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**GRAND PORTAGE
NATIONAL MONUMENT, MINNESOTA:
AN ADMINISTRATIVE HISTORY**



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Midwest Regional Office**

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Division of Cultural Resources Management**

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January 27, 1984

Date

FOREWORD

This administrative history of Grand Portage National Monument, Minnesota, is dedicated to the first 20th century administrator of Grand Portage, the Minnesota Historical Society. The National Park Service and the American public owe a great debt to the Society for its early preservation and management of the site.

Special gratitude goes to the directors of the Minnesota Historical Society, individuals whose foresight, dedication, and deep love of the past has helped to make Grand Portage National Monument what it is today.

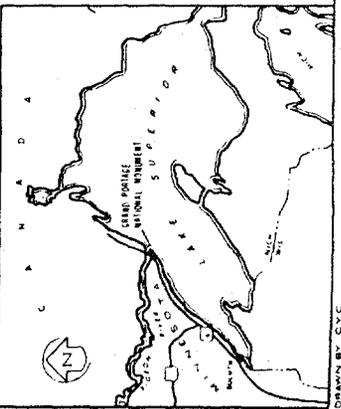
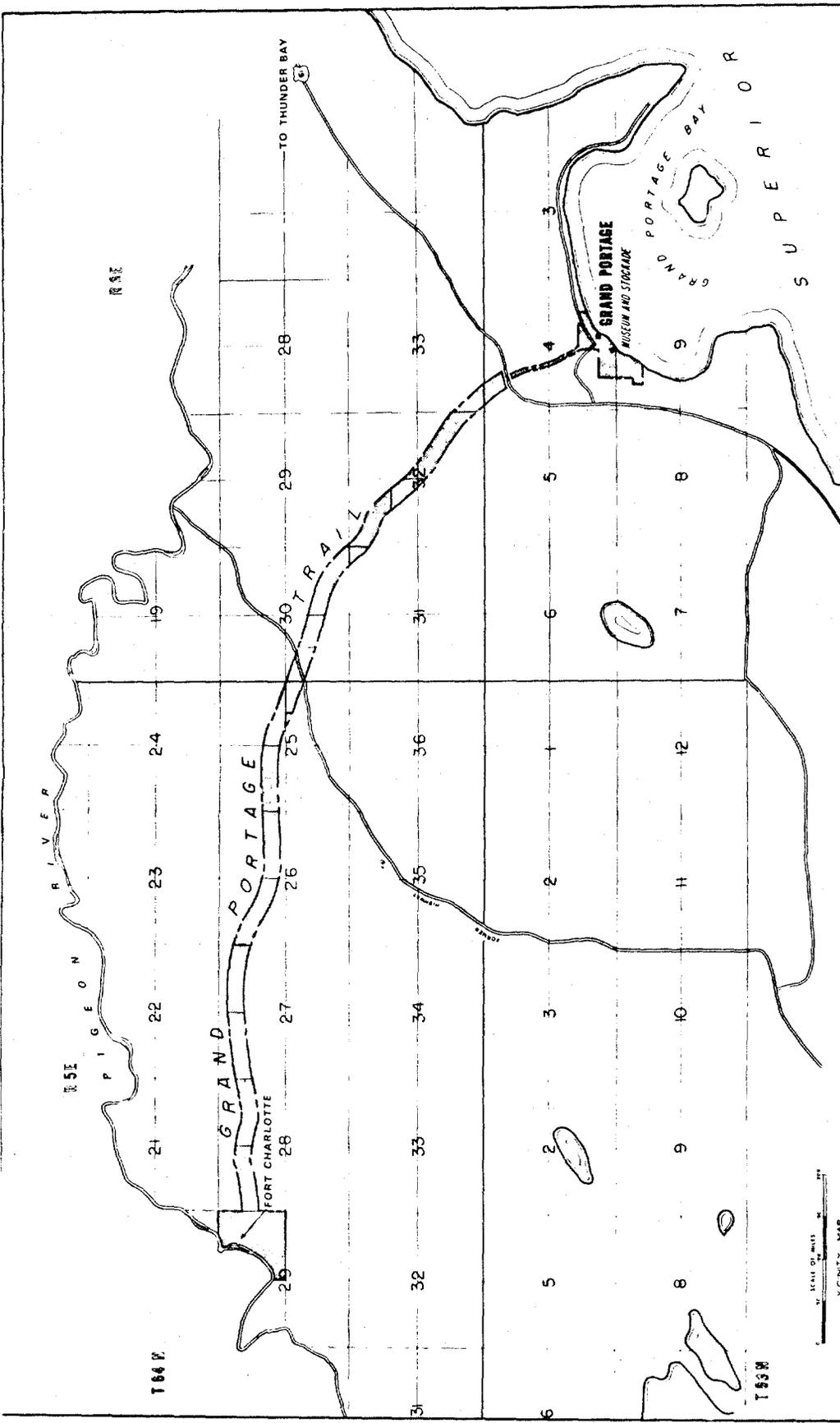
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ON MICROFILM

UNITED STATES
 DEPARTMENT OF THE INTERIOR
 NATIONAL PARK SERVICE
 DIVISION OF LAND & WATER RIGHTS
 WASHINGTON, D.C.

**GRAND PORTAGE
 NATIONAL MONUMENT**

BOUNDARY MAP

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BASIC DATA FROM SEPT. 2, 1958 (172 STATE JSD)

DRAWN BY: GVC

PART I:

ESTABLISHMENT OF THE NATIONAL MONUMENT

A 1958 Act of Congress (P.L. 85-910) authorizes the establishment of Grand Portage National Monument. This Act, along with numerous other laws under whose authority the National Park Service functions, provides the legislative vehicle for the preservation of the monument and the interpretation of its international significance during the northwest fur trade of the 18th and early 19th centuries. Public Law 85-910, approved on September 2, 1958 (72 Statute 1751), states that the function of the national monument is "for the purpose of preserving an area containing unique historical values" and "to conserve the scenery and the natural and historic objects and the wildlife therein and to provide for the enjoyment of the same."¹

Establishment of the national monument, comprising 709.97 acres on the Grand Portage Indian Reservation in northeastern Minnesota, was contingent upon relinquishment by the Minnesota Chippewa Tribe and the Grand Portage Band of the Minnesota Chippewa Tribe of land titles and interests within the proposed monument boundaries to the Department of the Interior. The national monument was established on January 27, 1960, when Secretary of the Interior Fred A. Seaton accepted the last such relinquishment from the Indians. The subsequent official

announcement was published in the Federal Register on March 31, 1960.² This Notice of Establishment revoked the Designation Order of September 15, 1951, which had previously declared Grand Portage a national historic site. Administered by the National Park Service, Grand Portage's cultural resources are preserved and interpreted by the Federal Government for the enjoyment of the American people.

THE PHYSICAL CULTURAL RESOURCES

The national monument consists of a large tract of land on Grand Portage Bay, Lake Superior, where some structures of the depot of the North West Company have been reconstructed. This area, which is adjacent to the Grand Portage Indian Village, is connected to a 100-foot-wide strip of land centered on the historic Grand Portage to State Route 61; from Highway 61 to Fort Charlotte, the portage is approximately 600 feet wide. The trail stretches 8.5 miles from Lake Superior to Fort Charlotte, another depot site of the North West Company on Pigeon River (see Appendix B). No historic structures remain from the fur trade era at either site; nor have any illustrations or detailed descriptions of the depot buildings been discovered.

Archeologists from the Minnesota Historical Society (MHS) have uncovered rich archeological evidence from the fur trade

era. The information garnered from a succession of archeological excavations has enabled historians not only to understand better this capital of the northwest fur trade but also to piece together a rough picture of how Grand Portage appeared in the late 18th and early 19th centuries.

PROVISIONS OF PUBLIC LAW 85-910

Because Grand Portage is in the center of an Indian reservation, the special relationship which exists between the Federal Government and the Indian people is also apparent in the 1958 Act. Within the monument, the Secretary of the Interior is empowered to "grant recognized members of the Minnesota Chippewa Tribe the preferential privilege to provide those visitor accommodations and services, including guide services, which he deems are necessary" (Section 4). Tribe members are to be given preferential employment "in the performance of any construction, maintenance, or any other service within the monument for which they are qualified" (Section 5). Tribe members are to be encouraged to produce and sell native handicrafts at the monument while the Interior Department pledges not to "interfere with the operation or existence of any trade or business of said tribe outside the boundaries of the national monument" (Section 6).

The Indians are also guaranteed the right to traverse the

monument property for the purposes of "logging their land, fishing, or boating, or as a means of access to their homes, businesses, or other areas of use, and they shall have the right to traverse such areas in pursuit of their traditional rights to hunt and trap outside the monument." The Secretary does, however, reserve the right to regulate the conditions under which monument property may be traversed if it should affect the monument's preservation and interpretation of its unique historic features (Section 7).

"Subject to the availability of appropriated funds," construction and maintenance of docking facilities are to be in the Grand Portage vicinity for use at the monument. Tribe members are granted use of this marina free of charge (Section 8). Also subject to available funds and personnel, the Department of the Interior is pledged to provide "consultative or advisory assistance" to the Indians for development projects on lands adjacent to Grand Portage National Monument (Section 9).

Should the national monument for any reason be abandoned by the Federal Government, title to the property will revert automatically to the Minnesota Chippewa Tribe and the Grand Portage Band of the Minnesota Chippewa Tribe (Section 11).³

Other legislation affecting the monument includes the

Webster-Ashburton Treaty with Great Britain of August 22, 1842, Act 2 (8 Statute 573) which states that "all the water communications and all the usual portages along the lines from Lake Superior to Lake of the Woods, and also Grand Portage, from the shore of Lake Superior to the Pigeon River, as now actually used shall be free and open to use of the citizens of both countries." This has been interpreted to mean that the portage is open to British and Americans as a fur trading route (see Appendix C). Also applicable to the management and preservation of the monument is Section 106 of the National Historic Preservation Act of 1966, as well as the Antiquities Act of 1906, and Executive Order 11593.

HISTORY OF GRAND PORTAGE

Many outstanding works on the fur trade and the role of Grand Portage have been written, and no attempt will be made here to recapitulate the fascinating story of Grand Portage other than to mention the highlights of this historic place.⁴

Grand Portage exists because of its geography. French fur trappers and traders journeyed into the unknown interior of western Canada. From Montreal, these hardy men, called les voyageurs, paddled their canoes toward the west across the Great Lakes. By 1679, they had ventured to the westernmost terminus of

Lake Superior searching for a water route to the northwest interior of the continent. The voyageurs learned from the Indians the route from Lake Superior to the lakes and rivers systems of the northwest via the Pigeon River, the modern boundary between the United States and Canada. Unfortunately, the lower 20 miles of the Pigeon are a series of cascades and rapids which make navigation impossible. The Indians showed the voyageurs a footpath they had long used to bypass the tumultuous cascades to the more tranquil, navigable reaches of the river. Le Grand Portage, or "the Great Carrying Place," which traversed an ancient pre-glacial stream bed, thus became a critical link on the "Voyageur's Highway."

Over the Grand Portage, voyageurs portaged tons of furs and goods. Each year more than a thousand white men gathered on the rendezvous to trade and plan their respective policies. The principal trading firm was the North West Company (known as the Nor'Westers) formed in 1784, but other rivals established their own fur depots on each end of the trail. Most notable among these corporate and independent competitors was the X Y Company. Grand Portage was also visited by early explorers who passed through the region on their way to map and chart the vast North American continent.

Grand Portage was first mentioned in the writings of a

French officer called "Pachot" in 1722.⁵ A succession of manuscripts on file in places like the Minnesota Historical Society further elucidate the Grand Portage story, but most are of such a generalized nature as to be frustratingly inadequate to piece together a comprehensive study. Further archival investigations in France, Canada, and Great Britain are needed to complete the tale of this period.

During the American Revolution, British troops were dispatched to Grand Portage to guard the economically strategic area from disruption and quell any rebellion among the Indians who might be inspired by the patriots of the 13 lower Atlantic colonies. The only British contingent in Minnesota consisted of an officer, a sergeant, and five soldiers of the King's Eighth Regiment of Foot. After spending only a few months at Grand Portage during the rendezvous of 1778, the troops were reassigned to Fort St. Joseph (Michigan) after Colonel George Rogers Clark defeated the British at Fort Sackville in early 1779.⁶

Following a half century of heavy use, Grand Portage and Fort Charlotte (named after the consort of King George III) were both abandoned by 1804 after a revenue officer of the new American republic announced that U.S. import duties would soon be levied. American troops had already occupied Mackinac and asserted dominance over the lower Great Lakes. Officials of the

North West Company decided not to risk a confrontation with the United States and chose another site farther north and east on land which could without challenge be identified as Canadian soil. The North West Company located their new fort on the Kaministiquia River and utilized a rediscovered portage. Company officials named Fort William for William McGillivray, a principal director. Its site is in a Canadian Pacific Railway yard in Thunder Bay, Ontario. (Today the reconstruction of Old Fort William covers 10 acres and has dozens of structures as well as employees. The development cost the Province of Ontario well over \$35 million).

When Grand Portage was abandoned by the British, the physical buildings of the depot on Lake Superior went into swift decline. Undoubtedly, the North West Company salvaged some of the buildings for its new location at Fort William 40 miles to the north and east, and local Indians probably used some of the palisades for kindling. Fire and natural decay also helped reduce the "emporium to stone rubble and foundation depressions." In 1821 the North West Company itself ceased to exist. The hardy Nor'Westers, who had ruled the continent's first commercial empire, merged with their major competitor, the Hudson's Bay Company, and their lively legacy faded into history. In July 1822, a boundary arbitrator visiting Grand Portage wrote, "scarce a vestige remains of all the former factories; they are covered

with rank Grass, and in places a little red Clover."⁷

Grand Portage did not remain desolate forever. In the mid-1830s and early 1840s, John Jacob Astor's American Fur Company and a few independent traders operated a fur and fishing post there. It proved to be less than lucrative and was soon left to the Indians and missionaries.

The United States purchased the area from the Chippewa Indians and set aside a large area as an Indian reservation. Gradually, the reservation was broken up, with allotments given to the Indians and the remainder sold to lumbering interests or opened to homesteaders. For a half century, Grand Portage was a quiet village of Indians, missionaries, and fishermen, its historical significance appreciated only by historians and a few knowledgeable residents.

Revived interest in Grand Portage came following World War I. By this time, the famous trail was choked with brush, and Indians were constructing homes around the historic depot site. Little physical evidence remained of this once bustling center of commerce. During this same time frame, the United States was opening up to the common man, thanks to the automobile and a rush of road building. This rapid advance of "progress" meant that even remote Grand Portage could possibly become mired in a frenzy

of private development.

The 1920s, however, also saw progress toward conservation. Minnesota, like other states, initiated its own park system. Preservation of this vestige of the fur trading past led to the introduction of the Minnesota Historical Society into the story of Grand Portage.

ENTER THE MINNESOTA HISTORICAL SOCIETY

Not since the organization was founded in 1849 had the annual convention of the MHS been held outside the Twin Cities. Under the direction of MHS Superintendent Dr. Solon J. Buck, the precedent-breaking meeting was scheduled for July 28-29, 1922, in Duluth. Buck needed to broaden the base of the Society and gain added public support. He also wanted the Duluth location to complement the theme of the 1922 convention--the great northwest fur trade.

Buck shared the fears of a local Grand Portage resident that the encroachment of settlers in the area and the fencing-off of a portion of the trail would soon spell the doom of the historic site. Something had to be done immediately to save Grand Portage from destruction. In June 1922, MHS Field Secretary Cecil W. Shirk and Paul Bliss, the latter a feature news writer for The

Minneapolis Journal, traveled to Grand Portage Village, hiked up the decaying trail, and arrived at the Pigeon River terminus site of Fort Charlotte. Their report, in the form of a lengthy newspaper article, included a resounding endorsement for the preservation of the valuable historic resources of Grand Portage. This "rediscovery" of Grand Portage piqued public awareness and began a long process toward the attainment of national monument status.

On July 10, two other men retraced Shirk's and Bliss' steps. Dewey Albinson and A. C. Eastman of Minneapolis were sent to Fort Charlotte by the Society to investigate, map, and photograph the area. The maps that artist Dewey Albinson drew and the equally valuable photographs formed the basic foundation of all future investigative work.

During the two-day MHS Duluth convention, scholars presented papers on the fur trade and the need for the preservation and interpretation of local historic sites. Dr. Buck read a paper entitled "The Story of Grand Portage from Lake Superior to the Pigeon River." Emphasizing the increased attention on Grand Portage, one of the five resolutions adopted by the 1922 convention called for the Minnesota Legislature to establish a state park at Grand Portage to include the historic trail, Split Rock Canyon, and the cascades and falls of the Pigeon River.

After the convention, Buck visited Grand Portage himself and then with State Auditor Ray P. Chase he helped draft legislation establishing a state department of parks to acquire, preserve, and interpret historic and scenic attractions. In a 1923 statement to the Minnesota Legislature, Chase called for the establishment of "Fort Charlotte State Park" and a list of other proposed state parks. Calling it "the most picturesque part of the North Shore of Minnesota," he expressed hope that neighboring Ontario would soon act to set aside adjacent lands for an eventual international park. Consultations with the U. S. Department of Interior resulted in dashed hopes for government intervention to preserve Grand Portage. All Indian reservations, the Department stated, fell under the Land Allotment Act of 1889 which appointed the Federal Government the guardian, or trustholder, of all Indian reservation lands. Even if the Grand Portage Band of the Minnesota Chippewa Tribe agreed to the idea, it would still require an Act of Congress to acquire the land from the Indian allottees.⁸

While the State Legislature failed to act on Chase's recommendations, hopes for preservation of Grand Portage persisted. The MHS, as well as local groups and the Thunder Bay Historical Society of Ontario, continued their efforts. An international group, the Quetico-Superior Council (QSC), formed

in 1927 to promote the idea of a 10-million-acre forest/wilderness preserve to straddle both sides of the U.S.-Canadian border.⁹ Although unable to accomplish their original goal, the QSC achieved limited success in that both the United States and Canada have designated various areas along the Ontario-Minnesota border (such as Grand Portage) for preservation and public enjoyment of the natural environment.

Since few accounts of Grand Portage existed by which to justify its significance, a search of primary documents, manuscripts, and other archival information was soon underway. One of the greatest of the fur trade historians, Grace Lee Nute of the MHS, conducted her own intensive research during the 1920s and 1930s. Nute wrote a series of books which elucidated Grand Portage's role in the fur trade. The most notable are The Voyageur, The Voyageur's Highway, and Rainy River Country.

The bicentennial commemoration of Pierre La Verendrye's August 22, 1731, landing at Grand Portage afforded the opportunity for the MHS to hold its 1931 convention at the historic site. More than 1,000 people attended the festivities, sponsored by the Cook County Historical Society (CCHS), and \$2,500 was raised for local improvement projects. The Crawford Cabin, hand-constructed around 1900, was moved to the site and converted into a museum operated by the CCHS. A replica of the

North West Company dock on Grand Portage Bay was also constructed on the original pilings. The Indians cut the timber for the cribwork while the Minnesota Highway Department donated surplus planking from a dismantled bridge. The dock remained in use until it was destroyed by an ice storm in 1951.¹⁰

The deepening Great Depression stalled any further development. Economic hardship hit the already poverty-stricken Grand Portage Reservation especially hard. In 1935 the Indian Division of the Civilian Conservation Corps (CCC) within the Consolidated Chippewa Agency of Minnesota appealed to Washington for the necessary funding for emergency relief work. To everyone's surprise, the CCC appropriated, in February 1936, \$6,200 for palisade reconstruction work at Grand Portage. A stipulation, however, specified that the money for construction materials and one-dollar-a-day wages had to be spent by the end of the fiscal year, July 1, 1936.

The Indian Service appealed immediately to the MHS for help. No one knew the dimensions, type of building materials, or exact location of the palisade. The Indian Service pressed for swift action to get the project underway. The MHS, however, insisted on basic surface examinations before any construction began. An archeological expedition under the direction of MHS Museum Curator Willoughby M. Babcock and Ralph D. Brown, an archeologist

formerly with the Works Progress Administration's Historical Records Survey, soon arrived at Grand Portage and began excavation work.¹¹

An agreement was made with the CCC to use the appropriated funding past the deadline as work teams labored, cutting the needed timber and surveying the site. The archeological investigation uncovered the location of a palisade bisecting the interior of the stockade and an entrance gate facing east. The following year's work revealed the location of 13 structures including the perimeters of the stockade and the site of the "Great Hall," The later was the meeting place, dining hall, and recreational facility for the North West Company clerks and partners.

The archeologists were able to determine from artifacts that four distinct building methods were used, as well as the outlines of buildings, the types of materials, and the color of paint (from a discarded paint bucket with vestiges of Spanish brown hue). Enough had been learned to reconstruct the stockade and produce a conjectural replica of the Great Hall on its original 95 by 30-foot foundations. Reconstruction work, delayed for two years, progressed from 1938 to 1940.

The MHS supervised the work and provided valuable technical

assistance. By 1940 the Great Hall was completed. It contained a museum with Indian crafts and interpretive exhibits, and a souvenir/sandwich shop operated by the Grand Portage Band (of the Chippewa Tribe).¹²

The reconstruction effort, while it probably achieved the best results possible under the constraints of time and money, was not totally satisfactory. Many historical inaccuracies were apparent in the structure. In reviewing the project, an MHS official stated, "Historical values were incidental, and funds were not provided for a full scale interpretation of these archeological excavations."¹³

With the bombing of Pearl Harbor and the United States' entry into World War II, Grand Portage was "literally abandoned and neglected."¹⁴ Government organizations placed full concentration on the war effort to the detriment of Grand Portage, which languished until well after the Allied victory.

Assisted by the Indian Service and Duluth businessmen, Boy Scouts North Star Council 286 of Duluth began the laborious task of clearing the Grand Portage in 1946. Removing dead trees and underbrush, the Boy Scouts, joined by some of their Canadian counterparts, cleared the entire 8.5-mile trail over three successive summers.¹⁵ The historic route was now accessible as

an attraction for the growing number of hiking and canoeing enthusiasts.

THE MHS AND THE NATIONAL PARK SERVICE

The National Park Service (NPS) first became directly involved with Grand Portage in 1951 when the Secretary of the Interior designated it a national historic site under the Historic Sites Act of 1935. The NPS role as advisor under the August 1, 1951, cooperative agreement with the Band and Tribe signalled the long-awaited national attention for Grand Portage. With the introduction of the Federal Government, the MHS role there revived and, indeed, became increasingly important.

When Congress authorized Grand Portage as a Federally owned and administered national monument in 1958, the site remained in limbo until the Secretary of the Interior signed the Act of Establishment two years later. Public Law 85-910 thus allowed the NPS to identify, preserve, and interpret Grand Portage's cultural resources. The MHS played a key role in this process.

 An April 4, 1961, Memorandum of Agreement with the NPS initiated a series of excavations under the auspices of the MHS. The University of Minnesota held an archeological field school at 

the monument in an area north of Cook County Highway 17 and east of Grand Portage Creek. In the fall of the same year, Alan R. Woolworth, MHS Museum Curator and Archeologist, conducted excavations in an elevated area near the southeast boundary of the monument. While no significant remains were discovered, the test pits proved two things: 1) some areas were clear for future construction of support facilities, and 2) in the area of the reconstructed stockade, a projected three-year study was necessary to identify precisely what cultural resources lay below-grade.¹⁶

The 1962 field season revealed the location of four adult Chippewa burials, dating ca. 1800-1825, on a small hill east of the creek. A prehistoric lithic site (3000 B.C.) was also uncovered, yielding a projectile point, scraper, and stone blade.¹⁷ One goal of the excavations was to uncover one of the sites of an independent fur post (primarily the X Y Company post) which reportedly was built nearby. While no significant remains of any fur trade era structures were found, remains of several modern (late 19th to early 20th century) buildings were unearthed on the beachfront. Local Indians identified the structures and told the experts that the Lake Superior shoreline had eroded 30 to 40 feet in approximately 60 years. The archeologists' hopes of finding a fur post built in the late 1790s on Superior's shore began to dim.¹⁸

Perhaps the partners of the North West Company knew about the erosion problem because excavators in 1963-64 learned that the exterior palisade adjacent to Lake Superior had been moved inland 20 feet "well before 1803." The 1963-64 excavations resulted in five foot wide trenches running through the exterior and interior of the North West Company depot in preparation for a complete reconstruction of palisades on their original sites. Errors from the 1938-40 reconstruction would now be corrected.

The "East Gate" was also excavated and its four original support posts were rediscovered, enabling plans to be drawn up for its reconstruction. Another important find was located west of the depot. Archeological evidence associated with an 18.5 by 52-foot building outline led to the reconstruction of a warehouse currently used for the storage of canoes and canoe-building demonstrations. Also ascertained were the tentative locations of 15 structures on the palisade's interior.

A negative note concerned some recent (1930s) construction work. It was learned that concrete footings for a propane gas tank directly east of the Great Hall, as well as the installation of sewer and water lines for an office trailer, had destroyed a section of a buried stone wall. This discovery underlined the importance of archeological investigation prior to any action which would disturb the soil of Grand Portage.¹⁹

A chance for further extensive excavations came in 1970, the year following the disastrous fire which gutted the reconstructed Great Hall. Before the embers grew cold, plans were being formulated for a reconstruction effort which would correct some of the historical inaccuracies of the earlier building. MHS excavations for the Park Service began in 1970, again under the direction of Alan R. Woolworth. The foundations of the burned hall had cracked considerably and the corners had never been reinforced with steel. Nothing could be salvaged. Even the two imposing fireplaces and chimneys could not be saved.

The outlines of 15 post molds on the exterior of the Great Hall revealed for the first time that a large porch once graced the front of the building. A short distance to the rear of the Great Hall were the remains of a 35 by 27 foot Kitchen. Fifteen thousand artifacts were retrieved, including rosehead nails, dish fragments and liquor bottles, cutlery and woodworking tools, door and window hardware, firesteels, beads, buckles, brass tinklers, clay pipe stems and bowl fragments, and pieces of firearms. Exterior porches surrounded three sides of the Kitchen, and trash was commonly swept underneath the planks. It was determined that the Kitchen and the Great Hall were constructed around the same time (ca. 1785) when the palisades were expanded to enclose additional space.²⁰

The newly reconstructed Great Hall opened to the public in 1973, but more excavations were necessary. In order to avoid in situ cultural remains, MHS archeologist Alan Woolworth led a 1973 team to find an acceptable 3 by 90 foot corridor for the placement of sewer and water mains and a sewerage lift pump station site.²¹ A fire prevention system was installed because of the increased water pressure that the new water mains provided.

More field work in 1975 revealed new clues as to the location of the legendary "Boucher's Fort" or "Little Fort" which was believed to be 100 yards east of Grand Portage Creek. Archeologists uncovered traces of two buildings believed to date from ca. 1800-05. The structures could have been associated with the X Y Company.²²

In addition to archeological surveys within the monument's boundaries, the MHS engaged in a series of underwater explorations. The Underwater Research Program collected a variety of historic artifacts. Conducted offshore of the North West Company depots at Grand Portage and Fort Charlotte, the studies began in 1963 and continued from 1971 to 1976. The water routes of the voyageurs were hazardous even for the most experienced men. Canoes laden with goods were difficult to maneuver in swift-flowing water and were in constant peril of striking a submerged rock. The Montreal Canoes (used on the Great Lakes) and North

Canoes (used on rivers and inland lakes) could capsize or the wood could split and send the cargo to the bottom of a lake or river. Some of the artifacts retrieved from these underwater expeditions are now on display at the monument.²³

The MHS role at Grand Portage has been significant. The concern and foresight of the Society for its preservation is responsible in large part for the survival of the monument in the face of modern encroachments.

One individual at the MHS in particular has devoted much of his professional career to Grand Portage. Alan R. Woolworth, Archeologist, former Curator, and presently a Research Fellow, has spent two decades intensively researching years of archeological field studies, most of which he directed. Woolworth has written nearly a dozen technical reports for the NPS which evaluate and interpret the thousands of artifacts which have been uncovered. These reports have been used by the NPS to guide reconstruction of the palisades, Great Hall, Kitchen, and Canoe Warehouse, and to "provide data for the development, conservation, and interpretation of the site." In 1975, the NPS commissioned Woolworth and his wife, Nancy, to compose a comprehensive cultural resource study for Grand Portage which was completed in August 1982.

Woolworth outlined other "less apparent" areas of assistance that the MHS has provided at Grand Portage:

...a deep concern for maintaining the integrity of the Grand Portage natural setting; the fostering of an awareness of the depot's significance amongst the Minnesota Congressional delegation; general support of the National Park Service's work at the site; and an impressive number of publications concerning Society research along the north shore of Lake Superior, at Grand Portage, and along the Voyageur's Highway from the Grand Portage to the Red River of the North.

The Society's rich manuscript collections and library have also been used steadily by historians of Grand Portage and of the fur trade. Some of these scholars have been Solon J. Buck, Lawrence J. Burpee, Wayne E. Stevens, and Grace Lee Nute. The Society's Audio-Visual Library has also furnished many illustrations to be used in the interpretation of the Grand Portage region.²⁴

Some individuals within the MHS have suggested that the Society is the best suited agency to operate Grand Portage National Monument. This attitude was voiced in 1977 when an MHS report submitted to the State Commission on Minnesota Resources--A Historic Interpretation Program for the State of Minnesota--was critical of the NPS interpretive effort at Grand Portage. The recommendations of the seven-member task force were compiled by Rhoda Gilman, Supervisor of Research. She wrote:

Generally speaking, Grand Portage has had a rather low priority with the National Park Service. Its short tourist season and comparative isolation make it a difficult place in which to work and to attract tourists. (Year-round offices and residences of Park Service personnel are located 40 miles away in Grand Marais.) In

line with Park Service policy, personnel are rotated frequently, and few of those involved with interpreting Grand Portage have had any particular interest in the site or chance to develop a knowledge of it.²⁵

In concluding remarks, Gilman stated that the "committee feels strongly that the MHS is the agency best suited by experience, resources, and interest to communicate the story of this major Minnesota historic site." She added that the MHS was "framing a proposal under which it would accept on contract from the Park Service the responsibility for all historical interpretation at Grand Portage."²⁶

Park Superintendent Ivan D. Miller reviewed the report and informed MHS Director Russell W. Fridley that it was "less than objective and accurate," and noted its negative tone. He expressed surprise at the suggestion that the NPS would even consider relinquishing its interpretive role or that the MHS was the "best suited" agency to control the monument. Miller wrote:

The National Park Service recognizes the need for improving the interpretive program at Grand Portage, but we would hope that the Service's role as the Nation's principal agency for preserving the environmental and cultural values of our national parks and historical places, would be strengthened by the Society's continuing cooperation and support.²⁷

Miller continued:

The National Park Service has not forsaken Grand Portage. We have a small, but energetic staff, striving to carry out our responsibilities to preserve and interpret this

important historic site. We are here because we want to be here, and are committed to preserving and interpreting this nationally significant site within the constraints and realities of our situation. We will continue to look to the Minnesota Historical Society for advice, counsel, and support in carrying out these efforts. This response to the comments in the report is a reflection of our concern for the Monument and a reaffirmation of our request for the support of the Society.²⁸

Director Fridley responded by explaining the "impatience" of some members of the Society:

...the Minnesota Historical Society greatly appreciates the efforts and accomplishments of the National Park Service at Grand Portage. The NPS rescued this extremely historic site, has preserved it and has made it available to the public. We applaud your efforts.

...we have a tendency, I am afraid, to be a bit impatient concerning interpretive activities at Grand Portage. Grand Portage is of very great historical importance in Minnesota. But from a national standpoint, it is thought to be of lesser importance. Obviously, this affects the funding available for interpretation at Grand Portage.

There was a time last fall when some people suggested that perhaps the Minnesota Historical Society should "take over" the interpretation at Grand Portage. But this idea received no official consideration with the Society, and was quickly disregarded. Nonetheless, it seems to have crept into Rhoda's report.²⁹

Despite isolated incidents like this, NPS/MHS relations remain good. It is still the view of the Society that the Park Service is the only logical agency to interpret the story of Grand Portage.³⁰

PART II

THE NATIONAL PARK SERVICE

In July 1935, Edward A. Hummel, National Park Service Assistant Regional Historian in Omaha, submitted his observations and study on a fact-finding trip to the area. Grand Portage, Fort Charlotte, and the portage which connected them, Hummel reported, possessed "sufficient national historic interest to be recommended for a national monument."¹

On the advice of the NPS Director, the Advisory Board on National Parks, Historic Sites, Buildings, and Monuments investigated Grand Portage and concurred. In 1936, it declared that Grand Portage was nationally significant "because of its important association with the fur trade and exploration and colonization of the Northwest." The Advisory Board also noted Grand Portage was a historic and geographic link between the United States and Canada and represented an "excellent state of preservation in a semi-wilderness setting."²

While the cooperative agreement was in effect between the Indian Service and the MHS to do the excavation and reconstruction work, the NPS did not involve itself directly at Grand Portage.

The April 3, 1940, establishment of Isle Royale National Park gave added significance to the Grand Portage area. A mere 22 miles from Isle Royale, Grand Portage afforded the closest mainland port to the new national park. Isle Royale's mainland headquarters were at Houghton, Michigan, an inconvenient 60 miles across a heavily traveled channel. Evaluating the pros and cons of moving the NPS Isle Royale headquarters to Grand Portage, a 1941 memorandum accounted why the two sites could not be coordinated. First, Grand Portage Bay was too shallow to accommodate large vessels. An Army Corps of Engineers estimate showed that \$100,000 in harbor improvements would have to be made. Second, the new route of Highway 61 had not been determined. Grand Portage was still largely inaccessible to the huge urban population to the south. Finally, any such relocation to Grand Portage would require an agreement with the Indians to acquire the land (an Act of Congress) and to build the proper support facilities.³

Three days before Pearl Harbor, the Park Service contacted the Office of Indian Affairs in regard to a joint effort to devise a master plan for the Grand Portage area. A meeting was scheduled for early 1942 to discuss the proposed State highway route, parking for visitors departing for Isle Royale, and the dock.⁴ But with the country at war, governmental priorities shifted away from the secluded northeastern tip of Minnesota.

An area master plan would not be prepared until the late 1960s.

On June 9, 1950, the Grand Portage Band, tired of seeing the economic potential of Grand Portage go unrealized, passed a resolution inviting NPS representatives to a tribal executive committee meeting to discuss the possibility of acquiring national historic site status under the Historic Sites Act of 1935.⁵ This marked the first time that such talks with the NPS, which had begun as early as 1935, were placed on an official level.

Two representatives from the Region II office in Omaha were dispatched by Regional Director Lawrence Merriam to the Grand Portage Indian Reservation. Regional Historian Merrill J. Mattes and Landscape Architect George Ingalls were sent to negotiate with the Grand Portage Tribal Council and attempt to secure a signed agreement to establish a national historic site owned and operated by the Indians, not the Federal Government.

Mattes and Ingalls met with the tribal council for three days and two nights and presented a list of promises and principles upon which the National Park Service was willing to agree. The Indians raised numerous concerns and objections during the discussions. Mattes typed six different draft agreements on an old portage typewriter he had brought along to

the remote village. The final draft they produced provided for the Secretary of the Interior to declare a national historic site within narrow boundaries enveloping the portage and both termini, although excluding the Indian settlement adjacent to the Grand Portage depot site. In turn, the Indians promised not only to operate the new national historic site for the benefit of the American people, but to provide for visitors by building a facility to house and feed the anticipated influx of tourists.

The agreement was signed by the tribal council members, but not Mattes or Ingalls. They packed the document away for the return trip to Omaha and the subsequent signing by the Region II Director and the NPS Director. Before the men left, however, they made the long trek up the historic portage to Fort Charlotte "to lay eyes on what we were committing the Government to."⁶

Grand Portage was in a sad state of disrepair. No maintenance of the existing reconstructions had taken place since 1940. Neither the CCHS or MHS were in a position to dedicate the large financial expenditures required to rehabilitate Grand Portage. The same applied to the NPS. An appeal to the Park Service to rearrange and relabel the CCHS museum exhibits in the Great Hall was vetoed for lack of funds, but in reality the NPS lacked any legal authority to help Grand Portage. The NPS determined that it "does not have the primary authority for development of the

museum."⁷ Under the cooperative agreement signed by the Secretary of the Interior, the Tribe, and the Band in mid-1951, the historic site remained under Indian control and ownership while the NPS provided technical assistance limited by available funding.

Dedication ceremonies for Grand Portage National Historic Site were held August 9, 1951. President Harry S Truman approved the agreement between the Indians and the Federal Government to protect the trail and fur post sites as a national historic site. A message from the President was read at the dedication where the Premier of Ontario and the Chief of the Minnesota Chippewas spoke of the importance of Grand Portage to the development of the U.S. and Canada. The MHS was praised for its extensive involvement with the historic site.⁸ The NPS was represented by Associate Director Ronald F. Lee. Dr. Grace Lee Nute, MHS researcher and primary authority on Grand Portage history, was the featured speaker. The Indians dressed in their ancestral clothing, provided native dancing and singing, and served a dinner of lake trout and blueberry pie.⁸

The Designation Order was issued by the Secretary of the Interior on September 15, 1951.

According to Historian Merrill J. Mattes, the motivating

force behind the drive to establish Grand Portage National Historic Site were the conservationists, in particular the Wilderness Society and its staunch Minnesota advocate, Sigurd "Sig" Olson of Ely. The Wilderness Society pressed the Park Service to establish the national historic site in northern Minnesota in order to secure a foothold or anchor in the region. Once the Government had established a presence there, it was hoped that other historic or wilderness areas would fall under the umbrella of Federal protection in the form of a wilderness reserve along the international border. Mattes recalled:

....the background of this... wasn't given to me at the time. The background is that the conservationists, led by a gentleman by the name of Sig Olson, a prime mover in the Wilderness Society, were anxious to establish a National Wilderness Park along the international boundary. They wanted to do this because the hunters and the fishermen and others were making so many inroads against the wilderness area, disturbing the serenity of the scene. I didn't realize it till later, but I realized it before long that the main thrust for establishing Grand Portage National Historic Site was an anchor. The National Park Service would get a toehold up in that part of the country and then they'd be in a better position to go to work on the wilderness project. By way of proof of that has been the establishment within the last ten years or so of the Voyageurs National Park.⁹

In early 1952, a Memorandum of Agreement between the Secretary of the Interior and the Indians pledged that the National Park Service would erect two bronze national historic site markers, publish literature for distribution to visitors, and cooperate with the Indians for the site's preservation within the

limits of appropriations.

In response to a letter from Minnesota Senator Hubert H. Humphrey, National Park Service Director Conrad L. Wirth spelled out the Park Service's role at Grand Portage. Effective administration, Wirth explained, required that the Park Service obtain the title to the land. Since the Indians had refused to relinquish the property, the National Park Service role there could only be minimal. Wirth informed Humphrey that President Truman, when he approved the national historic site designation, specified that not more than \$2,200 per year could be spent by the Department of the Interior on any project there. Like any loosely associated site, the Park Service's purpose at Grand Portage was "focusing public attention on the site and giving technical guidance in preservation and use."¹⁰

Dissatisfied with the limited amount of financial assistance the NPS could provide, on June 8, 1953, the Tribe's executive body agreed that it was "highly desirable to create Grand Portage National Monument in lieu of Grand Portage National Historic Site." The Indians for the first time indicated their willingness to sell their allotments to the Federal Government following Congressional action. In exchange for preferential employment privileges and other rights, the same boundaries, plus additional acreage at the Grand Portage depot, would be

adopted.¹¹ Negotiating and formulating the necessary legislation did not end until 1958.

In the meantime, a 1956 NPS report on Grand Portage revealed the deteriorated condition of the complex. No maintenance had taken place since construction in the late 1930s. Sections of the palisade were falling over. Many post butts were rotted from standing in water-filled trenches. The Great Hall, weatherbeaten and neglected, was structurally sound, but had one leak near a chimney where lightning had once struck. The exhibits were deteriorating because those that were not enclosed in glass cases were handled indiscriminately by visitors. The only major repair that the Park Service financed was a \$500 project on the 250-foot dock which was damaged in an ice storm. One thousand dollars was approved in 1954 to clear the Grand Portage and to rebuild some of its foot bridges.

Visitors to Grand Portage were provided with no interpreters or guides. Automobiles damaged the site and detracted from the historic scene by being permitted to park within the stockade just feet away from the Great Hall itself. The Indians obviously could not financially maintain Grand Portage. Under their control it would only continue to deteriorate. The 1956 report recommended that the site was worthy of preservation, and that it was incumbent on the National Park Service to restore it.

State and local government agencies could offer no financial help. Government relief funding ended in 1942 as the economy of the area was tooled primarily to the war effort. Already hard pressed during the Depression, economic hardship continued on the North Shore which depended on tourism for its livelihood. With the wartime rationing of tires, gas, and cars, few people visited the reconstructed fur post on the Grand Portage Indian Reservation.

Following World War II and into the early 1950s, the MHS was in the slow process of rebuilding itself from the debilitating budget reductions imposed on it by the Minnesota Legislature. Unfortunately, no funds could be diverted away from the Society's basic programs to help Grand Portage. The Cook County Historical Society, a lively group of local citizens with a negligible budget, also could not stop the sad deterioration of the fur depot. They were vocal, however, in promoting the site through local and State media, and to congressional representatives.

It was becoming clear to many in the 1950s that the only real assistance for Grand Portage could come from the Federal Government.¹²

GRAND PORTAGE NATIONAL MONUMENT, 1960-1969

Ceding land back to the Federal Government once it is set aside as an Indian Reservation guaranteed by treaty is a rare occurrence. It is the principal reason why congressional action on Grand Portage did not take place until 1958. Prior to this action, debates raged within the local Reservation Business Committee (RBC) and the Minnesota Chippewa's Tribal Executive Committee (TEC) on whether to approve the national monument and thereby relinquish reservation land to the Government.

Bitter opposition to the measure was in large part overcome by three local individuals: Judge C. R. Magney (Shroeder), a State Judge from Cook County; Mrs. Effie McLean (Hovland), President of the Cook County Historical Society (CCHS); and Alton Bramer (Grand Marais), member and business agent of the Grand Portage Band of the Minnesota Chippewa Tribe. Another lobbyist was a private citizen from Ely, Minnesota, Sigurd F. Olson, who had ties with the Wilderness Society. These community leaders were trusted and respected figures who engaged in impassioned debates before the various Indian councils arguing the merits of establishing the national monument. Backed by the CCHS, MHS, and 8th District Minnesota Representative John Blatnik from Duluth, these lobbyists succeeded in obtaining the RBC and TEC's concurrence.

The final agreement was submitted to the 85th Congress and approved on September 2, 1958, as Public Law 85-910. Under the dictates of the legislation, the national monument was not established until the land allotments were acquired by the Federal Government. Within the proposed boundaries, acreage of the Grand Portage Band amounted to 258, while Minnesota Chippewa tribal lands totaled 50 acres. Nineteen months later, when the trust lands were relinquished from all but the private allottees, the Secretary of the Interior revoked the 1951 order designating the national historic site. On March 31, 1960, the Federal Register carried the Secretary's Notice of Establishment of Grand Portage National Monument. (See Appendix B)¹³

The enormous task of restoring the fur trade depot lay ahead. In July 1960, the CCHS gave the National Park Service the Crawford Log Cabin, located within the stockade, as well as all the exhibits in the Great Hall's museum. The CCHS also offered its cooperation in the future development of the national monument. The donated displays consisted of 258 items, 8 glass cases, and several boxes of artifacts from the 1937 expedition. Additional items given the National Park Service were snow shoes, two large and three small birch bark canoes, and photostatic copies of original Hudson's Bay Company documents. The donation was a valuable head start in the NPS interpretive effort.¹⁴

Since the 1940 establishment of Isle Royale National Park, the Superintendent of that NPS reserve kept an unofficial, "close eye" on Grand Portage. The main reason for this interest was because an Isle Royale embarkation point was at the Grand Portage dock. Additionally, since the Advisory Board indicated interest in the site as early as 1936, the Park Service had payed increased attention to this potential future accession.

On August 21, 1960, Isle Royale's unofficial "supervision" ended when Eliot Davis, Grand Portage's first Superintendent, began his duties at an office in Grand Marais, 40 miles to the south. Davis was charged with the responsibility of supervising major restoration projects to transform the monument to its appearance 200 years ago. He was immediately confronted with a problem which every one of his successors has since realized: the confines of the monument's boundaries and the need for more space. Davis pledged himself to keep the Indians informed about all major policy decisions and to work closely with them to create an atmosphere of friendship and trust.¹⁵

In 1961, the Indians drew up their own list of seven priorities for overall economic development: 1) Preserve wilderness and historic values while maintaining the native timber industry; 2) Provide employment for the Band; 3) Demonstrate that the community can develop and sustain a

self-sufficient economy; 4) Uplift living standards, health, and general welfare; 5) Work "effectively and harmoniously" with the Government to develop the community; 6) "Pursue prudent and productive practices in the utilization of natural resources;" and 7) Make the reservation and monument "one of the most outstanding historic and recreational areas in the United States."¹⁶

Fulfilling a requirement of Public Law 85-910, the Park Service published A Recreation Land Use Plan for the reservation in 1961. Authorizing the study, the Assistant Secretary of the Interior wrote:

...the best interests of the United States and the Indians would be to produce an overall land use plan for the orderly recreation development of the Grand Portage Indian Reservation and other Indian lands in the vicinity, including Pigeon Point. Since these lands belong to the Indians or are being held in trust by the United States for the Indians, it seems best that the Indians arrange (in cooperation with the Bureau of Indian Affairs working with the National Park Service) for the development of an overall land use plan for these lands. The advisory capacity of the National Park Service can include review and suggestions on the adequacy and suitability of the land use plan as it is being prepared. It would be particularly advisable for the Grand Portage Indian Council to withhold any recreation leases and development until such plan is completed.

In developing the land use plan, factors to be considered should include the preservation of outstanding scenic and public recreation features, circulation systems, logical and beneficial locations for resort and commercial development, logical and suitable locations for future expansion of residential development and the relationship of Grand Portage National Monument to the future use and development of this whole area.¹⁷

The 1961 plan details the recreational advantages of the

area and focuses on development extending along the coastal North Shore Drive of the reservation. Because the lakeshore was logged-off in the early part of the century, future lumbering activities could be concentrated in the upland interior without adversely affecting the natural beauty of the area. Modernization of the village on the east side of U.S. 61 was proposed by NPS planners and included community buildings, a trading post, schoolgrounds, playground, and residential subdivisions. Sanitary water and sewer systems for the village, monument, and the proposed Pigeon Point Indian Park were planned to "consolidate utilities into a relatively economical unit."¹⁸

Utilizing members of the Minnesota Chippewa Tribe, work projects in 1963 included reconstructing the Mount Rose Trail and signs, replacing the Great Hall's roof, preparing pickets, shoreline cleanup, and landscaping the former parking area in front of the Great Hall which was covered with sod the year before.¹⁹

In 1964, an Interpretive Prospectus was prepared by Park Historian Robert J. Riley who admitted that the Park Service's progress since 1960 to develop an interpretive program at Grand Portage was "poor." More research was needed before a well-developed interpretive program could be adopted. The lack of historical data on Grand Portage, coupled with reliance on only "superficial and secondary" sources, hampered effective

interpretation. He recommended continued archeological excavations at Grand Portage and Fort Charlotte. Riley called the existing visitor facilities "minimal" adding:

Today the persons visiting Grand Portage National Monument come away with only a meager, possibly distorted, and certainly fragmentary knowledge of this historically significant area.²⁰

The single interpretive facility was the Great Hall in which a concession operation conflicted with the presentation of the scant and inadequate museum displays. The exhibits provided

...little, if any, excitement about seeing the area and its significance.... The existing interpretive signs and markers, although adequate per se, mean little to the visitor who has not first been given the chance to get a glimpse into the drama, color and deep human interest of the Grand Portage story, and its significance to the history of our country.²¹

Another serious problem entailed that a large percentage of the portage and the entire Fort Charlotte site remained in non-Federal ownership. These inholdings were held by private Indian and non-Indian allottees as well as the Grand Portage Band's own trust lands. No land acquisition program, as called for by Public Law 85-910, had yet begun. Until it did, "the full potential of the monument's resources cannot be realized nor can an adequate program be established." Close cooperation with the Bureau of Indian Affairs (BIA) would speed the process of the acquisitions which were completed by 1970.

Close work with the BIA was also recommended in the 1964 Interpretive Prospectus to formulate design plans for a joint administrative facility. An NPS/BIA facility on "Agency Reserve Lands" would be "the most suitable location for an interpretive facility within the entire Grand Portage area." Grand Portage, the prospectus noted, "sorely needs" an administrative headquarters building to incorporate public restrooms and orientation services as well as interpretive areas for films and displays to "make the past live" and the visit "meaningful and enjoyable." Within the proposed NPS section would be a lobby, information desk, a view terrace, color film presentation room, prize object display rooms, library and study collection rooms, and administrative offices.²²

To enjoy and appreciate the monument, the Interpretive Prospectus stated that the interpretive center was vital to the visitor traveling on U.S. 61 between Duluth and Thunder Bay. Guided tours would also support the overall effect of Grand Portage with trips to the North West Company post reconstruction, beach sites, a half-mile walk along the portage, and the roundtrip walk on the scenic Mount Rose Trail. Future trips might include area boat excursions on the coast and overnight hikes along the entire Grand Portage. The new interpretive program "places heavy dependence on attractive, well-written, and accurate publications to cover the many facets of the park story

too difficult to present by visual means." The only NPS publication available was a 24-page folder published in 1964. Printing a low-cost historical handbook was suggested.²³

The completion of a two-year project to replace the stockade was accomplished in 1966. The palisade picket butts had rotted and fallen over in several sections because of the poor drainage in the depot area. MHS archeological excavations in the early 1960s resulted in the reconstruction of the elevated Gatehouse and two sets of heavy double gates by 1966. Regular guided tours around the stockade commenced that summer, conducted by a seasonal Ranger-Historian. Additionally, Grand Portage National Monument joined the Eastern National Park and Monument Association (ENP & MA), a support organization which helps fund projects and provides items for sale to tourists.²⁴

The year 1967 saw a dramatic increase in visitation to the monument. Annual visitation figures reached a record-high 103,458 compared to 27,585 in 1961 (the first year statistics were kept) and 75,082 in 1966. The reason for this surge was due to the Canadian centennial celebration, Expo '67. Grand Portage greeted the influx of thousands of Canadians who were retracing the route of the voyageurs (See Appendix F for annual visitation figures).

In the mid-1960s, public and private figures, concerned that the rapid spread of commercial development might destroy the scenic beauty of the North Shore, revived the idea of establishing an Indian park in the Grand Portage-Pigeon Point area. A March 25, 1967, statement drafted by the Grand Portage Reservation Business Committee (RBC) declared:

The Committee is fully aware of the probable economic impact of the Indian Park on this community. We know also that the Indian Park can produce a situation in which our children can prosper and improve their way of life. In short, we need no one to convince us of the value and the desirability of the Park concept as we now know it.

However, we are dealing with the last remaining small possession of many of the Indian people of our community. We are obligating and dedicating this last possession, this land, to certain purposes which are sure to conflict with traditional Indian usage. In order to justify the inevitable restrictions, we must be able to produce positive assurances that the land itself will not be lost and that our people will be given every opportunity to derive maximum benefits from the Indian Park.

To do less than this would constitute callous indifference to the wishes of a majority of the Grand Portage Band and would expose the Reservation and its people to the uncertain attitudes and policies of changing federal administrations.

We want this Park very badly, but if we are to have it at all, it must come on terms that we and our children can live with.²⁵

So popular was support for an Indian park that State Representative J. William Trygg (62nd District of Minnesota) released a study in 1968 in which he called for the establishment of a "national recreation area" within the reservation to be managed by the NPS, BIA, and the Grand Portage Band. The "Grand Portage

Voyageurs National Park" would "help preserve the area from random development" and "preserve the scenic beauty" of the region. Representative Trygg reasoned that northeast Minnesota was surrounded by public recreation areas--Pigeon River Park (Ontario), Isle Royale National Park, Kabetogama State Forest, and Superior National Forest--and so protecting the region's core (Grand Portage) would only benefit the other areas.²⁶ The proposal was never translated into legislation.

To study the effects of a future Indian park on the national monument, the Secretary of the Interior authorized the formation of a special task force on May 26, 1965. Agencies participating in the task force included the Department of the Interior (BIA, NPS, and Program Support Staff); the Department of Health, Education, and Welfare (Public Health Service); State of Minnesota (Minnesota Conservation Department); and the Minnesota Chippewa Tribe and the Grand Portage Band of the Minnesota Chippewas. The task force recommended that a park managed by the Indians and the National Park Service be established with administrative and public use facilities outside, but adjacent to, the monument's boundaries. The proposed park would encompass an economically depressed area. Federal assistance would be required to establish any park, as the local economy could never support such development.

Another task force mandate was to resolve the differences between two planning reports--the NPS land use report (1961) and one by private consulting firm Aguar, Jyring, and Whiteman, Planning Associates of Duluth, Minnesota (1963). The major differences in the two proposals concerned the location of a major resort complex on Wauswaugoning Bay and timber harvesting within recreational areas. The NPS condemned both points of contention as an intrusion on the area's natural beauty.²⁷

In addressing itself to the effects of an Indian park on Grand Portage National Monument, the task force reported that:

The Indian people are faced with increasing economic pressure to develop, lease, or sell their lands for commercial exploitation. Though it is true that the National Park Service will preserve, within the 700 [sic] acre monument boundary, the reconstructed stockade, the portage, and the site of Fort Charlotte, it must be realized that these features are small parts of a scenic and historic mosaic encompassing the entire reservation; if the surrounding terrain is not preserved, the very purpose of the National Monument could be destroyed.²⁸

Inability to acquire lands because of the lack of funds was creating problems for the NPS land acquisition program at Grand Portage. Of the 770 acres authorized in Public Law 85-910, 375 acres--nearly half of the national monument--still remained unpurchased because of the lack of congressional appropriations, a fact which had soured Indian-NPS relations. Location of the portage route caused many headaches since its winding route "severs allotted land and leaves small, isolated tracts with

little or no residual value to the original owner." The task force recommended that:

...the Grand Portage National Monument legislation be modified to permit the National Park Service, where necessary and desirable, to acquire entire tracts of land and to give severed balances to the Grand Portage Band or the Minnesota Chippewa Tribe, whichever happens to be the contiguous landowner.²⁹

Another amendment to Public Law 85-910 that the task force suggested involved the relinquishment by the Indians of road rights-of-way. It stated that since the monument was created, "development has been minor" with large cash outlays of only \$125,273 spent on the reconstructed stockade and Gatehouse. It observed that "full development has not been possible because the legislation establishing the monument did not authorize acquisition of existing roads within the boundaries. These roads effectively divide the North West Fur Company area, making efficient management impossible."³⁰

The lack of space within the monument's boundaries for a headquarters/visitor center, administrative offices, utility buildings, and parking areas also blocked full development. The task force recommended that NPS, BIA, and any future Indian park headquarters be combined. Building the complex, maintenance and storage facilities, and employee housing would cost an estimated \$1,628,100. A new sewage disposal system would also be required

to service the area. Such large investment of capital into the reservation would be a tremendous impetus to the local economy.³¹

A concluding recommendation to the NPS concerned the portage crossing at U.S. 61 at which several hundred feet of the historic portage was destroyed by the highway fill. The grade at the crossing point is steep and the speed of cars fast, resulting in hazards to hikers. The task force asked that the Minnesota Highway Commission participate in the restoration of the Grand Portage, construct an underpass on U.S. 61, and erect lowered speed limit and caution signs for motorists.³²

Differing opinions between the various groups involved in the proposed Indian park have relegated it to the planner's table. To date, while there are some who still dream of a future park to preserve the region's natural beauty, no such entity has been established.

FIRE AT THE GREAT HALL

On July 15, 1969, an exceptionally bright flash of lightning ripped through the pre-dawn skies of Grand Portage, followed by a deafening report of thunder. Within minutes flames rose above

the reconstructed Great Hall. Two hours later, the structure was in ruins. No adequate fire prevention system was available to fight the blaze. Local residents and NPS personnel watched helplessly as the building burned. They scored a major victory, however, by ensuring that the flames did not spread to the reconstructed east gate and palisades. By the time the fire was finally extinguished, the national monument was left without its key attraction and interpretive center.

The only items recovered from the Great Hall were some flags and a small amount of craft supplies located near the front entrance where Maintenance Foreman Gordon LeGarde was able to grab them. The lost exhibits, mostly Chippewa materials made by the Grand Portage Band dating to 1938, included three birch bark canoes, decorative baskets, deerskin clothing and accessories, MHS artifacts and specimens of voyageur trade goods, and two muskets used in firing demonstrations. ENP & MA cash and stock totaling \$474 and \$2,500 in new interpretive panels were also lost. Along with the museum, the coffee shop concession operated by the Grand Portage Band was gone. The small restaurant in 1968 had grossed \$12,500 (mostly from serving breakfast to Isle Royale travelers and souvenir sales) and employed five to eight Indians. The Great Hall fire represented a total loss of \$68,719.³³

An NPS investigative team from the Midwest Regional Office

was dispatched to survey the damage. Regional Chief of Maintenance J.L. Dunning observed:

It appears that the building was struck by lightning which ignited the building from within. One of the chimneys has a small spalled area at the top and a large crack down one side, which could very well be lightning caused. It is difficult to be certain since there is so little remaining of the building and the intense heat has caused breaking and spalling of the rock used in construction of the chimney. The damage to the chimney is such that it appears no salvage is possible and it will be necessary to tear these two chimneys down before any reconstruction is attempted.

Dunning's main concern was the absence of sanitary facilities. Another problem was that until normal business operations could resume, the Grand Portage Band was without a major source of income. To remedy the situation, Dunning recommended that an unused, State-owned house near the Mount Maud Lookout Tower be moved to Grand Portage to serve as a temporary cafe/curio shop. (The building was moved to the site in September). A temporary information and publication sales office was set up in the Crawford Log Cabin. To provide for visitor interest, cultural demonstrators from the Grand Portage Band erected a large birch bark wigwam within the stockade where they sat and worked on handicrafts.

Estimated costs to reconstruct the Great Hall were set at \$50,000 for the exhibits and \$250,000 for the main structure. Plans and photographs from the MHS reconstruction project in

1938-40 would be relied upon to form the foundation of a new reconstruction effort.³⁴

GRAND PORTAGE NATIONAL MONUMENT, 1970-1982

A historic structure report for the Great Hall was compiled in 1970 by Erwin N. Thompson. He laboriously analyzed the construction of fur trade structures in the United States and Canada, particularly Grand Portage's successor, Fort William, to ascertain a conjectural picture of the Great Hall's appearance 200 years ago. The first reconstruction effort was not primarily concerned with historical accuracy. While tragic, the 1969 fire was also viewed as a blessing in disguise. Thompson wrote:

Students of fur trading posts already had recognized ways in which that reconstruction [1938-40] could have been more accurately done. Although the fire was by no means welcome--it destroyed many artifacts along with a useful building--one result of it was a fresh opportunity to rebuild the Great Hall in a more authentic manner.³⁵

A pronounced emphasis on authenticity was placed on the second reconstruction of the Great Hall. The Park Service once again commissioned Alan R. Woolworth of the MHS to conduct an archeological excavation of the Great Hall and the surrounding area. The foundation of the burned building was removed as excavators searched and found the outlines of a large porch which

graced the front of the Great Hall. Woolworth's team found the site of a 35 by 27-foot structure which had once stood immediately behind it. From the wealth of artifacts it was determined that the Kitchen of the Great Hall had been found. In addition, the site of the Canoe Warehouse, which was discovered in 1963 and excavated in 1964, was investigated further.

When the archeologists completed their investigation, reconstruction began in 1971. Through an agreement with the Band, the timbers were cut from the reservation. According to Superintendent Richard S. Tousley,

Erwin Thompson's meticulous research cannot be overstated. The present Great Hall was built by the Service with its own Chippewa day labor crews. While a heavy-duty wood-working shop was erected and furnished for the purpose, there was a great deal of hand work required to maintain authenticity.... The crew accepted a tremendous challenge and took quiet pride in its work. The building is a monument to the crew's skill and dedication.³⁶

Three years later Grand Portage once again had a Great Hall, however scantily furnished. Superintendent Sherman W. Perry wrote:

We did not have much to show in the Great Hall as the furnishings plan had not been completed nor furnishings purchased. However, we were able to build and display tables of the type that were used by clerks and lesser members of the North West Company. Also the park had some temporary exhibits in the Great Hall, such as a flintlock musket, powderhorn, a lacrosse set, and some skins of beaver, bear, muskrat, mink, and marten. We had an

exhibit of toys that children, primarily Indian, would have used during the period that the North West Company was in operation.³⁷

Interpretation was aided by the presentation of three films shown at various times during the day. Outside, the metal figures of a voyageur, Indian, and North West Company partner were on display. Also within the stockade were a carved seal and map detailing the voyageur's route. The display was positioned in front of a row of seats where a Ranger presented hourly talks.

Superintendent Perry was worried about the destruction of the wilderness setting of Grand Portage by the increasing threat of timber farming near the monument's boundaries, a problem which to date has not been resolved. Perry commented:

We lack the 5,000 contiguous acres needed to be classified as a wilderness area, but do consider the park land north of Highway 61 as wild land. It contains the flora and fauna [sic] indigenous to such country, including our own timber wolves, moose, and pine marten. With this in mind, we mention the increased foot travel over the Grand Portage Trail that led to the overuse of the back country campsite at Fort Charlotte. Remarketing the park boundary north of Highway 61 continues a pressing need because of Grand Portage Reservation timber sales continue and there are cutting operations adjacent to park lands.³⁸

Crime is a problem which every Superintendent has to consider. A three-year low in the number of reported thefts was noted at the monument in 1972, principally in the nearby visitor's Isle Royale parking lot. The reported losses from visitors' cars were reduced 4,000 percent thanks to a change in the parking lot

concession. Thefts dropped dramatically when a new contract was signed with the Grand Portage Band to charge daily parking fees and employ an Indian manager-security officer.³⁹

The "Rendezvous Days" commemoration was inaugurated in the summer of 1972. Participants from the Grand Portage Band, NPS, Old Fort William (Ontario), and area enthusiasts all dressed in fur trade garb and engaged in canoe races and games of skill dating to the days of the voyageur. The event was patterned to be a small-scale modern reenactment of the annual Rendezvous of the North West Company. The local popularity of the festival has made Rendezvous Days an annual celebration at Grand Portage National Monument.⁴⁰

An event of profound importance to the local economy took place on August 26, 1973, with the groundbreaking ceremonies for the Hilton Hotel complex. Built on the reservation, the hotel is the first such large-scale development to be undertaken at Grand Portage. The groundbreaking festivities were held at the Great Hall because the location on Grand Portage Bay was too swampy and mosquito-infested. The Grand Portage Development Corporation headed the estimated \$1.6 million RBC project. The 100-room Hilton Hotel project signalled that investors were confident that the area's beauty and the popularity of the national monument were strong drawing cards to merit the construction of a major

development.⁴¹

Before the project was completed, however, Hilton Hotels, Inc., pulled out of the deal and was soon replaced by Radisson Hotels, Inc. The managerial association with Radisson ended in 1980, and the hotel, now called the Grand Portage Lodge and Conference Center, is owned and managed by the Grand Portage Band of Minnesota Chippewas.

Interpretation was augmented at the monument in 1973 when the newly-reconstructed Canoe Warehouse opened to the public. Seasonals were on hand that year to interpret the exhibits which consisted of two birch bark canoes, barrels, kegs, gun cases, and a shaving horse. There is no furnishing plan for the warehouse, and visitor access is only with an interpreter on a conducted tour basis. Four temporary exhibits were on view in the Great Hall in 1973 depicting the archeological excavations at the site, and an audio station was added to the continental map exhibit.⁴²

In 1973, a historic structure report on the Kitchen, prepared by Erwin N. Thompson, recognized that it was "essential to the Great Hall's role." He recommended that the building be reconstructed in the Canadian style and patterned after similar extant structures like the Chateau de Ramezay (Montreal) and the

Big House, Lower Fort Garry (Manitoba). A simple covered walkway was designed to join the conjectural Kitchen to the Great Hall.⁴³

A master plan for Grand Portage was completed in 1973, replacing an earlier 1970 plan. The master plan's forecast was for increasing visitation, thanks to the completion of the Canadian highway link to the Lake Superior Circle route. Conditions which limited development of Grand Portage's potential and management, however, were a lack of suitable land, legislative requirements, and an incomplete archeological study. The need to establish a Park Service headquarters, maintenance, and interpretive complex on the lakefront and abandon the Grand Marais location was seen as a requirement for future development. The new facilities would help "bring alive" the monument's original and reconstructed physical resources. Interpretation would also improve if reconstructions were undertaken east of Grand Portage Creek on the sites of the X Y Post, Boucher's Fort, and the voyageur camping area--although none were considered "essential." A pressing need was to recreate the historic scene of 1800 by relying on architects, historians, and archeologists, and to remove modern roads, power lines, and docks.⁴⁴ *

(According to documents in the central files of the Midwest Regional Office, the 1973 Master Plan was reclassified in the mid-1970s to a "resource document" because it lacked an

Environmental Impact Statement).

The last NPS Regional boundary alignment to date occurred in 1974 when Grand Portage National Monument, under the jurisdiction of the Mid-Atlantic (Philadelphia) Regional Office for several years, reverted back to the Midwest Regional Office in Omaha.⁴⁵ As a national historic site, Grand Portage first came under the jurisdiction of the Midwest Region, then known as Region II, in 1951. In July 1955, it was transferred to the authority of the Philadelphia Office (then designated Region V) for five years until the new national monument was shifted back to Omaha in July 1960. After the fire at the Great Hall, Grand Portage was administered for a short period in 1972 by the North Atlantic Regional Office in Boston and then by the Mid-Atlantic Regional Office. In early 1974, Grand Portage National Monument was once again under the authority of the Midwest Regional Office at Omaha. The change marked the fifth time in 23 years that Grand Portage had been shuffled between NPS Regions.

Park improvements in 1974 included an exhibit which permitted the visitor to handle beaver tricorns and top hats, beaver hides, and other skins. The positioning of new water and sewer lines the years before resulted in the relocation of the public restroom facility outside the stockade where a new building was erected in 1978.⁴⁶ The Great Hall was made accessible to the

handicapped in 1974 with the construction of a wheelchair ramp.

The opening of the restaurant at the Grand Portage Radisson Inn in 1975 resulted in the monument's food concession to the Grand Portage Band being eliminated. The old Mount Maud Lookout building, which previously served as the coffee shop, was converted in 1976 to a temporary visitor center where pamphlets are now distributed and ENP & MA items are sold. An audio visual center was arranged there in 1977 and an array of films are aired at scheduled times during the day. The removal of these activities from the Great Hall has improved its historic scene and accuracy.

Another major improvement, stone retaining walls erected on the Mount Rose Trail in 1975, has ensured a higher level of safety on the more dangerous sections of the steep trail. Several wooden bridges were also fabricated for this purpose on the Grand Portage.⁴⁷

A Youth Conservation Corps (YCC) program was initiated at Grand Portage during the summer of 1976 under contract to the George Williams College of Chicago to provide a camp director and work crew leaders. The nonresident, coeducational camp accommodated 14 enrollees from the Grand Marais area. YCC workers cleaned the creek, landscaped the stockade, built trail bridges,

improved the campground, and cleared trails. Superintendent Ivan D. Miller termed the program less than successful for a variety of reasons. He observed:

We elected not to have a YCC camp for the next season, recommending to others in situations similar to ours to consider using residential camps where possible, recruit enrollees on a statewide basis, and if a contract is used, insist on personnel and organizations with experience in YCC.⁴⁸

Events which transpired in that same summer manifested the need for permanent administrative offices. The lease on the rented Grand Marais headquarters expired, forcing the NPS personnel to relocate for two months in cramped quarters at the local U.S. Coast Guard building. The large collection of artifacts was stored at the U.S. Customs facilities on the international border. In November 1976, a new "temporary headquarters" was occupied west of Grand Marais, where the park Superintendent's Office is still located.⁴⁹

Devastating rainstorms in September 1977, resulted in heavy run-off from Mount Rose and Grand Portage Creek overflowing its banks. This, coupled with an elevated water level of Lake Superior, exacerbated an already serious shoreline erosion problem. The portage and foot bridges were badly damaged. Major shoreline stabilization, particularly near the stockade, was necessary.⁵⁰ Following a 1978 environmental review by the Division of Environmental Quality and Compliance, NPS maintenance

experts were able to stabilize the creek banks which had threatened the east palisade wall.⁵¹

The floods also damaged the North West Company depot at Old Fort William, Ontario, and brought about a cooperative effort between the Park Service and the Canadian Ministry of Culture and Recreation. Superintendent Miller recorded:

Grand Portage maintained its good relationship with the monument's Canadian counterpart throughout the year. The Old Fort William staff has been most accommodating in inviting the Grand Portage staff to their training and in sharing information regarding the furnishings, costuming, and historic preservation. Through the suggestion of Grand Portage, the National Park Service was able to assist Old Fort William after the disastrous flooding of September. The Harper's Ferry Center sent two museum conservation specialists to aid them in their salvage and preservation activities.⁵²

Most of the furniture called for in the Great Hall's furnishing plan (Ralph H. Lewis, Harper's Ferry Center, 1972) arrived in late October 1977. Another park improvement involved directional, informational, and safety-oriented signs for the Great Hall and park. The monument's sign program underwent an examination. Five thousand dollars was appropriated for the project, which also called for new entrance signs.

A new interpretive program, called "Try-It-On," was initiated in the same year. Costumes of the fur trade purchased from the ENP & MA were available for tourists to wear and pose

for photographs in an effort to personalize and "bring home" the experience of Grand Portage to the visitor.⁵³

In April 1976, Thomas P. Busch, Historical Architect in the Midwest Regional Office, compiled a nomination for Grand Portage * ?? to the National Register of Historic Places. The boundaries and reconstructions of the national monument were all included in the nomination. On September 14, 1977, the Keeper of the National Register accepted Grand Portage National Monument to be listed on the National Register of Historic Places.⁵⁴

In 1978, the Cultural Demonstration Program was moved into the Crawford Log Cabin which was refurbished and decorated with native motifs and exhibits. Eight Chippewa women were hired to make handicraft items for sale to the public.

Park improvements were numerous in 1978. The Kitchen was finally completed and opened, but it appeared "sterile" without furnishings. Hikers on the Grand Portage could now be provided with a one-page informational pamphlet which included a valuable directional map. Fire protection was enhanced by the installation of a Halon fire suppression system in the Great Hall and Kitchen.⁵⁵

There has been no development at the Fort Charlotte site of

the national monument. , Other than relocation of nearby Pigeon River Campgrounds every other season and some offshore MHS underwater archeological expeditions, little activity and no reconstruction exist where only mounds, furrows, and foundation depressions remain to mark the once bustling North West Company depot. Compared to the thousands who visit the Grand Portage depot each year, few people visit the western terminus of the portage. Only hardy hikers and canoeists journey to this wilderness and most would have no appreciation for their historic surroundings if the site were not demarcated by NPS signs.

The first scientific investigation since Dewey Albinson's 1922 survey took place in 1978 when NPS archeologists and scholars from the University of Nebraska at Lincoln, contracted by the NPS Midwest Archeological Center (MWAC), conducted a magnetic survey of Fort Charlotte. Using a proton magnetometer, the archeologists surveyed a two block area (40 by 40 meters) which allegedly included the sites of the North West and X Y Company depots. Utilizing the 1922 maps drawn by Albinson, 12 transit maps of surface features were made to form a composite of the compound area. They discovered that "the similarity of the 1979 map to Albinson's 1922 version is striking, and while several structures in the earlier map appear to be somewhat idealized in their regularity, the accuracy of Albinson's work is still quite impressive." Only a few discrepancies from the 1922 map were

ascertained. Footpaths in the area had eradicated surface evidence of the outer western palisade and above grade traces of small walls of other presumed structures have disappeared.

All of the transit mapping in the immediate Fort Charlotte vicinity has been completed, as well as the area south of Snow Creek. The immediate results of the 1979 survey enabled MWAC to flag a 20-meter wide buffer zone around the perimeter of the North West Company site so that campground and comfort stations could be harmlessly placed outside the boundaries. The magnetic survey team found that an earlier pit toilet had actually been excavated into archeological features.⁵⁶

The area outside Fort Charlotte, including much of the monument area, has not been surveyed and evaluated as called for in Executive Order 11593. Very few National Park Service areas have received total survey coverage and Grand Portage is, therefore, not unique in regard to its limited survey coverage.

In May 1979, news that an impending agreement between the Grand Portage Band and the U.S. Army Corps of Engineers to build a 250-berth marina on Grand Portage Bay sent NPS and MHS officials scrambling to block the project. Acting Midwest Regional Director Randall Pope wrote the Corps of Engineers Director of the St. Paul District saying that the NPS was "over-

whelmed" and that the mission of two national parks would be destroyed if the project was carried through. If the proposed marina operated anywhere near its capacity, the adverse effect on Isle Royale National Park would be catastrophic. The influx of water motor craft would jam the small harbors and the noise pollution would destroy the wilderness solitude. The spectacle of an obtrusive marina breakwater extending out into Grand Portage Bay and the din of scores of boats would obliterate any sense of the Grand Portage historic setting. The total economic loss to the Grand Portage community would negate any possible benefits.⁵⁷

A meeting between NPS and Corps of Engineers officials in September 1979 revealed the Corps had revised its project down to a 125 to 150-berth marina which was still considered to be too large. To preserve the historic setting, Superintendent Ivan Miller insisted that any such facility should be on a small-scale and located at the hotel. The Park Service would be free to move the Isle Royale embarkation point to the new facility and then remove the present dock at the monument.⁵⁸ The uproar from the NPS and a few phone calls to congressional representatives by MHS officials effectively killed the grandiose Corps of Engineers project. Today, while some local people still lobby for a large facility, only a small dock operates at the Grand Portage Lodge.

Film projection at the temporary visitor center was

supplemented in 1980 when all reel films were recorded on video tape and shown in the Great Hall. The eight different presentations were shown in the 25-seat Audio Visual room a total of 848 times during 1980 to an estimated 6,000 people. The new video equipment made the display more dependable and easier to present.⁵⁹ Schools, organizations, and other groups can borrow 16mm films with viewing guides free of charge throughout the year from the film library at the Superintendent's Office. Nine films are currently available titled "Northwest Passage--The Story of Grand Portage," "The Voyageurs," "Alexander MacKenzie--Lord of the North," "David Thompson--The Great Mapmaker," "From the Bottom Up," "The Birch Canoe Builder," "The Fishermen of Isle Royale," "The Pace of the Seasons at Voyageurs National Park," and "Rise and Fall of the Great Lakes."⁶⁰

Beginning in 1980, NPS personnel at Grand Portage National Monument were certified to assist the U.S. Customs Service by inspecting boats which crossed the international border and docked at the stockade. The verbal arrangement, which has never become a formal, written agreement, underlines the close cooperation between the two government agencies.

Major improvements at Grand Portage were underway in 1981. A general realignment of stockade posts and supports was accomplished as well as the laying of black asphalt in the

parking lot and temporary visitor center areas. Sixteen bridges on the portage were either repaired or replaced. A cooperative agreement was negotiated with the Grand Portage Band to construct a 100,000 galloon water storage tank on reservation land. The new tank now supplies the village and monument with an adequate supply of water and has improved fire protection.

The Fourth North American Fur Trade Conference was held at Grand Portage Lodge and Old Fort William from September 30 to October 4, 1981. Hosted by the two historic sites, MHS, NPS, and a score of other groups, 200 participants listened to academic papers, attended a reception and viewed fur trade exhibits at the Great Hall, and hiked on the portage to Fort Charlotte.⁶¹

In response to a Washington directive that all NPS areas prepare a Resources Management Plan (RMP), an RMP was completed and approved for Grand Portage in 1981. The RMP identified 11 natural resource and 6 cultural resource problems that require resolution before management objectives can be achieved.⁶²

In 1981, a new Interpretive Prospectus was approved for the monument which set forth the following NPS interpretive objectives:

To provide potential visitors with trip planning information designed to suggest enjoyable and well balanced educational experiences in the northern

Minnesota/Lake Superior region, and more specifically, at Grand Portage National Monument.

To give the visitor a better understanding and appreciation for the people who were and are involved with activities at Grand Portage, including the resident Chippewa Indians.

To explain to the visitor the physical, socio-political, and other environmental conditions conducive to the exploration of North America and the development of the fur trade industry with particular emphasis on the period 1730-1804.

To provide the visitor with an understanding of the importance of Grand Portage to the fur trade, what happened to Grand Portage after 1804, and the importance of Grand Portage to our nation today.

To provide the visitor with an understanding of the changing face of northern Minnesota due to the continued interaction of socio-political and technological developments from the days of the fur trade to the present.⁶³

The monument is classified as a "developing park," according to the 1981 Interpretive Prospectus, and the interpretive program has reflected this lack of development. The situation allows for a high degree of experimentation and changeability, but suffers from a lack of long-term direction and cohesiveness.⁶⁴

The report called for the construction of a "Visitor Contact Station" to be at the present Isle Royale parking lot. The temporary visitor station will then be removed and the parking lot obliterated with the ground being reseeded with native vegetation. The facility differs little from the one first proposed in the 1964 Interpretive Prospectus. It would include

an information area, a park interpreter's office, a library to house the monument's 900 volumes, and a multipurpose room to accommodate 50 people. A museum storage room is also planned to be environmentally controlled and large enough to contain all the artifacts from the mid-1930s excavations which may someday be returned by the MHS. ("Grand Portage is the appropriate depository for all Grand Portage-related artifacts.")⁶⁵ Currently, the NPS artifact collection of 1,000 items is stored in an 11 by 11-foot room at the Superintendent's Office which lacks any environmental controls. Other options include a small museum and an administrative office for the Grand Portage Band of the Minnesota Chippewa Tribe.

A Chippewa Handicraft Demonstration/Exhibit Room will also be included in the Visitor Contact Station to house the cultural demonstrators and their handicrafts. The room will be patterned after the sales room at Pipestone National Monument. This will allow for the removal of the Crawford Log Cabin from the stockade area to provide for a more historically accurate setting.

According to the Interpretive Prospectus:

Immediately inside the gate an exhibit should describe the historic conditions within the Stockade. As presently maintained, the large mowed open area gives the visitor a misleading impression. In its heyday, the Stockade was cluttered with 16 buildings. Short of actual reconstruction of these buildings, the National Park Service should help the visitor imagine the historic scene. Utilizing archeological evidence, the sites of structures should be located and designated. Differential

mowing practices, stones, or logs are some possibilities for depicting building sites.⁶⁶

Another major concern of the 1981 report is in regard to the area which includes the Voyageur's Camp, Boucher's Fort, the X Y Company Post, the Indian Sites, and the Fur Trade Ford. To be coordinated and interpreted as an Historic Sites Area, modern intrusions such as roads and the NPS maintenance area would be removed to restore the area's historical integrity. Presently there is no interpretation of this area to the visitor. With a series of signs, the Historic Sites Area should become an important element in the NPS interpretive program.⁶⁷

In 1975, Alan R. and Nancy L. Woolworth of the MHS were contracted by the NPS to complete the inventory and evaluation of archeological resources at Grand Portage. The 225-page report titled, Grand Portage National Monument, An Historical Overview and An Inventory of Its Cultural Resources, was completed in late 1982. The report is thorough, abstracting and compiling more than 20 years of reports. It lists 110 structures and sites within the monument's boundaries, complete with descriptions, excavation information, historical significance statements, and recommendations.⁶⁸ The Woolworths' report is the most important document ever prepared for the monument. It is designed to assist in the more efficient management of Grand Portage's cultural resources.

PART III:

ADMINISTRATION

Seven men have served as Superintendent since Grand Portage was declared a national monument on January 27, 1960. Each one has been extremely competent and dedicated, and has represented the goals and ideals of the NPS well. Each Superintendent has left his mark on the development of Grand Portage, serving, with only one exception, at least two years in the position (see Appendix E). One important prerequisite of the job is to maintain a cordial working relationship with the Minnesota Chippewa Tribe and the Grand Portage Band. Most superintendents have felt a compelling obligation to be forthright and, if promises are made, strive to see that they are carried out.

Full-time permanent staff personnel total six in the rented Grand Marais headquarters office. In 1982, these positions were Superintendent, Park Ranger, Park Ranger-Interpreter, Maintenance Leader, Administrative Technician, and Clerk. Sixteen percent of the permanent staff is American Indian. Since 1975 there has been no Historian at Grand Portage. The worst year for staff turnover was 1972 (during the second reconstruction of the Great Hall) when 60 percent transferred to other NPS areas. Part of

the reason why some career employees do not stay at the monument involves the cool climate and relative isolation of northeastern Minnesota. Additional non-permanent employees are hired in the Maintenance Division when carpenters and laborers are needed (see Appendix G).

Preferential hiring procedures for members of the Minnesota Chippewa Tribe as per Public Law 85-910 are followed in the retention of seasonal employees. Ranging from interpreters to workers, seasonals usually do not total more than 12 and no less than 5. In 1973 for example, 88 percent of the seasonal staff was American Indian and, of this group, 50 percent were women.¹ Seasonal interpreters are used only during the "peak" visitation months when the monument buildings are open--May 15 through October 15. In 1976, Dr. John Hanna of Texas A & M University contracted to supervise the summer seasonal program to determine its scope, direction, and individual duties. He prepared a valuable document titled Interpretive Operations Plan following the program's conclusion.

Cultural demonstrators are also hired during the busy summer months to help the interpretive effort. All are American Indians, mostly women from the Grand Portage Band who operate an informal "gift shop" in the Crawford Log Cabin where they sit making handicrafts like bead necklaces and moccasins which they

are permitted to sell. As there have been few, if any, Volunteers in Parks (VIPs), the contribution of the cultural demonstrators is an important ingredient at the monument. They help to personalize the Grand Portage story to the visitor. Without this human element, the monument would only be a collection of logs. The number of cultural demonstrators varies from year to year depending on available funding. In 1976 for example, 10 members of the Grand Portage Band were hired at the GS-01 pay scale.²

INTERPRETATION

Preserving the "unique historical values" of Grand Portage and presenting them to the American public is the raison d'etre of the monument and the task of the National Park Service. In the 23 years since Public Law 85-910 went into effect, Grand Portage has undergone a remarkable transformation. Much more, however, remains to be accomplished.

The interpretive program has gradually evolved from rudimentary (1950s to early 1960s) to its current modest level. Grand Portage did not reap any dramatic benefits from the "MISSION 66" drive, the concerted effort to "beautify" the nation's parks before the 50th anniversary of the NPS in 1966.

This was because of the late date that Grand Portage came under NPS jurisdiction and the pressing need to accomplish archeological, historical, and architectural research before any major development project could be decided. The 1969 fire at the Great Hall was a watershed in the administrative history of the monument. Following the second reconstruction, dramatic restoration and reconstruction programs were initiated to give Grand Portage a more historically accurate appearance.

MHS archeological excavations and the detailed reports of Alan R. Woolworth enable an interpretive program to exist at the monument. Prior to the archeological expeditions and exhaustive research by fur trade historians, almost nothing was known about the built historical scene at Grand Portage. No illustrations or complete descriptions are extant which can facilitate easy, accurate reconstruction. Excavation has revealed much. For 60 years scholars have been piecing together the hazy clues of events which transpired two centuries ago to get a clear picture of the Grand Portage story. Much of what is known today has been gleaned from the MHS archives at St. Paul.

>
Chris
Light
&
David
Thompson

Significant historical research concentrating on Grand Portage has been conducted by two NPS scholars, Robert J. Riley and Erwin N. Thompson. Riley, park historian when the monument was established, produced two important studies which remain pivotal

works: Grand Portage: Fur Trade Metropolis of the Past (1962) and An Analysis of Historical Descriptions of the Grand Portage (1963). Thompson, using Riley's research as a foundation, incorporated valuable research from Canadian sources to compile Grand Portage, A History of the Sites, People, and Fur Trade (1969). His comprehensive bibliography is of valuable assistance to fur trade scholars. Erwin Thompson's historic structure reports on the Great Hall (1970), the Canoe Warehouse (1972), and the Kitchen (1973) have resulted in the high degree of historical accuracy that these present reconstructions possess. Russell W. Fridley, current MHS Director and Minnesota SHPO, was contracted by the NPS to compile The Story of Grand Portage (1963). These major studies have resulted in the high degree of quality of the present interpretive program at Grand Portage, and have helped preserve this significant link in the pioneer heritage of the United States and Canada.

Grand Portage will never reach its full potential without the construction of the proposed interpretive center. Interpretation will continue to suffer and be incomplete without such a facility to "bring alive" the historical significance of the site to the visitor. Many of the earlier criticisms of other NPS reports concerning the interpretive program remain valid today, especially the 1964 Interpretive Prospectus observation:

Today the person visting Grand Portage National Monument

comes away with only a meager, possibly distorted, and certainly fragmentary knowledge of this historically significant area.... [There is] little, if any, excitement about seeing the area and its significance.... The existing interpretive signs and markers, although adequate per se, mean little to the visitor who has not first been given the chance to get a glimpse into the drama, color and deep human interest of the Grand Portage story, and its significance to the history of our country.³

Much of what is done today to interpret events at Grand Portage is "minimal" compared to what can be accomplished through a permanent visitors services center. Relieving the Great Hall--the only present interpretation facility--of its role as a museum will allow it to serve exclusively as the Great Hall of the North West Company. Only an interpretation center can orient the visitor to his unfamiliar surroundings and house a museum facility.

ARTIFACT COLLECTIONS

Because of the absence of any proper display facility, the majority of historic Grand Portage artifacts owned by the NPS cannot be enjoyed by the general public. These artifacts, either purchased, donated, or acquired through archeological excavations since 1961, are in storage at the Superintendent's Office in Grand Marais.

Most Grand Portage artifacts are not in the possession of the NPS, however. More than 10,000 artifacts dating back to the early 1936 and 1937 archeological excavations are owned and managed by the Minnesota Historical Society. The MHS displays the artifacts periodically at the MHS Museum in St. Paul and at facilities throughout the State for exhibits on the fur trade. Although some individuals have expressed the desire for the NPS to receive the MHS Grand Portage artifact holdings, until the Park Service has the capability to manage them, such a transfer is unlikely to occur.

Artifacts owned by the NPS were first catalogued after the monument was established with inventoried artifacts numbering from 500 to 1426. A more recent cataloguing of museum pieces originating from NPS-sponsored archeological expeditions of Alan R. Woolworth was compiled in the late 1970s. The pieces number 534 and include few significant items beyond nails, miscellaneous metal fragments, bale seals, and padlocks. In addition, the Superintendent's Office houses 12 historic pistols and two reproductions of period trade guns. Various types of furs at an estimated value of \$1,500 are on display at the Great Hall. The NPS Library at Grand Marais also houses collections of maps and photographs.

Exact NPS artifact collection holdings can be determined by

consulting with catalogue files at the Superintendent's Office. Here is a cross section sampling of the NPS artifact holdings:

animal skins	keyhole plate	beads
pistols	axes	glass fragments
rifles	spear points	earthenware fragments
bayonets	chisels	grave marker
powder horns	cutlery	religious medals
kettles	paint fragments	flint pieces
nail staples	copper ornaments	ceremonial clubs
bow and arrows	snow shoes	fishing equipment
fish spear	tinklers	modern dog sled/toboggan
hide scraper	stirrup	cradle boards ⁴

PROBLEMS AND LIMITATIONS

Public Law 85-910 which has done much to help Grand Portage has also been responsible for hindering its full development. Road rights-of-way which bisect the monument are retained by the Indians. The boundaries themselves leave little room in which to augment effective management. Traditional rights and privileges of the Indians, some of which can potentially threaten the Federal preservation goal, are guaranteed in Public Law 85-910.

Comparatively little has been done to develop the Fort Charlotte site which is just as important as the heavily-visited Grand Portage site. Fort Charlotte's inaccessibility and interpretive role remain problems to be resolved in the future. Completion of archeological investigations at both termini of the portage is essential to lay to rest speculation on precisely what cultural resources both yet conceal.

Private commercial development has already begun in the region. The first major project was the construction of the luxury hotel on Grand Portage Bay. An offshoot of this was the proposal to build a large marina extending out into Grand Portage Bay. The affects of this action, had it succeeded, would have significant negative impacts on both Grand Portage and Isle Royale. It is incumbent that any "improvements" in the area be carefully scrutinized to determine any deleterious effects on the monument, including a future Indian park.

Timber farming poses a potential threat. Yet, Public Law 85-910 guarantees the traditional rights and practices of the Indians, specifically citing lumbering. Lumbering has come close to the Federal boundaries enough times that calls have gone out to expand the NPS jurisdiction, or declare the area a wilderness under Federal protection. A few lumbering trails bisect the portage. It is a tenuous situation because the Indians are

reticent to give up rights to any more reservation lands. The problem has not become critical since the Indian community feels obligated to preserve this historic and economic asset. Few Indians doubt that the Congress will act if the national monument is threatened. Therefore, it is naturally in their own interests that the community cooperates with the NPS.

Charges that the NPS has not acted expeditiously to develop Grand Portage has always plagued park administrators. Juggling Grand Portage back and forth between the NPS Mid-Atlantic, North Atlantic, and Midwest Regions has not helped. Many people draw ^{unfavorable} comparisons between the well-staffed and reconstructed Old Fort William attraction and the rather stark Grand Portage sister complex. The argument is moot since the purpose of Grand Portage is to get "the big picture" of the voyageur's continental experience, not a fur depot which recreates each minute detail and is a major commercial tourist attraction.

Funding has always been a prime consideration in the park's administration. Without adequate appropriations from the Congress to the Department of the Interior, however, large developments like a visitors services center, comprehensive archeological excavations, and more reconstruction all hang in limbo. In late 1982, however, the speculative outlook for Grand Portage National Monument brightened. Congressional interest in

the construction of a visitors services center grew as one member of the Minnesota Congressional Delegation lobbied for an appropriation of \$102,000 for advance planning in the 1983 fiscal year budget.⁵

What has thus far been accomplished under 23 years of administration by the National Park Service has transformed Grand Portage National Monument. A visitor in 1960 returning in 1983 would see significant changes. When the proposed visitor/interpretive center is finally built, the monument will enter an entirely new chapter in the continuing "Story of Grand Portage."

ENDNOTES

PART I

ESTABLISHMENT OF THE NATIONAL MONUMENT

¹Laws Relating to the National Park Service, Supplement II, May 1944 to January 1963 (Washington: U.S. Government Printing Office, 1963), p. 430; and, Statement for Management, Grand Portage National Monument, National Park Service, 1979.

²"Notice of Establishment of Grand Portage National Monument," Federal Register, March 31, 1960 (Washington: U.S. Government Printing Office, 1960), p. 2747.

PROVISIONS OF PUBLIC LAW 85-910

³Laws Relating to the National Park Service, pp. 432-3.

HISTORY OF GRAND PORTAGE

⁴Most of the published research on Grand Portage was produced by the Minnesota Historical Society Press and scholars connected with the MHS.

⁵Robert J. Riley, Grand Portage: Fur Trade Metropolis of the Past (NPS, 1962), pp. 1-3.

⁶Nancy L. Woolworth, "Grand Portage in the Revolutionary War," Minnesota History (Summer 1975), pp. 199-208.

⁷Robert J. Riley, An Analysis of Historical Descriptions Pertaining to the Fur Trade Post Operated By the North West Company at the Lake Superior Terminus of the Grand Portage (NPS, 1963), p. 4.

ENTER THE MINNESOTA HISTORICAL SOCIETY

⁸Russell W. Fridley, The Story of Grand Portage (Omaha: NPS, Midwest Regional Office, 1963), p. 35. Mr. Fridley is the present State Historic Preservation Officer (SHPO) of Minnesota.

⁹Solon J. Buck, "The Story of Grand Portage," Minnesota History Bulletin 5 (March 1922), pp. 26-7; James W. Buchanan, "Grand Portage: Past and Present," a Plan B Paper, Graduate School, University of Minnesota, Duluth (June 1964), pp. 78-9; Alan R. Woolworth, "Minnesota Historical Society Involvement with Grand Portage, Minnesota, 1922-1976," typewritten, Clippings File, Superintendent's Office, Grand Portage National Monument (hereafter cited as GRPO), Grand Marais, Minnesota, p. 1; Alan R. and Nancy L. Woolworth, Grand Portage National Monument: An Historical Overview and An Inventory of Its Cultural Resources, Vol. 1, completed August 1982, pp. ix-x; and, Theodore W. Alvard, "The State Convention at Duluth," Minnesota History Bulletin 6 (August to November 1922), p. 345.

¹⁰Buchanan, "Grand Portage: Past and Present," pp. 80-1.

¹¹Woolworth, Archeological Excavations at the Northwest Company's Fur Trade Post, Grand Portage, Minnesota, in 1936-1937, By the Minnesota Historical Society (St. Paul: MHS, 1963), pp. 11-12; and, Riley, Grand Portage: Fur Trade Metropolis of the Past, p. 29.

¹²Riley, Interpretive Prospectus for Grand Portage National Monument (NPS, 1964), p. 57 (hereafter cited as Prospectus).

¹³Woolworth, Archeological Excavations, 1936-1937, p. 2.

¹⁴Woolworth, "Minnesota Historical Society Involvement, 1922-1961," p. 1.

¹⁵Fridley, The Story of Grand Portage, p. 35; and Buchanan, "Grand Portage: Past and Present," pp. 83-4.

THE MHS AND THE NATIONAL PARK SERVICE

¹⁶Alan R. and Nancy L. Woolworth, An Historical Overview and An Inventory of Its Cultural Resources, p. xii, (The University of Minnesota dig was comprised of 14 students and Dr. Eldon Johnson, Associate Professor of Anthropology); and Alan R. Woolworth, Archeological Text Excavations at Grand Portage National Monument, June-September 1961, compiled from the notes of Dr. Eldon Johnson (St. Paul: MHS, 1962), p. ii.

¹⁷Woolworth, Archeological Excavations at Grand Portage National Monument, 1962 Field Season, An Abstract (St. Paul: MHS, 1968), p. 1.

¹⁸Woolworth, Archeological Test Excavations, 1961, pp.

6-12.

¹⁹Woolworth, Archeological Excavations at Grand Portage National Monument, 1963-1964 Field Seasons (St. Paul: MHS, 1969), pp. 101-03.

²⁰Woolworth, Archeological Excavations at the North West Company's Depot, Grand Portage, Minnesota, in 1970-1971, By the Minnesota Historical Society (St. Paul: MHS, 1975), pp. 9, 21, and 283-6.

²¹Woolworth, Archeological Excavations at Grand Portage National Monument in 1973 (St. Paul: MHS, 1975), pp. 1; 8.

²²Alan R. and Nancy Woolworth, An Historical Overview and An Inventory of Its Cultural Resources, p. xiii.

²³Fridley, The Story of Grand Portage, pp. 37-8.

²⁴Alan R. and Nancy Woolworth, An Historical Overview and An Inventory of Its Cultural Resources, p. xiv.

²⁵An Historic Interpretation Program for the State of Minnesota: A Report Submitted to the Legislative Committee on Minnesota Resources By the Minnesota Historical Society (St. Paul: MHS, January 1977), p. 18.

²⁶Ibid., p. 146.

²⁷Miller to Fridley, letter, March 31, 1977, p. 2. This information was found in the central files of the National Park Service, Midwest Regional Office, Omaha, Nebraska.

²⁸Ibid., p. 3.

²⁹Fridley to Miller, letter, April 21, 1977, p. 1. This information was also found at the above-mentioned office.

³⁰Alan R. Woolworth, interview, August 24, 1982, St. Paul, Minnesota.

PART II:

THE NATIONAL PARK SERVICE

¹Hummel to Regional Officer, letter, July 16, 1935, Archives File, GRPO NM File 1932-41, GRPO Superintendent's Office, Grand Marais, MN.

²Master Plan, Grand Portage National Monument, Minnesota (NPS, 1973), p. 8.

³Isle Royale Superintendent to Regional Director (II), memo, January 30, 1941, pp. 1-4, Archives File, GRPO NM File 1932-41, GRPO Superintendent's Office, Grand Marais, MN.

⁴NPS Associate Director Demaray to William Zimmerman, memo, December 4, 1941, Archives File, GRPO NM 1932-41, GRPO Superintendent's Office, Grand Marais, MN.

⁵Grand Portage Band Tribal Executive Committee Resolution, June 9, 1950, Archives File, GRPO NM File 1948-52, GRPO Superintendent's Office, Grand Marais, MN.

⁶Ron Cockrell, An Interview with Historian Merrill J. Mattes on Scotts Bluff, Agate Fossil Beds, Grand Portage National Monuments and Other Areas (Omaha: NPS, Midwest Regional Office, 1983), pp. 44-6. The interview took place in Littleton, Colorado, on May 25, 1983.

⁷Acting Assistant Regional Director Swartzlow to Sigurd Olson, memo, July 9, 1951, Archives File, GRPO NM File 1948-52, GRPO Superintendent's Office, Grand Marais, MN. The agreement pledged cooperation with "the Tribe and Band on the preservation and use of the lands and historic features constituting the national historic site and to provide technical assistance in executing measures for such preservation and use within the limitations of available appropriations."

The NPS relied heavily upon the MHS for research and advice. Fur trade historian and MHS researcher Dr. Grace Lee Nute provided "valuable suggestions for panel exhibits" in late 1951. See Asst. R.D. John McLaughlin to Harold Cater, MHS Superintendent, letter, December 3, 1951, Clippings File, Book 1--Correspondence GRPO NM, GRPO Superintendent's Office, Grand Marais, MN.

⁸"Grand Portage National Historic Site Dedicated," National Parks Magazine (October-December 1951), pp. 141; 150, found in Clippings File, GRPO Superintendent's Office, Grand Marais, MN; and Ibid., Book 1--Correspondence GRPO NM, Eliot Davis to R.D., memo, December 6, 1960.

⁹Cockrell, An Interview with Historian Merrill J. Mattes, p. 46.

¹⁰Letter, February 29, 1952, p. 1, Book 1--Correspondence GRPO NM, Superintendent's Office, Grand Marais, MN.

¹¹Ibid., Memorandum of Agreement, pp. 1-3.

¹²Ibid., "Report of Annual Inspection, Grand Portage National Historic Site, May 1956," pp. 1-3; Alan R. Woolworth, conversation, October 21, 1982. Public pressure demanded that something be done. The bronze plaques which had the U.S. Department of the Interior and the National Park Service written on them prompted this concluding remark: "We [the NPS] are repeatedly asked why we don't do something about the deplorable situation...."

GRAND PORTAGE NATIONAL MONUMENT, 1960-1969

¹³James Hull, "Grand Portage Monument Had Beginnings Back in August 1951," Cook County News-Herald, Grand Marais, MN (28 July 1960), found in Clippings File, GRPO Superintendent's Office, Grand Marais, MN.

Transfer of jurisdiction over GRPO changed from Region V (Philadelphia) to Region II (Omaha) on July 1, 1960. The addition of GRPO brought the total number of national monuments in the NPS system to 84.

M.J. Humphrey, President CCHS, conversation, Grand Marais, MN, October 21, 1982.

¹⁴Acting Superintendent Stimson to R.D., memo, July 19, 1960, Archives File, GRPO HM File 1960 to date, GRPO Superintendent's Office, Grand Marais, MN. The Crawford Log Cabin was built around 1900 by an uncle of local resident Paul Cyprette. It was "used as the home of the last trading post facility to operate at Grand Portage."

¹⁵Davis to R.D., memo, December 6, 1960, pp. 1-5, Clippings File, Book 1-Correspondence-GRPO NM, GRPO Superintendent's Office, Grand Marais, MN. To expand the boundaries, Davis wrote, "every Superintendent here should be ready and willing to use every opportunity to do this."

¹⁶A Task Force Report on a Proposed Grand Portage Indian Park and the Grand Portage National Monument, Minnesota (Washington: U.S. Department of the Interior, NPS, 1967), pp. 6-7. (Hereafter cited as A Task Force Report).

¹⁷A Recreation Land Use Plan, Grand Portage Indian Reservation, Minnesota (NPS, 1961), pp. 3-4.

¹⁸Ibid., pp. 6-7; 14, 19. Population of the reservation in 1961 totalled 186 Indians and 30 non-Indians. Many have moved to Duluth and the Twin Cities. Land ownership in total acreage was Grand Portage Band, 23,000; Chippewa Tribe, 9,758; Bureau of Indian Affairs, 79; and individual families, 8,715.

¹⁹Bromberg to R.D., Inactive File-Administration,

Folder-Superintendent's Monthly Narrative Report, June 1963. The Grand Portage Band asked that only Band members be hired. NPS officials pointed out that Public Law 85-910 stated that preferential employment extended to any qualified member of the Minnesota Chippewa Tribe, not just the Grand Portage Band.

²⁰Riley, Prospectus, p. 3.

²¹Ibid.

²²Ibid., pp. 16-7; 24.

²³Ibid., pp. 54; 64-5. Long-range facilities could include an Information Station on U.S. 61 and interpretive developments at Fort Charlotte.

²⁴Bromberg to R.D., Inactive File-Administration, Folder-Park Highlight Briefing Statement--1966, GRPO Superintendent's Office, Grand Marais, MN. Flintlock demonstrations began in 1967.

²⁵A Task Force Report, p. 7.

²⁶"Facts and Factors to Consider in Establishing a National Park in Minnesota--Statement by Representative J. William Trygg, February 15, 1968," Clippings File, GRPO Superintendent's Office, Grand Marais, MN.

²⁷A Task Force Report, pp. 1-5. The Duluth firm is now known as Architectural Resources, Inc.

²⁸Ibid., pp. 57-8.

²⁹Ibid., pp. 63-4.

³⁰Ibid., pp. 64-5.

³¹Ibid., pp. 65-6.

³²Ibid., p. 70.

FIRE AT THE GREAT HALL

³³Dunning, Gallison, and Lessig to R.D., memo, July 25, 1969, pp. 3, 5, and 7, File-Administration and Management, Folder-Protection, Building Fires and Reports, GRPO Superintendent's Office, Grand Marais, MN.

³⁴Ibid., pp. 1-7.

GRAND PORTAGE NATIONAL MONUMENT, 1970-1982

³⁵Erwin N. Thompson, Grand Portage National Monument, Great Hall, Historic Structure Report, History Data Section, Office of History and Historic Architecture (Eastern Service Center, NPS, 1970), p. vii.

³⁶Richard S. Tousley, Associate Regional Director, Management and Operations, North Atlantic Regional Office, to Regional Director, Midwest Region, memo, May 3, 1983. On file in the Midwest Regional Office.

³⁷Perry to R.D., memo, January 16, 1973, File-Administration and Management, Folder-Annual Reports (1972), p. 2, GRPO Superintendent's Office, Grand Marais, MN.

³⁸Ibid., p. 3. Due to an alarming erosion rate, the Fort Charlotte campgrounds were relocated in the fall of 1972.

³⁹Ibid., p. 2. In the late 1960s, the lot was surrounded by a high chain link fence, a security light installed, and prominent warning signs admonishing visitors against leaving valuables inside their cars were placed near the lot's entrance. Eight cars were entered in 1970 for a loss of \$1,042, compared to three cars and \$24.50 in 1972.

Another Band concession was for the coffee shop and short order food service, while the Siverston Brothers Fisheries of Duluth had the contract to use the Government dock for trips on the Wenonah to Isle Royale.

⁴⁰Ibid., p. 4.

⁴¹Perry to Pfanz, memo, March 5, 1974, File-Administration and Management, Folder-Annual Reports (1973), p. 3, Superintendent's Office, Grand Marais, MN. In 1979, the hotel employed 132 people, half Indian and half local non-Indians. It contributed \$.33 million to Cook County and \$.34 million in purchases, supplies, and services. See Clippings File, Shelley A. McIntire, "Grand Portage News," Cook County News-Herald, Grand Marais (24 April 1980), p. 5, GRPO Superintendent's Office, Grand Marais, MN.

⁴²Ibid., p. 1. Energy conservation began in earnest at GRPO when oil-fired furnaces in the Great Hall's basement were eliminated saving 7,000 gallons of fuel oil per year. Additional measures included not heating three trailers, reducing the number of auto trips from Grand Marais to the monument, and lowering office temperatures. Ibid., p. 3.

⁴³Erwin N. Thompson, Historic Structure Report, Kitchen, Grand Portage National Monument, Minnesota (Denver Service Center, NPS, 1973), p. 36.

⁴⁴Master Plan, pp. 11-2; 14-6. The plan calls for continued archeological expeditions, moving the Isle Royale embarkation point, refurbishing the Great Hall and Kitchen, and construction of NPS personnel residences and an area utility system.

⁴⁵Acting R.D., Mid-Atlantic Region, to Congressman John Blatnik, letter, June 5, 1974, File-Administration and Management, Folder-Complaints, GRPO Superintendent's Office, Grand Marais, MN. The Minnesota Congressman wrote that he was frustrated at what he perceived as the Park Service's "lack of cooperation and commitment" to develop the monument.

⁴⁶Perry to Acting R.D., memo, January 15, 1975, pp. 1-4, File-Administration and Management, Folder-Annual Reports (1974). Heavy use of the back country campsites and Pigeon shoreline erosion resulted in another relocation of the campsite.

⁴⁷Acting Superintendent W. Michael Quick to R.D., memo, January 19, 1976, File-Administration and Management, Folder-Annual Reports (1975), pp. 1-4, GRPO Superintendent's Office, Grand Marais, MN. Charles Kuralt of CBS-News "On the Road" series visited and filmed Grand Portage as part of his program on the State of Minnesota.

Handicapped access was provided to the Information Center and Kitchen in 1980.

⁴⁸Miller to R.D., memo, February 28, 1977, p. 6, File-Administration and Management, Folder-Annual Reports (1976), GRPO Superintendent's Office, Grand Marais, MN. Problems encountered were recruitment and transportation difficulties, staff housing, contract execution, resentment of environmental and educational instructions, discipline, and certain safety restrictions.

⁴⁹Ibid., p. 7.

⁵⁰Miller to R.D., memo, March 3, 1978, p. 5, File-Administration and Management, Folder-Annual Reports (1977), GRPO Superintendent's Office, Grand Marais, MN.

⁵¹Miller to R.D., memo, March 3, 1979, p. 4, File-Administration and Management, Folder-Annual Reports (1978), GRPO Superintendent's Office, Grand Marais, MN.

⁵²Miller, Annual Report (1977), p. 6.

53Ibid., pp. 3, 5.

54National Register of Historic Places Inventory/Nomination Form for Grand Portage National Monument, accepted September 14, 1977 (Omaha: NPS, Midwest Regional Office, 1976).

55Miller, Annual Report (1978), pp. 3, 5. The stockade gates and gatehouse stairway were replaced in 1978.

56A Magnetic Survey of Fort Charlotte, Grand Portage National Monument, conducted via contract with the NPS by Robert Huggins and John W. Weymouth, Department of Physics and Astronomy, University of Nebraska, Lincoln (NPS, 1979), pp. 1-2; and, Bruce A. Jones, Historic Site Archeology at Fort Charlotte, Grand Portage National Monument, Minnesota (Lincoln, NE: NPS, Midwest Archeological Center, 1980), pp. 2, 5, 7, and 28-9.

57Pope to Post, letter, May 24, 1979, pp. 1-2, Folder-Marina, GRPO Bay, 1979, MHS Archives, St. Paul, MN.

58Ibid., GRPO Superintendent to R.D., memo, September 28, 1979, pp. 1-3.

59Andersen to R.D., memo, February 17, 1981, p. 2, File-Administration and Management, Folder-Annual Report (1980), GRPO Superintendent's Office, Grand Marais, MN.

60"Film Program, Grand Portage National Monument," NPS pamphlet (Washington: USGPO, 1981).

61Andersen to R.D., memo, March 15, 1982, pp. 2-4, File-Administration and Management, Folder-Annual Report (1981), GRPO Superintendent's Office, Grand Marais, MN.

62Andersen, Resources Management Plan and Environmental Assessment, Grand Portage National Monument (Omaha: NPS, Midwest Regional Office, 1981).

63Grand Portage National Monument, Interpretive Prospectus (Omaha, NPS, Midwest Regional Office, 1981), p. 19.

64Ibid., p. 23.

65Ibid., pp. 30-1.

66Ibid., pp. 32-3.

67Ibid., p. 38.

68Alan R. and Nancy Woolworth, Grand Portage National

Monument, An Historical Overview and An Inventory of Its Cultural Resources, Vols. I and II (St. Paul: MHS, 1982). A preliminary draft was released in 1980.

PART III:

ADMINISTRATION

¹Perry to Pfanz, memo, March 5, 1974, p. 1, File-Administration and Management, Folder-Annual Report (1973), GRPO Superintendent's Office, Grand Marais, MN. In some years, very few American Indians apply for the seasonal positions and a concerted recruitment drive is undertaken on the reservation.

Presently, seasonal interpreters number seven [1982].

²Miller to R.D., memo, February 28, 1977, p. 3, File-Administration and Management, Folder-Annual Reports (1976), GRPO Superintendent's Office, Grand Marais, MN.

INTERPRETATION

³Prospectus, p. 3.

ARTIFACT COLLECTIONS

⁴Don Carney, Park Ranger, Grand Portage National Monument, conversation, October 29, 1982, Grand Marais, MN.

PROBLEMS AND LIMITATIONS

⁵Anthony L. Andersen, GRPO Superintendent, conversation, October 14, 1982. The congressional member in question is Senator David Durenberger. See Andersen to R.D., memo, September 27, 1982, p. 1, Midwest Regional Office, Omaha, NE.

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x Thompson, Erwin N. Grand Portage National Monument, Great Hall, Historic Structure Report, History Data Section. National Park Service, Office of History and Historic Architecture, Eastern Service Center, May 1970.

x _____ Historic Structure Report, Kitchen, Grand Portage National Monument, Minnesota. National Park Service, Denver Service Center, May 1973.

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GRAND PORTAGE NATIONAL MONUMENT

RECORDS OF THE OFFICE OF THE SUPERINTENDENT

Administration and Management Files

Folder A36, "Complaints."

Folder A76, "Protection, Building Files, and Reports."

Folder A2621, "Annual Reports, 1966-67, 1973-81."

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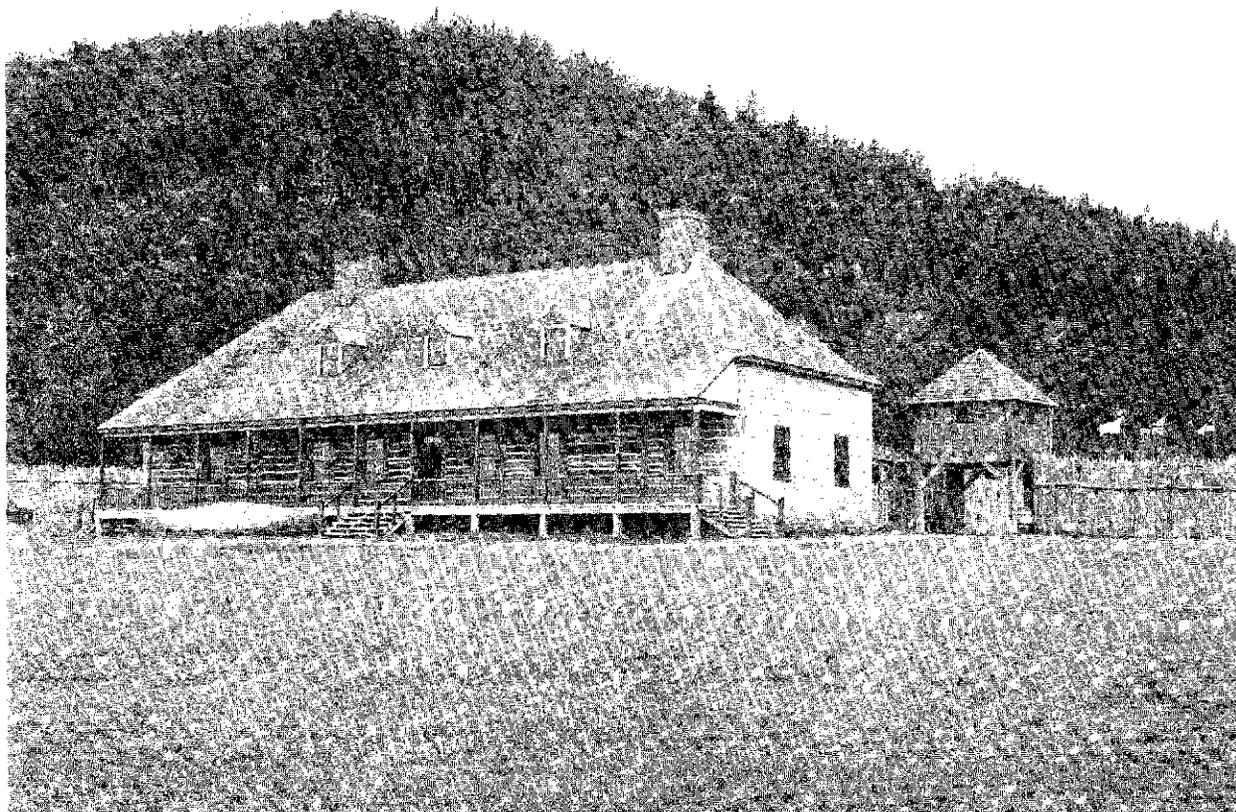
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APPENDIX A

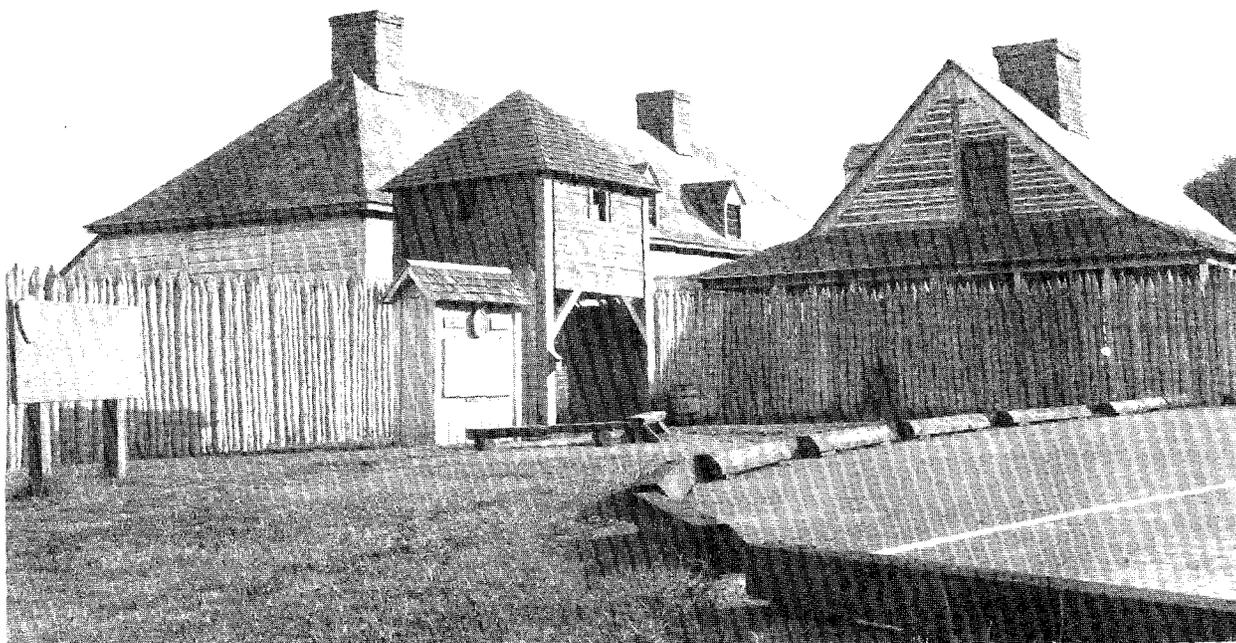
PHOTOGRAPHS OF GRAND PORTAGE NATIONAL MONUMENT



Front view of the Great Hall with Mount Rose in the background. Note the Historic Flag Exhibit to the right of the East Gate. (Photos courtesy of Grand Portage Superintendent).



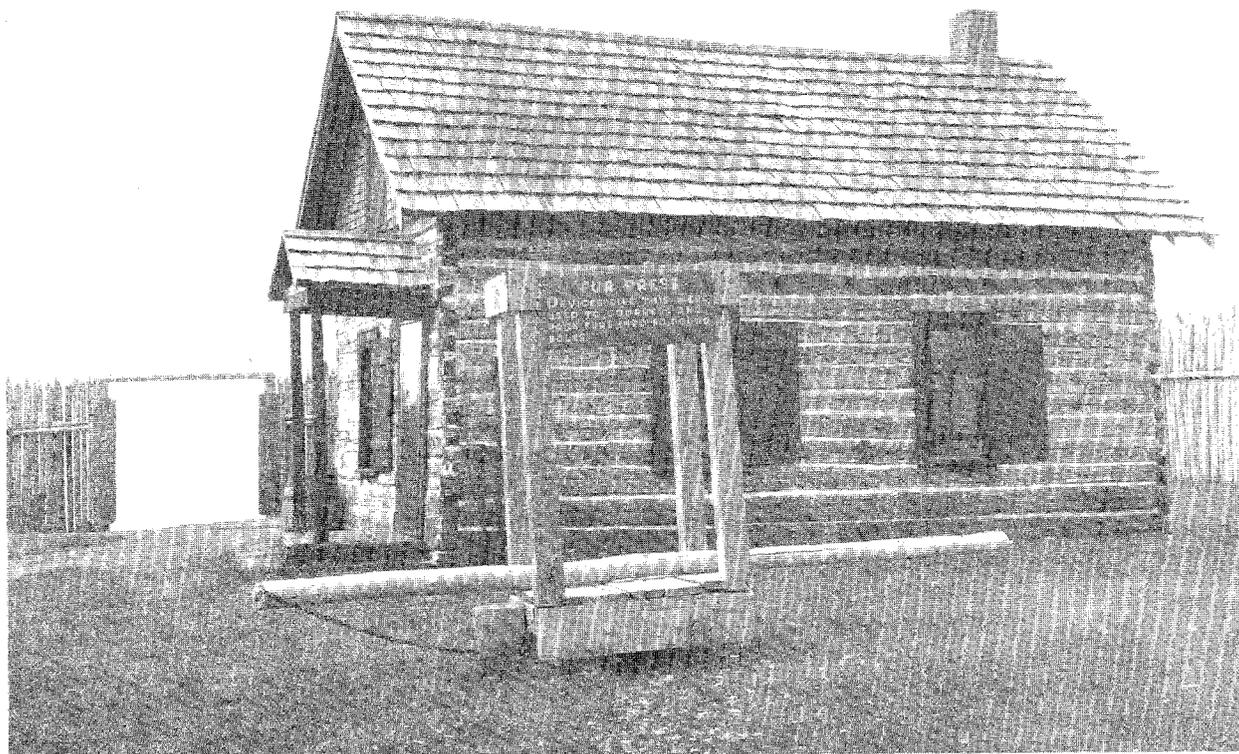
Rear view of the Great Hall and Kitchen. (Photos courtesy of Grand Portage Superintendent).



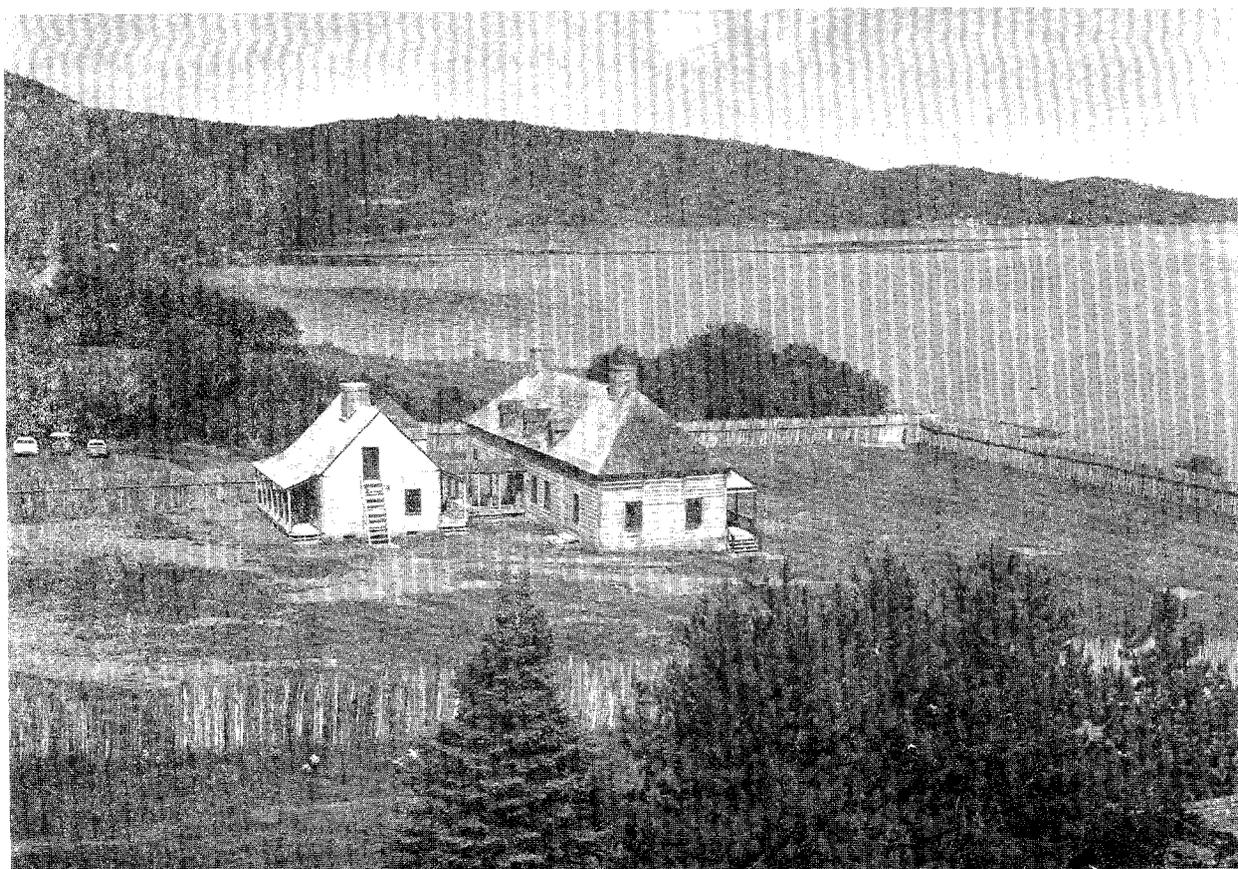
The Audio Continental Map Exhibit, East Gate Entrance, Stockade, and roofs of the Great Hall and Kitchen. (Photo courtesy of Grand Portage Superintendent).



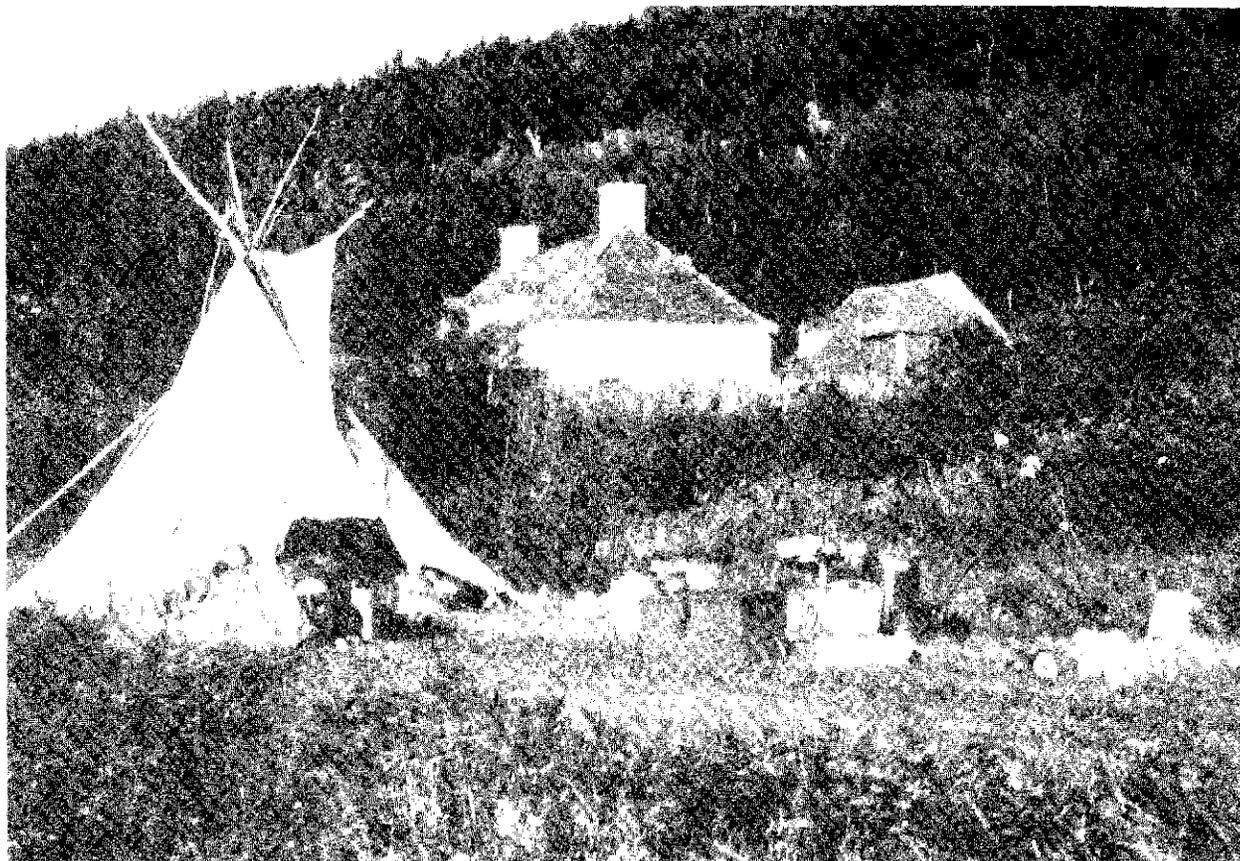
Temporary National Park Service Information Center which also houses daily Audio-Visual presentations. (Photo courtesy of Grand Portage Superintendent).



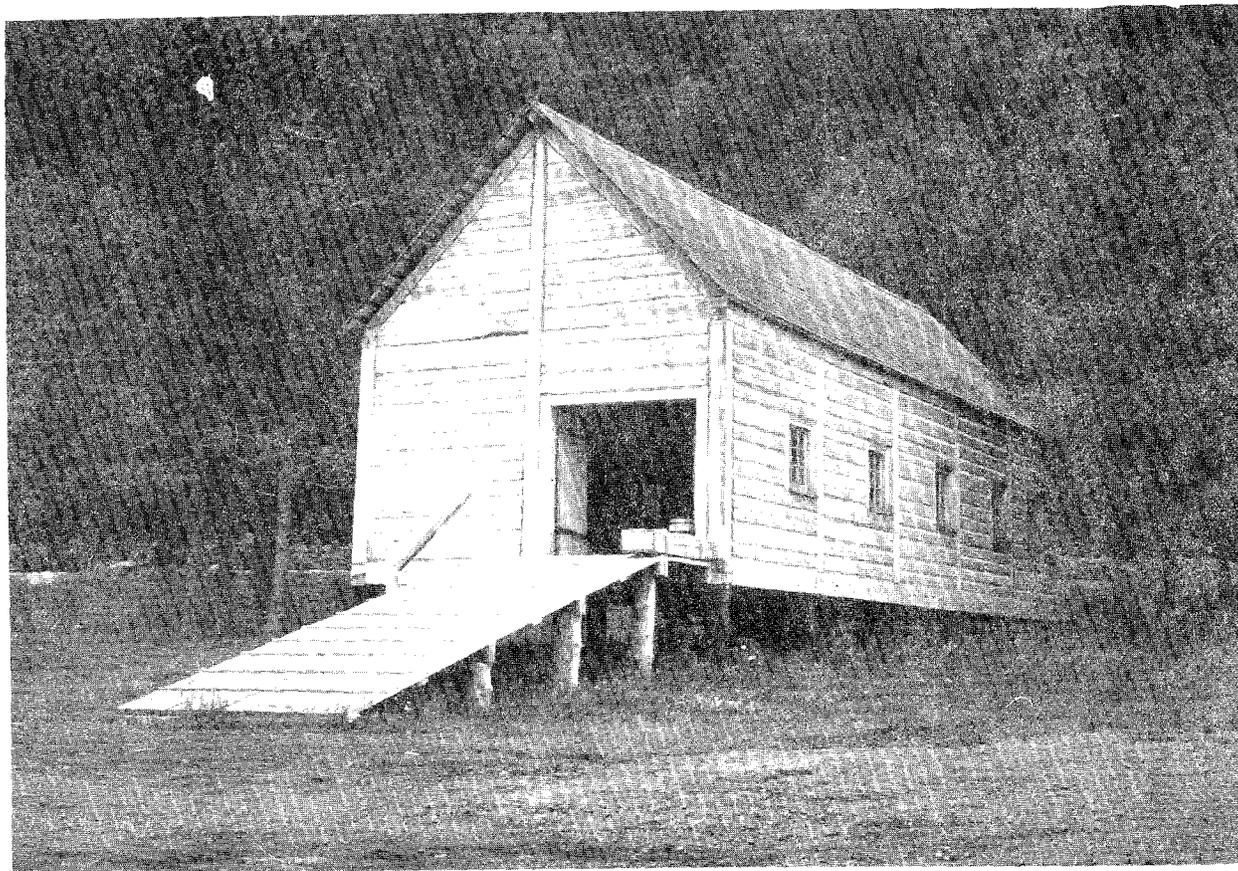
The Fur Press Exhibit and the Samuel Crawford Cabin. (Photos courtesy of Grand Portage Superintendent).



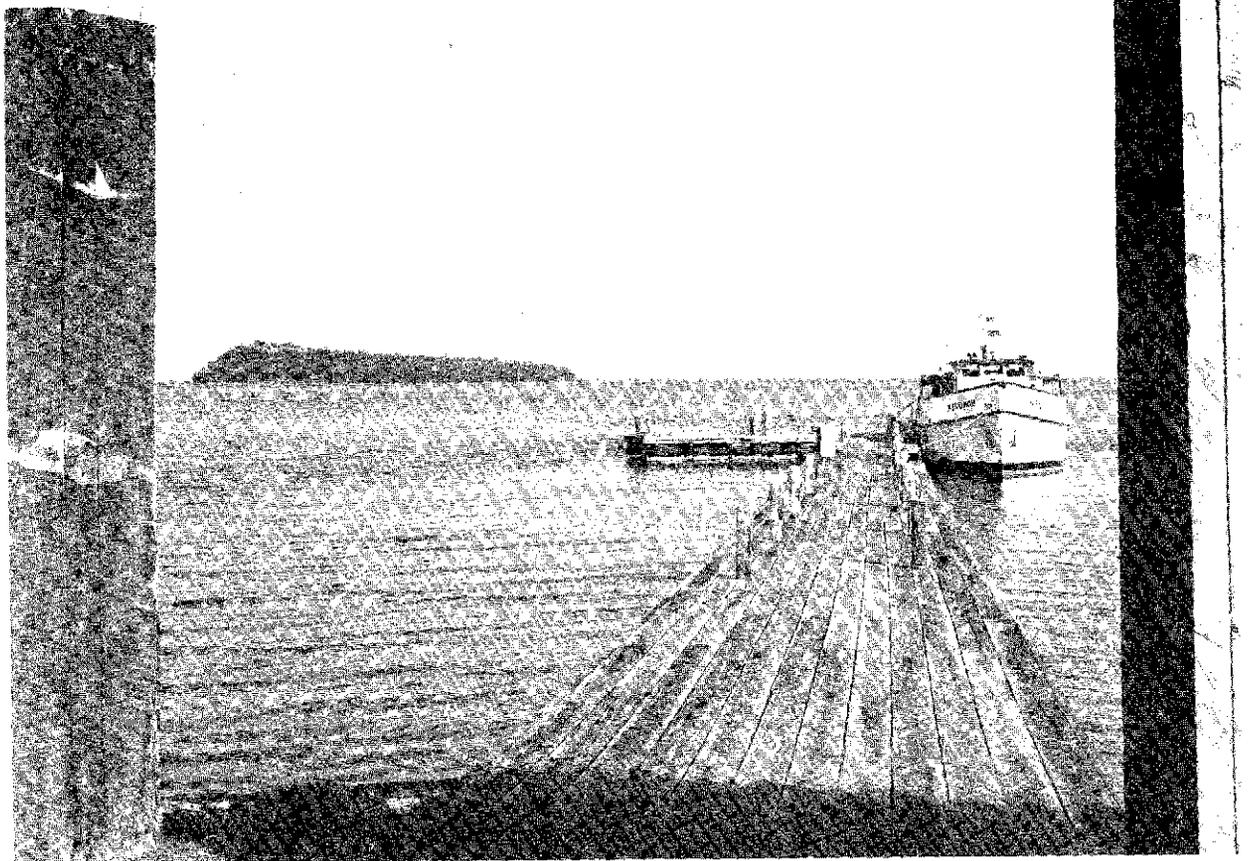
Aerial view of the Stockade enclosure and the Grand Portage Bay vicinity.
(Photo courtesy of Grand Portage Superintendent).



Chippewa dwelling and camp during the annual 'Rendezvous Days' celebration sponsored by Grand Portage National Monument. (Photo courtesy of Grand Portage Superintendent).



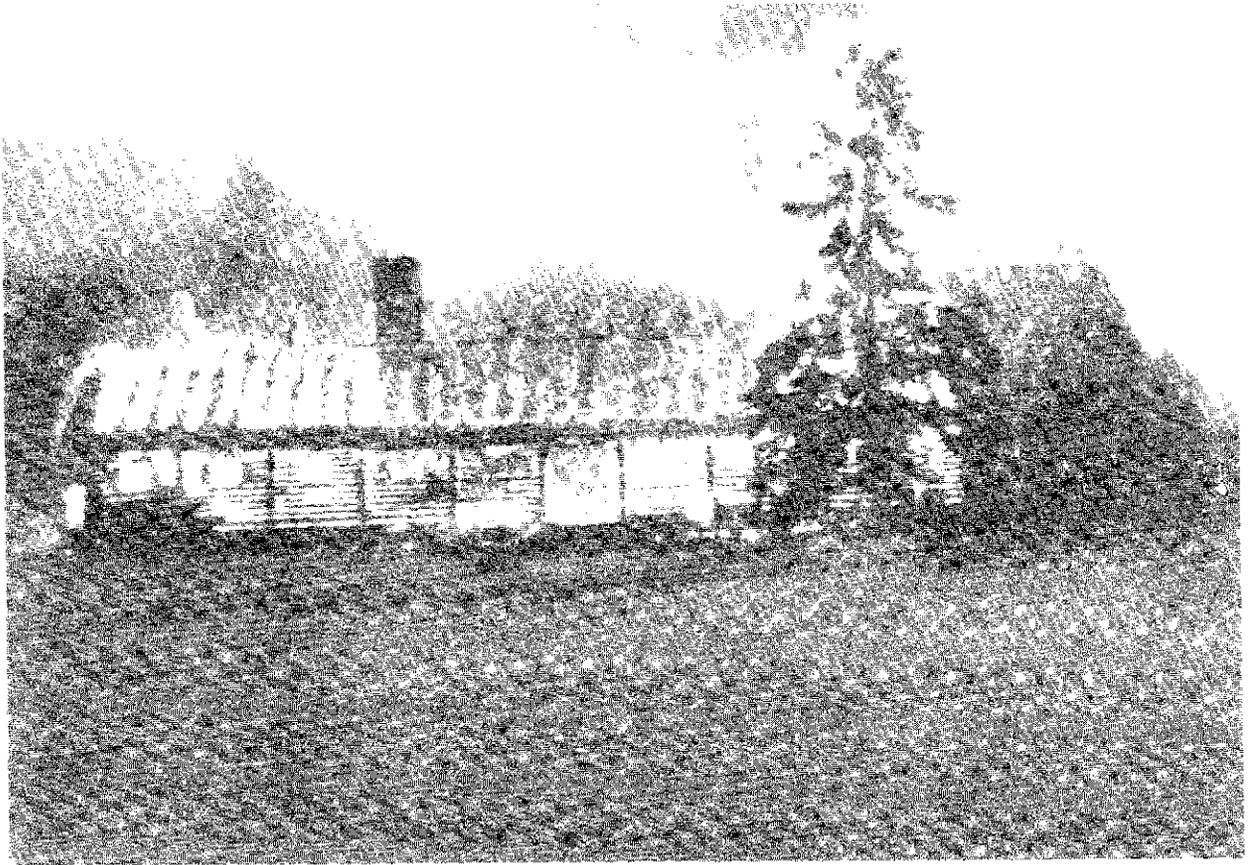
The Canoe Warehouse. (Photo Courtesy of Grand Portage Superintendent).



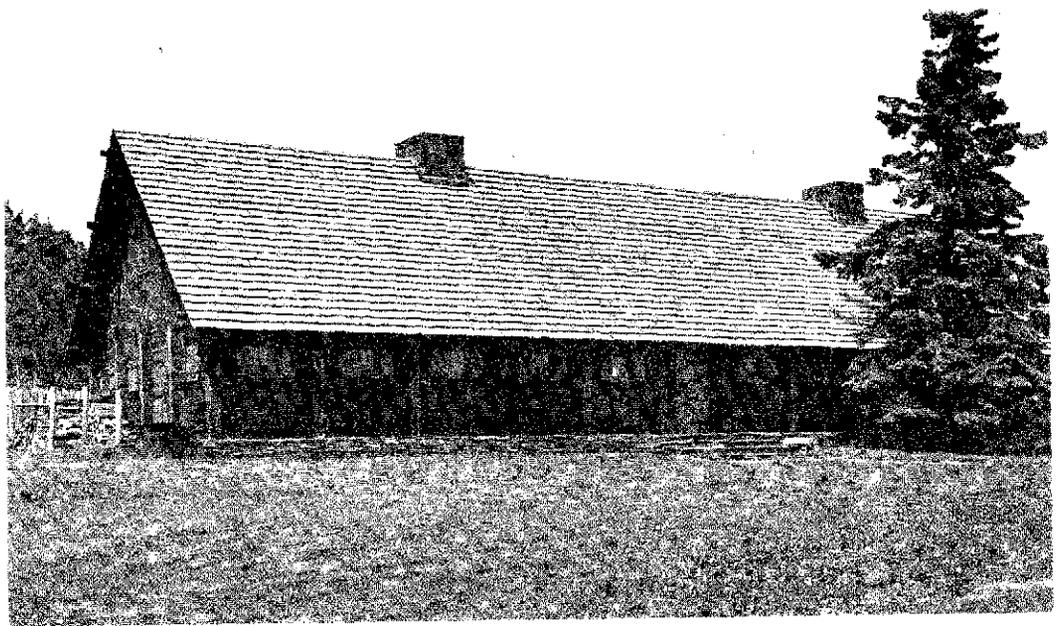
Concession boat Wenonah tied to the Grand Portage Dock before one of its daily trips to Isle Royale National Park. Grand Portage Island can be seen in the background. (Photo courtesy of Grand Portage Superintendent).



One of the many National Park Service-constructed footbridges on the Grand Portage. (Photo courtesy of Grand Portage Superintendent).



July 1969 fire which totally destroyed the first (1938-1940) reconstructed Great Hall. (Photo courtesy of Grand Portage Superintendent).



NPS Postcard: GREAT HALL. The Great Hall, measuring 30 x 95 feet, was the largest building at the post. It was used as a dining hall, meeting place, and for dances and other recreation. A reconstruction, it now contains a small museum and gift shop.

[Note: This was the first reconstruction of 1938-1940].

NPS Postcard: NORTH WEST COMPANY STOCKADE. Built in the 1770's on the shore of Lake Superior, this fur trading post and supply depot was an important link in the Company's business operations, which stretched 3,000 miles from Montreal to Lake Athabaska.

[Note: This was the first reconstruction of 1938-1940].

NPS Postcard: ANCIENT ROCK. Over a billion years ago, this rock was once mud on the bottom of an inland sea. Later transformed into Rove slate by heat and pressure, this rock--some of the oldest known--was finally exposed by uplift, erosion, and glacial scouring.

APPENDIX B

23. Grand Portage National Monument

Establishment of monument authorized.....Act of September 2, 1958

An Act To provide for the establishment of Grand Portage National Monument in the State of Minnesota, and for other purposes, approved September 2, 1958 (72 Stat. 1751)

Grand Portage
National
Monument,
Minn., estab-
lishment.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That, for the purpose of preserving an area containing unique historical values, there is hereby authorized to be established, in the manner hereinafter provided, the Grand Portage National Monument in the State of Minnesota which, subject to valid existing rights, shall comprise the following described lands:

NORTHWEST COMPANY AREA

Tract numbered 1 beginning at a point about 28 feet from the water line of Lake Superior and on the east boundary of the southwest quarter of the southeast quarter of section 4, said point marked by a brass plug numbered I; thence northerly along said boundary line a distance of 273.70 feet to a point marked by a brass plug numbered II; thence in a westerly direction parallel to the south one-sixteenth line of section 4 a distance of 1,320 feet to the intersection of said line with the north-south quarter line of section 4, said point of intersection being in the bed of a stream and witnessed by an iron pipe located 60 feet southerly from said point and on the north-south quarter line, and on the west bank of said stream; thence southerly along said north-south quarter line a distance of 120 feet to the point of intersection of said north-south quarter line and the south one-sixteenth line of section 4 marked by an iron pipe set in concrete; thence westerly along said one-sixteenth line a distance of 120 feet to a point in path marked by brass plug numbered IV; thence southerly in a direction parallel to the north-south quarter line of section 4 a distance of 660 feet to an iron bolt in road intersection; thence westerly parallel to the south one-sixteenth line of section 4 a distance of 1,200 feet to the point of intersection of said line with the west one-sixteenth line of said section 4 and marked by a brass plug numbered VI; thence southerly along said west one-sixteenth line a distance of 1,760 feet to a point marked by a brass plug numbered VII; thence easterly along a line parallel to the north section line of section 9 a distance of 486.21 feet to a point marked by an inclined iron pipe, said point being the point where the said iron pipe enters the concrete; thence along the said line extended a distance of approximately 39 feet to the water's edge; thence along

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the shore line of Lake Superior to the point where said shore line intersects the east one-sixteenth line of section 4 extended; thence northerly along said one-sixteenth line to place of beginning, all being located in sections 4 and 9, township 63 north, range 6 east, in Grand Portage Indian Reservation, State of Minnesota. Right-of-way for existing Bureau of Indian Affairs roads within the above described parcel of land is excluded therefrom.

NORTHWEST COMPANY AREA

Tract numbered 2 beginning at the point on the west one-sixteenth line of section 9 marked by brass plug numbered VII referred to in the description of tract numbered 1 above, thence westerly along a line parallel to the north section line of section 9 a distance of 275 feet to a point marked by an iron pipe; thence northerly along a line parallel to the west one-sixteenth line of section 9 a distance of 443.63 feet to a point marked by an iron pipe; thence easterly along a line parallel to the north section line of section 9 to the point of intersection of west one-sixteenth line of section 9; thence southerly along said one-sixteenth line to point of beginning, all lying in section 9 of township 63 north, range 6 east, in the Grand Portage Indian Reservation, State of Minnesota.

FORT CHARLOTTE AREA

The northeast quarter, section 29, township 64 north, range 5 east, or such lands within this quarter section as the Secretary of the Interior shall determine to be necessary for the protection and interpretation of the site of Fort Charlotte.

GRAND PORTAGE TRAIL SECTION

A strip of land 100 feet wide centering along the old Portage Trail beginning at the point where the trail intersects the present road to Grand Portage School, and continuing to the proposed United States Highway 61 right-of-way relocation in the northeast quarter of the northwest quarter, section 4, township 63 north, range 6 east, a strip of land 600 feet wide centering along the old Portage Trail as delineated on original General Land Office survey maps, from the north side of the proposed right-of-way to lands described at the Fort Charlotte site.

Establishment of the foregoing areas as the Grand Portage National Monument shall be effective when title to that portion of the aforesaid lands and interests in lands which is held in trust by the United States of America for the Minnesota Chippewa Tribe and the Grand Portage Band of Chippewa Indians, Minnesota, has been relinquished in accordance with section 2 hereof to the Secretary of the Interior for administration as a

XI. NATIONAL MONUMENTS—GRAND PORTAGE

part of the Grand Portage National Monument. Notice of the establishment of the monument as authorized and prescribed by this Act shall be published in the Federal Register. (16 U.S.C. § 4500o.)

SEC. 2. The Secretary of the Interior is authorized to accept, as a donation, the relinquishment of all right, title, and interest of the Minnesota Chippewa Tribe and the Grand Portage Band of Chippewa Indians, Minnesota, in and to any of the lands described in section 1 of this Act which is now held in trust by the United States of America for the said tribe or band; the executive committee of the Minnesota Chippewa Tribe and the tribal council of the Grand Portage Band of Chippewa Indians, Minnesota, are hereby authorized to execute such instruments of relinquishment in favor of the United States; and acceptance of the relinquishment by the Secretary shall operate as a transfer of custody, control and administration of such properties for administration and as a part of the Grand Portage National Monument: *Provided*, That upon the acceptance of any donated lands and interests therein the Secretary shall recognize, honor, and respect, in accordance with the terms thereof, any existing life assignments on such properties. (16 U.S.C. § 4500o-1.)

SEC. 3. The Secretary of the Interior is authorized to procure any and all other lands or interests therein within the monument, including, but not limited to, any and all nontrust lands therein owned in fee simple by the Grand Portage Band of Chippewa Indians, Minnesota, and the council of said band is authorized to sell and convey such nontrust lands to the United States of America. (16 U.S.C. § 4500o-2.)

SEC. 4. The Secretary of the Interior, under regulations prescribed by him, shall grant recognized members of the Minnesota Chippewa Tribe the preferential privilege to provide those visitor accommodations and services, including guide services, which he deems are necessary within the monument. (16 U.S.C. § 4500o-3.)

SEC. 5. The Secretary of the Interior shall, insofar as practicable, give first preference to employment of recognized members of the Minnesota Chippewa Tribe in the performance of any construction, maintenance, or any other service within the monument for which they are qualified.

SEC. 6. The Secretary of the Interior shall encourage recognized members of the Minnesota Chippewa Tribe in the production and sale of handicraft objects within the monument. The administration of the Grand Portage National Monument shall not in any manner interfere with the operation or existence of any trade or business of said tribe outside the boundaries of the national monument.

SEC. 7. Recognized members of the Minnesota Chippewa Tribe shall not be denied the privilege of traversing

XL NATIONAL MONUMENTS—GRAND PORTAGE

the area included within the Grand Portage National Monument for the purposes of logging their land, fishing, or boating, or as a means of access to their homes, businesses, or other areas of use and they shall have the right to traverse such area in pursuit of their traditional rights to hunt and trap outside the monument: *Provided, That*, in order to preserve and interpret the historic features and attractions within the monument, the Secretary may prescribe reasonable regulations under which the monument may be traversed.

SEC. 8. The Secretary of the Interior, subject to the availability of appropriated funds, shall construct and maintain docking facilities at the Northwest Company area for use in connection with the monument. Such facilities shall be available for use by the Minnesota Chippewa Tribe and its recognized members, without charge to them, under regulations to be prescribed by the Secretary.

SEC. 9. To the extent that appropriated funds and personnel are available therefor, the Secretary of the Interior shall provide consultative or advisory assistance to the Minnesota Chippewa Tribe and the Grand Portage Band of Chippewa Indians, Minnesota, in the planning of facilities or developments upon the lands adjacent to the monument.

SEC. 10. When establishment of the monument has been effected, pursuant to this Act, the Secretary of the Interior shall administer, protect, and develop the monument in accordance with the provisions of the Act entitled "An Act to establish a National Park Service, and for other purposes" approved August 25, 1916 (39 Stat. 535), as amended. 16 U.S.C. 1.

SEC. 11. In the event the Grand Portage National Monument is abandoned at any time after its establishment, title to the lands relinquished by the Minnesota Chippewa Tribe and the Grand Portage Band of Chippewa Indians, Minnesota, pursuant to section 2 hereof shall thereupon automatically revert to the Minnesota Chippewa Tribe and the Grand Portage Band of Chippewa Indians, Minnesota, their successors or assigns. In such event, the title will be taken in a fee simple status unless the United States holds other lands in trust for the Minnesota Chippewa Tribe or the Grand Portage Band of Chippewa Indians, Minnesota, in which event the title shall revert to the United States in trust for the Minnesota Chippewa Tribe or the Grand Portage Band of Chippewa Indians, Minnesota.

APPENDIX C

THE WEBSTER-ASHBURTON TREATY

Between Great Britain and the United States, Concluded
the 9th of August, 1842.

(Extract)

Article II.—It is, moreover, agreed that, from the place where the Joint Commissioners terminated their labours, under the VI. Article of the Treaty of Ghent, to wit, at a point in the Neebish Channel, near Muddy Lake, the line shall run into and along the ship channel between St. Joseph and St. Tammany Islands, to the division of the channel at or near the head of St. Joseph's Island; thence turning eastwardly and northwardly around the lower end of St. George's or Sugar Island, and following the middle of the channel which divides St. George's from St. Joseph's Island; thence up the East Neebish Channel nearest to St. George's Island, through the middle of Lake George; thence west of Jonas' Island into St. Mary's River, to a point in the middle of that river, about one mile above St. George's or Sugar Island, so as to appropriate and assign the said island to the United States; thence adopting the line traced on the maps by the Commissioners, through the River St. Mary and Lake Superior, to a point north of Isle Royale, in said lake, one hundred yards to the north and east of Ile Chapeau, which last-mentioned island lies near the north-eastern point of Isle Royale, where the line marked by the Commissioners terminates; and from the last-mentioned point south-westerly through the middle of the sound between Isle Royale and the north-western mainland, to the mouth of Pigeon River, and up the said river to and through the North and South Fowl Lakes, to the lakes of the height of land between Lake Superior and the Lake of the Woods; thence along the water communication to Lake Saisaginaga, and through that lake; thence to and through Cypress Lake, Lac du Bois Blanc, Lac La Croix, Little Vermillion Lake, and Lake Namecan, and through the several smaller lakes, straits, or streams connecting the lakes here mentioned to that point in Lac la Pluie, or Rainy Lake, at the Chaudiere Falls, from which the Commissioners traced the line to the most north-western point of the Lake of the Woods; thence along the said line to the said most north-western point, being in latitude 49° 23' 55" north, and in longitude 95° 14' 38" west from the Observatory at Greenwich; thence, according to existing Treaties, due south to its intersection with the 49th parallel of north latitude, and along that parallel to the Rocky Mountains. (It being understood that all the water communications, and all the usual portages along the line from Lake Superior to the Lake of the Woods, and also Grand Portage, from the shore of Lake Superior to the Pigeon River, as now actually used, shall be free and open to the use of the citizens and subjects of both countries.)

Compliments Thunder Bay Historical Society.

APPENDIX D

NATIONAL REGISTER OF HISTORIC PLACES

INVENTORY/NOMINATION FORM

for

Grand Portage National Monument

Form No. 10-306 (Rev. 10-74)

 UNITED STATES DEPARTMENT OF THE INTERIOR
 NATIONAL PARK SERVICE

 NATIONAL REGISTER OF HISTORIC PLACES
 INVENTORY -- NOMINATION FORM

FOR FEDERAL PROPERTIES

FOR NPS USE ONLY

RECEIVED

DATE ENTERED

 accepted
 9/14/77

 SEE INSTRUCTIONS IN HOW TO COMPLETE NATIONAL REGISTER FORMS
 TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS
1 NAME

HISTORIC

Grand Portage National Monument

AND/OR COMMON

2 LOCATION

STREET & NUMBER

P.O. Box 666

NOT FOR PUBLICATION

CITY, TOWN

Grand Marais

CONGRESSIONAL DISTRICT

8th

STATE

Minnesota

VICINITY OF

CODE

27

COUNTY

Cook

CODE

0.31

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE
<input checked="" type="checkbox"/> DISTRICT	<input checked="" type="checkbox"/> PUBLIC	<input checked="" type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE
<input type="checkbox"/> BUILDING(S)	<input type="checkbox"/> PRIVATE	<input type="checkbox"/> UNOCCUPIED	<input checked="" type="checkbox"/> MUSEUM
<input type="checkbox"/> STRUCTURE	<input type="checkbox"/> BOTH	<input checked="" type="checkbox"/> WORK IN PROGRESS	<input checked="" type="checkbox"/> PARK
<input type="checkbox"/> SITE	<input checked="" type="checkbox"/> PUBLIC ACQUISITION	<input checked="" type="checkbox"/> ACCESSIBLE	<input type="checkbox"/> EDUCATIONAL
<input type="checkbox"/> OBJECT	<input type="checkbox"/> IN PROCESS	<input checked="" type="checkbox"/> YES, RESTRICTED	<input type="checkbox"/> ENTERTAINMENT
	<input type="checkbox"/> BEING CONSIDERED	<input type="checkbox"/> YES, UNRESTRICTED	<input type="checkbox"/> GOVERNMENT
		<input type="checkbox"/> NO	<input type="checkbox"/> INDUSTRIAL
			<input type="checkbox"/> MILITARY
			<input type="checkbox"/> PRIVATE RESIDENCE
			<input type="checkbox"/> RELIGIOUS
			<input type="checkbox"/> SCIENTIFIC
			<input type="checkbox"/> TRANSPORTATION
			<input type="checkbox"/> OTHER

4 AGENCY

REGIONAL HEADQUARTERS (If applicable)

Midwest Regional Office, National Park Service

STREET & NUMBER

1709 Jackson Street

CITY, TOWN

Omaha

VICINITY OF

STATE

Nebraska

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE

REGISTRY OF DEEDS, ETC

Midwest Regional Office, National Park Service

STREET & NUMBER

1709 Jackson Street

CITY, TOWN

Omaha

1

STATE

Nebraska

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

List of Classified Structures

DATE

August 1975

 FEDERAL STATE COUNTY LOCAL

DEPOSITORY FOR SURVEY RECORDS

 National Park Service
 U. S. Department of the Interior, Midwest Regional Office

CITY, TOWN

Omaha

STATE

Nebraska

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input checked="" type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input checked="" type="checkbox"/> GOOD	<input checked="" type="checkbox"/> RUINS	<input checked="" type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED DATE _____
<input checked="" type="checkbox"/> FAIR	<input checked="" type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

Grand Portage was designated a national historic site in 1951. Nine years later Congress established Grand Portage National Monument. The monument includes the sites of the North West Company's Fur Trading post on Grand Portage and at Fort Charlotte as well as the nine-mile portage trail that connects the two.

Grand Portage National Monument lies entirely within the Grand Portage Indian Reservation in Cook county, Minnesota, within a few miles of the northwest tip of the state.

Although the original virgin forests the voyageurs knew have long since been cut, the Grand Portage passes through dense, second-growth woodland, showing no evidence of human habitation. Thus, the traveler who follows the old trail sees it much as it must have been two centuries ago.

The reconstructed structures that remain at Grand Portage National Monument represent only a small percentage of the buildings that once occupied the site of the fur emporium of the North West Company and its competitors. Most of the structures which once existed at Grand Portage were built in the French 'poteaux sur sole' or post-on-sill type of construction, at times referred to as the Canadian style or Canadian frame construction.

The following reconstructions of historic structures and one late-period historic building exist at Grand Portage:

HS 1 GREAT HALL - This reconstruction replaces a previous one which was built in 1939-1940 and later burned. The fire, though it destroyed many artifacts, provided a fresh opportunity to rebuild the Great Hall in a more accurate manner. The present Grand Hall was reconstructed during 1971-1972 with a number of its features substantiated by excavations. Constructed from square logs, hand hewn from local timbers; the structure measures 30' x 95'. It is 1½ stories with two fireplaces of random-coursed fieldstone, a hip roof with six gable dormers covering the Great Hall and its 95' long porch located on the south side. This structure is in excellent condition.

HS 2 CRAWFORD CABIN - This cabin was built circa 1895 on the former site of the Grand Portage post. It measures 26' x 16', with 1½ stories. It is a dovetail constructed log building. New flooring and a safety disappearing stairway were installed in 1973. New wiring was installed in 1974. This structure is in fair condition. *REMOVED*

HS 8 GATEHOUSE - A 13' x 13' building elevated approximately 12' above grade, this log gate house was built circa 1936. It is in excellent condition, although partially charred by fire in 1969.

HS 14 WAREHOUSE - A squared log building 52' x 19' set on piles, this reconstruction was completed in 1973 and is in excellent condition. It is now used as a canoe shed for interpretive purposes.

HS 15 KITCHEN - This building served as a kitchen for the main dining facilities in the Great Hall. Reconstructed between 1973 and 1976, it was based on a previous reconstruction built in 1936 which burned. The structure measures 35' x 27' and is connected by a walkway to the Great Hall. It is of log construction and is 1½ stories tall.

(See continuation sheet, page no. 1)

Form No. 10-300a
(Rev. 10-74)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM

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CONTINUATION SHEET

ITEM NUMBER 7 PAGE 1

HS 16 STOCKADE - There are 1574 linear feet of stockade, approximately 14' high. This reconstruction was first built in 1936 and rebuilt in 1964. The condition of the stockade varies from excellent to fair. It consists of logs standing in a filled trench.

HS 18 FORT CHARLOTTE SITE - This site is located on the Pigeon River at the western end of the Grand Portage trail. A few buried foundations and caved-in cellar pits mark the location of the Fort Charlotte storage depot of the North West Company. Similar remains of a short-lived outpost set up by the competing XY Company in 1797 are also evident in this area.

PORTAGE TRAIL - The nine-mile Grand Portage or "great carrying place" connected the Pigeon River and Lake Superior. The trail was used by the voyageurs, making their way to the Grand Portage Stockade, to bypass the treacherous falls and cascades of the lower Pigeon River. The trail, an unpaved foot path, passes through a dense, second growth woodland and mountainous terrain.

Two watchtowers (HS 3) once existed on the Grand Portage site. Reconstructions built in 1936 were demolished in the 1960s, due to safety problems and historical inaccuracies.

Grand Portage National Monument also includes numerous other sites of structures built in the late 18th Century by the North West Company and its competitors. Further archeological exploration is required in these locations.

One nonhistoric structure which exists within the monument's boundaries is a public restroom which is located outside the stockade at the Grand Portage post.

Another is a 270' long wood dock built on the site of the historic Grand Portage dock used in conjunction with the stockade. A previous dock constructed on the same site was destroyed by a storm in 1951 and was replaced by the present dock which is placed on 12' x 12' log cribs filled with loose rubble and is in the shape of an "L". It remains in excellent condition. This dock is used as a drop-off point for visitors travelling to and from Isle Royale National Park located in Lake Superior.

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**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

Grand Portage National Monument
38 miles north of Grand Marais
Grand Marais, Cook County, Minnesota

CONTINUATION SHEET

ITEM NUMBER 7 PAGE 2

The historically associated and significant materials in the Monument's collection or under National Park Service control consist primarily of items recovered through professional archeological investigation, but does include items acquired through field collection or donation. The materials include remnants of building materials and hardware, tools, container parts, personal possessions, firearms, and trade goods. The materials especially significant are those from the 1730-1804 period, but the collection contains both earlier and later items.

3 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN
<input checked="" type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input checked="" type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> COMMERCE	<input checked="" type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION
<input type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input checked="" type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

In 1936, the Grand Portage site was judged by the Advisory Board on National Parks, Historic Sites, Buildings and Monuments to be of national significance because of its important association with the fur trade and the exploration and colonization of the northwest, its historic/geographic link between the United States and Canada, and its excellent state of preservation in a semi-wilderness setting.

Grand Portage National Monument is situated on Lake Superior near the northeastern tip of Lake Superior. It encompasses the site of one of the most important fur posts on the North American continent. Geography, the quest for fur, the search for the Northwest Passage, and a boundary dispute between the United States and Canada, caused it to become a great center of activity. The strategic location of Grand Portage between Lake Superior and the interconnected waterway along the present Minnesota-Ontario border guaranteed it an important place in history, because it guarded one of the best natural routes to the northern interior of the continent (the other being Hudson Bay). Because of its geographical advantages, Grand Portage was selected as the headquarters of the North West Company, a powerful British fur trading firm. Because of the importance of the company, Grand Portage was the only scene of military activity in Minnesota during the Revolutionary War when British soldiers were stationed there to protect the company's property.

The Grand Portage, or the "great carrying place," though neither the longest, the most difficult, nor the most spectacular of the portages, was a vital link in the fur trade from Montreal. This nine-mile trail represented the end of travel on the Great Lakes and the beginning of the interior river and lake route.

By 1778, the North West Company's trading post, located on the shores of the small bay at the eastern end of the "great carrying place," was in operation. This post, which took its name from the portage, served as the company's inland headquarters, and it was here that the "Nor' Westers" held their summer rendezvous.

At the peak of the North West Company's trade, there were over a thousand voyageurs in the company's service. These faithful laborers usually carried two, 90-pound packs over the portage between Fort Charlotte and Grand Portage, each trip.

The North West Company was unable to maintain a complete monopoly over the trade that passed through Grand Portage. Rivals sprang up from time to time, usually to flourish a few years and then merge with the "Nor' Westers." The most aggressive competitor, the XY Company, operated neighboring posts at Grand Portage and Fort Charlotte from 1797 to 1804.

(See continuation sheet, page no. 2)

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NATIONAL PARK SERVICE

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INVENTORY -- NOMINATION FORM

CONTINUATION SHEET

ITEM NUMBER 8 PAGE 2

By 1800 the boom years of Grand Portage were near an end. In that year a United States tax collector visited the North West Company's post and gave notice that the United States would, the next year, levy duties on all merchandise and furs passing over the portage.

The "Nor' Westers" like many others, were uncertain whether the portage lay on United States or Canadian soil. Because they thought that the collector had a good case in the Jay Treaty of 1794 and that his warnings should be taken seriously, they immediately made plans to move their post to the mouth of the Kaministiquia River on Canadian soil, about 30 miles northeast, and to reopen a long abandoned and more difficult route to the west.

By 1803, the new post--first named Fort Kaministiquia and later called Fort William in honor of the company's chief superintendent, William McGillivray--was near completion, and the North West Company bade a final farewell to Grand Portage.

Although the trapping regions and trade routes principally lay in Canada, the people and events of Grand Portage were also significant in United States history. It could be said that Grand Portage played a larger part in the history of Canada than in that of the United States. But, in a larger context, it must be recognized that Grand Portage played a part in the historical development of both nations. The French explorers who used the portage knew no international boundary; they traveled into the Dakotas and the Illinois country, as well as through western Canada.

The Grand Portage trail was and still is an international road. Under the terms of the Webster-Ashburton Treaty of 1842 use of the trail remains free and open to this day to citizens of both the United States and Great Britain.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

- Beeson, Dr. L., Research Material on Grand Portage, 1960.
- Fridley, R. W., The Story of Grand Portage, prepared for the National Park Service, October 30, 1963.
- Thompson, E. N., Grand Portage, A History of the Sites, People, and Fur Trade, U.S. Department of the Interior, National Park Service, June, 1969. (See cont. sht. P. 3)

10 GEOGRAPHICAL DATA

(See continuation sheet, page no. 4)

ACREAGE OF NOMINATED PROPERTY 709.97

UTM REFERENCES GRAND PORTAGE POST

A	1,6	29,9	4,00	5,3	1,5	0,0,0	8	1,6	29,9	1,3,0	5,3	1,5	0,0,0
	ZONE	EASTING	NORTHING		ZONE	EASTING		ZONE	EASTING	NORTHING		ZONE	EASTING
C	1,6	29,9	1,8,0	5,3	1,5	7,5,0	D	1,6	3,0,0	0,6,0	5,3	1,5	7,3,0

VERBAL BOUNDARY DESCRIPTION

At a point which is 330 meters south and 400 meters east of the intersection of sections 4, 5, 8, and 9 in Township 63N Range 6E, the area of Grand Portage National Monument which surrounds the site of the old North West Company's headquarters begins. From this point the park property runs west 260 meters, north 140 meters, east 80 meters, north once again for 390 meters, then east for 360 meters to the intersection of two roads. (See continuation sheet, page no. 4) *these dimensions are larger than Park boundaries*

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	CODE	COUNTY	CODE
STATE	CODE	COUNTY	CODE

11 FORM PREPARED BY

NAME / TITLE

Thomas P. Busch, Historical Architect

ORGANIZATION

National Park Service

DATE

April 22, 1976

STREET & NUMBER

1709 Jackson Street

TELEPHONE

402-221-3423

CITY OR TOWN

Omaha

STATE

Nebraska

12 CERTIFICATION OF NOMINATION

STATE HISTORIC PRESERVATION OFFICER RECOMMENDATION

YES ___ NO ___ NONE ___

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

In compliance with Executive Order 11593, I hereby nominate this property to the National Register, certifying that the State Historic Preservation Officer has been allowed 90 days in which to present the nomination to the State Review Board and to evaluate its significance. The evaluated level of significance is X National ___ State ___ Local.

FEDERAL REPRESENTATIVE SIGNATURE

TITLE

DATE

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

DATE

DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION
ATTEST

DATE

KEEPER OF THE NATIONAL REGISTER

Form No. 10-300a
Rev. 10-74)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

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CONTINUATION SHEET

ITEM NUMBER 9 PAGE 3

Master Plan for Grand Portage, U.S. Department of the Interior, National Park Service,
June, 1971.

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NATIONAL PARK SERVICE

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NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM

CONTINUATION SHEET

ITEM NUMBER 10 PAGE 4

FORT CHARLOTTE

AA	16	289080	5320550	BB	16	289400	5320540
CC	16	289380	5319740	DD	16	288660	5319770
EE	16	288680	5319920				

GRAND PORTAGE TRAIL

AAA	16	289390	5320160	BBB	16	291000	5320200
CCC	16	293000	5319880	DDD	16	295000	5319800
EEE	16	297000	5318880	FFF	16	299000	5317200
GGG	16	299790	5315520				

Verbal Boundary Description

Here the boundary travels north for 190 meters, east for 30 meters, north again for 40 meters, then east for 400 meters and then south 550 meters to the shore of Lake Superior. At this point the boundary follows the shoreline in a southwesterly direction to the point where it began.

The portion of Grand Portage National Monument which surrounds Fort Charlotte borders Canada and lies in the NE ¼ of section 29, Township 64N, Range 5E.

The Park's property also includes the Grand Portage Trail which runs from Lake Superior to the Pigeon River. This trail is protected within a strip of land 100 feet wide, for about a mile, from Grand Portage village to U.S. 61 and is 600 feet in width the remainder of the way to Fort Charlotte.

Form No. 10-301
(Rev. 10-74)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
PROPERTY MAP FORM

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DATE ENTERED

SEE INSTRUCTIONS IN HOW TO COMPLETE NATIONAL REGISTER FORMS
TYPE ALL ENTRIES -- ENCLOSE WITH MAP

1 NAME

HISTORIC

Grand Portage National Monument

AND/OR COMMON

2 LOCATION

CITY, TOWN

Grand Marias

VICINITY OF

COUNTY

Cook

STATE

Minnesota

3 MAP REFERENCE

SOURCE

U.S. Geological Survey, Grand Portage, Minnesota, Quadrangle

SCALE

1:24000

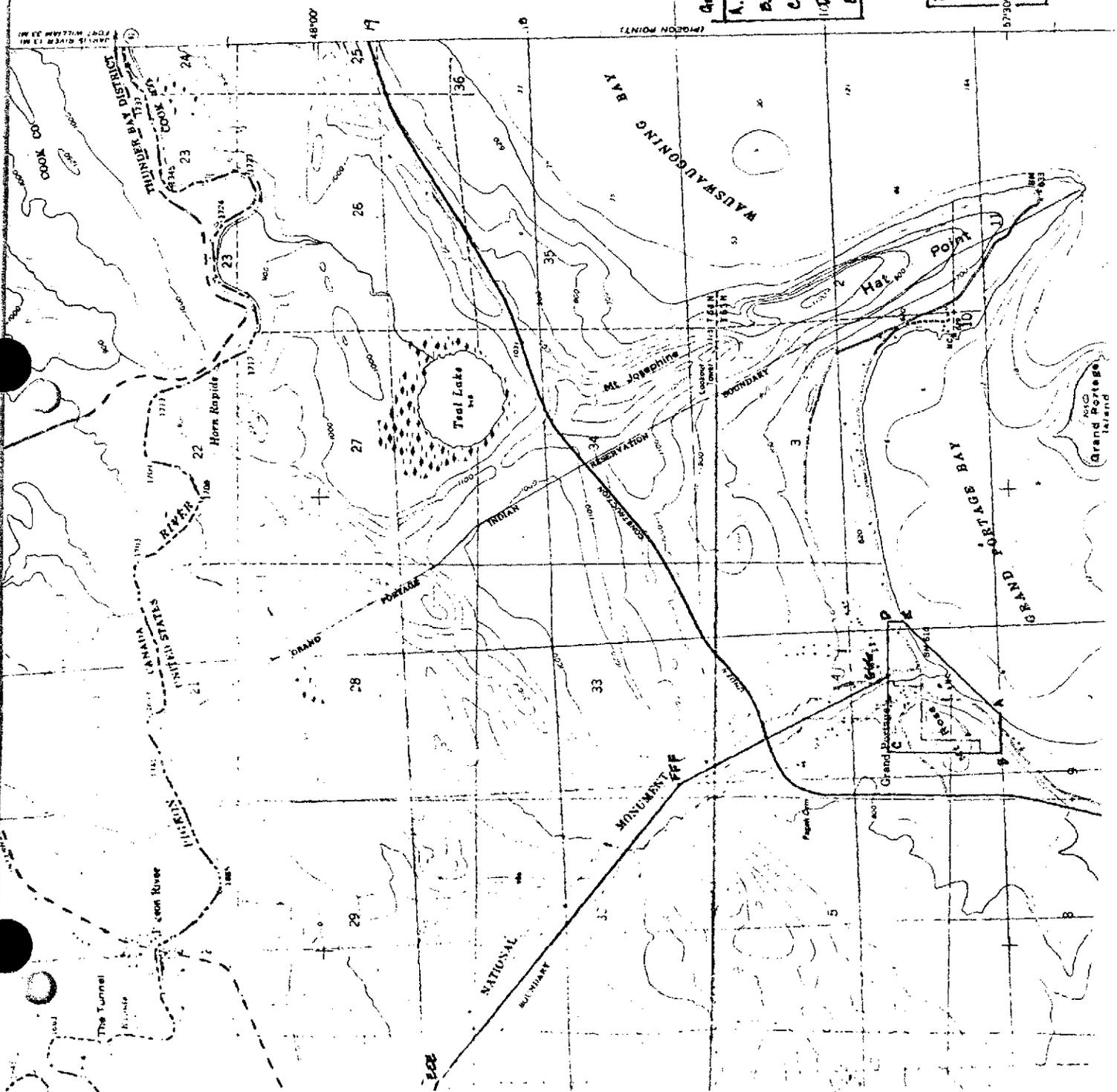
DATE

1959

4 REQUIREMENTS

TO BE INCLUDED ON ALL MAPS

1. PROPERTY BOUNDARIES
2. NORTH ARROW
3. UTM REFERENCES



Grand Portage LUMBER RESERVATIONS.

A. 16	299400	5315000
B. 16	299150	531500
C. 16	299100	5315760
D. 16	300000	5315730
E. 16	300000	5315600

GRAND PORTAGE TRAIL LUMBER RESERVATIONS.

PPP. 16	2995000	5319000
EEE. 16	299000	5310000
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UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
PROPERTY MAP FORM

FOR NPS USE ONLY
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DATE ENTERED

SEE INSTRUCTIONS IN HOW TO COMPLETE NATIONAL REGISTER FORMS
TYPE ALL ENTRIES -- ENCLOSE WITH MAP

1 NAME

HISTORIC Grand Portage National Monument

AND/OR COMMON

2 LOCATION

CITY, TOWN Grand Marais X VICINITY OF COUNTY Cook STATE Minnesota

3 MAP REFERENCE

SOURCE U. S. Geological Survey, Mineral Center, Minnesota, Quadrangle

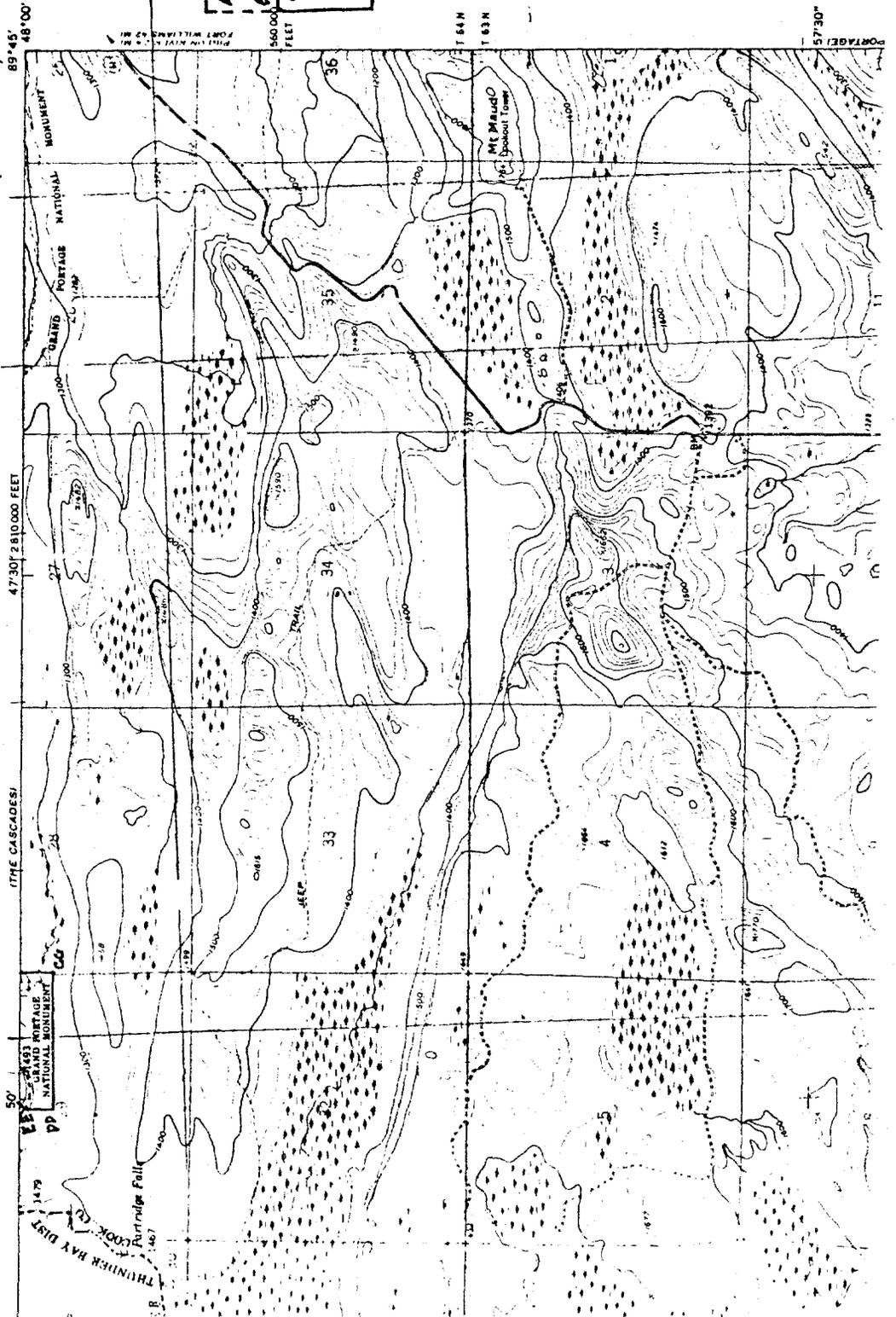
SCALE 1:24000 DATE 1959

4 REQUIREMENTS

- TO BE INCLUDED ON ALL MAPS
1. PROPERTY BOUNDARIES
 2. NORTH ARROW
 3. UTM REFERENCES

MINERAL CENTER QUADRANGLE
MINNESOTA
7.5 MINUTE SERIES (TOPOGRAPHIC)

STATE OF MINNESOTA
IRON RANGE RESOURCES AND REHABILITATION COMMISSION
A. M. DEYOANNE, COMMISSIONER



Foot Contours - UTM Ref.

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Form No. 10-301
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3 MAP REFERENCE

SOURCE U.S. Geological Survey, The Cascades, Minnesota, Quadrangle

SCALE 1:24000

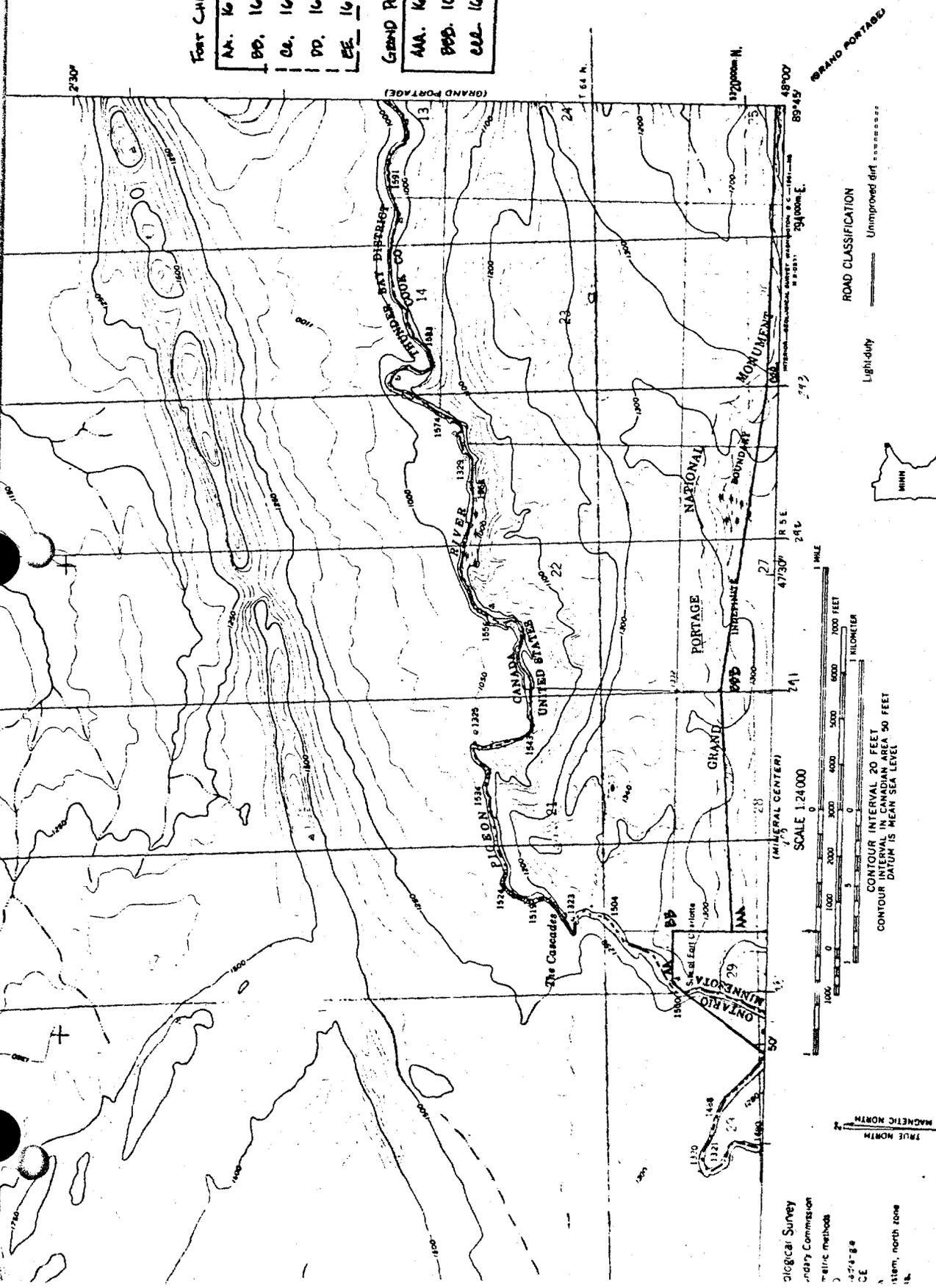
DATE 1960

4 REQUIREMENTS

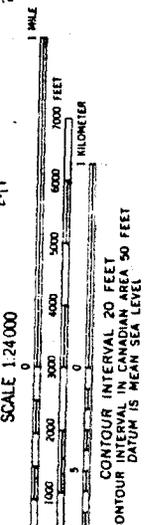
TO BE INCLUDED ON ALL MAPS

1. PROPERTY BOUNDARIES
2. NORTH ARROW
3. UTM REFERENCES

FORT CHARLOTTE UTM REF.	
AA. 16	261080 9320950
BB. 16	269400 9320590
CC. 16	269380 9319740
DD. 16	268660 9319770
EE. 16	268680 9319920
GRAND PORTAGE TRAIL. UTM RE	
AA. 16	261990 9320160
BB. 16	271000 9320200
CC. 16	279900 9319880



ROAD CLASSIFICATION
 Light-duty Unimproved dirt



THE U.S. PORTION OF THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS FOR SALE BY U.S. GEOLOGICAL SURVEY, DENVER 25, COLORADO OR WASHINGTON 25, D. C. A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

APPROXIMATE MEAN
 DECLINATION, 1960

TRUE NORTH
 MAGNETIC NORTH

THE CASCADES, MINN.
 N 4800—W 8945/7.5

1960

Geological Survey
 Industry Commission
 Metric methods
 8-74-88
 CE
 Item, north zone

APPENDIX E

LIST OF NATIONAL PARK SERVICE PERSONNEL
AT GRAND PORTAGE NATIONAL MONUMENT, MINNESOTASUPERINTENDENTTERM OF OFFICE

Eliot Davis	08-21-60 to 01-31-65
Raymond L. Nelson	06-6-65 to 08-28-66
William Bromberg	11-6-66 to 04-20-69
Richard S. Tousley	06-29-69 to 07-10-71
Sherman W. Perry	09-5-71 to 10-26-75
Ivan D. Miller	03-14-76 to 12-12-80
Anthony L. Andersen	01-24-81 to present

Dean E. ...

Sept 81

NOTE: The following information on NPS personnel is incomplete. The list was compiled from documents obtained from the Superintendent's Office, Grand Portage National Monument, Minnesota.

ELIOT DAVIS (1960-1965)

Davis was the first Superintendent of the newly-established Grand Portage National Monument. Before his arrival, Grand Portage was unofficially overseen by the Minnesota Historical Society, the Cook County Historical Society, and the Superintendent of Isle Royale National Park, Michigan. Davis transferred from the position of Park Ranger at Yellowstone National Park, Wyoming.

Entered On Duty: 8-5-60

Davis transferred to the position of Superintendent, Fort Vancouver National Historic Site, Washington, on 1-30-65.

STAFF:

Chief Ranger: David G. Stimson, entered on duty 8-5-60 from Isle Royale National Park, Michigan; transferred 7-21-60 to Capulin Mountain National Monument, New Mexico. Stimson was Acting Superintendent for 4-6 to 8-4-60, in effect the first staff member at the monument.

Edmund J. Bucknell, entered on duty 9-3-61 from Badlands National Park, South Dakota.

Historian, Park Ranger: Robert J. Riley, entered on duty 6-17-62 from the position of technical writer at the Bureau of Reclamation. (Seasonal Historian Raymond Geordes served from 6-60 to 8-60).

Administrative Assistant: Roger Myhre, entered on duty 8-9-63 as General Clerk. Myhre, transferred from the position of District Ranger at the U.S. Forest Service 5-15-60 to Isle Royale. He served at both Isle Royale and Grand Portage until 1963 when he was promoted to Administrative Assistant at Grand Portage. He transferred back to the Forest Service in 5-64.

Clerk-Stenographer: Dorothy Mae (Lundquist) Ryden, entered on duty 6-3-64.

Maintenance Foreman: Peter Gagnon, entered on duty (unknown); summer seasonal 1960; died 2-2-63.

Elmer Spry, entered on duty 4-19-62; summer seasonal.

RAYMOND L. NELSON (1965-1966)

Nelson transferred from Pea Ridge National Military Park, Arkansas. From 1-30 to 6-15-65, Edmund Bucknell served as Acting Superintendent.

Entered On Duty: 6-15-65

Nelson resigned 8-31-66 to transfer to the Stephen Mather Training Center.

STAFF:

Chief Ranger: Edmund J. Bucknell; transferred to Rocky Mountain National Park, Colorado, on 10-17-65.

C. Newton Sikes, entered on duty 3-2-66 from Pea Ridge National Military Park, Arkansas.

Historian, Park Ranger: Robert J. Riley; transferred to Morristown National Historical Park, New Jersey, 3-10-66.

Ross R. Hopkins, entered on duty 5-8-66 from Fort Frederica National Monument, Georgia.

Clerk-Stenographer: Dorothy (Lundquist) Ryden; resigned 8-9-66.

Eleanor E. From, entered on duty 6-66.

Maintenance Foreman: Elmer Spry (summer seasonal); resigned fall 1965.

Gordon LeGarde, Sr., entered on duty 5-66.

WILLIAM BROMBERG (1966-1969)

Bromberg transferred from San Juan Island National Historical Park, Washington. C. Newton Sikes served as Acting Superintendent from 8-31 to 11-5-66.

Entered On Duty: 11-6-66.

Bromberg transferred to the position of Superintendent, Virgin Islands National Park, Virgin Islands, on 4-20-69.

STAFF:

Chief Ranger: C. Newton Sikes; resigned 12-68 to accept unknown position.

Robert J. Schumerth, entered on duty 2 or 3-68 from an unknown position.

Historian, Park Ranger: Ross R. Hopkins; resigned in late 1967 to accept an unknown position.

Roger Pearson, entered on duty 12-67 or 1-68 from an unknown position.

Clerk-Stenographer: Eleanor E. From.

Maintenance Foreman: Gordon LeGarde.

RICHARD S. TOUSLEY (1969-1971)

Career: Mount Rainier NP, Park Ranger, 1953; 57; 58-06/67.
Muir Woods NM, Superintendent, 06/67-06/69.
Grand Portage NM, Superintendent, 06/29/69-7/10/71.
Dinosaur NM, Superintendent, 07/71-07/74.
Washington Office, Chief, Divisions of Visitor
Services/Ranger Activities and Protection,
07/74-08/79.
Assateague Island NH Seashore, Superintendent,
08/79-11/82.
North Atlantic Regional Office, Associate Regional
Director, Management and Operations, 11/82 to
date.

Note: In the three month interim between Bromberg and Tousley, the North Atlantic Regional Office sent a new Acting Superintendent every two weeks. Robert J. Schumerth served in this capacity for less than one month.

STAFF:

Chief Ranger: Robert J. Schumerth; resigned 1 or 2-70 to accept an unknown position.

Arnold Long, entered on duty 4 or 5-70 from an unknown position.

Historian, Park Ranger: Roger Pearson; resigned 6-70 to accept an unknown position.

Kathy Kirby, entered on duty 9 or 10-70 from an unknown position.

Clerk-Stenographer: Eleanor E. From.

Maintenance Foreman: Gordon LeGarde.

SHERMAN W. PERRY (1971-1975)

Career: Morr NHP, Clerk
 George Washington Birthplace, Adm. Assistant
 Kings Mountain NMP, Supervisory Historian
 Morr NHP, Chief Historian
 Stones River NMP, Superintendent
 Grand Portage NM, Superintendent 9-5-71 to 10-26-75
 Chicago Field Office
 Midwest Regional Office

Note: Michael Quick served as Acting Superintendent from 11-75 to 3-76.

STAFF:

Chief Ranger: Arnold Long; resigned early 1972 to transfer to St. Croix National Scenic Riverway, Wisconsin.

John Welsh, entered on duty, mid-1972 from an unknown position; resigned in late 1973, having served 20 months, to transfer to Wilson's Creek National Battlefield, Missouri.

Michael Quick, entered on duty in late 1973 from an unknown position.

Historian, Park Ranger: Kathy (Kirby) Fisher, resigned summer 1973 to marry.

Susan A. Kopczynski, entered on duty 9-73 from an unknown position.

Clerk-Stenographer: Eleanor E. From (until 6-10-72).

Secretary: Eleanor E. From; promotion from clerk-stenographer, 6-11-72.

Administrative Technician: Eleanor E. From; promotion from Secretary, 8-5-73.

Clerk-Typist: Frances Johnson, entered on duty 6-19-72 from the community.

Maintenance Foreman: Gordon Le Garde; resigned 6 or 7-72 to transfer to Apostle Islands National Lakeshore, Wisconsin.

Herman Hendrickson, entered on duty 10-29-72 from the community. (Promoted from Work Leader).

IVAN D. MILLER (1976-1980)

Miller transferred from the Washington Office.

Entered On Duty: 3-14-76

Miller resigned on 12-13-80 to serve on the National Park Service consulting team to Asir National Park, Saudi Arabia. Norman Hellmers served as Acting Superintendent from 12-14-80 to 2-22-81.

STAFF:

Chief Ranger: Michael Quick; resigned 4 or 5-77 to transfer to Hawaii Volcanoes National Park, Hawaii. Quick served as Acting Historian from 4-76 to 9-76.

Bernard Gestel, entered on duty 6-5-77 from Pictured Rocks National Lakeshore, Michigan.

Historian, Park Ranger: Susan A. Kopczynski; resigned 3 or 4-76 to accept an unknown position.

Norman Hellmers, entered on duty 9-12-7 from Shenandoah National Park, Virginia.

Administrative Technician: Eleanor E. From.

Clerk-Typist: Frances Johnson.

Secretary: Frances Johnson; promoted from Clerk-Typist, 7-31-77.

Maintenance Foreman: Herman Hendrickson.

Carpentry Worker: Melvin Gagnon, (summer only) entered on duty 4-6-80.

ANTHONY L. ANDERSEN (1981 to)

Andersen transferred from the Washington Office.

Entered On Duty: 1-12-81

STAFF:

Chief Ranger: Bernard Gestel.

Historian, Park Ranger: Norman Hellmers; transferred 8-23-81 to the position of Superintendent, Lincoln Boyhood National Memorial, Indiana.

Donald W. Carney, entered on duty 2-7-82 from Coulee Dam National Recreation Area, Washington.

Administrative Technician: Eleanor E. From; retired 5-15-82.

Christopher Light, entered on duty 6-2-82 from a similar position at Cuyahoga Valley National Recreation Area, Ohio,

Secretary: Frances Johnson.

Maintenance Foreman: Herman Hendrickson.

Carpentry Worker: Melvin Gagnon (summer only).

APPENDIX G

STAFF ORGANIZATIONAL CHART

For

Grand Portage National Monument

APPENDIX H

GRAND PORTAGE NATIONAL MONUMENT

Plans, Reports, and Related Documents

MASTER PLANS

Grand Portage National Monument, Master Plan 1970
Grand Portage National Monument, Master Plan 1973

INTERPRETIVE PLANS

Interpretive Prospectus for Grand Portage National Monument, Robert J. Riley 1964
Interpretive Plan - 1974, Susan A. Kopczynski 1974
Interpretive Operations Plan, John W. Hanna 1976
Interpretive Prospectus 1981

HISTORIC STRUCTURES REPORTS

Reconstruction of the North West Company Stockade 1964
Great Hall, Erwin N. Thompson 1970
Warehouse, A. Lewis Koue and Erwin N. Thompson 1972
Kitchen, Erwin N. Thompson 1973

ADMINISTRATIVE REPORTS

Statement for Management 1979
Assessment of Alternatives, Proposed Water System Improvements 1979
Resources Management Plan & Environmental Assessment, Anthony L. Andersen 1981
Draft Administrative History, Ron Cockrell 1982

FURNISHING PLANS

Furnishing Plan for the Great Hall, Ralph H. Lewis 1972
Exhibit Plan for the Warehouse, Susan A. Kopczynski 1974

ARCHEOLOGICAL REPORTS

Report of Work on the Site of the North West Company Post... to October 1936, Ralph D. Brown 1936
Journal of Grand Portage Excavations, Ralph D. Brown 1937
Archeological Excavations at Grand Portage, 1936-37, Catalog of Artifacts and Final Report, Ralph D. Brown 1937

ARCHEOLOGICAL REPORTS (Continued)

- Revised Report of Archeological Work on the Site of
the Northwest Company Post, 1936-7, MHS 1938
- Archeological Test Excavations at Grand Portage National
Monument, June-September, 1961, Alan R. Woolworth 1962
- Archeological Excavations at the Northwest Company's
Fur Trade Post, Grand Portage, Minnesota, in 1936-37,
Alan R. Woolworth 1963
- Archeological Excavations at Grand Portage National
Monument, Minnesota in 1962, Alan R. Woolworth 1968
- Archeological Excavations at Grand Portage National
Monument, 1963-1964 Field Seasons, Alan R. Woolworth 1969
- Archeological Salvage at Grand Portage National Monument
(1969), J.J. Hoffman 1969
- The 1970 Archeological Field Season at Grand Portage
National Monument: An Interim Report, Alan R. Woolworth 1970
- Archeological Catalog, Grand Portage National Monument
1970-1971 Field Seasons 1975
- Archeological Excavations at the North West Company's
Depot, Grand Portage, Minnesota in 1970-1971,
Alan R. Woolworth 1975
- Archeological Excavations at Grand Portage National
Monument in 1973, Alan R. Woolworth 1975
- A Magnetic Survey of Fort Charlotte, Grand Portage
National Monument, Robert Huggins and John Weymouth 1979
- Historic Site Archeology at Fort Charlotte, Grand Portage
National Monument, Minnesota, Bruce A. Jones 1980
- Grand Portage National Monument, An Historical Overview
and An Inventory of Its Cultural Resources, Vols.
I & II, Alan R. and Nancy L. Woolworth 1982

REGIONAL PLANS

- A Recreation Land Use Plan, Grand Portage Indian Reser-
vation, Minnesota, NPS 1961
- A Study of the Tourist and Recreational resources of the
Grand Portage Indian Reservation, Minnesota,
J. William Trygg 1963
- A Task Force Report on a Proposed Grand Portage Indian
Park and the Grand Portage National Monument, Minnesota,
U.S. Department of the Interior 1967
- A Reservation Development Program, Grand Portage Reser-
vation, Minnesota 1971

HISTORICAL STUDIES PREPARED BY OR FOR THE NATIONAL PARK SERVICE

- Grand Portage: Fur Trade Metropolis of the Past,
Robert J. Riley 1962

HISTORICAL STUDIES (Continued)

An Analysis of Historical Descriptions... of the Grand Portage, Robert J. Riley	1963
The Story of Grand Portage, Russell W. Fridley	1963
Grand Portage, A History of the Sites, People, and Fur Trade, Erwin N. Thompson	1969

APPENDIX I

Chronological Listing of Archeological Work at Grand Portage NM

DATE	ORGANIZATION	WORK ACCOMPLISHED	PRIMARY REFERENCES
1922	Minnesota Historical Society	Mapping and photographing the remaining visible features of fur trade posts at the western end of the monument	Albinson 1922 (map)
1936-1937	Minnesota Historical Society	Excavations on the site of the North West Company post at the eastern end of the monument	Brown 1936; Woolworth 1963
1961	University of Minnesota	Preconstruction testing east of the Grand Portage Creek	Woolworth 1962
1961	Minnesota Historical Society	Test excavations near the northeast monument boundary	Woolworth 1962
1961	Minnesota Historical Society	Underwater investigations in Grand Portage Bay	Wheeler, et. al. 1975
1962	Minnesota Historical Society	Excavations east of Grand Portage Creek; prehistoric lithic scatter identified	Woolworth 1968
1963	Quetico-Superior Underwater Research Project	Underwater investigations in the Pigeon River	Wheeler, et. al. 1975; Birk 1975

DATE	ORGANIZATION	WORK ACCOMPLISHED	PRIMARY REFERENCES
1963-1964	Minnesota Historical Society	Exploratory trenching and excavations in the area immediately around and west of the North West Company post	Woolworth 1969
1969	Midwest Archeological Center	Monitoring of pipeline trenching inside and outside North West Company post	Hoffman 1969
1969	Minnesota Historical Society	Minor testing	Woolworth 1975a
1970-1971	Minnesota Historical Society	Excavations inside the Northwest Company post	Woolworth 1970; 1975a
1971	Quetico-Superior URP	Underwater investigations in the Pigeon River	Wheeler, et. al. 1975; Birk 1975
1972-1973	Quetico-Superior URP	Intensive, systematic program of underwater survey and recovery in the Pigeon River; Limited on-shore testing	Wheeler, et. al. 1975; Birk 1975
1973	Minnesota Historical Society	Exploratory excavations at four locations in and around the North West Company post	Woolworth 1975b
1974-1976	Quetico-Superior URP	Additional underwater investigation in the Pigeon River	Woolworth n.d.a.

DATE	ORGANIZATION	WORK ACCOMPLISHED	PRIMARY REFERENCES
1975	Minnesota Historical Society	Exploratory trenching east of the Grand Portage Creek	Woolworth n.d.a.
1978	Midwest Archeological Center	Magnetic survey of portions of two fur trade posts at the western end of the monument	Huggins and Weymouth 1979
1978	Midwest Archeological Center	Limited preconstruction survey at two locations in the monument	Lynott 1978
1979	Midwest Archeological Center	Archeological investigations at the western end of the monument which included mapping, magnetometer survey, and systematic pedestrian survey and shovel testing; preconstruction survey at two alternate water reservoir locations at the eastern end of the monument	Jones 1979a; 1979b