

HISTORICAL EXPLORING IN THE "ARROWHEAD COUNTRY"

THE STATE HISTORICAL CONVENTION OF 1931

The "North Shore," with its vistas of the majestic lake that La Vérendrye traversed two hundred years ago, its memories of the days when *voyageur* songs floated out over its waters, and its glimpses of a hinterland of pines and rushing streams, was the goal of the tenth state historical tour and convention under the auspices of the Minnesota Historical Society, held from August 20 to 22, 1931.

About sixty persons comprised the society's "peripatetic seminar in history," when, with a chartered bus and a half dozen private cars, it set off from the Historical Building in St. Paul at 1:00 P.M. on Thursday, August 20. On the way to Duluth, the first objective, not a few additional cars joined the procession, which had become impressive, if dusty, when it wound into the city of Carlton, where the private automobiles detoured from the main highway for a trip that the mastodonous bus could not make through Jay Cooke State Park. While the bus sped over paved roads to Duluth, the smaller cars were piloted through the beautiful park that honors in its name the noted Civil War financier and railroad promoter. Upon leaving this park, which borders the winding course of the St. Louis River for some ten miles, the tourists passed near the site of old Fond du Lac, where the Northwest Company erected a trading post in the last decade of the eighteenth century.

Two hundred people crowded the Memorial Hall of the St. Louis County Courthouse in Duluth to its doors, when, with Mr. William C. Sargent presiding, the North Shore Historical Assembly was convened at 8:00 P.M. as the first session of the state historical convention. Mr. William E. Culkin of Duluth,

president of the St. Louis County Historical Society, called upon to explain the nature of the assembly, pointed out that it was sponsored by the historical societies of St. Louis, Lake, and Cook counties, was held annually, and had as its purpose the stimulation of the study of North Shore history.

The Honorable Samuel F. Snively, mayor of Duluth, then extended an official welcome to the visitors, first stressing the importance of preserving and studying the records of the past and of knowing the human story that lies behind the present. Dr. Guy Stanton Ford, president of the Minnesota Historical Society, responding on behalf of the state society and its friends, called attention to the great progress that has been made in local history organization and activity in Minnesota since 1922, when the first state historical tour, with Duluth as its objective, was launched; and he declared that three of the most active societies in the state are those of the North Shore counties. They and the state society, he said, serve one common high purpose — that of perpetuating “the memory of the things that have been, that those who are to be may profit by them.”

After a piano selection by Miss Ethel Barnard of Duluth, Dr. Louise Phelps Kellogg, senior research associate of the State Historical Society of Wisconsin, gave an illuminating informal talk on “The French Régime in the Great Lakes Country.” The French, she explained, did not at first understand the significance of the Great Lakes, for the phenomenon of great bodies of fresh water was unknown in the interior of Europe. She traced the processes whereby they gradually learned the truth about the “sweet seas,” — as they called them, — pointing out that the lakes were discovered in the following, somewhat curious, order: Huron, Ontario, Michigan, Superior, and Erie. “Lac Superieur” derived its name from its general position, but Dr. Kellogg stated that various other names were given it by the French. Allouez, for example, named it for Governor Tracy; and Hennepin, who would have nothing of

names suggested by Jesuits, called it Lac de Condé in honor of one of Louis XIV's most noted generals. Who the discoverer of Lake Superior was is not known with certainty, though hints seem to point to Etienne Brulé. Jean Nicolet was at the Sault in 1634; Fathers Raymbault and Jogues were there seven years later; and in all probability Radisson and Groseilliers were in western Lake Superior about the middle of the seventeenth century; but the real explorer of the lake, Dr. Kellogg asserted, was Allouez, in the period from 1665 to 1667.

After the conclusion of Dr. Kellogg's sprightly address, Miss Dorothy B. Culkin of Duluth sang a group of songs. The balance of the program was in the nature of a symposium on North Shore history, with discussions of the part played by each of the three northeastern counties. Mr. E. F. Alford of Duluth in a carefully prepared paper sketched the development of St. Louis County from the days of the first timber cruisers down to the period of intensive exploitation of iron ore. The story of Lake County was presented by Mr. Claus C. Monker of Two Harbors, president of the Lake County Historical Society, who took as his starting point the establishment of the county in 1856, sketched the history of its boundaries and early settlements, and pointed out the fact that iron ore has contributed greatly to the economic importance of Two Harbors, from which in 1884 was shipped the first load of ore ever sent out of Minnesota. The last speaker, Mr. William J. Clinch of Grand Marais, superintendent of schools in Cook County, portrayed the rôle of Cook County in the story of the North Shore and devoted considerable attention to the Grand Portage, the use of which, by treaty agreement, is open to both British and American citizens. That the two nations were "able to get together for the mutual use of the portages on whichever side they might lie" seemed to him a remarkable demonstration of their kinship. A standing vote of thanks to the speakers and to the historical societies con-

cerned in the meeting was then taken and so ended the first session of the convention.

On Friday morning, August 21, favored by smiling skies and perfect weather, the "historic tourists" started north from Duluth along the Superior shore, the first day's procession now augmented by some fifteen or twenty cars. An hour's run brought the tour to Two Harbors, where the local committee had arranged, among other things, for a visit to the ore docks. After this visit, which was the more interesting because two vessels were being loaded with ore at the time, most of the visitors spent some time examining certain permanent historical exhibits near the lake front in Two Harbors. One is a sleigh "used by the Duluth and Iron Range railroad company to transport officials and employees between Duluth and Two Harbors from 1882-86"; another, a wagon used as a means of transportation between Duluth and Two Harbors in the early eighties; and a third, the "Three Spot," the first locomotive put into service by the Duluth and Iron Range Railroad Company. This locomotive, which arrived at Two Harbors on a scow in the summer of 1883, was used in connection with the construction of the line between Tower and Two Harbors. Eight years ago it was placed in its present position as a memorial by veterans of the road.

The program of the Two Harbors session followed a pleasant luncheon at the Agate Bay Hotel attended by about a hundred and thirty people. President Ford presided and introduced first the mayor of Two Harbors, the Honorable M. H. Brickley, who extended a hearty welcome to the visitors on behalf of the community. Mrs. Harrison H. Cochran of Minneapolis then exhibited the *Historical Map of the State of Minnesota*, published in 1931 by the Minneapolis College Women's Club; and Mrs. Margaret S. Harding of Minneapolis called attention to the recent publication of Mr. Theodore C. Blegen's *Minnesota History: A Study Outline* by the University of Minnesota Press, of which she is the managing editor.

Mr. Thomas Owens, retired vice president of the Duluth and Iron Range Railroad Company, was introduced by President Ford with the happy remark that much of the significant history of the North Shore "is within the memories of men who made that history." Mr. Owens in the course of his discussion of "The Iron Ore Industry of Minnesota" mentioned the interesting fact that he was the engineer on the locomotive that pulled the first train of ore moved in Minnesota — the train, consisting of ten cars of ore, that ran from Tower to Two Harbors on July 30, 1884. Mr. Owens began his talk by sketching the history of the Duluth and Iron Range Railroad, which was built by and for the Minnesota Iron Company, the latter having been formed to develop the iron deposits at Tower. Although the railroad was incorporated as early as 1874, the incorporators were not active until 1882. George C. Stone of Duluth had persuaded Charlemagne Tower of Philadelphia to invest three million dollars in the Minnesota, now the Soudan, mine at Tower, and in 1883 his son, Charlemagne Tower, Jr., was elected president and construction work was begun. Mr. Owens related that in 1885 he was sent to Tower to work under the chief chemist at the mines and "to get acquainted with the ore." In closing his talk he described the great growth of the mining industry since the eighties and credited the transformation of the wilderness into thriving communities to the development of this "gift of Nature to the Age."¹

The Two Harbors program was continued by the reading of a very interesting paper by Mr. Verne E. Chatelain of the State Teachers College of Peru, Nebraska, on "Some Federal Land Office Operations in Minnesota, with Special Reference to the Arrowhead Region." Since this study is to be published in full in a future number of the magazine, it is only necessary here to report that Mr. Chatelain, drawing upon northeastern

¹ Mr. Owens' paper is published in full in the *Two Harbors Chronicle* for August 27.

Minnesota for illustrative details, portrayed a type of pioneer whose services have been little recognized — the public land officer. “The men who made the earliest surveys in Minnesota as well as those who conducted local land offices,” he declared, “often accepted more physical hazards than even explorers and first settlers. It must be remembered that surveys required travel in straight lines, regardless of the nature of the terrain.” The speaker gave considerable attention to the “protective and conserving features” of the land-office service, comparing that service with the work at lonely military outposts on the frontier. “There was this difference, however, that the land officer had not the comfort of numbers in his misery.” Mr. Chatelain called attention, in closing, to the fact that George B. Sargent and George R. Stuntz, well known among the early builders of the Arrowhead, were long associated with the federal land service.

Before the adjournment of the meeting, the program of which also included a group of piano selections by Miss Virginia Woodfill and a series of songs by Miss Florence Watts, Dean Ford took occasion to emphasize the usefulness of local historical societies in aiding people to save their individualities in a day when modern civilization tends more and more to submerge the individual. Local history affords a center of interest, a steadying point in the swirl of life, and is a key to the understanding of much in the story of the continent.

At 3:00 P.M. the motor cavalcade started northward for Grand Marais, stopping a few miles beyond Two Harbors at Silver Creek Cliff to enjoy a particularly engaging panorama of Lake Superior. One tourist was so interested in the scene that she failed to resume her seat in the bus, which started on without her. She was happily rescued by a passing car and restored, a mile farther on, to the central conveyance of the tour; and the entire party arrived without mishap at Grand Marais about 6:00 P.M.

The day's events closed with a program presented in the

Cook County Courthouse at Grand Marais at 8:00 P.M. The meeting was opened by Mr. Clinch and an address of welcome was given by Mr. F. A. Andert, superintendent of the Grand Marais schools. Dr. Solon J. Buck, superintendent of the Minnesota Historical Society, then took the chair and introduced Mr. Culkin of Duluth as the first speaker. From the point of view of the visitors his subject, "North Shore Place Names," was one of particular interest, for their curiosity had been aroused by not a few of the names to which their attention had been called on the tour. The names, according to Mr. Culkin, "recall the ancient inhabitants, the various tribes of Indians, the fur trade, the French pioneers and explorers, the missionaries, the various languages spoken, and the settlers of English-speaking tongues." Among those of which he spoke were Two Harbors; Gooseberry River, which he suggested may have been named in honor of Groseilliers, the companion of Radisson; Beaver Bay; Baptism River; Illgen City; Manitou, Caribou, and Temperance rivers, a feature of the latter having been that it had no bar at its entrance; Tofte; Lutsen; Kimball Creek; Grand Marais; and Grand Portage. Since Mr. Culkin's informing essay is available in published form, no attempt will be made here to report in detail his explanations of the origins of these names. Interested readers are advised to secure Mr. Culkin's little book entitled *North Shore Place Names* (St. Paul, 1931. 95 p.).

The last speaker of the Grand Marais session was Professor John P. Pritchett of the University of North Dakota, who told the dramatic story of "The Sack of Fort William," an event of 1816 that had its setting in the bitter opposition that the Earl of Selkirk's agrarian settlement on the Red River encountered from the powerful Northwest Company. Lord Selkirk, with a considerable force of men, was at Sault Ste. Marie on his way to the West in 1816 when he learned that the fur company, in league with the half-breeds of the plains, had launched an attack on the settlement. Though shocked

by the news, Selkirk "bore it with a fortitude becoming the House of Douglas." Instead of proceeding to the colony, he and his followers crossed Lake Superior to Fort William, the headquarters of the Canadian company in the West, captured it, and arrested several of the company's "hyperborean nabobs." The early days after the capture of the fort, said Professor Pritchett, were filled with excitement. The "nabobs" broke their parole, destroyed incriminating letters and papers, secreted arms and ammunition in the bush, and in general caused trouble. Ultimately, however, Selkirk sent them off to eastern Canada. The acts of the earl at Fort William during the fall and winter, according to the speaker, were drastic and in some instances technically illegal. Selkirk believed at the time that he had "cut up by the root one of the most abominable combinations, that ever was suffered to exist in the British dominions"; but in the end he realized that the course pursued by him at Fort William was unfortunate in its final consequences.

The climax of the tour and convention came on Saturday, August 22, at Grand Portage, about forty miles north of Grand Marais. The little Indian village, where traders and *voyageurs* foregathered in the gala days of the eighteenth-century fur trade, was crowded with hundreds of automobiles and nearly a thousand people. For a day Grand Portage was the Mecca for Minnesotans interested in the historical backgrounds of the upper Northwest. The events of the day, sponsored by the Cook County Historical Society in coöperation with the Minnesota Historical Society, were planned as a two-hundredth anniversary celebration of the landing of the French explorer, La Vérendrye, at Grand Portage in August, 1731. Elaborate preparations had been made by more than a score of special committees.

One of the remarkable features of the celebration was the successful completion of certain historical projects of permanent interest and value. A financial committee headed by Mr.

Edward C. Gale of Minneapolis and including representative people from Duluth, the Twin Cities, and other parts of the state succeeded in raising nearly twenty-five hundred dollars with which to meet the expenses of the celebration and of the special projects. One of these was the conversion of an old cabin into a local historical museum. Another was the building of a replica of the old Grand Portage dock in front of the site of the stockade of the Northwest Company. Yet another interesting contribution to the success of the celebration was the publication by the local historical society of a pamphlet presenting the *Story of the Grand Portage*, a revision by Dr. Buck of an important article that he brought out in this magazine eight years ago. A medal had been struck off for the celebration, with a representation on one side of the landing of La Vérendrye at Grand Portage and with the following inscription on the other: "Grand Portage—First White Settlement in Minnesota—Established by La Vérendrye Aug. 26, 1731—Original Landmarks Restored by Historical Society of Cook County Aug. 1931."

Most of the visitors arrived at Grand Portage in the morning and various excursions had been planned for their benefit before the program session. One was a walk over a portion of the old Grand Portage trail; another was a climb to Rose Hill Shelf directly behind Grand Portage, which commands a sweeping panorama of the bay, Hat and Tamarack points, and the lake; and a third was a walk to Mount Josephine, which affords one of the most striking views in the state, with Teal Lake, pine-fringed and glistening like a jewel, far below, the jagged shore line of Lake Superior on one side, and off in the distance the hazy outline of Isle Royale. Later in the day a United States Coast Guard cutter arrived at Grand Portage and through the courtesy of its officers a number of the speakers and guests of the day were taken for a delightful ride on waters where in the eighteenth century *voyageurs* paddled their great canoes.

The Grand Portage program was held outdoors on a knoll overlooking the bay and a loud-speaker had been provided to carry the voices of speakers to the many hundreds of people who were assembled. As Mr. James Gray wrote in the *St. Paul Dispatch* of August 25, "It would have been so little startling to have seen voyageurs and fur traders land at the dock and go quietly about their work that the radio apparatus seemed like a fantastic anticipation." The program opened at 1:30 P.M. with the formal dedication of the restored dock and museum, Mr. Newton J. Bray of Hovland, president of the Cook County society, presiding.

Mr. Edward C. Gale of Minneapolis was unfortunately unable to be present, but his address of dedication was read in his absence by Mr. Blegen. Mr. Gale reminded the audience that in front of the site of the Northwest Company stockade "once stood the old dock of that company, built and used by it in the hey-day of Grand Portage prosperity." In order to present a vivid picture of the scene in the eighteenth century, he quoted a passage from the diary of John McDonell, describing the stockade as it appeared in 1793:

The Gates are shut always 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.

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All the buildings within the Fort are sixteen in number made with cedar and white spruce fir split with whip saws after being squared, the Roofs are covered 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 house and Mess House — they have also a wharf or quay for their vessel to unload and Load at.

The new dock, Mr. Gale pointed out, is a replica of one the vestiges of which appear beneath the surface of the bay and in his opinion these vestiges are the remains of the old

Northwest Company's dock. They occupy the natural site for such a structure, immediately in front of the palisaded fort and under the shadow of the hill towering behind; the rock-filled crib construction is of the period in question; and Indian tradition supports the view that here stood the ancient wharf of the fur-traders. A deep interest in the history of Grand Portage, coupled with an unselfish desire to endow and enrich the community in a practical manner, had led Miss Frances Andrews and her father, Mr. A. C. Andrews, of Minneapolis, to have the dock built and to present it to Grand Portage as a memorial to their brother and son, William Hunt Andrews. "In our imagination," said Mr. Gale, "we may see gathered in the background and on the fringe of yonder woods all the intrepid traders of the past, the voyageurs, the red men, the missionaries, the governors of the post, watching in ghostly array this present scene. If they could speak, I am sure they would join in the expression of gratitude which it is my privilege to voice in behalf of the living for this most generous and appropriate gift."

The chairman then introduced Miss Andrews, who told of a visit made to Grand Portage by her brother and herself when they were children and of the deep and sympathetic interest that the experience had given them in the community and in Indian life. It was as a memorial to that brother that the dock had been built. Miss Andrews spoke of the many interesting associations that the project of restoring the dock had set up. Logs for most of the cribwork were furnished by Grand Portage people from their own lands; the state highway department gave twenty-five hundred feet of planking from the old International Bridge; the federal Indian authorities gave permission to build the dock from government land; and many individuals cooperated in the project. Miss Andrews closed by expressing a concern as to what scenes the Grand Portage dock would look upon far in the future. She expressed the hope that the wild life and natural beauty of the region would be conserved and cared for as they deserved to be and that the spot, with its

beauty, its Indian life, its historic charm, and its landmarks, would be not only cherished but also "preserved and nurtured."

Mrs. E. M. McLean of Grand Portage, who spoke next, began by saying that the day was one on which a dream long cherished by the Cook County Historical Society had come true. "The reconstruction of the old historical dock and the partial completion of this museum building," she said, "are laying the foundation for perpetuating in memory the large part played by this Grand Portage region in the development of North America." She told of the creation of the museum, which stands on the site of the Northwest Company stockade, and of the plans for its development, among which, she said, was that of portraying as fully as possible the Indian life of the community. Speaking for the Cook County society, of which she is secretary and treasurer, she accepted with gratitude the dock and the museum building and declared that the people of the village and the county would do their best "to carry on worthily the thought that has prompted both these historical restorations."

The dedication ceremonies were preliminary to the program of the afternoon session, which began with an address of welcome by Mr. Martin W. Odland, executive secretary to the Governor of Minnesota. He spoke of the celebration as an international affair and directed a special welcome to the Canadian guests. Mr. Mark L. Burns of Cass Lake, superintendent of the consolidated Chippewa agency for Minnesota, welcomed the visitors to the Indian reservation and spoke of the need of understanding and help from the people of the state in solving Indian problems. Dr. George E. Aikens of Port Arthur represented the Ontario Historical Society and expressed his pleasure in the opportunity of Canadian-American coöperation. Adverting to the Webster-Ashburton treaty he remarked genially, "We consider Grand Portage a free port and I feel as a Canadian that I can bring my sea fleet over here as if I belonged to the country." Dr. Buck then

spoke on behalf of the Minnesota Historical Society, expressing its hearty appreciation of the coöperation of the people of Grand Portage and of the Cook County society in connection with the state society's tenth annual tour and convention. He spoke of his own deep and permanent interest in the Grand Portage region, which began in 1922, when he walked over the old trail to the site of Fort Charlotte on the Pigeon River.

The chairman then introduced Mr. Lawrence J. Burpee of Ottawa, the secretary for Canada of the International Joint Commission. As the editor of the *La Vérendrye* journals, the author of *The Search for the Western Sea*, and one of the most noted of Canadian historians, Mr. Burpee was indeed a happy choice as a speaker for a *La Vérendrye* celebration at Grand Portage. He prefaced his paper by presenting greetings from the Royal Society of Canada, the Canadian Historical Association, and the Canadian Geographical Society. He had chosen as the subject of his paper "Grand Portage" and he began by pointing out that "when *La Vérendrye* landed on these shores two centuries ago, and sent his nephew and his son forward to Rainy Lake, he set in motion forces that have profoundly influenced these two neighboring countries. In the years that followed he and his gallant sons made their way into the west, to the Lake of the Woods, Lake Winnipeg, Red River, the Assiniboine, the Missouri, and the Saskatchewan, blazing a path to those vast interior plains of North America that today help so materially to feed the nations of the world."

Mr. Burpee stated that "portages were to the trader what ports of call are to the sailor or filling stations to the automobilist"; and he declared that the portages of North America "were keys to the most extraordinary system of water communication on the face of the earth." From such a central point as Grand Portage men could travel in a canoe east to the Atlantic, west to the Pacific, north to the Arctic or Hudson Bay, or south to the Gulf of Mexico, with nothing more than an occasional portage to interfere with their progress by

water. After speaking of paths around waterfalls and rapids or connecting the waters of different river systems, "with their abiding memories of human endeavor, their heroic incidents, their tragedies and their comedies," he declared that none is "more deservedly famous than this one whose bicentenary we are gathered here to commemorate." He then reviewed in detail the story of the Grand Portage, quoting La Vérendrye's own account of his travels into the West and drawing on numerous eighteenth-century records for vivid pictures of the importance of the post in the British period. The year 1797, he said, is notable in that it "probably brought together at Grand Portage the three men who were preëminently the explorers of western Canada during the early part of the period of British rule." These were Sir Alexander Mackenzie, David Thompson, and Simon Fraser. The latter was then in charge of the Northwest Company post at Grand Portage; Mackenzie was agent of the company and attended the annual meetings at Grand Portage; and Thompson arrived there on July 22, 1797, after having left the service of the Hudson's Bay Company.

Mr. Burpee quoted from Mackenzie's writings a very realistic account of life at Grand Portage in 1801. With the removal of the headquarters of the Northwest Company to Fort William in 1803, the glory of Grand Portage passed away. In closing, Mr. Burpee commented on the significance of a gathering in which Canadians and Americans come together as neighbors to "commemorate an event that is one of the many links in that chain of circumstances that binds together these commonwealths in a union that is none the less real because it does not affect even remotely the national sovereignty of either."²

"The Vérendrye Aftermath" was the highly appropriate subject chosen by Professor Orin G. Libby, secretary of the North Dakota Historical Society, who gave the last formal

² The text of Mr. Burpee's address is printed in the *Cook County News-Herald* of Grand Marais for August 27 and September 3.

address of the session and of the convention. Professor Libby characterized La Vérendrye as one of the greatest explorers and fur-traders of North America, for he carried the French trade past the barrier established by the treaty of Utrecht west of Lake Superior; and notwithstanding the conflict between the Chippewa Indians and the Dakota warriors of the northern plains, he pushed the trade west to the Rockies. Successors to the Vérendryes were the free traders from 1765 to about 1780 and thereafter the Northwest Company. After 1783, when England recognized the existence of the new nation of the United States, the Northwest Company sought to maintain and extend its monopoly of the trade of the Northwest; and its American rivals, who were not successful in winning the good will of the Indians, could not meet its competition. The Northwest Company, placing a value of one and a quarter million dollars on the fur trade, petitioned the British government to retain its garrisons, notwithstanding the provision in the treaty of 1783 for the evacuation of the British military posts on American soil, and to negotiate a new boundary treaty that would leave Grand Portage and Detroit within the territory of Canada. The British traders, according to Professor Libby, were successful in keeping the frontier in constant turmoil and they used their Indian allies to terrorize the American traders and settlers in the region north of the Ohio River. John Jay, in 1794, aided by the serious defeat inflicted on the Indians by General Anthony Wayne and by the reverses met by England on the continent in its coalition against the French republic, was able to win two important concessions from the British, the evacuation of the western posts and their abandonment of all efforts for a new treaty. The speaker asserted, however, that the terms of the Jay treaty were sufficiently favorable to the Northwest Company monopoly to prevent the American traders for at least a decade from making much headway against it.

After the conclusion of the addresses of Mr. Burpee and

Professor Libby, the chairman called upon Mr. John E. King, who brought greetings from a near-by Canadian organization, the Thunder Bay Historical Society. The Indians of the village then entertained the visitors by smoking the peace pipe and by presenting some of their tribal dances. A greeting in Chippewa was given by Chief Nahbahgahdoway, fluently interpreted by another member of the tribe. After the conclusion of these ceremonies, a blanket was presented to the chief, with Mr. Charles Stees of St. Paul acting as the spokesman of the assembly. Mr. Stees also took occasion to pay a well-deserved tribute to the boy scouts, who as guides and in various other ways had contributed much to the pleasure of the visitors during the day.

So ended the tenth annual tour and convention sponsored by the Minnesota Historical Society. Some, indeed, remained another day in order to walk the old and well-worn portage trail to the site of Fort Charlotte, but most of the visitors started at once on the journey homeward, many of them feeling as if they were returning not merely from a trip into a region of surpassing beauty but also from a trip into the eighteenth century. They returned, too, with a feeling of deep gratitude toward the three northeastern county historical societies and toward the many individuals who had served on committees or who as speakers or in other ways had contributed to the success of the tour, gratitude for an experience that gave them a new sense of the interest and significance of the history of Minnesota and the Northwest.



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