bay, running thence along the lake shore to the mouth of a small stream called by the Indians Maw-ske-qwah-go-naw-se-be, or Cranberry Marsh River, thence up said stream, across the point to Pigeon River, thence down Pigeon River to a point opposite the starting point, and across to the place of beginning."¹²

¹⁰ Minnesota History, Vol. VII., pp. 49-50.

¹¹ Buck, "The Story of Grand Portage," p. 11.

¹² Allen, E. A. "United States Relations to Grand Portage Indians," p. 1.

Representatives of the tribe were present at the signing of the Rice Treaty of 1889. In this treaty the Minnesota Chippewas ceded to the government all the land they held outside the White Earth and Red Lake Reservations. The bill further provided that all the Indians, including those at Grand Portage should move to either of the reservations and there take up their allotments. The presence of the Indians at Grand Portage today is due to still another provision of this treaty. It made the provision that any Indian who did not want to move could choose their allotment from any of the ceded land. The Grand Portage group naturally chose to select land around their old homes.

They received eighty acres each or a total of 24,670 among the tribe, and the government established a trust fund into which it paid \$1.25 for every acre of land that the tribe gave up.

To a great extent the present Indians make a living by fishing, hunting and trapping, supplemented by per capita payments and rations. Within recent years their income has been greatly increased by the growth of the tourist trade.

The negotiations and treaties settling the portion of the boundary from the Mouth of the Pigeon River to the Rainy Lake were not as protracted as those which settled the line from the Lake of the Woods to Rainy Lake. The first attempt to settle the former was in 1822 when a joint commission of Americans and English mapped the line. At the final meeting of the commission in 1827, the English offered to accept the old Pigeon River route as the boundary, providing a line was drawn through all the portages including the Grand Portage. When the Americans refused to settle on those terms, the English offered to accept the Pigeon River only if all the portages were left open and free to the natives of both nations. The entire provision was rejected only to be accepted in the Webster-Ashburton Treaty of 1842. Since this treaty is still in force, Canadians may use these portages if they so desire.

The bill for the organization of Cook County was passed by the state legislature on March 9, 1874. Grand Marais was chosen as the county seat. The county was

named in honor of Major Michael Cook of Fairbault. In the original bill the county was to be named after Sieur Verendrye, fur trader and explorer, but in the final passage the name was left out and the other included.

It was not until September 7, 1882, that the County Board of Commissioners held its first meeting. Among those the Governor selected to serve on this board were George Mayhew, Sam Howenstine and C. M. Wilson. J. E. Mayhew was selected treasurer; T. W. Mayhew, register of deeds; T. W. Mayhew and A. J. Scott, constables; and J. E. Mayhew and Thomas Ross, justices of the peace.

Grand Marais is the largest village in the county. What white man first reached it is not known, but there is little doubt that it was a very popular Indian village when Radisson made his trip along the shore in 1657 or 1658. There is some likelihood that La Verendrye was there in 1737.

Because of the rigid control exercised by the licensed fur companies, the independent traders had little opportunity to establish their own posts, and since the large post at Grand Portage was only a short distance away, no trader dared have a post among the Indians at Grand Marais, until after the Revolutionary War, when Congress excluded foreign traders. Soon small independent posts appeared along the shore, one being at Grand Marais. Little is known of the next few years.

James Dotz, a man who became prominent in Wisconsin History, visited there in June 1820, and in 1839 G. Francheres, fish inspector for the American Fur Company, was a visitor. During all these years Grand Marais was little more than a name, and so far as the fur trade was concerned, it had no rating.

An M. Godfrey, independent trader from Detroit, reached Grand Marais in 1854 and opened a post, but after a few years of good business, he closed the post and returned to Detroit.

In July, 1856, a monthly mail route was established between Superior and Grand Portage, and at the same time the first post office at Grand Marais was opened with H. Godfroi as postmaster. He resigned and moved to Detroit, and from that time until 1871 the Grand Marais post office was vacant.

Another important event in 1854 was the signing of the treaty of La Pointe. Soon after its ratification, settlers began to arrive along the north shore to buy or homestead land.

The actual founders of Grand Marais, Henry Mayhew and Sam Howenstine, did not settle there until 1871. The government gave Mayhew the west bay and Howenstine the east bay. Mayhew took over the duties of postmaster and a short time later erected a trading post and another at Rove Lake in 1875. Being interested in mining as well as fur trading, he and his associates constructed the original Gunflint Trail in order to tap the region along the border.

The lumbermen and fishermen were the stimulants which aroused Grand Marais, and it soon became the headquarters of both. The construction of a new wagon road from Duluth to the Pigeon River was begun in 1879, and the road was ready for use by 1887. The new automobile road from Duluth to Port Arthur was completed in 1916. This is the only means of land transportation, for even today Cook County does not have one mile of railroad other than the logging railroads which are not public carriers.

By 1875 lake shipping was becoming common, and in order to receive some benefits from this, the village in 1882 built a breakwater out from the mouth of the west bay. Later the federal government declared it a harbor of refuge and constructed a light-house.

In 1883 the Booth Fishing Company began running boats to Grand Marais on a schedule. This was the first reliable means it had of reaching the outside world, and it remained the standard mode of travel until the automobile road was completed.

From the very earliest days the village was visited yearly by Catholic missionaries. Later two or three yearly visits were made. Usually the meetings were held in the home of James Morrison, an Indian. The present Catholic church was erected in 1897, a Norwegian Lutheran in 1898, and a Congregational in 1907. Since then a Baptist and Swedish Lutheran have been built.

The county's first newspaper, the "Cook County Herald" was started at Grand Marais in 1882 by H. DeLacy Wood; the "Grand Marais Herald" was organized by John Blackwood in 1907; and these papers were combined in 1911 as the "Grand Marais News Herald."

According to the 1930 Census, Cook County has an approximate land area of 19 958,720 acres, of which only 2% or 19,095 is used for agriculture. Much of the land is too rocky to be of any value for farming, and a great deal of the area is in lakes and streams. A large part of the Superior National Forest is in this county, and this land is not open to settlement.

Aside from the tourist trade, lumbering and fishing remain the two large industries. Each year millions of feet of pulpwood are shipped to eastern paper mills. The fish caught along the shore are known everywhere for their quality, and each year thousands of tons are sent to Duluth for distribution. Truck lines were established for the express purpose of picking up the fish all along the shore from Duluth to the Pigeon River.

Cook County offers recreational facilities equal to those in any other part of the United States, and some that can be had nowhere else. The famous canoe trips along the border cannot be duplicated, and there is still opportunity to visit lakes that human eyes have never seen. Many prize catches of bass, pickerel, trout and land-locked salmon have come from the crystal-clear lakes that abound within the borders of the county. Although hundreds of camps and summer resorts have been erected on the lakes, there are yet areas where one may truly see "nature in the raw." This is especially true of that portion of the Superior National Forest where no home or summer cabin may be erected, but where one may camp if all rules of the Forest Service are followed.

It has been proposed, but not yet carried out, that the area including Grand Portage Bay, Hat Point, Waus-Wau-Goning Bay and Pigeon Point be made a national park. The park would include an area said by some visitors to be the most picturesque and scenic in Minnesota. If established, it would be a part of or adjacent to the Isle Royale National Park.

Another proposal has been the rerouting of U.S. Highway #61, which, instead of being located quite a distance north of the shore, would follow the lakeshore to a point just north of Grand Portage, skirting the village by about three-fourths of a mile, then swing northeast to the High Falls on Pigeon River. As late as March 30, 1937, this plan was rejected in Washington.

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Revised

COOK COUNTY

2 Agriculture is of secondary importance in Cook County, the tip of the Arrow Head Country in northeastern Minnesota, where fishing, hunting, trapping, catering to the tourist trade, and cutting pulpwood are the chief occupations. Only ²~~two~~ percent of the land area is comprised in the 220 farms of the county, all of which lie in the peat belt along the North Shore of Lake Superior.

Root crops and berries are especially well adapted to the soil and climatic conditions of the North Shore. In 1935, when the average potato yield for the State was 57 bushels to the acre, these Cook County farms produced an average of ¹²³~~155~~ bushels of high grade potatoes to the acre. Strawberries, too, grow abundantly, and in 1935 yielded ⁵⁶⁹~~1,000~~ quarts ^{per}~~to~~ acre, which also is higher than the average for other sections of the State.

Most of Cook County is a forest of primeval splendor, 80 percent of the entire area being in ^{the Superior National Forest}~~government reservations~~. The Pigeon River Objiway Indian Reservation covers 65 square miles to ^{the} east end of the county, and all but 181,744 acres of the remainder is in the Superior National Forest.

The woods, the deep, glacial-carved lakes, and the cascading streams remain much the same as when first seen by white men. Old portages of fur-trading days remain, but in many instances the trails have been marked for the convenience of vacationists.

In recent years the Arrow Head country has been much publicized as a summer play ground and the tourist business is becoming an important source of revenue for Cook County residents. Thousands of tourists visit the North Shore each ^{year}~~summer~~ between May and October.

Lumbering furnishes employment in the winter when pulpwood is

taken out of the forests, and in the spring when the lake breaks up and the lake boats are loaded. Fishing stations are located at Grand Marais. The herring of Lake Superior and the trout of northern lakes and rivers are shipped to Duluth by boat and truck. Wild game abounds throughout the area. Muskrat of the vicinity command a good price because of the color and texture of fur.

OPPORTUNITIES

Raw land is available in Cook County. However, most of the farmers who in the past undertook to clear the cut-over land of second-growth timber and stumps left by the logging industry, have given up the enterprise as an unprofitable venture. Farms of the peat belt along the lake shore are offered for sale now and then. This land is of proved agricultural value, but it commands a low price. In 1935 the average value per acre was \$22.13, or \$1,921 for the land and buildings of an average farm of 86.8 acres. In 1930 the income of Cook County's 220 farmers averaged \$454.50.

PHYSICAL SETTING

Cook county is the northeast point of Minnesota. North of it is part of the famous Quetico park of Canada. It is separated from the Dominion by Saganaga Lake, a series of small lakes, and the Pigeon River. On the south is Lake Superior and on the west is Lake County.

Topography A general ruggedness is characteristic of the surface. In the north are the Misquah Hills, with an elevation of 2,230 feet above sea level. Except for clearings, the country is timbered with coniferous trees, fir, spruce, tamarack, pine, and cedar. ~~On the highlands~~ Hardwoods are found on the highlands.

Drainage The county is drained network of lakes and streams. Main rivers are the Pigeon in the north, and the Brule, Poplar and Cross rivers in the south, the three latter emptying into Lake Superior. There are many falls.

Soil The land allotted by the government for agriculture is dark loam enriched by decomposed vegetable matter. The subsoil in the southern portion is clay, while in the central and eastern part, borings have shown it to be sand and clay.

Climate and Rainfall Climatic data taken at Grand Marais, elevation 606 feet, over a period of 20 years shows that the winters are cold, as is typical in all the northern counties. However, the close proximity to Lake Superior somewhat delays the winters and distinctly modifies the heat of summer. In spite of the rigorous climate, the county has a growing season of 127 days, sufficient time for crops to mature. The last frost in the spring is May 16, while the first frost occurs around Sept. 29, although sometimes delayed until October 15, and even later. The Weather Bureau reports July 20, 1935 with 90 degrees Fahrenheit as the hottest day while January 23, 1935 with -43 was the coldest day.

Climatic Record (+18 year averages)

MONTHS:	JAN.	FEB.	MAR.	APR.	MAY	JUNE	JULY	AUG.	SEPT.	OCT.	NOV.	DEC.
TOWN: Grand Marais (alt. 606 ft.)												
Precipitation in inches	1.14	1.05	1.71	1.30	2.19	3.14	3.48	2.77	3.41	2.24	1.49	.94
Temperature (Fahrenheit)	14.6°	17.1°	24.9°	36.7°	44.6°	52.6°	59.4°	62.0°	54.5°	43.2°	31.4°	18.7°
Annual precipitation					24.86 inches							
Annual Temperature					38.3 degrees							

SETTLEMENT AND RACIAL ORIGINS

Cook had the first white settlement in the State, a post established by French fur traders in 1679, at grand portage, Sœur La Verendrye, who built Fort Charlotte, was one of the traders. Prior to the coming of the French, the county was controlled by the warring tribes of Sioux and Chippewas. In 1854, part of the county including Fort Charlotte and Grand Portage was set aside for the Chippewa. During more recent years, the Scandinavians

SETTLEMENT AND
RACIAL ORIGINS.

Cook County had the first permanent white settlement in

Minnesota, Grand Portage being a focal point of an enormous and profitable fur trade during the latter part of the Eighteenth and first part of the Nineteenth centuries. At Grand Portage, nestling on a bay of Lake Superior, voyageurs by the hundreds beached their large lake canoes, portaged ⁹ miles overland to the Pigeon River, and went off into the wilds of the West and Canada to deal with ^{the} Indians. The first white man recorded to ^{have} used the portage ^{was} La Verendrye, who, with his three sons and others, made an exploration trip westward via the Rainy River and into Dakota, Manitoba, and the western plains of Minnesota.

As early as 1776 profitable trade was carried on, and in 1778 it is estimated the trade passing through Grand Portage totalled 40,000 pounds and employed 500 men. The greatest years in the history of this region began when the Northwest Company established a post here in 1783. Rival companies vied with them and for a period it is estimated as high as 2,000 ^{Engaged in trade} men would pass through ^{annually} ~~annually~~ at Grand Portage engaged in trade. Fort Charlotte, at the west end of the ⁹ nine-mile portage, was another important post. Today only ~~meager~~ ruins ~~remain to mark their sites.~~ ^{skel}

As the fur trade declined, ^{only} intermittent settlers appeared. They were chiefly concerned with fishing and prospecting for mineral wealth.

During the great period of immigration before 1900, many Norwegians, Swedes, and Finns came to the North Shore to fish commercially as they had in their ^{Native lands} ~~old home~~. The foreign-born in 1890 constituted 51 per cent of the population, and as late as 1930 numbered 27.1 per cent. Today, these foreign-born, with their first generation offspring, make up more than half of the county's population of 2,435. The dominant nationality is Norwegian, followed by the Swedes and Finns.

and Germans moved in, and at the present time, the German people predominate, although there are a few Slav, British, Scandinavians and Finns living there.

COUNTY ORGANIZATION AND SUBDIVISIONS

The county was established ^{on} March 9, 1874, and named in honor of Major Michael Cook, of Faribault, ^{who fell in battle during the Civil War} ~~Major Cook and his family were killed by the Ojibways and his home burned to conceal the deed.~~ ^(This happened at Lake Cook - was Major Cook)

There are 8 townships: Coville, 107 population; Grand Marais, 205; ^{Lutsen} Hovland, 198; ^{Lufton} Lutsen, 167; Maple Hill, 349; Rosebush, 231; ^{Schroeder} Schroeder, 117; and ^{Dofta} Hovland, 176. Grand Marais is the chief town and county seat. It is ^{with a population of 618} also an old trading post, used in the days of the Verendrye regime. Grand Marais was called Kitchihitobig, meaning "swamp" by the Indians. This area around the town is not much higher than the level of lake Superior. It is a typical summer resort town, has several good stores, and both Catholic and Protestant churches. ^{or Bayou} Grand Portage ~~is the oldest settlement of the~~ ^{is chiefly inhabited by Indians of the Pigeon River Reservation} people. During Verendrye explorations, it was terminal of the lake Superior traffic. "As early as 1769, it was an important rendezvous and trading post, and during the time of the revolution it became a commercial emporium for the Northwest fur trade."

TAXES

The tax load in 1935 was ^{\$36,213} \$36,550 lower than in 1931. In the later year the property-valuation was \$1,328,862 and the tax rate of 163.68 mills was designed to yield a levy of \$217,745. In 193⁵ the valuation had dropped to \$595,493 and with a tax rate of 304.40 mills the levy was \$181,530.

Indebtedness The total indebtedness of the county and its subdivisions in 1935 was \$369,324.50. ^{88,595.44} Of this, \$197,729.06 is charged to the county, \$26,600.00 to the townships, \$88,595.44 against the villages, and \$56,400.00 against the school districts. The indebtedness was 62.02 percent of the taxable value and based on the 1930 population of 2,435, the per capita debt is \$151.67.

Delinquency Total taxes levied in 1934, including special assessments,

~~was~~ \$228,957. Of this, \$94,257, or 41.17 percent, was uncollected on January 1, 1936. The total of all uncollected taxes for 1934 and prior years on the same date was \$692,347.

MARKETS AND TRADE CENTERS

With only 2 per cent of the land area in farms and isolated as it is on the north shore of Lake Superior, trade in Cook County is reduced to a minimum. It is not necessary for the farmers to go out of the county to find markets for the county cannot produce enough foodstuffs for home

consumption. The logical trade center for incidentals is the county seat, *Grand Marais*. The next trade center of importance is Two Harbors, *County seat of Lake County*. It is a town of 4,425 population, has good cooperative stores, a cooperative creamery, and excellent moving picture theater and other recreational facilities.

For a pleasant excursion there are daily boat trips to Duluth, a hundred miles to the south. ~~These places have~~ metropolitan trading facilities.

TRANSPORTATION

Several good highways serve Cook county. The famous North Shore Line, a bituminous road follows the shore of Lake Superior while Gunflint Trail connects Grand Marais with the *northern border* ~~town of Gunflint~~. Gunflint Trail is a graveled road, open all the year. The Northland-Greyhound lines operate between Duluth, Two Harbors, Grand Marais and Pigeon River.

SOCIAL INSTITUTIONS AND AGENCIES

Cook County has seven CCC Camps, all located on Gunflint Trail.

There is also one Transient Relief Camp, and one State Emergency Relief Camp.

Churches There are not many churches in the rural districts. The Catholic and four Protestant denominations are represented in 1 Lutheran, 3 Catholic, (one on the reservation) 1 Methodist, 1 Congregational and a Mission Camp.

Schools Enrolled in schools of the county are 605 pupils, 342 being in the graded elementary schools under the supervision of 12 teachers, and 263 being in the ungraded with 23 to a teacher. All the schools are consolidated, furnishing transportation to the pupils. There is a junior and senior high school at Grand Marais.

Clubs and Organizations

Besides the usual social clubs, the county has an active Agricultural Society, 4-H clubs and an Auto club.

FAIR

Sponsored by the Cook County Agricultural Society, a fair is ^{annually} held the last week in August *at Island Meadows*.

FARM INCOME

The total farm income of Cook County for 1930 was \$99,946. Of this, crops sold and traded amounted to ~~\$4,500~~ ^{\$11,459} or ~~4.5~~ ^{11.46} percent; livestock, ~~\$4,500~~ ^{\$4,500} or ~~4.5~~ ^{4.5} percent; livestock products, ~~\$11,032~~ ^{\$11,032} or ~~11.03~~ ^{11.03} percent; forest products, \$4,545 or 4.54 percent; products used by operators family, \$38,410 or 38.43 percent.

CENSUS REPORTS

There are 220 farms averaging 86.8 acres each. One-third of the farm land is cleared, the rest being cutover land with the second growth springing up. Almost every farm has a body of water on the premises, either a small lake or a stream by which tent accommodations are provided for tourists. This can be classed as a major source of income as there is a shortage of medium-priced individual cottages. Less than $\frac{1}{2}$ of an acre of any grains are raised while the average amount of potatoes planted is $\frac{3}{4}$ of an acre. Each farm has about 13 acres of forage crops.

AGRICULTURAL STATISTICS

Population ----- (1930) ----- 2,435 ✓
 Area ----- 958,720 ✓

County Seat ✓ Grand Marais

FARM DEVELOPMENT

Number of farms, 1935 ----- 220 ✓
 Land in farms ----- 19,095 acres ✓
 Average Size of farm ----- 86.8 ~~acres~~ ✓

FARM VALUE

Average value per acre, 1935 ----- \$22.13 ✓
 " " " " , 1930 ----- 32.25 ✓
 " " " farm, 1935 ----- 1,921 ✓
 " " " " , 1930 ----- 3,773 ✓ 3772

THE TAX PICTURE

Total taxable value (1935) ----- \$1,525,862 595,492 ✓
 Total general tax levy, 1935 ----- 217,745 181,530 ✓
 Average tax rate in 1935 ----- 162.68 mills 314.40 ✓
 Total debt of county and subdivisions ----- 369,324.50 ✓
 Per capita ----- 151.67 ✓
 County bonds ----- 184,669.35 ✓
 Total debt was 62.02 percent of the tax value. 197,729.06 ✓

TENANCY AND MORTGAGE DEBT

Farm mortgage debt 1930 (farms operated by owners) \$17,764 ✓
 Of farms operated by owners 25 were mortgaged in 1930 ✓
 Tenants occupied 6 percent the farms in 1935. ✓

1974
 1958.7
 1935
 1930
 1925
 1920
 1915
 1910
 1905
 1900

FARM INCOME (1930) CENSUS

Average farm income ----- ~~\$454.50~~ **\$786.97**
 Total Farm income ----- among ~~220~~ **220** farmers ----- ~~\$99,946~~ **\$99,946**

Sources of Income

Crops sold or traded	\$11,459	11.46 percent
Livestock products	4,500	4.50
Livestock products products	41,032	41.05%
Forest products	4,545	4.56%
Products used by operators	58,410	38.43
family	99,946	100%

LIVESTOCK HOLDINGS 1935

Cattle and calves of all ages	128	farms reported	613 animals
Sheep	16	" "	100 "
Swine	14	" "	37 "
Horses and colts	7	" "	130 "

THE 1934 CROPS. U. S. CENSUS

	Farms	bushels	acres
Spring Wheat	3	64	5
Oats	10	1,430	50
Barley	1	50	2
All sorghum and hay		1,779 tons	2,822
Alfalfa	2	54 9 tons	5
Potatoes	211	10,001	153
		18,810	

SUBJECT: Cook County
SUBMITTED BY: Charles Karson
DATE: Sept. 1936.
NUMBER OF WORDS:

COOK COUNTY.

Location: Situated in the extreme northeast corner of Minnesota, Cook County is triangular in form, having three boundary lines. On the west it is bounded by Lake County. This boundary line, forming the base of the triangle, is almost a direct north and south line beginning in the north with Big Sahanaga Lake and ending on the shore of Lake Superior. On the north, it is bounded by Canada, the line being marked by a chain of lakes beginning with Lake Sahanaga, through Gunflint, North, South, Mud, Kove, Moose, North Fowl, and South Fowl lakes, and thence by the Pigeon River to Lake Superior. On the south it is bounded by Lake Superior, the boundary being the shoreline, which, beginning at the southwest corner of the county, runs in a northeasterly direction up to Pigeon Point where it meets the northern boundary line to complete the triangle.

SUBJECT: Cook County
SUBMITTED BY: Charles Karson

Organiza-
tion of
County:

Although the Act for its establishment was passed by the State Legislature in 1874, the county was not organized until 1882. Mr. H. Mayhew, Samuel F. Howenstine and C. M. Wilson were appointed by Governor Hubbard as Commissioners to organize the county. H. Mayhew and S. F. Howenstine met on August 19, 1882 for that purpose, but Mr. Wilson being absent, they adjourned to September 7, 1882. On this date all members were in attendance. Grand Marais was designated as the County Seat and the following county officers were appointed:

John M. Miller, County Auditor.

Joseph E. Mayhew, County Treasurer.

Thos. W. Mayhew, Registrar of Deeds.

Joseph E. Mayhew and Thomas Ross, Justices of Peace.

Thos. W. Mayhew and A.J. Scott, Constables.

The first tax levy was made on January 3, 1883, as follows:

State tax	-- \$	62.55
County revenue	--	285.42
School tax	--	57.30
Total	-- \$	405.27

The first annual financial statement shows the following receipts and disbursements:

Receipts	--	\$319.63
Disbursements	--	108.53
Balance	--	\$211.10

SUBJECT: Cook County
SUBMITTED BY: Charles Karson

Population

and Area: Cook County has an area of 1498 square miles or 1,075,455 acres, of which 900,378.49 acres are land and 175,076.51 acres are water. Grand Marais is the County Seat with a population of 618 (1930). The population of Cook County is 2,435 (1930).

Nomenclature: The county was established by an act of Legislature on March 9, 1874. The bill for its establishment was introduced by Col. Graves, senator from Duluth, who proposed it should be named Verendrye County, in honor of a pioneer of exploration of the northern boundary of the state, but the name was changed to Cook, before the bill was passed, in honor of Major Michael Cook. Mr. Cook at first settled in Faribault in 1855. He was a territorial and state senator, 1857 to 1862. In 1862, he was appointed major in the Tenth Minnesota Regiment and served until he fell mortally wounded in the Battle of Nashville, December 16, 1864, dying eleven days later. There has been a mistaken idea that the name was adopted for John Cook, who, with his entire family, was murdered by Ojibway Indians, in his house at Audubon, Minn. (Becker County) in 1872.

Colville Township, organized in 1906, was named in honor of Colonel William Colvill, to whose name a silent e is added for the township.

Grand Marais Township received this French name, meaning a great marsh, in the early fur-trading times,

SUBMITTED BY: Charles Karson
SUBJECT: Cook County

referring to a marsh, twenty acres or less in area, nearly at the level of Lake Superior, situated at the head of the little bay and harbor which led to the settlement of the village there. Another small bay on the east, less protected from storms is separated from the harbor by a slight projecting point and a short beach. In allusion to the two bays, the Ojibways named the bay of Grand Marais as "Kitchi-bitobig", the great duplicate water.

Indian legend tells of a wonderful medicine man by the name of Ogi-mah-quish-gon, who lived at a place on the shore of the great lake where the huge cliffs nursed two wonderful bays that were separated by a point of rock and an isthmus of gravel. One bay made a deep indentation into the land. Its water was shallow. In places grasses and flowering plants sprang up from the water which was calm and peaceful even when the big sea waves were most fierce. The other had sloping gravelly banks. Here were many wigwams, for fish and game were plentiful, and to these bays trails and canoe routes led from all directions.

Here Ogi-mah-quish-gon called together his people from far and near, saying, "Come to the place on the shore of the great sea, where Gitch-be-to-beek (the big pond) lies beside the pleasant bay." Here they came and for many days engaged in sports the red men loved or listened to words of wisdom from their chief who taught them how to heal the sick and how to unite

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their forces for protection against their enemies.
From that time, on, by the chief's orders the place was called Gitch-be-to-beek or the big pond, and when the French came they translated it into French and called it Grand Marais, the ^{big} marsh or big pond. Hovland Township, the oldest organized township of this county, is in compliment to a pioneer settler named Brunas, for his native place in Norway.

Lutsen Township was named by its most prominent citizen, Carl A.A. Nelson, for a town in Prussian Saxony, made memorable by the battle there, 1632, in which the renowned Gustavus Adolphus, King of Sweden, lost his life.

Maple Hill Township has extensive sugar maple woods, on the highland five to ten miles back from Lake Superior.

Rosebush Township, organized in 1907, took its name from Rose Bush river, as it is popularly known in translation of its Ojibway name, "Oginekan", though called "Fall River" on maps, in the east edge of T. 61 R. 1 W. The creek a mile farther west, mapped as "^Rose Bush River", has no recognized name among the settlers.

Schroeder Township and village are in honor of John Schroeder, president of a lumber company having offices in Ashland and Milwaukee, Wis., for whom pine logs have been cut and rafted away from the neighboring Temperance, Cross, and Two Island rivers.

SUBJECT: Cook County
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Tofte Township and village, founded in 1898, is in honor of settlers having this surname, derived from their former home in the district of Bregen, Norway. Grand Portage, a village which was named for the famous Grand Portage at which southeastern end, this village is located.

Fort Charlotte was the name of the trading post and station of the Northwest Fur Company at the western end of the portage, on the Pigeon River.

Lakes
&
Streams

Pigeon River, which is the boundary line between the United States and Canada, was named after the passenger pigeon which was very abundant in Minnesota in 1870. The Chippewas called it "Omimi-zibi", omimi meaning pigeon and zibi meaning river. This river was delineated on "the oldest map of the region west of Lake Superior, traced by a chief of the Assiniboines, named Ochagach, for Verendrye in 1730" (Final Report of the Geology of Minnesota- Vol.1, 1884, pages 18,19). A series of twelve lakes is shown by this map on the canoe route from the mouth of Pigeon river to "Lac Sesakinaga" (Saganaga), the fourth and eighth named respectively "Lac Long" and "Lac Plat". Hence came the name "Long Lake" given to the lower part of Pigeon river on the map of John Mitchell, 1755, In 1755 this stream was called "the river Aux Grosseilles," that is, Gooseberry river, by the older Alexander Henry."- (M.H.C., Vol. 17, p.137).

Cross river, at Schroeder, was so called by Thomas Clark, assistant state Geologist, in 1864, but later

SUBJECT: Cook County
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was named Baraga's river by Whittlesey in 1866. It had previously been named by the Ojibways, as "Tchibaitatigo zibi," that is, wood-of-the-soul or spirit-river. The origin of this name was from a cross of wood erected by Father Baraga, Whittlesey relates, "At the mouth of this creek there was in 1848 a rough, weather-beaten cross nailed to the tall stump of a tree, on which was written in pencil the following words: 'In commemoration of the goodness of Almighty God in granting to the Reverend F. R. Baraga, Missionary a safe traverse from La Pointe to this place, August 1843!'"

"Temperance river" was called Kawimbash river by Norwood, of Owen's geological survey, 1848-52, and it retained that name, meaning "deep ^hgollow," in Whittlesey's report, 1866; but it had received its present name in Clark's geological report, 1864, and was so mapped in 1871. Clark explained the origin of the name Temperance as follows: "Most of the streams entering the lake on this shore, excepting when their volumes are swollen by spring or heavy rain floods, are nearly or quite closed at their mouths by gravel, called the bar, thrown up by the lake's waves; this stream never having a 'bar' at its entrance, to incommode and baffle the weary voyager in securing a safe landing, is called no bar or Temperance river!" (MHS -Vol. 17- P. 143).

Poplar river, the Ojibway name of which is "Gamanazardika zibi, meaning place-of-poplars river, evidently refers

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to a variety of balsam poplar common along rivers in Northeastern Minnesota.

Cascade river, derives its name from the series of waterfalls near its mouth. Bally Creek, named in honor of Samuel Balle, a member of the board of County Commissioners, and a homesteader in the vicinity, is one of its tributaries.

Devil Track river, the Indian name of which is "Manido bimadagakowini zibi, meaning the spirits walking-place-on-the-river, implying something mysterious or supernatural. This translation dates back to the settlement of Grand Ma[↑]tais, by Henry Mayhew and others in 1871.

Diarhoea river, is so designated in the Owen Survey, 1851. It evidently derives this name from illness thought due to drinking its water. The Minnesota Geological Survey refers to it as Greenwood river.

Brule river derives its name from Indian "Wissakode zibi" or half-burnt-wood-river.

Little Brule river flows into Lake Superior about a mile west of Brule river.

A number of small streams, which include Flute, Swamp, Red Sand rivers and Hollow Rock Creek, enter Lake Superior between Brule and Pigeon rivers.

South and North Fowl Lakes whose early French name was "Outarde" a word applied to the Canadian goose, are the lowest in a series of lakes on the Pigeon river.

Moose Lake which appeared on the map of the international boundary survey of 1826 as "Moose Lake d'Original",

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was called Elk Lake by Mackenzie. The name is derived from the Ojibway "Mozo sagaigun".

Rove Lake was called "a narrow line of water" by Mackenzie. Its shape is narrow and crooked, this probably being the reason for its name. The Ojibway name of this lake means "the lake lying in the burnt wood country."

Rose Lake, in Ojibway, is "Ga-bagwadijiskiwigag sagaigun," or the shallow lake with the mud bottom.

South Lake was so named by Thompson, and is where the Pigeon river waters terminate.

North Lake, is the first in a series of lakes flowing west to the Lake of the Woods. It was so named by Thompson, his south and north lakes referring to their relationship to the portage across the continental water divide. It was called "the lake of Hauter de Terre" (height of land) by Mackenzie and "Mountain Lake" by Norwood.

Gunflint lake, next to the west, is named from flint or chert obtained in its rocks, sometimes used for the flintlock guns which long preceded the percussion caps.

Magnetic, Pine or Clove, Gneiss and Maraboeuf lakes and Granite Bay, which are next, lying northward, derive their names from the varying characters of the outcropping rocks.

Saganaga Lake, located at the most northwestern corner of the county, according to Mackenzie, takes its name

SUBJECT: Cook County
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from its numerous islands. It was mapped by Thompson as "Kaseiganagah lake". According to Winchell, "the word Saganaga signifies islands, or many islands, and seems to be the plural of Saginaw". According to Gilfillian, "Saganga lake is Ge-sasu-ganagag sag-aigun, the lake surrounded by thick forests."

Dutchman Lake lies two miles west of Grand Portage.

Teal Lake is two miles northeast of Grand Portage.

Swamp Lake, formerly called Red Sand Lake, taken from Indian "Mesqua tawangewi".

Tom Lake is at the head of Kameshkeg river.

Devil, Fish and Otter lakes outflow by the west tributary of Pigeon river.

Greenwood lake flows south to Brule river.

"West of the Fowl lakes, the northern tiers of townships in this county have a multitude of lakes, mostly narrow and much elongated from east to west, lying in eroded hollows of the bedrocks. These include Royal lake, Hohn lake, McFarland lake, the East and West Pike lakes, Pine lake, Long lake, and Lakes Fanny and Marinda; Crocodile, West Bear Skin, Caribou and Clearwater lakes, in Ts. 64 and 65, R.1 E., lying south of Rove lake; Morgan lake, Misquah (Red) lake, Cross, Horseshoe, and Swamp lakes, Aspen and Flour lakes, Hungry Jack lake, Leo lake, Poplar lake, tributary by Poplar river to the North Branch of Brule river, Daniels lake, Birch or West Bear Skin lake, Duncan's, Moss, and Partridge lakes, in Ts. 64 and 65,

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R.1 W., lying south of Rose lake; Winchell lake, Gaskan and Johnson lakes, Henson lake, Pittsburg lake, Stray lake, another Caribou lake, Meeds lake, Moon lake, Rush, Lum, and Portage lake, Iron and Mayhew lakes, Pope lake, Brab lake, and lakes Emma and Louise, in Ts. 64 and 65, R. 2 W., lying south of the South and North lakes; Kiskadinna or Colby lake, Nebogigig or Onega lake, Davis lake, Trap and Cliff lakes, Ida, Jay and Ask lakes, Long Island lake, Finn lake, Banadad or Banner lake, Ross, George and Karl lakes, Tucker lake and river, and Loon lake, in Ts. 64 and 65, R.3 W., being south of Gunflint lake; Frost, Irish, Don, Tuscarora, Snipe, and Copper lakes, in T. 64, R. 4W., and Ham, Round or Bear, Brant or Charley, Cloud, Dingoshick, Akeley, Chub, Arc, and Larch lakes, in T. 65, R. 4 W., south of Maraboeuf lake; Hub or Mesabi, East and West, and Ferrn lakes, in T. 64, R. 5 W., and Gabimichigama, Howard, Peter or Clorhsepin, Grench or Makigo, Bat or Muscovado lakes, Fay or Paveson lake and Chub river outflowing from it, Jap lake, Ray, Jasper or Frog Rock, Alpine or West Sea Gull, and Red Rock lakes, and the large and very irregularly outlined Sea Gull lake, with many islands, the largest being named Cucumber island, in T. 65, R. W. south of Lake Saganaga.

Many of the names of lakes in this list are of obvious derivations, as from the fish in them the animals and birds and trees adjoining them, or from their outlines, as long, round, crooked, or having the form of a horseshoe, the crescent moon, or an arc.

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The origins of only a few of the personal names borne by others of these lakes, as next noted, have been ascertained by the present writer.

Hungry Jack lake refers to an assistant on the government surveys, Andrew Jackson Scott, a veteran of the civil war, who for some time at this lake was reduced to very scanty food supplies.

Winchell lake was named for Prof. N. H. Winchell, state geologist, who is also honored by the Glacial Lake Winchell in the Itasca State Park.

Meeds lake was named in honor of Alonzo D. Meeds, of Minneapolis, who was an assistant in the Minnesota Geological Survey.

Mayhew lake is for the late Henry Mayhew, of Grand Marais, who aided for this survey in Cook County.

Charley lake and Bashitanequeb lake, the latter renamed on recent maps as Bullis or Gill's lake, are for an Ojibway, "Bashitanequeb (Charley Sucker), Indian guide, cook and canoeman," in this survey.

Howard lake was named for one of the Howard brothers mining prospectors, of Duluth, and Paulsaon lake for the owner of iron mines near it, on the Port Arthur, Duluth and Western railroad, a branch of the Canadian Northern railway.

Gilfillan recorded the following Ojibway names for several of these lakes, which have been translated to their present names used by the white people.

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'Pine lake, Shingwako sagaiigun...Shingwak is a pine; o, a connective vowel; sagiigun lake.'

'Near Rove lake is Ga-wakomitigweiag sagaiigun, or Clearwater lake.'

'Iron lake is Biwabiko sagaii gun.'

'Ushkakweagumag sagaiigun, or Greenwood lake,' has been sometimes called East Greenwood lake, to distinguish it from another of this name in Lake County.

Baraga's Dictionary has 'Kishkadina... there is a very steep hill, very steep ascent.' This name, with slight change of spelling, is applied on recent maps to a lake that was not named by the maps of the Minnesota Geological Survey; and the lake called Kiskadinna by that survey is now Long Island lake.

The two Caribou lakes have the Canadian French name of the American reindeer, changed from Kaliby of the Micmac Indians, meaning 'pawer or scratcher' the animal being so called from its habit of shoveling the snow with its forelegs to find the food covered by snow'. The reindeer was formerly common in the north half of Minnesota.

Flour lake, which received its name on account of a cache of flour placed there during the government surveys, is erroneously spelled Flower on recent published maps. The Ojibways call this lake Pakwejigan (Bread or Flour), in allusion to this cache.

Sea Gull lake, like the Gull lake in Cass county,

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is a translation from the Ojibway name, referring to the American herring gull and three other species, which frequent the large lakes throughout this state." (PP/ 140-142). Close south of Brule lake, lie Juno, Homer, Axe, and Star lakes. Star lake was probably named for its points.

Brule Bay, which is a separate lake, Vernon, Swan, Lower Trout, Echo, Vance, Little Trout, Abita, Keno or Clubfoot, Pine and Twin lakes are located around Brule river. Abita is the highest lake in Minnesota, being 2,048 above the sea. Brule river flows through Elephant lake, more commonly known as Northern Light lake.

Grand Portage Island, lying in front of Grand Portage Bay, also called Canon Island, was named for Peter Ganon, who had a supply store on its northern point.

Governor's Island, the largest of a group of islands east of Grand Portage Bay, was named in honor of Governor Stephen Miller, by Dr. Augustus H. Hanchett, state geologist of Minnesota in 1864.

Grand Portage Bay, was translated by Gilfillan as "making-a-light-by-torches".

Pigeon Point and Bay derives its name from the river.

Glacial Lake Duluth, was named "Western Superior Glacial Lake" in 1893. In 1897 it was changed to Glacial Lake Duluth.

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Glacial Lake Omini, derived from the Chippewa name for Pigeon river."

Boundary History: The history of the northern boundary of Cook County, is not only of interest to this county alone. Nor is it limited to the state of Minnesota, but is a prominent part of the history of the nation's boundaries. Much dissention and argument is recorded between the U.S. and Great Britain in connection with establishing the international boundary between Canada and the U.S. from Lake Superior to Lake of the Woods, of which the northern boundary line of Cook County is a part. The history of this boundary quarrel and final settlement dates back as far as 1783. In the peace treaty between Great Britain and the U.S. following the Revolutionary War, which is known as the Treaty of Paris, the boundary line between the U.S. and Canada, through Lake Superior and on to the west, was set, as follows: "Through Lake Superior northward of the Isles Royale and Phelipeaux, to Long Lake; thence through the middle of the said Long Lake and the water communication between it and the Lake of the Woods, to the said Lake of the Woods; thence through the said Lake to the most northwestern point thereof."

After the war of 1812, the Treaty of Ghent provided for settlement of that boundary by arbitration, following the intent of the Treaty of Paris. A commission of two was set up for this purpose with Peter B. Porter

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representing the U.S. and Anthony Barclay as the British representative. At a meeting of these commissioners held at Montreal in October, 1824, controversy arose. Although the language of the Pais Treaty seemed plain enough, when a survey was made at this time, no one could find Isle Phelipeaux and no one could say what body of water it was that Benjamin Franklin and his associates in the treaty of 1783 meant by the words "the Long Lake". There were long lakes in a plenty, but no one knew which lake and how long.

The Paris Treaty further indicated that the line was to follow the water communication between Lake Superior and the Lake of the Woods, however, there were three water routes leading from Lake Superior to Rainy Lake. One of these was along the Kaministiquia river, another was the well known Grand Portage route, and the third through the Duluth Harbor up the St. Louis River, Pike River and Vermillion Lake to Rainy Lake. The British Commissioner claimed that the boundary agreed upon in the Paris Treaty referred to the St. Louis River route. Had this route been accepted by the U.S. it would have meant that all of Cook and Lake Counties, and part of St. Louis County, including Duluth, would now be Canadian territory. The U.S. which originally was agreed upon to accept the Grand Portage route as the boundary in answer to the demand of the British, demanded a survey of the route via the Kaministiquia river, which would give the U.S.

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a part of the present Canadian territory.

At a meeting of the commissioners in 1827, they sought to reach an agreement. Using the Mitchell Map (the map used and followed by the negotiators of 1783, which pictured Long Lake as a bay at the mouth of Pigeon River), they finally agreed on the Grand Portage route, however, Mr. Barclay insisted that the line should start about ten miles southwest of the mouth of Pigeon Bay. The matter then remained unsettled until 1842, when a compromise was arrived at in what is known as the Webster-Ashburton Treaty. By that treaty the Pigeon River route boundary was settled on, although the British retained the right to use the portages on the American side of the river.

Topography: The surface of Cook County is rolling and very largely covered with native timber of pine and hardwood. The hill ranges have a general north easterly direction in the south, in conformity with the Lake Superior shore. In the north they run more easterly. From the lake shore the land rises abruptly, soon tops are reached which rise several hundred feet above the lake. Among these hills are two prominent peaks, namely: Mt. Josephine, which rises 703 ft. above Lake Superior or 1,305 ft. above sea level, and Carlton Peak, whose summit is 927 ft. above the lake or 1,529 ft. above the sea. The Sawteeth mountains are prominent among the highlands just back of the lake shore. To the north of the sudden rise in the land near the lake shore, the surface is still rough, but has no

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marked elevations. Farther north, however, there are several east and west hill ranges, composed for the most part of Keweenaw granites. One of these ranges, the Misquah Hills, (Misquah is the Chippewa word for red, the hills receiving this name from the fact that they are composed of brick-red granite rocks) contains points over 2,200 ft. above sea level, or 1,600 ft. above Lake Superior. One point in these hills, south of the east end of Winchell lake, is 2,300 ft. above the sea, and is the highest point known in the state. Two other prominent points are Brule Mountain with an elevation of 2,170 ft. above the sea and Sea Eagle Mountain.

To the north of these hill ranges, is a less rough district underlain by gabbro. Still to the north, and forming the north boundary of the county, from the west side of Gunflint lake to Pigeon Point, is a district of a quite distinct topography. This district is underlain by Animikie rocks. Here there are parallel east and west ridges; the north slope of each ridge is steep and often precipitous, while the south slope is quite gentle. Towards the east, in the vicinity of Pigeon Point, the hill ranges which follow the same general direction are steep on both sides.

The Archean area on the northwest corner of the county has, on the south the Giant Range, a massive hill range formed of granite on the east and Greenstone on the west and rising in places to a height of 2,000 ft. above sea level.

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It has been estimated that Cook County has a mean altitude of 1,550 ft. above sea level.

Geology: There are the following geological formations in Cook County: Post Glacial, Glacial, Keweenaw, Animikie and Archean.

The rocks in the Grand Portage region are very old even as geologic time is measured. The region back from Grand Portage Bay is the most rugged in Minnesota and the hills from a distance, look like mountains. The rugged topography is the result of complicated processes of erosion acting on rocks of varying degrees of hardness. The two main types of rocks over which the Grand Portage passes are known as slate and diabase. The material was originally deposited as mud mixed with sand and has been changed to slate by heat and pressure. After the formation of the slate, the region was affected greatly by volcanic activity and great volumes of molten lava were pushed into the slate. The rock formed by the cooling of the lava is known as diabase. The slate is comparatively soft and easily broken. The diabase, on the contrary, is hard and massive and is broken only with difficulty. Consequently the hills are usually diabase and the valleys are underlain by slate.

Lakes are abundant, especially in the northern half of the county. Along the northern boundary, the lakes have marked east and west elongation, coinciding with the strike of rocks. Brule lake is of interest as it has two outlets, one from its east and one from its

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west end. The eastern stream is the Brule river, which enters Lake Superior directly. The western stream finds its way into the Temperance river. The water flowing through this outlet, travels some thirty miles before it reaches Lake Superior. The lakes lie in rockbound basins and are clear and deep. Several prominent rivers and numerous smaller rivers, streams and creeks wind their way through the county.

Two drainage basins serve the county. These are the Hudson Bay and the Gulf of St. Lawrence. The northwest part of the county belongs to the Hudson Bay system. On the International boundary, the divide between the two drainage basins is marked between North and South lakes, the latter belonging to the Hudson Bay. The 1st carries the waters of North, Gunflint and adjacent lakes and the waters brought from the south by Cross river. The second includes Little Saganaga, and Gabimichigama lakes, whose waters pass westward into Ogishke Muncie lake in Lake County, and then westward, into Cook County, through Frog Rock, West Sea Gull and Sea Gull lakes, to Saganaga lake.

Another water divide is located between Rove and Rose Lake. The waters of Rove lake flow eastward. Those of Rose lake flow through Canadian territory through Arrow Lake and into the Arrow river.

Numerous falls exist on the Pigeon river. About two miles from its mouth are the Pigeon Falls which are about 70 ft. high. About a half to one mile below the

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western end of the Grand Portage, this river has falls 144 ft. These were called the "Great Cascades" by Norwood in 1852, who, in his report for the Owen Geological Survey states, "the river there descends 144 ft. through a narrow gorge formed by perpendicular walls of rock, varying from 40 to 120 ft. in height.

"The soil that is cultivated is found to be rich, dark loam, with a clay subsoil" --(Minnesota by Counties.) Wherever there is sufficient soil for farming, crops can be raised in abundance. Back from Grand Marais, in the vicinity of Devil Track lake, there is good farming country. Large parts of the Pigeon River Indian Reservation are well adapted to agriculture. The county is timbered and much Norway pine is present. Birch and sugar maple are common. Poplar and spruce are abundant. A large part of the county lies in the bounds of the Superior National Forest.

Iron ore has been discovered in large amounts. Nickel ore is found in small amounts and silver and copper have also been found in small amounts.

Archeology: In reference to Indian mounds and remains, Mr. Winchell writes, "Nearly every county has them, the only probable exception being in the area north of Lake Superior. That area, however, has received the least attention, and it is not warrantable to infer from this lack of knowledge that the mound-builders did not occupy it. That region is rough, sometimes mountaineous, and without roads and railroads. When it shall be settled

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it may be that scattered evidence of the mound-builders will be found." (Aborigines of Minn. P. 78).

Evidence to back up this contention may be found in the following incidents:

Mr. Henry Mayhew, an early settler of Grand Marais, once reported to N. H. Winchell that some aboriginal mounds exist north from Grand Marais, along the international boundary. However, no definite confirmation was found for this conjecture. In this connection, Mr. Winchell writes, "It is quite probable... that Mr. Mayhew referred to some Chippewa graves which are known at several points on the boundary waters."- (Aborigines of Minn. P. 379).

In the Fourteenth Annual Report on the geological survey, Winchell describes a piece of copper and silver alloy found in the Temperance river, which was evidently artificial, the probability being that it might have been extracted from the rocks of Isle Royle by the use of heat and aided by stone hammers, thus alloying the two metals, which in nature, have never been found thus combined.

Prof. C. W. Hall, reported the finding of pieces of pottery at Horseshoe Bay, and an old pipe at Rove Lake.

Prof. Winchell further reports that, "Some years ago William P. Spalding discovered, as he supposed, some 'ancient diggings' and organized a mining company for the purpose of developing the 'mines' which he

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thought had existed there in former times. This location was on the south side of Lake Miranda, sec. 5, T. 64-2 E. He worked for several years, in a feeble way, but so far as known, without success. The writer noted these so-called diggings in Seventh Annual report of the geological survey (for 1878), page 18, and gave reasons pro and con as to their being artificial, from which he was inclined to consider the 'depressions which first attracted attention as due to natural causes, and has since not seen any reason to think otherwise. The vein which Spalding exploited was said to afford gold and silver, the latter probably in the form of argentiferous galena like that taken from the Animikie at Thunder Bay. The ancients knew nothing of the smelting of such ore. No stone hammers were found in the neighborhood." - (Aborigines of Minn. P.379).

Mayhew of Grand Marais found potshreds at White Fish Lake, north of the international boundary, under the upturned roots of fallen trees. This points to the antiquity of the manufacture.

One piece of pottery found by Mr. McFarland at Horseshoe Bay, was six inches long, four or five inches wide and nearly a half an inch thick. A stone knife and several other articles were found near Grand Portage.

Indian History:

The Indian Tribes which inhabited this region were Ojibways of the Algonquian stock. During the great

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struggle between the Ojibways and the Sioux, these Indians did not take a very active part. When the first white traders started coming into Minnesota, they found the Indians around Grand Portage region, docile and friendly. This was one of the reasons for their decision to establish a permanent trading center there in 1769, which was the first one in Minnesota. In 1839 there were 135 Chippewas around Grand Portage, of which 30 were men, 35 women, and 70 children. Governor Ramsey's report for 1850 as Superintendent of Indian Affairs of Minnesota, states, "The Ontanogan and Grand Portage bands number a little over one hundred each, These lakeshore Chippewa have an inexhaustible resource in the fish which abound in the waters of the lake. They are naturally well disposed toward the whites, docile and harmless. Owing to their distance from the Sioux, they have not, for the past half century, joined the war parties of their more western brethren."

Occasionally, however, as the following incident will show, these Indians were drawn into the excursion of the warpath. A party of Ojibway hunters, led by Bi-aus-wah, a leader of the tribe were encamped at Kah-puk-wi-e-kah, a bay on Lake Superior, about forty miles west of La Pointe. Early one morning they were surprised by a war-party of Foxes and all were killed with the exception of one old man and a young boy who were trapped in a swamp, and captured by the Foxes.

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Taking these two captives to their village, they tortured them to death. At the time of the attack, Bi-aus-wah was away on the hunt, returning in the evening. Here he found the tragic remains which told of the horrible massacre. The remains of his family and relatives were strewn~~ed~~ about, bloodstained, on the ground. This filled him with a great desire for revenge. Following the trail of the murderers, he arrived at their camp to hear their ~~delightful~~ screaming and yelling as they danced around the scalps of his friends and beloved. Secreting himself just outside the camp, he waited for a chance to lay hands on any single one of the Foxes who might come his way. By doing this, he exposed himself to greater than physical torture, as the Foxes then made ready to torture the old man and young lad whom they had captured. First they went to work on the old man. Wrapping him in folds of the combustible birch bark, they set fire to the bark and had him run the gauntlet, showering deadly blows on his burning body. It did not take long for the old man to succumb. Next, they prepared to carry out their fiendish savage brutality on the boy.

Imagine the grief and anguish that gripped this Ojibway ^{ie}chief, when he recognized this ^{boy} as his son, the only remaining member of his family. Alone, he could not rescue him. Only one course remained open, and that was to die so that his son might live. At the moment when the Foxes were ready to set fire to the dry ~~ragots~~ fagots

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on which the boy had been placed, they perceived the Ojibway chief, stepping proudly into their midst and addressing them as follows:

"My little son, whom you are about to burn with fire, has seen but a few winters; his tender feet have never trodden the war-path--he has never injured you! But the hairs on my head are white with many winters, and over the graves of my relatives I have hung many scalps which I have taken from the heads of Foxes; my death is worth something to you, let me therefore take the place of my child that he may return to his people."

The Foxes listened in silence. Having coveted his death and now fearing the consequence of his despairing efforts, they released the boy and killed the father instead. The boy returned to La Pointe and told the tale of horror. This kindled the fire of revenge to such an extent that warriors came from distant Ste Marie and Grand Portage to join the war party that was being organized to avenge the death of their chief.

Their revenge was so fierce and effective that it resulted in the destruction of six Fox villages and reaping a rich harvest of scalps. From this time, the Foxes evacuated the territory around the St. Croix and Chippeway rivers, and retired south to the Wisconsin River.

In 1854, the U.S. set aside a tract of land, including the Grand Portage as a reservation for the Indians. Later, this reservation was broken up, allotments were given to the Indians and the remaining

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land was sold for lumbering or opened up for settlement. Specifically, 24,191.31 acres were allotted to 304 Indians; 208.24 acres were reserved for agency and wood purposes; 16,041.97 acres were opened to public settlement.

In 1862, the Grand Portage Reservation was in prosperous condition, having a school, blacksmith shop and a number of comfortable houses.

In the report of Agent Asaph Whittlesey, in 1868, the Grand Portage bands population is given as 419.

In 1874 there was a Catholic school at Grand Portage. A local Indian government was established as an experiment, including judges and uniformed policemen, but went to pieces shortly.

In 1875 the Chippewas at the Pigeon River Reservations numbered 262; in 1881, 267, of which 17 families were engaged in agriculture and 96 in laboring in civilized pursuits. Twelve houses were occupied by Indians. There were 63 children of school age, of which 34 attended school. One hundred and five of the total population could read. There was one church building and one missionary.

School statistics for 1885-86 on Indian reservations list Grand Portage as follows: School population-63. Largest monthly attendance-24. Average attendance-12. Total cost to the government- \$480.00.

In 1889 there were 458 male Indians and 496 females in the Grand Portage bands.

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In 1892 there were 315 Indians at the Grand Portage reservation. In 1900, 209 and in 1902, 339. In 1909 there were 328.

Following is a list of prominent Indians of this region who signed various treaties:

La Pointe Treaty-1854.

Aw-de-konse, Little Reindeer, 2nd Chief, Grand Portage.

Shaw-gaw-naw-shence, Little Englishman, 1st Chief, Grand Portage.

May-mosh-caw-wosh, Head Man, Grand Portage.

Treaty of 1884-Ceding of Isle Royale.

Ad-dik-ons, Chief, Grand Portage.

Shag-un-aush-eens, Chief, Grand Portage.

Treaty of 1889.

Ba-te-min, (Dried Berries), Grand Portage.

Coffee Makoso, Chief, Grand Portage.

Ga-yashk, (Sea Gull), Grand Portage.

I-ah-be-dway-waish-kung, (Joseph Caribou), Grand Portage.

Ma-dway-osh, Grand Portage.

May-maush-kow-aush, Chief, Grand Portage.

Muk-o-zoo, (Bear's Tail), Grand Portage.

Ne-taw-bi-nes, (Birdman), Grand Portage.

Quek-uk-cum-i-gi-zhig, (The Sky Underneath), Grand Portage.

Sha-gun-ash-ik, (English Woman), Grand Portage.

Other prominent Indians.

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Bit-te-gish-sho, (Crooked Lightning), Hunter
at Grand Portage.

At-te-kon-se, (Little Caribou), Ruling Chief in
1855 at Grand Portage.

Early
Settlement

There is no exact record as to who was the first white man who visited this territory. Radisson made a trip along the North Shore about 1657 or 1658. It is probable that he was around Grand Marais and Grand Portage during that trip. What is known, however, is that during many years, this region was the scene of more human activity than took place in all the rest of the state at the time. More than thirty years before the founding of Fort Snelling, upwards of a thousand men were assembled year after year at a post within this area; and here occurred the only military operations of the American Revolution within the borders of the state. In 1778, the trade carried on by way of Grand Portage amounted to forty thousand pounds and gave employment to about five hundred persons.

As early as 1776 a brisk fur trade was carried on at Grand Portage. The friendliness of the Indians and the prevalence of several water routes by which to penetrate the country and reach large numbers of Indian settlements, prompted the early fur traders to establish a permanent trading post at Grand Portage. ~~in 1769, which was the first in Minnesota.~~ During the next half century, this area was alive with energetic

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human activity and trade. Grand Portage soon became the greatest fur trading center that ever existed in Minnesota. The greatest years in the history of Grand Portage began when the Northwest Company was formed in 1783.

Prior to the formation of this company, several rival traders operated in this territory. The rivalry between these traders became very bitter and culminated in the murder of one of them, a Mr. Waddon, shot in his trading house at Grand Portage. This incident brought some of these traders to their senses and they decided to get together and join their interests into one. This resulted in the formation of the Northwest Co. Outstanding among the men connected with this company, were Alexander Henry and the Cadotte brothers.

Grand Portage became and for a long time remained the distributing center for a chain of trading stations reaching to the Saskatchewan and the Yellowstone. Large numbers of men connected with the fur trade made Grand Portage their center. Here they would purchase their new outfits, draw their wages and spend their leisure time. Annual conferences of proprietors, traders, agents, voyageurs, Indians and half-breeds, were celebrated with merriment and gusto. The evenings were spent in the great hall of the Northwest Company fort, in dancing and singing.

The Northwest Company's fort was located at the edge of Pigeon Bay. Inside the fort, there were sixteen buildings made of cedar and fir. Six of these

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buildings were storehouses, the others, dwellings, offices, and a dining hall

John MacDonell, one of the prominent early fur traders, describes Grand Portage as follows:

"The Grand Portage is situated in the bottom of a shallow Bay perhaps three miles deep and about one league and a half wide at its mouth from Pointe aux Chapeaux to pointe a la Framboise having a small island just opposite the fort about half way from one of these points to the other; on a low spot which rises gently from the Lake. The pickets are not above fifteen to twenty paces from the waters edge. Immediately back of the Fort is a lofty round Sugar loaf mountain the base of which comes close to the Picket on the North West Side.

"The Gates are shut alyways after sunset and the Burgeois and clerks Lodge in houses within the pallisades, where there are two Sentries keeping a look out all night chiefly for fear of accident by fire. A clerk and a guide and four men are considered watch enough. These are Mont-real engagees.

"The North men while here live in tents of different sizes pitched at random, the people of each post having a camp by themselves and theough their camp passes the road of the portage. They are separated from the Montrealeans by a brook" (The Diary of John MacDonell--Five Fur Traders of the Northwest, edited by Charles M. Gates, The University of Minnesota Press, 1933. 278 p.).

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At the western end of the Grand Portage, was another stockade which inclosed several buildings, named Fort Charlotte, after the queen of England, the wife of George III.

Among the prominent partners of the Northwest Company were Frobister, McTavish, Pond, Gregory and Pangman. Sir Alexander McKenzie and McGilvray were the most outstanding.

This company was unable to maintain complete monopoly over the trade which passed the Grand Portage. Rival companies were established from time to time, usually to flourish a while, and then join with the Northwest Company. One of these rivals, the X.Y. Company, which operated from 1797 to 1804, had a separate establishment at Grand Portage and one at Fort Charlotte. In 1804 it merged with the Northwest Company.

About this time, the Hudson Bay Company, formed principally of influential lords and gentlemen in England and supported and favored by the British government, began to materially harrass the Northwest Company. In the struggle between these two companies, the Hudson Bay Company proved to be too powerful, and finally "swallowed" the Northwest Company in 1819. The Hudson Bay Company, however, did not have a very easy time in accomplishing this feat. The Northwest Company, through its honorable dealings, was liked by the Indians, and their numerous

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Canadian and half-breed servitors. These people made great efforts to retain them. The following incident emphasizes the bitterness of the struggle that these people put up:

"On the 17th of June, 1816, Governor Semple, of the Hudson's Bay Company, with some British troops, in trying to prevent the march of a body of mounted half-breeds, was suddenly cut down, and his troops killed by a sweeping charge of these hardy buffalo hunters. A bloody partisan warfare was only prevented by the strong interference of the British government." (MHC Vol. 5, P 381).

Another incident pointing to the bitterness of the struggle and the measures resorted to was when a group of Northwest Company men, masquerading as Indians befell the Selkirk Settlement of the Hudson Bay Co., and after carrying through a massacre, marched the remaining prisoners to Pembina.

At this time the U. S. citizens began to turn their attention to the Ojibwsy fur trade. Congress passed an act excluding foreigners from the fur trade in American territory, and Astor's American Fur Company purchased the posts of the Northwest Company south of the line. As the American Fur Company confined its operations on Lake Superior to the southern shore for several years, the Grand Portage band of Indians continued to be supplied from Fort William. According to Henry R. Schoolcraft, "persons in the service of the Hudson Bay Company, (which had absorbed the Northwest Company in 1820) carried off in trains the band of Chippeways, living near old

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Grand Portage."

The decline of Grand Portage began when the Northwest Company built a post at Fort William and transferred its center to this point. In 1796 a move began to establish a revenue office at Grand Portage to collect tariff on goods brought in from Canada. The English did not like this idea. In 1798 the Northwest Co. found a route that ran on British territory, viz; the Kaministiquia River route, and built a post at the mouth of this river, later known as Fort William.

In 1831 a single trader was licensed for Grand Portage, but the principal activities at the place during the thirties centered around the fishing industry conducted by the American Fur Company. Grand Portage was a central station for these operations, and a large quantities of Lake Superior fish were there assembled from various stations along the North Shore and packed into barrels for export trade.

"In 1839 the establishment consisted of two family dwelling houses, a "new store", two "mens houses", one coopers shop, one fish store, stable, barn, root house, placed here and there without order or symetry. The fishing business was unprofitable however, and seems to have been abandoned when the American Fur Company sold out in the forties.

"The village of Ojibway Indians, which had been located near Grand Portage Bay apparently before the coming of the traders, remained after the glories of

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the the place had departed. For these Indians a Catholic mission was established at Grand Portage about 1838 by the Reverend Francis X. Pierz; and a few years later the Rt. Rev. Frederic Baraga, the famous missionary bishop, visited the place and held confirmation services. Sometimes during the forties the Jesuits are said to have erected a mission on the American side of the Pigeon River about a mile from its mouth and half a mile below the falls." (M.H.B. V. 5, PP 14-26).

Prior to 1854, the region which is now Cook County was exclusive Indian territory and no white settlers were allowed. The La Pointe Treaty opened the North Shore territory for settlement. Anticipation of this aroused the interest of large numbers of people. There were rumors that great masses of copper are prevalent for long distances on the north shore.

In September of 1854, Mr. McLean, and John Perry were sent to "spy out" the land. After going up as far as Sucker Creek and French River, they returned to report the findings of their trip, to those who financed it. Among these were: Major Watros, an Indian Agent, Ben Thompson and Major Hatch of St. Paul, and others. These men organized a company, later known as the R. B. Carlton Co., which put men on certain important locations along the north shore as soon as the La Pointe treaty was signed.

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Soon after this treaty was signed, McLean, Battise Rush and Clark arrived at Grand Marais in a bark canoe, by way of Lake Superior. "On reaching there they found five Frenchmen from Detroit, Michigan in possession, and who had some timber cut and carried out for their cabins. They had joined H. H. McCullough at Sault Ste Marie in chartering a small trading post. There they got canoes and reached Grand Marais two days ahead of the Superior party. Two were men of middle age, the other three being young men, one of whom was called H. Godfrey." (Historical Information Along the North Shore", prepared by N. J. Berg --Hist. Soc.)

Little is heard of white men in Grand Marais till after the post war questions of the Revolution were settled. Then independent buyers of furs established their posts at different points throughout the Northwest, and Grand Marais was one. In 1854, Mr. Godfrey, an independent fur trader, came to Grand Marais from Detroit. He established a trading post and carried on a thriving business for some years and then returned to Detroit. Mount Josephine, one of the Misquah hills, was named for his daughter.

In 1857 a number of families and several single men settled at the mouth of Brule river. Leander, Palmer, Frank Hacker and others surveyed and platted a township at Gooseberry river.

In 1854, Mr. R. B. McLean, was sent by a company of mining promoters from Superior, to the North Shore,

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showing that the mining interests had their eye on this region at that early date.

Asa A. Parker, Charles Kimball, and Charles Kingsbury, were among the first settlers located at Pigeon River.

An interesting incident that occurred during this time, is related in a document of "Historical Information Along the North Shore" prepared by N. J. Bray, Hovland, as follows:

"Early in the Spring of 1856, flour became very scarce in Superior and was packed in or hauled by dog team from St. Croix for 50¢ per pound. Some Indians brought the information that there was plenty of flour to be had at Grand Portage, so W.W. Kingsbury and R. B. McLean started for a boat load. The boat was hauled on a sled on the ice from Minnesota Point by five men, to near Lester, River, where it was launched in the open water. After passing French River they saw no one until they reached Grand Marais, where H. Godfrey and two other young men were still living, since October, 1854. At Grand Portage, Henry Elliot, his wife and family were the only white people to be found. Mr. Elliot had been in charge of McCullough's trading post for three years. He had on hand a hundred barrels or more of flour stored in a warehouse, and sold them four barrels at \$16.00 per barrel, that being all they could get into their boat and leave room for rowing. They were invited to dinner, which invitation they

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readily accepted, and Mrs. Elliot gave them a 'good square meal', such as they hadn't seen for many a day. Before leaving they learned from some Indians that Elliot was selling to them for \$8.00 a barrel."

In 1872, A. J. Scott came to Grand Marais. He relates that at that time there were only two dwelling houses in the place and one of them was the big building owned and used by Mr. Mayhew and his brother Thomas Mayhew. There were many Indians in the region most all of them wearing blankets and not much else.

A large number of the early settlers of Cook County were of Scandinavian stock, the similarity of climatic conditions here and at their homes in Sweden and Norway, and the fishing industry, was in favor of their settling here. The fur trade and agriculture attracted Germans, Finns, English, Scotch and French. At the present time, the predominant whites in the county are Scandinavians and a large per centage of the population earn their livelihood through fishing and forestry.

Transportation

and

Commerce: At the time of the first settlement of the county, transportation was limited to dog team and water travel by lake and canoe routes through the woods. On August 10, 1879, the Duluth News Tribune carried an item indicating the first step in the progress of transportation, namely, "Forty miles of the new road

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has been opened on the Duluth and Pigeon River wagon road, leaving but 20 miles to be cut in order to open the road for a one horse team, for winter travel between Duluth and Grand Marais." The road was completed eight years later! Lake travel was irregular till about the year 1883. The fishing industry was growing rapidly and shipping became more common. In 1882, through efforts led by Mr. Mayhew, a breakwater was put out in the mouth of the West Harbor and ~~the harbor~~^{it} was made a harbor of refuge by the government, and a lighthouse was built. Previous to this, the Schooner, "Stranger" was wrecked just outside the harbor and her crew of four men was lost. In 1883, the Booth Fishing Company began running boats by schedule. This gave Grand Marais its first reliable means of getting to the outside world, and it remained the standard method of travel until Highway No. 1 was completed in 1916. Boats made trips each way two or three times a week.

About two years after the organization of the county, the county Board took its first action in reference to road work. A petition was presented to the Board that the road from Grand Marais to Rose Lake, should be made a county road, improvements to be made, and that an appropriation should be made from the County revenue fund to carry this action through. The petition was adopted on the motion of S. F. Howenstine. Two hundred and fifty dollars was appropriated from the revenue fund and W. B. Wilkin was appointed road overseer.

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The first money paid out on this work, on June 1, 1885, was \$1000.00 to the overseer. On October 24, 1885, the Board appropriated \$500.00 to cut out and make passable seven miles of road north of Brule river, and the overseer was instructed to proceed with the work.

On July 2, 1887, Road Commissioner Wakelin reported "that it would take two miles of cutting to make the new road up to the line on the county road and also some alterations south of the one mile post in order to make the road permanently passable, on account of recent heavy rains;" and he was ordered to make the alterations.

- Next, the Board took up the question of the shore road. On November 22, 1887, Commissioner Howenstine was appointed superintendent of the work of cutting out the shore road between the Lake County line and Grand Portage. Nothing further was done on this until two years later. On November 2, 1889, the following^{6.45} were received:

Fred Jackson, Grand Marais to Lake County Line,	\$60.00
M. Anaquod, Grand Marais to Brule River,	25.00
A. Jenson, Brule River to Grand Portage,	40.00

On October 10, 1891, Dan McMillan was allowed \$150.00 for work on this road from Grand Marais to Lake County line and Godfrey Monteferrand was allowed \$110.00 to improve the road from Grand Marais to Grand Portage.

Up to this time there didn't seem to be any statutory provision for the issuing of bonds for road purposes and the idea was conceived of asking for state aid from the Legislature. On January 8, 1895 the Cook

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Roads Association adopted a petition to be forwarded to the Legislature praying for aid in the construction of roads and bridges in Cook County, and resolved to confide to Perry Martin the commission of caring for the interests of the county in the premises; and at the January meeting of the Board that year it was resolved by the Board, "that we indorse the action of the Association and hereby recommend that the Legislature, making an award to Cook County for road purposes, so guard the grant as shall insure a faithful and economical disbursement of the funds granted for the objects contemplated". "Uncle" Perry was commissioned to take the petition to the Legislature.

Facing the hardships of winter travel on Lake Superior, he started out in a small boat and reached St. Paul, but did not show up at the capitol before the session was adjourned. But at that session a law was passed authorizing counties to issue bonds for the construction of "free roads and bridges".

At a special election held on August 5, 1895, it was decided by a vote of 80 to 16 to issue \$6,500.00 for the construction of free roads and bridges in the county.

No further bond issues were passed by the county until 1911. On August 1st of that year the county voted to issue \$60,000.00 bonds for the construction of a road from Lake County line northeasterly

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along the shore to the Canadian border. Although the proceeds of this bond issue were only a small part of the total sum already expended on this road, the proposition met with considerable opposition on the basis that the road would be of benefit to automobile traffic and the expenditure would not be justified by the benefits the people of the county would derive therefrom.

In July, 1856, a monthly mail route was established from Superior to Grand Portage. Thomas Clark was given the contract for carrying the mail. Post-offices were established at Grand Marais, with Godfrey as postmaster, and at Grand Portage with H. H. McCullough as postmaster.

In November, 1857, H. Godfrey sent in his resignation as postmaster at Grand Marais and, with his two Detroit companions, abandoned the place. The office remained vacant until Henry Mayhew was appointed to fill the vacancy. Henry Mayhew and Sam F. Howenstine located at Grand Marais in the early 70's.

The first post office was established at Grand Marais; the first mail was brought through by Mr. R. B. McLain in August, 1856. The mail was carried by dog team in winter and by boat in summer.

For the first year after the Hovland post office was established, the mail was carried from Grand Marais as a free-will offering to the public and for the public weal, by Bernt Jacobson.

Mr. A. Jensen was the first postmaster at Hovland. He was later succeeded by Ole Brunes.

The federal census in 1900 for the county was taken by N. J. Bray east from Grand Marais and by C. A. Nelson westward to the Lake County line. The 1905 census was taken by Mr. N. J. Bray, S. F. Beede, and T. F. Thomas during the month of June. These three were public school teachers in the county for a number of years.

Early Trails

The Grand Portage. The first white man of whom there is a record of having been at the Grand Portage, was Pierre Gaultier de Varennes, sieur de la Verendrye. In a memoir sent to the French governor, Beauharnois, in 1730, this famous French explorer states that an Indian named Auchagah, whom he selected as his guide on his projected expedition toward the Western Sea, had drawn a map for him showing three separate routes leading from Lake Superior to the west. One of these rivers was called Fond du Lac (St. Louis River), the second was known as Nantouagan (Pigeon River), and the third was known as the Kministiquia River.

The Nantouagan route included the famous Grand Portage, the Ojibway name for which is "Ke-che-o-ne-gum-eng." This was a portage leading from Lake Superior to Pigeon River, about nine miles in length. John MacDonell describes the portage in his diary as follows:

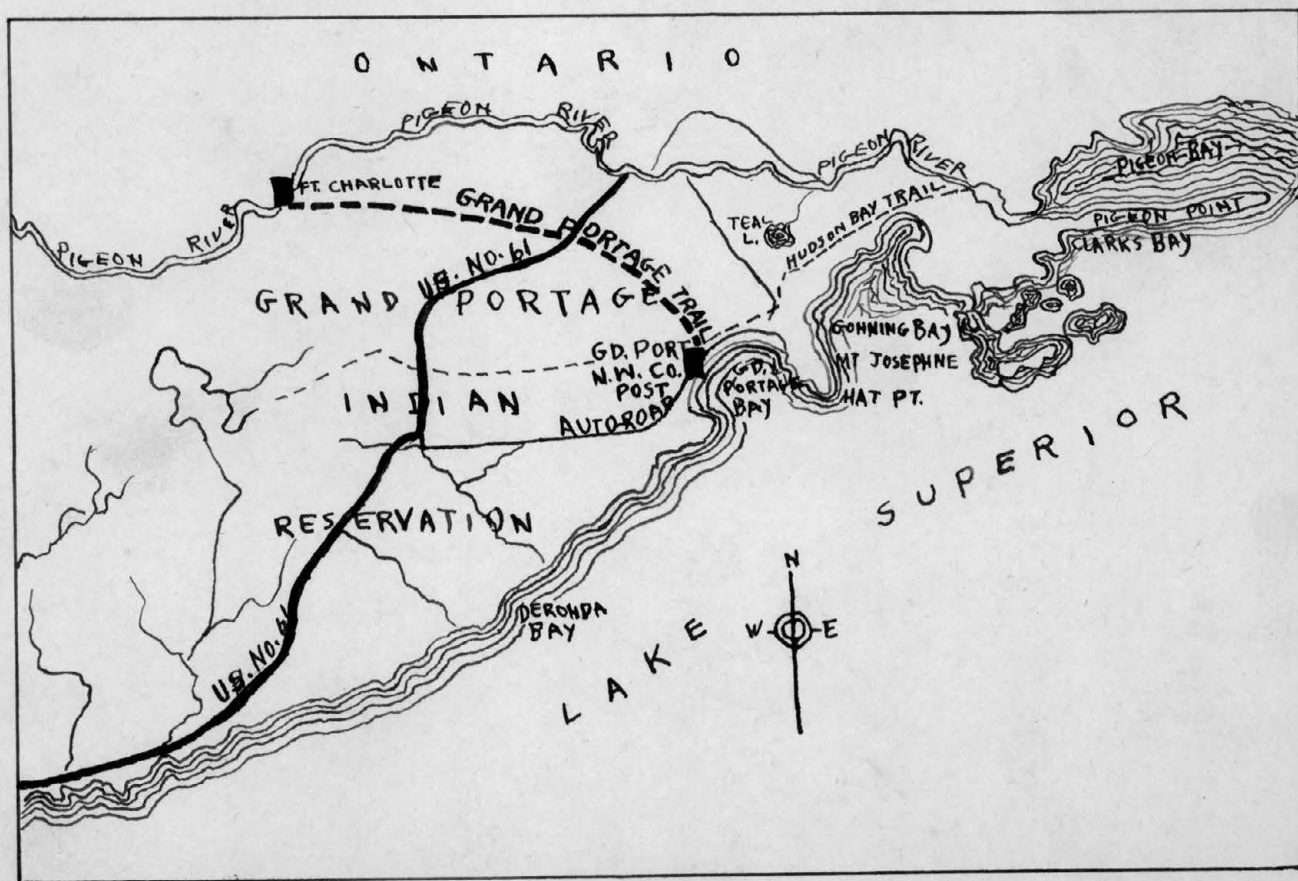
"The Portage is full of hills is divided by the voyageurs into sixteen Poses or resting places, its soil is chiefly composed of copper coloured clay the chief vegetable production of which is spruce, fir and other evergreens."

In the days of water transportation, Pigeon River was the best route between the Great Lakes and

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the St. Lawrence system. But through the last twenty miles of its course, before it flows into Lake Superior, Pigeon River is impossible of navigation due to obstructions caused by falls and cascades. On the Canadian side of the river, the land was too rough and mountaineous to be used for portaging; but on the American side, about 7 or 8 miles from the mouth of the river, there is a little bay which forms a natural harbor from which a portage over not too difficult country could be made to the Pigeon river above the cascades.

Here the fur traders, after working out in the wilderness for 11 lonely months would reach the "last



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lap" in their annual trip into the "Emporium of the Northwest", Grand Portage. On this trail they would start their journey back into the interior, after a month of participation in the gala times in Grand Portage. Indian, trader, half-breed, voyageur, explorer; all would travel along this trail. Thousands of men, carrying packs weighing ninety pounds each, traveled here. No wonder that over a hundred years later, Solon J. Buck, in reference to the Grand Portage, can state that, "the soil still shows evidences of the trampling of many feet."

Often parts of the trail were muddy and slippery which ^{made} the work of these travelers harder. In 1788 the Northwest Company requested a grant of land along the route to enable it to construct a wagon road over the trail. This request was denied by the Council at Quebec, but later the trail was improved so that ox-carts could be used on it.

In 1920, a representative of a Minneapolis paper explored the Grand Portage trail. At the western end he found the cellars and other remains of old Fort Charlotte and remnants of an ancient dock on the bank of the Pigeon River.

In 1934, Indian workers, under the Emergency Conservation Work Program, cleared the Grand Portage Trail. Evidences of past use were found. Rusty gun-barrels, knives, bits of china and pieces of clay pipes

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were found and stored with the Cook County Historical Society.

In 1931, in connection with the bi-centennial celebration of the coming of Verendrye to Grand Portage, the historic dock at Grand Portage was restored in exactly the same spot of its location, even using some of the timbers of the original dock.

During this month, a crew of Indian workers, under the supervision of the State Historical Society, are starting work to restore the entire fort of the Northwest Fur Company.

Gunflint Trail. This trail, stretching for tens of miles from Grand Marais to the Canadian Boundary at Lake Sag-anaga, has been improved since its first use by the early settlers of Cook County. Now, it is a road used by vacationists, tourists, fishermen and hunters. It cuts through the Superior National Forest, through virgin timber and beautiful lakes. Private resorts and public Camping Grounds are located all along the road.

About 1800, a road was built from Grand Portage to Fort William in Canada. This road was about 36 miles long. Cedar logs were used over the swampy places. It is said to be the first road in Minnesota. In 1916, the new automobile route was completed from Duluth to Port Arthur. This was celebrated by a historic picnic at Grand Marais, attended by about five hundred people from outside of Cook County. Some said then,

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that it would be decades before so many strangers will assemble here again. Today, not hundreds, but thousands of people travel along the beautiful North Shore Drive. In Grand Marais an airport was recently built, planes arriving and departing twice daily.

Public Utilities:

Cook County is supplied with light and power, by the Grand Marais Light and Power Co. This Company is controlled by the Union Electric Power Corporation, of Summit, New Jersey.

Telephone service is supplied by The Lake Shore Telephone Co., Northern Minnesota Telephone and Telegraph Co., and the Arrowhead Telephone Co. A Western Union Station is located at Grand Marais.

Newspapers:

In 1882, the Cook County Herald was started by H. DeLacy Wood. In 1907, John Blackwell began publishing the Grand Marais Herald. Four years later the two papers were combined under the name "^{Cook County}~~Grand Marais~~ News Herald." This weekly paper has published ever since and is the only newspaper in the county.

Industries:

Agriculture, fishing and forestry are the predominant industries in the county. During the 19th century various attempts were made at mining. One of these was at Gunflint Lake. In 1886, a group of men from Grand Marais, formed the Gunflint Lake Iron Company. A railroad was built from Port Arthur, Ontario

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to Gunflint Lake. No mining operations were carried on, however, and the venture was soon abandoned.

Lumbering was first promulgated in the immediate vicinity of Grand Marais by the Butler Brothers in about 1899. A little later Mr. Hans Engleson and Mr. C. J. Johnson cut timber, brought it to the shore and sold it to the Shroeder Lumber Co. Mr. C. J. Johnson built a saw mill in 1903, at Grand Marais. It was capable of sawing 35,000 feet per day with a crew of ten men. This soon went out of date and was abandoned in 1907.

According to the Minnesota Gazetteer of 1926, there were the following commercial and industrial enterprises in the county:

Grand Marais:- Andrew Hedstrom saw mill, Scott Bros. Loggers, J. S. Creech Lumber Co.

Tofte:- Englesen Fish Co., Tofte Bros. Wholesale Fish. In 1930, there were 127 farms in the county, with 162 people engaged in farming. In 1929, 425 people were engaged in Forestry and Fishing.

Culture:

Schools: There is one graded school in the County; namely, the Grand Marais High School, at Grand Marais, which had an attendance of 245 in 1935-36. (113 boys and 114 girls.)

There are the following ungraded elementary schools:

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District 2 - Grand Portage	-- 28 pupils, 10 boys and 18 girls.
District 2 - Birchwood	-- 21 pupils.
District 2 - Cloverdale	-- 13 pupils.
District 2 - Chisago Bay	-- 27 pupils.
District 2 - Flutreed	-- 29 pupils.
District 2 - Maple Hill	-- 39 pupils.
District 4 - Lutsen	-- 30 pupils.
District 5 - Colville	-- 14 pupils.
District 6 - Schroeder	-- 14 pupils.

215 pupils.

Churches and Missions:

In 1838, Father Pierz, a catholic missionary, came to Grand Portage. A small log chapel had been constructed in anticipation of his coming and he found the natives kindly disposed to Christianity. He stayed till March, 1839. During this period he established missions at Fort William and Pic. His school at Grand Portage was attended by 58 Indians and seventeen French pupils, who were taught reading, writing and agriculture. This school was the first Catholic school in Minnesota.

In 1897 a Catholic church was built at Grand Marais. Up to that time, services were held at the home of James Morrison, an Indian, who died at the age of 82, in 1925. This ~~church~~ was probably the first church at Grand Marais, though it has been reported that the foundation of a building supposed to have been a church was found by workmen who were excavating in 1860.

The Norwegian Lutheran church was organized in Grand Marais in 1907. Rev. G. H. Pinkerton, was the first pastor. Later, a Baptist and a Swedish

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Lutheran church were organized.

There are at present the following Presbyterian and Evangelical churches in Cook County:

1. Cedar Spruce Congregational -- Rev. F. C. Schmidt.
2. Grand Marais Swedish Baptist church -- Rev. F. Lindquist.
3. Grand Marais Cong'l. Church -- Rev. W. S. Lorge.
4. Mineral Center Congl. Church -- L. M. Crawford.
5. Cloverpoint Cong'l. Church -- Rev. Guy Weaver.
6. Cloverton Cong'l. Church -- W. J. Mason.

Points of Interest:

The Superior National Forest, part of which lies in Cook County, together with the Quentico Reserve, which belongs to Canada and the Burnside State Forest, constitute one of the greatest game reserves in North America, especially for Moose.

Cascade Park is approximately 20 miles south of Grand Marais on US Highway 61. There are numerous trails along the Lake Superior shore and along the beautiful gorge from where one can view the unmarred natural grandeur of this area. Small picnic areas have been set aside for use by the public.

The Grand Portage State Forest is located in the extreme eastern end of the county. Part of it was formerly in the Minnesota State Forest. The rest is a new addition made in 1933 when the present area was outlined and named by the legislature. It contains many natural features such as steep cliffs, waterfalls and virgin timber. It also includes the famous Grand Portage.

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In the August 1, 1936 edition of the Minneapolis Tribune the following statement appeared under the title , "Gopher Tales"; "Minnesota is the only state in the union located west of the Mississippi River that has Eastern Standard Time. Mineral, Grand Portage, and Pigeon Point are located within Eastern Standard Time area." After investigation this contention has been disproven. Although the boundary line between Eastern Standard and Central Standard Time touches Pigeon Point, the places mentioned before are within the Central Standard Time zone.

In connection with the La Verendrye celebration held at Grand Portage in 1931, an old cabin was converted into the Cook County Historical Society Museum. It faces Lake Superior where once stood the Northwest Company post. The museum includes a collection of articles used by Indians and the old fur traders.

Spanning the Pigeon River along Highway US 61, is the International steel bridge. On each side of the bridge stand the American and Canadian customs houses. The bridge is open from 8 a.m. to 8 p.m.

The Cook County Agricultural Society holds an annual fair and exhibition at Grand Marais.

Markers:

Where the Grand Portage Trail crosses Highway US 61 there is the following marker: "FORT CHARLOTTE- An important fur trade post of the Northwest Company in the late 18th century stood at the end of the Grand Portage Trail on the south bank of Pigeon River about 5 miles

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west of here. Thence goods were taken by canoes to the interior and furs portaged to Lake Superior."

One mile south of the International Bridge on Highway US 61, there is a marker with the following inscription: "GRAND PORTAGE TRAIL- Nine miles long, from Lake Superior to Pigeon River above the Cascades. Part of the principal route to the Northwest in the eighteenth century, over which tons of furs and trade goods were carried by Indians, French and English. Recognized as an international highway by Webster-Ashburton Treaty of 1842."

At Schroeder, on Highway US 61 at the south end of the Cross River Bridge, there is a marker with the inscription: "On the Lake shore at the mouth of this river Father Frederic Baraga, a noted Catholic missionary to the Indians and later a bishop, in August 1846 erected a rude cross in recognition of a safe crossing of Lake Superior by a small boat from La Pointe. The river received its name from this episode. A granite cross has been erected in place of the wooden one."

Resorts:

Cook County, with its numerous beautiful lakes and virgin forest area, is an ideal spot for the fishermen, hunter, and vacationist. To accommodate these, numerous hotels, lakes and lake-shore resorts are found. Following is a list of these:

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Grand Marais, Minnesota.

Neudahl Hotel	Cascade Lodge	Hotel & Rest.
Arrowhead Hotel	1st Ave. & 1st St.	"
Sederberg Hotel		"
Sterling Hotel	Wisconsin Street	"
Cabins Hotel	Block #22, Hwy. #1	"
Camp Bearskin	East Bearskin Lake	Resort
Annoyotte Resort	Colville	"
Sea Gull Lodge	Sea Gull Lake	"
Saganaga Fishing Camp	Saganaga Lake	Hotel Resort
Clear Water Lodge	Clear Water Lake	"
Balsam Grove Resort	Poplar Lake, Gunflint Trail	Resort
Clark's Fishing Camp	2 mi. N. of Gunflint Tr,	" & Rest.
Cherry Grove Cabins	Croftville	Lake Shore Resl
Lake Shore Cabins		Resort
Loon Lake Lodge	Loon Lake, $\frac{1}{2}$ mi N. Gun-	
	flint Trail	Resort
Gateway Lodge	Hungry Hack Lake	Hotel Resort
Green Wood Lake Lodge	Green Wood Lake	Resort
Wild Wood Inn	Pike Lake	"
Jenson Hotel	Croftville	"
Trading Post	Hwy. #1 in town	"
Gunflint Lodge		"
Edgewater Cabins	Croftville	"
Devil Track	Devil Track River	"
Wildwood Lodge	Sea Gull Lake	"
Bear Club Lodge	Poplar Lake	Hotel Resort
Lake View Cabins	Croftville	Resort
Chik-Wauk	Saganaga	Hotel Resort
Pike Lake	6 mi. NW of Hwy. #1	" "
	Pike Lake	
Lake Side		Resort
Northwood Lodge	Poplar Lake, Gunflint Tr.	"
John's Cabins	Croftville	Hotel Resort
Scott Cabins		Resort
Naniboujou	Hoveland Twp.	"

Lutsen, Minnesota

Jonvik	Hwy. #1	Resort
Northern Light	4 mi. NE, Hwy. #1	
	Caribou Lake	Hotel Resort
Bayview Cabins & Store		Resort
Lutsen Resort Inc.	Hwy. #61	Resort
Portage Hotel	Caribou Lake	Resort
Caribou Cabins	" "	"
Crooked Lake	Cramer	"
Strand Resort	Hwy. #1, NE of Lutsen	"
No-See-Um	Lake Superior	"
Williamson Resort		"

Mineral Center, Minnesota

Hotel Sextus	Sextus City	Hotel Resort
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Schroeder, Minnesota.

Gunderson Store		Resort
Johnson Cabin	Hwy. #1	"
Star of the North		Hotel Resort
Pepper Resort	Echo Lake	Resort
Smith's Cabins	Hwy. #1, Lake Superior	"
Keewaydin Resort Inn		"
Ah-The Bik	North Shore	Hotel Resort

Tofte, Minnesota

Ganes Hotel		Resort
Cobblestone Lodge	Hwy. #1	"
North Shore Hotel	on Lake Superior	" & Rest.
Sunny Dale Cabins	Hwy. #1	Hotel Resort & Cabin Camp
Tofte Lodge		Hotel Resort
Surf Side Cabins	Hwy. # 1	Resort and Lodging House

BRIEF BIOGRAPHICAL SKETCHES OF PERSONS CONNECTED WITH COMMUNITY.

La Verendrye, Piere Gaultier De Varennes, Sieur de - (Nov. 17, 1685-

Dec. 6, 1749). Born at Three Rivers, Canada, where his father was governor. Entered colonial army at the age of twelve. In 1731 he started on an exploration trip from Lake Superior westward, taking his three sons with him. He was the first white man recorded to use the Grand Portage. He was the discoverer of ^Manitoba, the Dakotas, the western plains of Minnesota, the northwest territories of Canada and probably part of Montana. In 1749 he received the Cross of St. Louis for his services. In that year he was granted permission to return to the west and was making preparations for an expedition when he died. He and his sons were the first white men to see the Red River of the North, the Assiniboin, the Saskatchewan and great stretches of the ^Upper Missouri.

Pond, Peter, - (Jan. 18, 1740-1807)-soldier, fur trader and explorer, entered fur trade in 1765. Had one of the 16 shares in the ^Northwest Company.

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Pierz, Franz, -(Nov. 20, 1785-Jan. 22, 1880). Roman Catholic Missionary. Born at Kaninik in the Austrian province of Carniola. Ordained in 1813. Came to the U.S. in 1835 and worked as a missionary among the Indians and settlers. He was keenly interested in agriculture and horticulture and was particularly successful in inducing the Indians to become an agricultural people. In 1838 he established the first Catholic Mission School in Minnesota, at Grand Portage. His influence helped to keep the Chippewa Indians from joining in the Sioux uprising of 1862. He returned to his native land in 1873, where he died.

Baraga, Frederick, -(June 29, 1797- Jan. 1868). Roman Catholic missionary. Born in the Castle of Malavas, near Dobering. Ordained Sept. 21, 1823, Came to the United States in 1831. Operating from La Pointe, Wis., he reached large sections of Indians in the surrounding territory, including Grand Portage, Fond du Lac, etc. In August, 1846 when crossing Lake Superior in a canoe, a severe storm came up, but the canoe weathered the storm and finally landed at the mouth of Cross River. Here he erected a wooden cross in thanksgiving for the safe voyage. He studied the Chippewa language and wrote a number of useful books on this subject.

Mayhew, Henry, - (1829-July, 1824). Early settlers in Cook County. Born in Philadelphia, Pa. Came to Minnesota, at the site of Duluth in 1857; served in the Civil and Indian wars; established a trading post with the Indians at Grand Marais in 1871; prominent in early Cook County History.

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Officials in Cook County 1935.

Auditor -- Gladys Carter-- Grand Marais.
Treasurer--Charles Seglem--Grand Marais.
Registrar of Deeds--Ray Sjoberg--Grand Marais
Sheriff--Charles Taylor--Grand Marais.
Attorney--J. Henry Eliassen--Grand Marais.
Judge of Probate--James V. Creech--Grand Marais.
Surveyor--Ed. Mulligan--Grand Marais.
Clerk of Court--E. Fritiof Lindquist--Grand Marais.
Coroner--Herald M. Nelson--Grand Marais.
Superintendent of Schools--Wilfred X. Lowe--Grand Marais.
County Commissioners--
1st District--N.J. Bray--Hovland.
2nd District--Hans Toftey--Grand Marais.
3rd District--Joe Anderson--Grand Marais.
4th District--Merton Worthing--Lutsen.
5th District-- W. C. Smith--Schroeder.

List of Firsts:

- 1.) First permanent settlement in Minnesota--Grand Portage.
- 2.) First white man recorded to have traveled the Grand Portage--Pierre Gaultier de Varennes, sieur de la Verendrye.
- 3.) First Catholic Missionschool in Minnesota--established in 1838 at Grand Portage, by Father Pierz.
- 4.) First black silver fox farm in Minnesota--at Grand Marais.
- 5.) First road in Minnesota--built around 1800 from Grand Portage to Fort William, Canada, about 36 miles.

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- 6.) First County Auditor--John M. Miller.
- 7.) First County Treasurer--Joseph E. Mayhew.
- 8.) First Registrar of Deeds--Thomas W. Mayhew.
- 9.) First Justice of Peace--Thos. Ross and Joseph E. Mayhew.
- 10.) First constables in the county--Thomas W. Mayhew and
A. J. Ross.
- 11.) First tax levy--Jan. 3, 1883 - \$405.27.
- 12.) First organized township in the county--Hovland.
- 13.) First settlers at Pigeon River--Asa A. Parker,
Chas. Kimball and Charles Kingsbury.
- 14.) First settler on Maple Hill--Peter Rindall, 1891.
- 15.) First scheduled boat traffic to Grand Marais--
instituted in 1883 by Booth Fishing Company.
- 16.) First County bond issue--1895- \$6,500 for construction
of roads and bridges.
- 17.) First mail route - established in July, 1856, from
Superior to Grand Portage.
- 18.) First postoffice in county--established at Grand
Marais.
- 19.) First postmaster at Grand Marais--H. Godfrey.
- 20.) First postmater at Grand Portage--H. H. McGullough.
- 21.) First postmaster at Hovland--A. Jensen.
- 22.) First mail in county--brought through by R. B. McLain
in August 1856.
- 23.) First newspaper in the county--Cook County Herald,
established in 1882.
- 24.) First Catholic church in Grand Marais--built in 1897.
- 25.) First Norwegian Lutheran Church in Grand Marais--
built in 1907.

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