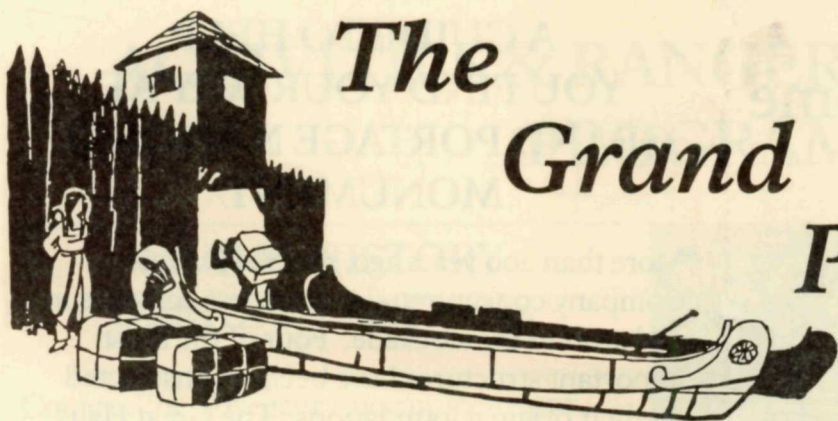


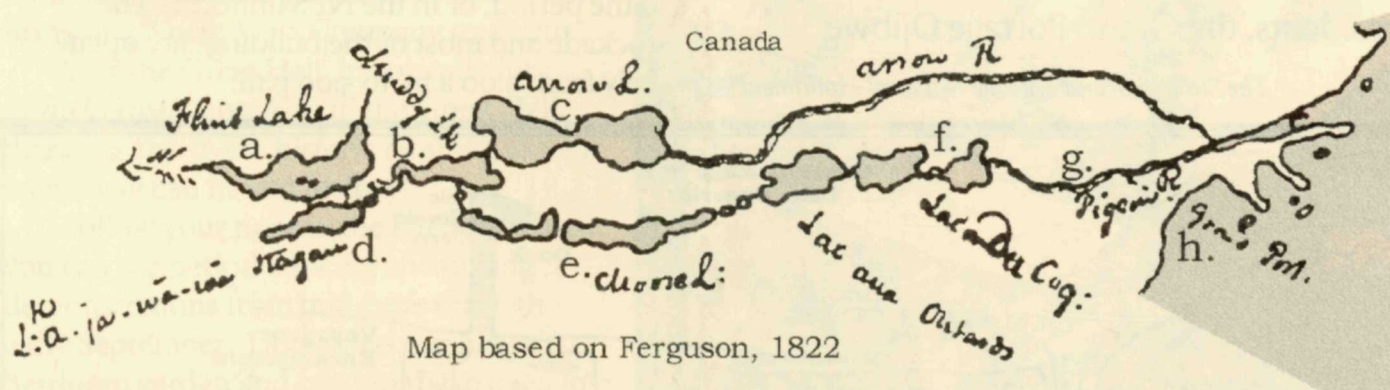


The Grand Portage Guide



Drawing the Line: the US-Canada Boundary

Superintendent Tim Cochrane



Map based on Ferguson, 1822

- | | | | |
|------------------|-----------------------|-------------------------------|------------------|
| a. Gunflint Lake | c. Arrow Lake | e. Moose Lake | g. Pigeon River |
| b. Rose Lake | d. Height o'Land Lake | f. North and South Fowl Lakes | h. Grand Portage |

For nearly 100 years, Grand Portage was a springboard for northwestern exploration. Fur traders, questing for high profits, explored by canoe and on foot into the "Athasbaska country," Great Slave Lake, the

MacKenzie River to the Arctic Ocean, and even to the Pacific Ocean. All of this took place eleven years before Lewis and Clark began their much better publicized journey across the American continent (see following article on explorer Alexander MacKenzie). North West Company men, native guides and sometimes their families explored western Canada and the states of Montana, Idaho, Oregon, and Washington. Exploration and fur trade economics played an important role in establishing the present international border. Without the Grand Portage, you probably would be standing in Canada as you read this. Why? Please read on!

At the close of the American Revolution, the United States and Great Britain signed the 1783 Treaty of Paris, agreeing to a border "...through Lake Superior northward of the Isles Royal[e] and Phelipeaux, to the Long Lake; thence through the middle of said Long Lake, and the water communication between it and the Lake of the Woods." Remarkably the insertion of a fictional island, Phelipeaux, did not cause future problems in locating the boundary. However, the location of the "Long Lake" remained an international stumbling block and as such was inserted into the next diplomatic attempt to resolve the

(Continued on page 13)

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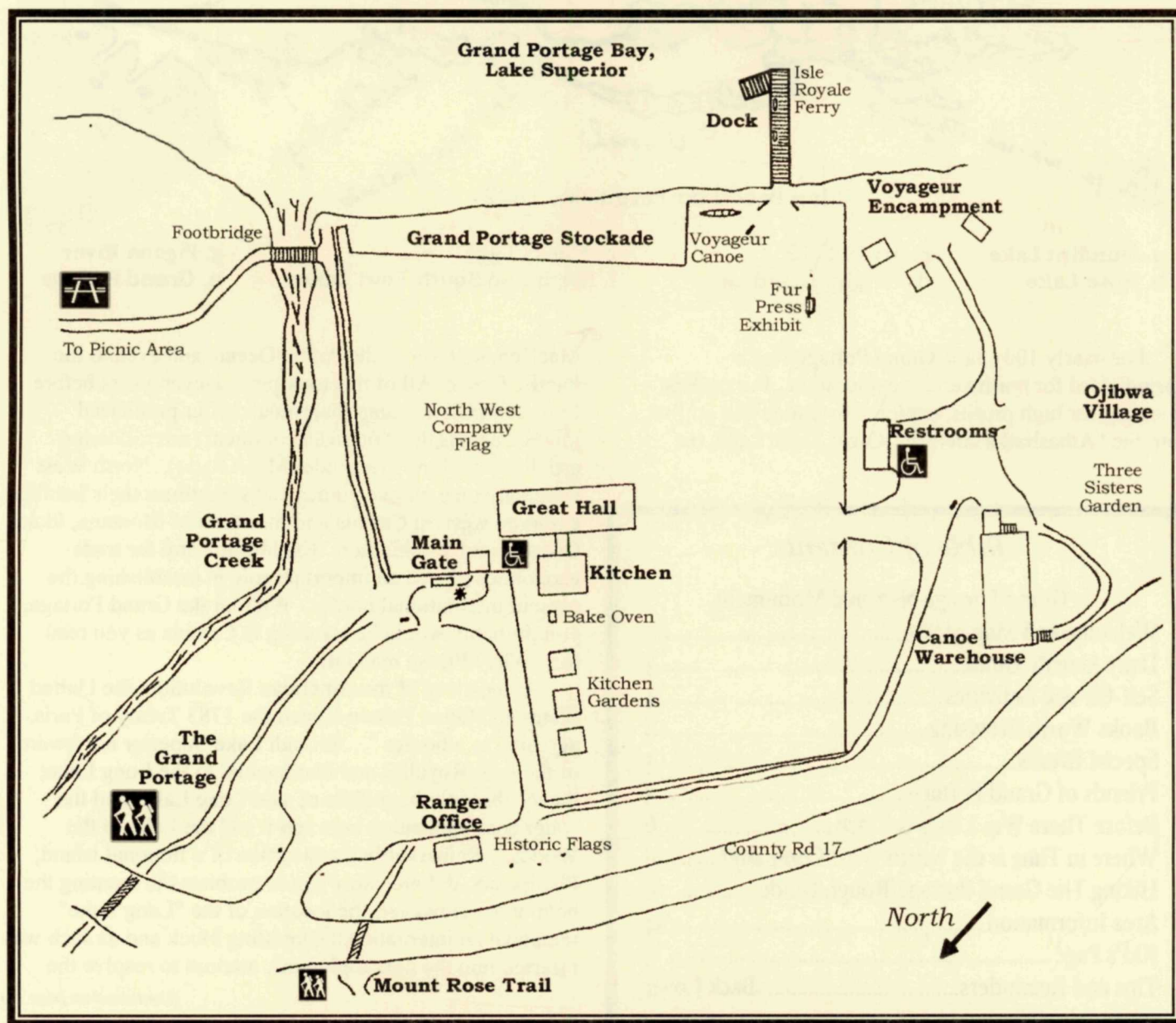
Boozhoo Bonjour Welcome

A GUIDE TO HELP YOU FIND YOUR WAY AT GRAND PORTAGE NATIONAL MONUMENT

Welcome to Grand Portage. We are pleased you are here and exploring "Portage" with us. There is much to see and do. Please join our interpreters and participate in the past. Please ask us about the fur trade and its ingenious technology, or its novel customs. Or come and learn about the intrinsic links between the fur traders and the nearby residents, the Grand Portage Ojibwe.

The Staff of Grand Portage National Monument

More than 200 years ago, the North West Company concentrated its business activities in and around the stockade. Four of the most important structures have been reconstructed on their original foundations: The Great Hall, kitchen, warehouse, and gatehouse. National Park Service employees staff these buildings. You will find rangers wearing dress appropriate to the period, or in the NPS uniform. The stockade and most of the buildings are open daily from 9:00 a.m. to 5:00 p.m.



ACTIVITIES & RANGER-CONDUCTED PROGRAMS

LIVING HISTORY DEMONSTRATIONS

Come to the Voyageur Encampment and Ojibwe Village, where you will see demonstrations of Ojibwe and voyageur life in the late 1700s. While there, see our American Indian Three Sisters garden, and witness the firing of a North West Company trade gun.

Visit the Great Hall, historically furnished circa 1790s. Also in the Great Hall, there is a Try-It-On historic clothing exhibit where *you* can fit into history!

Follow your nose to the kitchen, where you can see period cooking and baking demonstrations from mid-June through early September. Don't miss our historic heirloom garden and outdoor bake oven located just behind the kitchen.



RANGER-CONDUCTED INTERPRETIVE PROGRAMS

History comes alive when you take part in an interpretive program here at Grand Portage. Park rangers will transport you back in time, where you can become part of the story that unfolds before you!

These programs range in length from 20 minutes to 60 minutes. Be sure and check the "Program" sign next to the main gate for program topics, locations, and starting times. *Please note: Our program schedule is subject to change without notice due to staffing or weather conditions.*

VIDEO PRESENTATIONS

We offer video programs, on request, inside the Great Hall. A staff member there will be happy to start a program for you. There are several to choose from:

- The Northwest Passage – Running time is 10 minutes
- On the Road With Charles Kuralt – Running time is 5 minutes.
- The Voyageur – Running time is 20 minutes.
- The Birch Bark Canoe Builder – Running time is 30 minutes.

SELF-GUIDED ACTIVITIES

HIKING TRAILS

The Grand Portage: The 8½-mile *Grand Portage* is open for hiking. Two campsites are available for primitive camping at Fort Charlotte. A free permit is required, and can be obtained at the ranger station or at one of three registration boxes located along the Grand Portage.

Mt. Rose Trail: The Mt. Rose trail, located across from the parking lot entrance, is a paved ½-mile long nature trail which climbs 300 feet for a spectacular vista of the depot and Lake Superior. Approximate hiking time is 1 hour. A self-guiding trail brochure is available at the trail head.

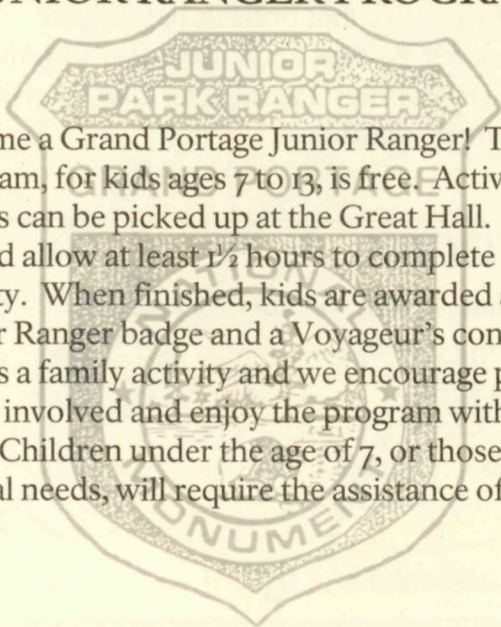
BROCHURES AVAILABLE

We offer several brochures for your use and enjoyment:

- NPS Grand Portage Map and Guide
- The Grand Portage (Also available in large print and French)
- Historic Garden
- Bird Checklist
- Mt. Rose Trail

JUNIOR RANGER PROGRAM

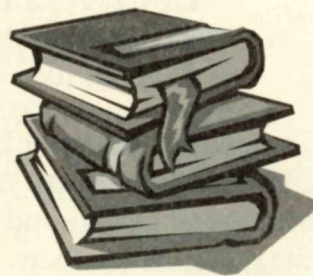
Become a Grand Portage Junior Ranger! This program, for kids ages 7 to 13, is free. Activity guides can be picked up at the Great Hall. You should allow at least 1½ hours to complete this activity. When finished, kids are awarded a Junior Ranger badge and a Voyageur's contract. This is a family activity and we encourage parents to get involved and enjoy the program with their kids! Children under the age of 7, or those with special needs, will require the assistance of an adult.



BOOKS WORTH BROWSING

To help alleviate the isolation of winter posts, the North West Company provided reading materials. Daniel Harmon, a North West Company clerk wrote,

"Most of our leisure moments (and which is nearly nine tenths of our time) will be spent reading, and conversing on what we have read."



The following titles may be found in *your* local library!

"Ancient Mariner: The Arctic Adventures of Samuel Hearne, the Sailor Who Inspired Coleridge's Masterpiece" by Ken McGoogan, 2004. Carroll & Graf Publishers, New York, NY

"Saving Seeds: The Gardener's Guide to Growing and Storing Vegetable and Flower Seeds" by Marc Rogers, 1990. Storey Publishing, North Adams, MA. 185 pg.

"Wildflowers of the BWCA and the North Shore" by Mark "Sparky" Stensaas, 2003. Kollath + Stensaas Publishing, Duluth, MN. 105 pg.

"Lewis and Clark: Across the Divide" by Carolyn Gilman, 2003. Smithsonian Institution Press, Washington D.C. 416 pg.

"Epic Wanderer: David Thompson and the Mapping of the Canadian West" by D'Arcy Jenish, 2003. University of Nebraska Press, Lincoln, NE. 320 pg.

"History from the Hearth" by Sally Eustice, 1997. Mackinac State Historic Parks, Mackinac Island, MI. 222 pg.

These books are also available at the Eastern National bookstore in the Grand Portage National Monument's Great Hall!

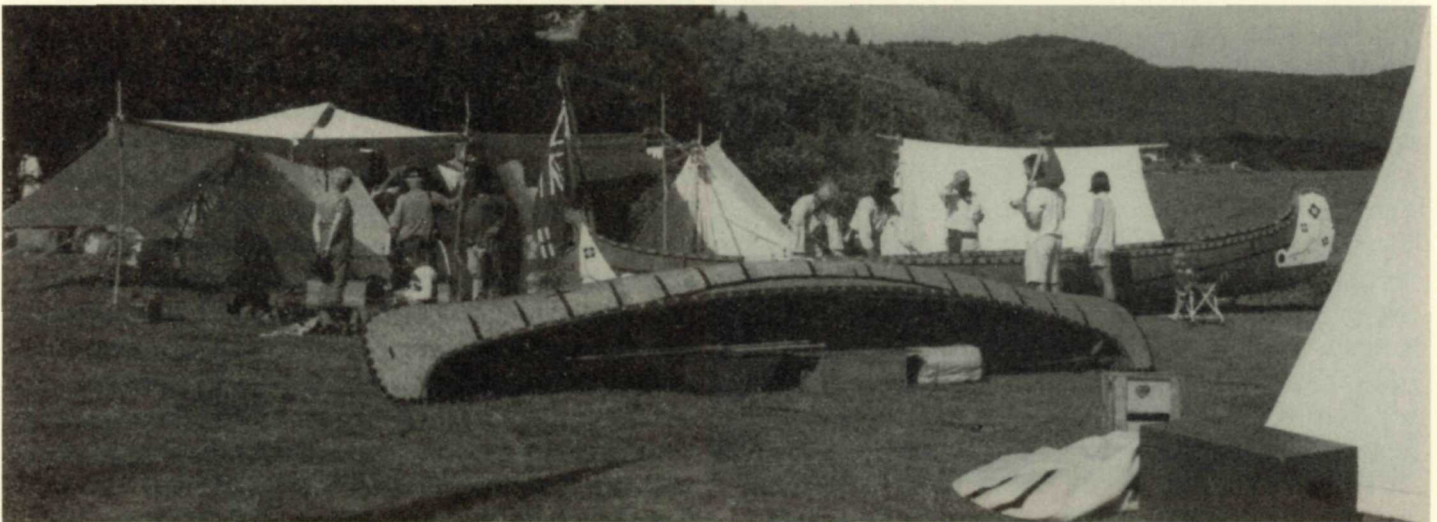
The Grand Rendezvous

Ranger Karl Koster

The hustle and bustle of summer activity peaked with the North West Company Rendezvous held here at Grand Portage. This was the time when furs from wintering posts, which reached into Canada, were delivered down the historic "Grand Portage." The annual Rendezvous is still celebrated here during the second weekend of August. The event is held in conjunction with the Rendezvous Days Pow Wow, sponsored by the Grand Portage Band of Lake Superior Chippewa. The annual gathering is our biggest and

grandest celebration of the year, a time when Grand Portage comes alive and reflects on its rich heritage. Re-enactors from across the country and Canada gather to camp and challenge each other. This is one event you do not want to miss. Music, dancing, craft demonstrations, and hands-on workshops ensure an exciting weekend at the National Monument.

The Rendezvous and Pow Wow will be held August 13-15, 2004.



FRIENDS OF GRAND PORTAGE

As a member of our non-profit association, you can support the National Monument. We invite you to join us for the opportunity to be personally involved in Grand Portage's vibrant historic & contemporary communities.

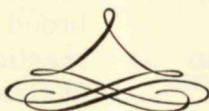
Name _____

Address _____

City _____ State/Province _____ Zip/Postal Code _____

- ? Keep me posted on Friends of Grand Portage news by e-mail at: _____
- ? I love Grand Portage! Please contact me, because I'd like to assist the board to plan events & projects!
- ? Enclosed is my check (US funds) payable to **Friends of Grand Portage**. My dues or contributions are tax-deductible, because we are a 501(c) 3 organization. Enroll me for calendar year 2004 as a:

- ☐ Patron \$100
- ☐ Sustaining Member \$50
- ☐ Contributing Member \$35



- ☐ Regular Member \$25
- ☐ Student Member \$10
- ☐ Add'l contribution \$ _____

Mail to: Friends of Grand Portage, c/o MHS, 345 Kellogg Blvd. W., St. Paul, MN 55102-1906

Before There Was Lewis & Clark...

...there was MacKenzie, Ducette & Landry

Ranger Kevin Iverson

Meriwether Lewis, William Clark, Thomas Jefferson, Sakakawea, and Touissant Charboneau are immortalized in American history as harbingers of the westward movement. North West Company partner Alexander MacKenzie is less familiar. MacKenzie's success at crossing North America proved that the Northwest Passage was a myth, expanded British influence in North America, and motivated Jefferson to secure America's destiny.

His epic journey began in 1793, with the profound realization that the adventurers may not return. Three veteran explorers, Charles Ducette, Joseph Landry, and Alexander MacKenzie had made a similar journey four years earlier. In the intervening years MacKenzie, the leader of both expeditions, had returned to England to study astronomy and surveying in the hope that navigating by the stars would lead to the river of the west. MacKenzie's 1789 trek had ended amongst the ice floes of the Hyperborean Sea, an outcome not favorably looked upon by his dour Scottish business partners in the North West Company.

Educated by Loyalist parents in New York and, after the outbreak of the American Revolution, Montreal, MacKenzie was groomed for employment in the lucrative fur industry. By 1793, still a year shy of his 30th birthday, MacKenzie had 17 years experience in the fur trade. Although a fur trader by profession, MacKenzie had little enthusiasm for business. Exploration was in his blood.

The search for the Northwest Passage and the fame and fortune that were sure to follow had inspired and motivated explorers since the time of Columbus. What set MacKenzie apart from previous explorers and those to follow was that he did not have the backing of kings or governments bent on expanding their colonial interests in North America. This was a strictly private venture focused on finding an economic route across North America and, ultimately, to the rich markets of the Orient.

With little fanfare, the journey began in May 1793. In the early morning hours MacKenzie's crew departed for an undocumented region fraught with hazards, natural

and man-made, in a single birch bark canoe laden with 3000 pounds of trade goods, essential food supplies, and a crew accustomed to the rigors of wilderness survival. Surveying resources of the region was relevant only to the extent of the beaver pelts it could yield. Discovery of plants and animals previously unknown to science would be left to others possessing the luxury of time. MacKenzie's trek was a race. It was a race for empire, three miles an hour, one stroke at a time.

Long before Horace Greeley's admonishment to "Go west young man, go west," MacKenzie and other visionaries such as Thomas Jefferson realized that the promise of the future lay in the west. MacKenzie became the first European to cross North America and gaze upon the Pacific. This accomplishment he dutifully recorded in his own hand with vermilion grease on a prominent rock face along the Bella Coola river: "Alexander MacKenzie by land from Canada, July 22, 1793." These few words set in motion a race between England and the fledgling United States as vital to national interests as the space race between the United States and the Soviet Union in the 20th Century. This rock remains today as a legacy to Alexander MacKenzie's fulfillment of every explorer's dream.

Pausing only a short while to contemplate the significance of what he had accomplished, MacKenzie and his men began the long trek home. A trek made more arduous by the knowledge that he had failed again to find a Northwest Passage. Through many trials and tribulations MacKenzie gained this sobering knowledge, and confirmed a decade later by Jefferson's Corps of Discovery, that there was no easy route to the Pacific.

After 3000 miles and 102 days, MacKenzie was back at Lake Athabasca. The next several months were not a happy time for MacKenzie. The isolation of the post only gave him time to brood over his failure and to contemplate the reaction of his partners at the annual meetings at Grand Portage. By the following spring MacKenzie had made the decision to leave the

(Continued on page 7)

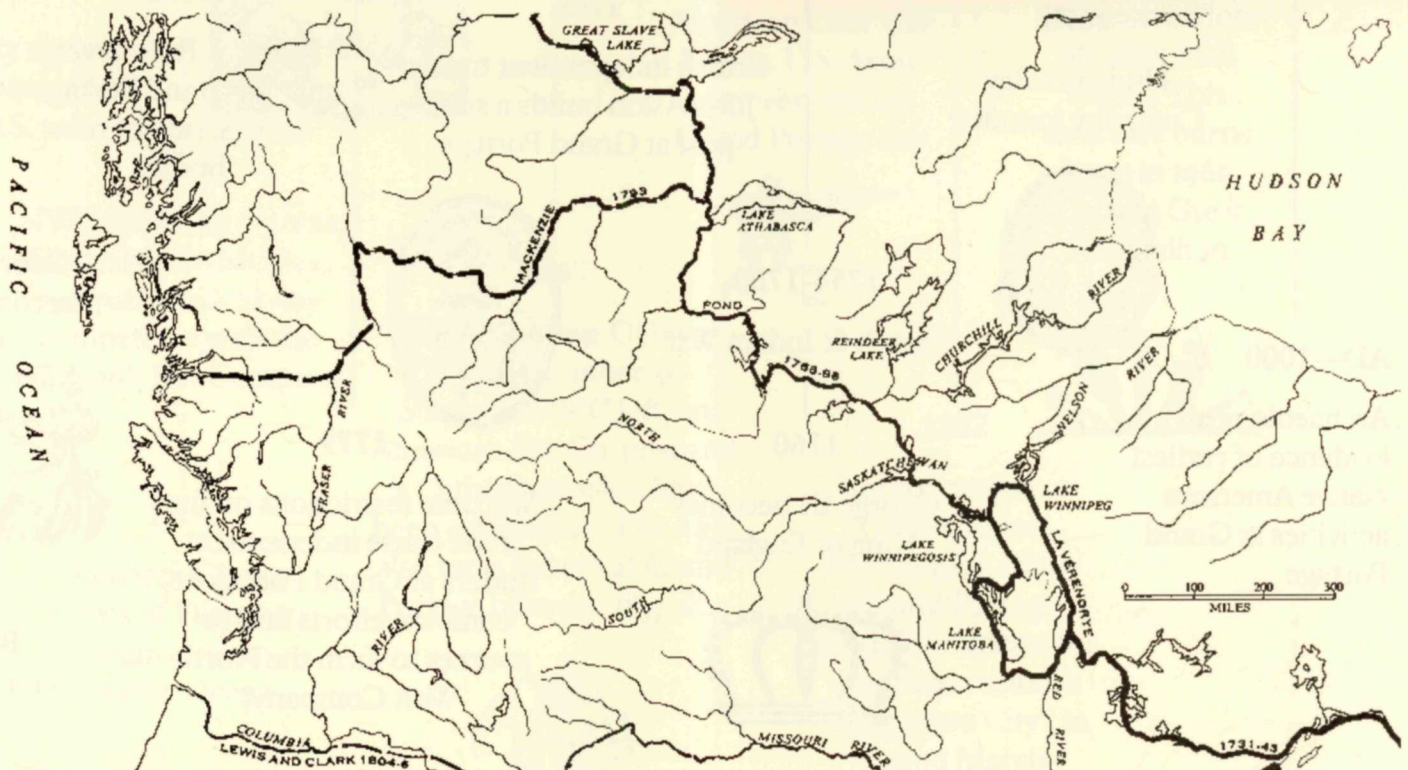
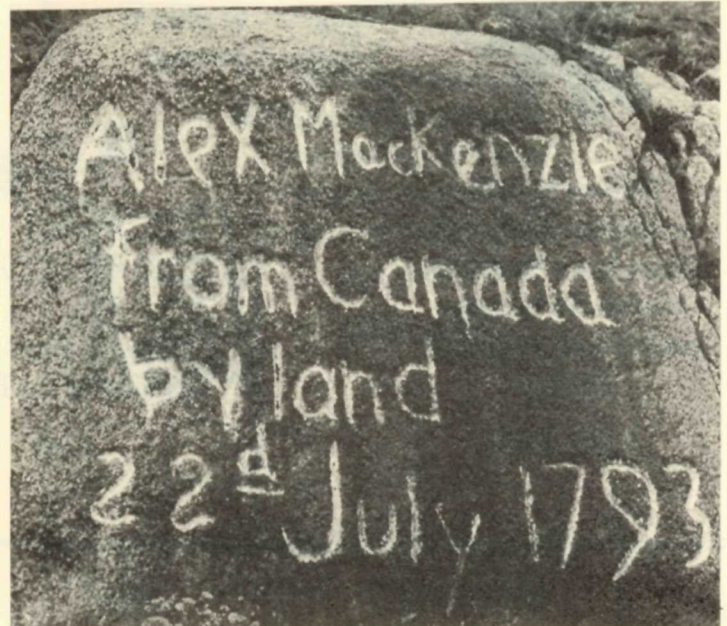
northwest for good.

MacKenzie's return to Grand Portage was greeted with unexpected enthusiasm. His business partners were beaming with pride that it was one of their own who had beat their rival the Hudson Bay Company to the Pacific. But the reward of an extra share in the North West Company and the pleadings of the wintering partners could not keep MacKenzie from retiring from the fur trade. MacKenzie had suffered much in body and soul from his explorations, and he was ready to enjoy the comforts of civilization in Montreal. Reasonably well off from the profits of his North West Company shares, MacKenzie concentrated on writing and publishing his journals. In 1802 MacKenzie realized his long time goal of becoming Sir Alexander MacKenzie when he was knighted by King George III.

Word of MacKenzie's trek eventually filtered its way to Washington and Thomas Jefferson. Jefferson, long intent on securing the west for American expansion, was troubled by MacKenzie's journey. The British now had a legitimate claim on the Oregon country. Jefferson's earlier efforts to organize a western expedition pressed ahead with renewed urgency. America needed to move quickly to establish

itself in the west and counter the influence of British traders. The Corps of Discovery was created for just such a purpose and the rest, as they say, is history.

MacKenzie's feats are obscured by time and ensuing larger events, but his adventure is one of many compelling stories that make Grand Portage a unique unit of the National Park Service. As you walk the grounds today you are walking the same grounds on which MacKenzie walked and nurtured his dream of westward expansion in British North America.



Map adapted from
"David Thompson: Travels in Western North America, 1784-1812"
V.C. Hopwood, Macmillan, Toronto, Canada. 1971.

Grand Portage

Where In Time Is the North West Company?



Grand Portage National Monument established



MN Historical Society conducts first archaeological excavations at Grand Portage. Indian CCC begins reconstruction of stockade

1958

1936-1937

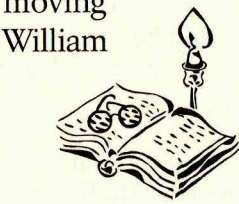


Treaty of 1854 between U.S. and Minnesota Chippewa establishes Grand Portage Indian Reservation

1854

Isle Royale compact signed by Grand Portage Headmen relinquishes control of Isle Royale "Minong"

1844



A faltering NWC merges with Hudson's Bay Company

1821

1802

The NWC holds its last Rendezvous at Grand Portage before moving to establish Ft. William



NWC partner Alexander McKenzie reaches the Pacific Ocean 11 years before Lewis and Clark!

1793

1785

NWC depot expanded, Ft. Charlotte likely built



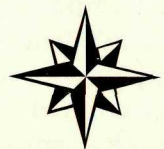
Surrender of British at Yorktown ends American Revolution

1781



Beginning of American Revolution

1775



La Verendrye guided to Grand Portage from Nipigon. Voyageurs mutiny at length of portage

1731



Treaty of Paris cedes Canada to the British

1763

Ojibwe people immigrate to North Shore from Sault Ste. Marie and become established at Grand Portage

1200-1500



Reconstruction of Great Hall begins. This structure burns down in 1969. Current Great Hall built in 1972



1882

Harbor project in Grand Marais creates jobs. Many Grand Portage residents relocate for work and establish "Chippewa City" in Grand Marais

American Civil War begins. U.S. Army engineers survey Grand Portage Bay



1861



1804

NWC founding partner Simon McTavish dies, company tries to stay competitive with the Hudson's Bay Company

1804

Lewis & Clark's Corps of Discovery begins trek to Pacific Ocean

Jay's Treaty signed. NWC is required to leave U.S. soil

1794



George Washington becomes 1st President of the U.S.

1789

Beginning of French Revolution

Peace of Paris Treaty places Grand Portage on U.S. side of new border

1783



1779

Wartime restrictions on fur trade cause independent traders at Grand Portage to combine efforts and resources to form the North West Company!

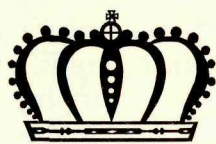
British independent trader John Askin builds a small post at Grand Portage

1768

French & Indian War

1754-1760

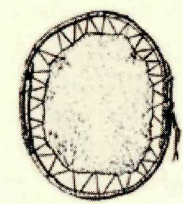
George III becomes King of England



1760

Hudson's Bay Company founded

1670



AD—1000

Archaeological evidence of earliest Native American activities at Grand Portage

Hiking the Grand Portage: ...to Boldly Go Where Many Have Gone Before..

Suzanne Gucciardo,
Resource Assistant

During summers of the 1790s, the "Great Carrying Place" was a well-worn path crowded with voyageurs and *courior du bois* (woods runners) sweating under one, or more often two, 90-pound packs. Today, visitors who venture along the Grand Portage find a completely different world than greeted the fur traders. Or do they...?

One goal for the Monument is to manage the 8½-mile Grand Portage trail corridor to reflect the landscape as it existed during the 1790s. Unfortunately, few descriptions are left from that time to provide clues to the scene of 200 years ago. A sentence or two is scattered among the writings of traders and adventurers who passed through Grand Portage, but even taken together, these provide an incomplete picture.

In recent years, the Resource Management staff of the Monument (currently an archeologist and a biologist) has guided new research to understand the differences, or similarities, between today's trail corridor and its historic condition and use. These studies encompass a wide range of scientific specialties, some using time-tested methods, others using the latest technologies. Information gained by

each study contributes a different piece of the complex cultural and natural resource picture. Although this picture is still incomplete, enough has been revealed to suggest that today's hikers of the Grand Portage pass through a forest little changed since the voyageurs walked the same path.

Blazing an old trail

Geologists from the U.S. Geological Survey used ground-penetrating magnetometry to study the bedrock of the Monument in 2001. Exact locations of exposed and buried basalt ridges were mapped, and analyzed in conjunction with recent information from the Minnesota Geological Survey. Two important features are responsible for location of the Grand Portage so far from the mouth of the river it bypasses.

Many of the larger highland ridges run southeast to northeast, presenting formidable barriers to inland travel. Grand Portage Creek, which enters Lake Superior adjacent to the stockade, flows through a gap in the first ridge. This gap corresponds with a fault in the bedrock, or a zone of weakness where erosional forces could remove materials more easily, creating the low saddle in the ridge. Along the first three miles of trail, the portage passes through this gap

A Rough Guide to the Grand Portage

0.5 to 1.0 m

The Grand Portage crosses through time, and across MN Hwy 61, along this stretch. Trader journals mention the "parting trees" near this area, where they entered the woods and lost sight of Grand Portage, the Bay and Lake Superior. It is still where you enter the woods of the voyageurs.

1.5 m

A gap in the steep highlands was an important landscape feature that determined the location of a suitable portage. It developed along a geological fault zone, where erosional forces could remove materials more easily than from the surrounding ridges.

1.5-2.5 m

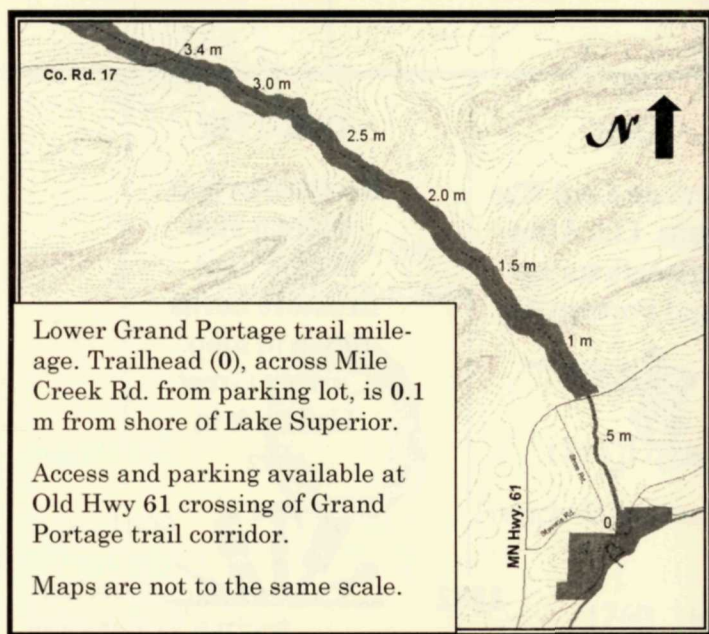
This section of the Grand Portage has short steep slopes where the trail passes through two smaller gaps and stream drainages.

3.0 m

A footbridge carries the trail across Poplar Creek. Analysis of surveys from the 1820s and recent field research provide evidence that today's trail is closely aligned with the historic Grand Portage at this point.

3.4 m

Registration boxes at the trailheads on both sides of Old Hwy 61 make it easy for hikers to check in or leave comments, whether headed to Ft. Charlotte or Lake Superior.



Mile 0

There was probably no single trailhead for all the traders spread along Grand Portage Bay. The most direct route from the Grand Portage possibly ran to the lake on the east side of the stream.

0 to 0.5 m

During the 1930s and 1940s, several Village structures were relocated from the lakeshore area of the Monument to sites further inland. This first section of the Grand Portage passes through the heart of the modern Anishinabe community.

(Continued from page 10)

and two smaller ones lying farther inland. A few other ridges run more directly west to east. Beyond the gaps, the Grand Portage climbs the end of one of these and follows the relatively level crest for several miles. Fort Charlotte, at the western end of the portage, is located where a smaller ridge cuts across the Pigeon River forming rapids.

A geomorphology study looked for clues to landscape change along the trail corridor from both natural and human causes. As the most recent glacier melted, lake levels were much higher than today, inundating the lower portage until relatively recent times. Remnants of former beachlines are apparent as cobble ridges running across the trail in several locations. Ox carts were used as early as the late 1700s along the portage, although horse drawn wagons and eventually motorized vehicles were more commonly used by loggers early in the last century. Evidence of this use remains as paired tracks paralleling the present trail.

During the 1820s, David Thompson, a former employee of both the Hudson's Bay and North West companies, surveyed the border between the U.S. and Canada, as well as the Grand Portage trail. Original field notes from his surveys were entered into a Geographic Information System (GIS) and compared to the current trail position. This computer-based analysis permitted easy adjustment for differ-

ences in magnetic north that occur over time. Compensating for the surveyor going up hills more slowly than down was another important adjustment, since Thompson estimated distance based on walking time. This study revealed the current trail corridor is closely aligned with the historic route, at least as known in the 1820s.

The combined evidence of these studies suggests that, for most of its length, the Grand Portage trail corridor comprises the land actually traversed by the voyageurs. Considering the number of men transporting goods along the portage during the few weeks of the annual rendezvous, it seems likely that the trail may have been very different than the current single track path. It may have been a broad path through the forest, permitting ample passage in both directions. In some places wet or boggy areas may have been avoided, while water sources were sought out along drier sections. Historic records indicate at least 16 rest areas (poses) were about a half mile apart along the portage. Ongoing archeological studies are trying to locate these sites and verify the actual alignment of the original trail.

Seeing the forest for the trees

Limited descriptions from fur trader journals suggest the landscape was a mosaic of forest communities ranging from hardwood stands of maple, quaking aspen and birch, to pine

(Continued on page 12)

3.4 to 4.5 m

A few large red pine are scattered among the aspen-birch-spruce-fir forest as the Grand Portage gradually ascends a ridge. A historic pose (rest spot) may have been located along this grade.

4.5 to 5.5 m

Distant highlands can be glimpsed through the trees as the trail passes along the crest of a ridge. Large white pine are found amid ancient white cedars, which were well grown trees even when the voyageurs passed here.

6.0 m

The 1820s surveys indicate the Grand Portage cut through a dry "beaver meadow," instead of the pond-wetland complex found today. Beavers were driven nearly to extinction by the fur trade, but today a 1/8th-mile-long footbridge tops an actively maintained dam, and passes within a few feet of the resident beaver's lodge.

6.5 to 7.0 m

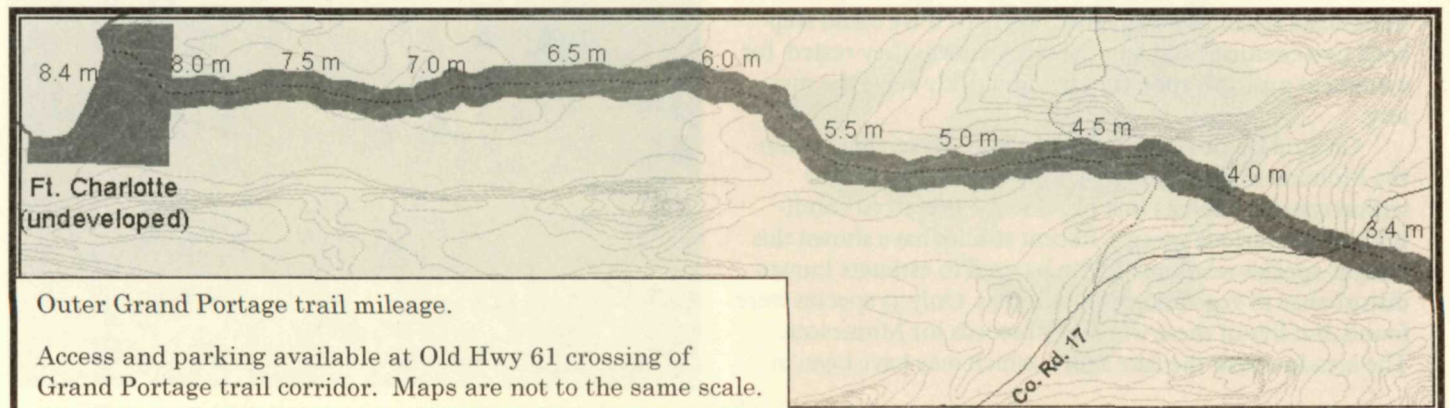
The outer portage is shielded from the moderating effect of Lake Superior by the ridges and highlands it passes through. As a result, both daily and seasonal temperatures are more extreme than along the eastern sections of trail. It can be 25-30°F warmer near Ft. Charlotte than on the lakeshore during the summer.

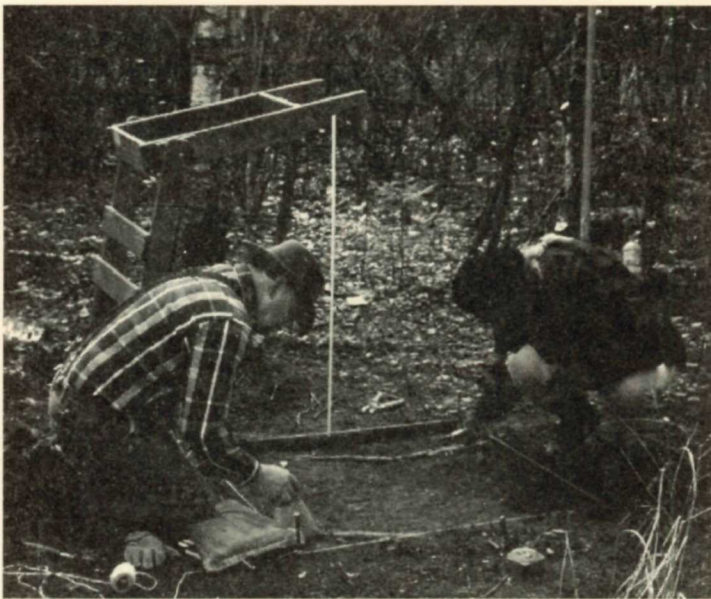
7.0 to 8.0 m

The distance from roads and other sources of disturbance makes evidence of wildlife more abundant along the outer portage corridor. Watch for moose and bear, and listen for wolves.

8.4 m

Canoeists still use the Pigeon River and the Grand Portage to complete journeys from the Boudary Waters Canoe Area Wilderness. Two group sites and a latrine are provided for overnight campers.





Archeologists beginning a "dig" along the Grand Portage.

(Continued from page 11)

forests. Open or burnt-over lands were common, since disturbance by fire, wind and insect infestations occurred on a more or less regular basis. The extent and intensity of all these factors varied from site to site, resulting in uneven stand ages. Three recent projects help determine the degree to which the forests along the Grand Portage are similar to those of 200 years ago.

A forest history study begun in 2001 examined living and recently windfallen trees for evidence of fire scarring. Cores were taken from the largest trees for aging from annual rings. The few large red and white pine scattered along the corridor, mostly from the middle of the trail to Fort Charlotte, are 120 to 160 years old.

Typically found in low wetlands, a group of northern white cedar grows in the poorly drained soil along a ridge west of Old Hwy 61. Two things distinguish these trees: their age and apparent use. This stand probably originated after an intense fire, perhaps more than 300 years ago. Although several incomplete cores yielded ages of 150 to 160 years, another held more than 300 annual rings. Many trees in this stand have scars that taper from the base to six or more feet up the trunk. While most of these unusual scars are grown over with bark, others have heartwood exposed and display crude axe marks near the top of the openings. The source of these scars remains unexplained. Perhaps if we could step back two centuries and join the voyageurs as they rested for a moment near this spot, they could quickly solve the mystery.

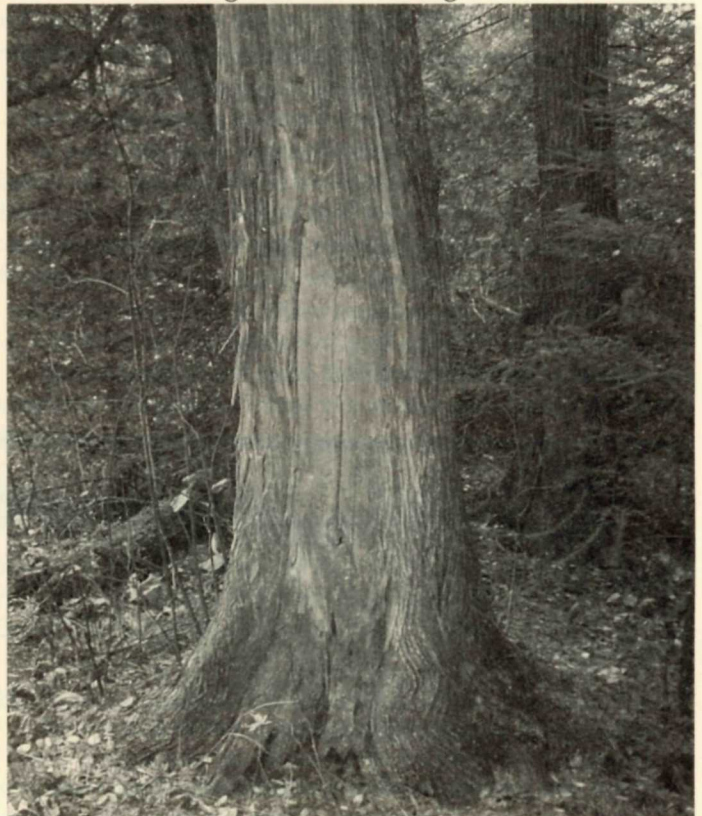
Ground beetles were collected from seven sites within the Monument during 2002. These beetles tend to stay within specific habitats that provide the preferred conditions of the various species. Recent studies have shown this habitat-species relationship can be used to estimate human disturbance to vegetation communities. Only 33 species were found, but five of these were new records for Minnesota. The meadow near the lake shore, which may have been in

pasture during the fur trade era, and Mt. Rose are probably the most altered from pre-historic times. High numbers of introduced species from these sites support this theory. Beetle species from sample sites along the trail corridor suggested declining disturbance with increasing distance from Lake Superior.

Recent revision of the Wildland Fire Management Plan for the Monument permitted a review of local land management history. The historic significance of the Grand Portage lakeshore area was acknowledged in the 1930s, but the trail corridor was not afforded historic recognition until establishment of the National Monument. Land use along the corridor between 1854 and 1958 was the same as the rest of the Grand Portage Reservation. Commercial logging, slightly interrupted by limited homesteading efforts in the early 20th century, has been the primary natural resource-based industry since the 1880s. During unusually dry years, slash from logging the original pine forests contributed to major fires that swept across large areas in 1917 and 1936.

The Grand Portage trail corridor is now protected from harvest and wildland fires, but still subject to periodic windfalls and insect infestations. Current management of adjacent lands includes relatively small scale harvests of hardwoods for pulp and paper production. This leaves little slash to fuel wildland fires, and enhances habitat for wildlife. The result of the complementary management practices is a mosaic of stand ages and habitat types which duplicates, but imperfectly, the natural disturbance regime. As a result, the forests visitors hike through today, appear very similar to the mixed hardwood-conifer forests encountered by the voyageurs.

Unexplained scar found on centuries-old northern white cedars along the Grand Portage.



border's whereabouts: the 1814 Treaty of Ghent.

The problem was there was not a "Long Lake" near Grand Portage, but a series of lakes and rivers forming an ancient route into western North America. In negotiating the international boundary, the British proposed a southern boundary up the St. Louis River (at Duluth) to Vermilion Lake until it intersects the present border on what is now the eastern edge of Voyageurs National Park. This would have meant about half of the Minnesota Iron Range would have been in Canada. The Americans proposed a northerly route up the Kaministiquia River through Dog Lake and then southwest until the route met Lac La Croix on the present border. This would have meant what is now Quetico Provincial Park and a good part of Thunder Bay would have been American.

Eventually—but it took a long time—good sense prevailed. The Americans and the British would agree in the 1842 Webster-Ashburton Treaty that although the Grand Portage is in American territory, subjects of both nations could use it free of charge, and the old canoe route along the Pigeon River became the international border.

But beneath the treaties and boundary lines are the personal stories. American surveyor James Ferguson wrote of in a September 23rd, 1822 letter to his boss. Ferguson faced many problems: working in unknown country, battling bugs and weather, and struggling with an uncaring bureaucracy wanting to prematurely repossess his survey equipment. His translator was incompetent and had to be fired. One of Ferguson's survey goals was to find the "height of land" where waters split between those running to Lake Superior and those to Hudson Bay. Ferguson's 1822 letter includes a recently rediscovered sketch map (above) that is the first detailed American map of this country.

Remarkably, Ferguson made a reasonably accurate map of the Quetico-Superior border country with only three months in the area. However, he wasn't as successful with recording the names of lakes, transposing some names.

When he sketched this map, Ferguson thought he had it—Eureka!—a new answer to the Long Lake problem and where the border should be located, namely, the Arrow River a few miles north of the present border. Who among us hasn't had this uplifting feeling before, having what we thought was a great idea, only to be ignored by others, in this case his superior, U.S. Commissioner [General] Peter Porter. About this time, Ferguson learned a key fact: local Ojibwe once had called Crooked Lake—in the Boundary Waters along the customary route from Grand Portage—Long Lake.

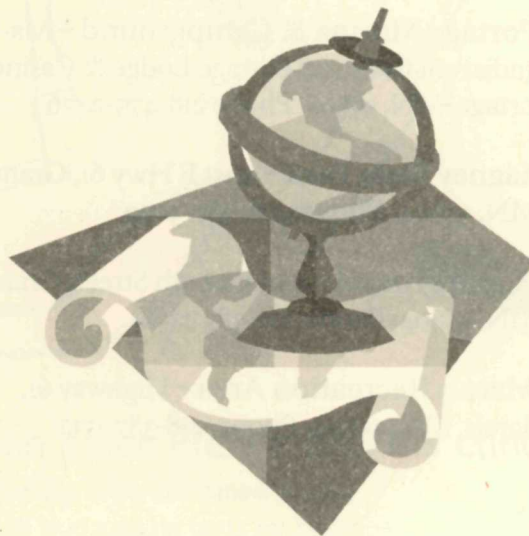
Ferguson's British survey counterpart, the famous

Canadian mapmaker David Thompson, was long familiar with this area. He must have known there wasn't a Long Lake nearby. Instead he decided in the interest of time to rely on Native American geographical knowledge to augment his older maps. He turned to Charles Sayer, a Metis (of mixed European and Ojibwe descent) traveling with his Ojibwe wife and family, to record Ojibwe maps of the area on birch bark. We are yet unable to locate those maps, if they still exist, nor do we know what role they played in the map Thompson drew a few years later.

The first known map of the boundary country was drawn on birch bark by a Cree guide named Auchagah, who provided a map to the French explorer La Verendrye in 1731. His map opened up the Grand Portage route westward for Frenchmen and all those who followed. Auchagah's map (the original is now lost) included traditional symbols for a lake interpreted by Frenchmen to be a "Lac Long" or Long Lake.

Finding new, juicy historical records can be as confusing an enterprise as finding your way in a maze of lakes dotted with islands, bays, and rivers. But the modern highway maps you may have used to get to Grand Portage are the great-grandchildren of the maps developed by pioneering surveyors like Ferguson and Thompson, Metis such as Charles Sayer, and Native American guides such as Auchagah. Like so many Grand Portage stories, a combination of native and European knowledge and technologies became the basis on which the fur trade was built. But that's another story!

Like Ferguson, it is our job to help you explore Grand Portage and make sense of what you see. Ask us about the geography of the Portage and other historical themes that make Grand Portage important. Grand Portage's historical significance is diverse and far-reaching. Please ask those small questions that ultimately lead to the bigger discoveries!



AREA INFORMATION:

There are a few places nearby to purchase light meals, snacks, gas, and other necessities.
*The food and lodging information provided here is for the convenience of our visitors,
and is not an endorsement by the National Park Service.*

SERVICES:

Grand Portage Trading Post & Post Office – Convenience store and post office relocating the summer of 2004. Ask any staff member for directions.
Phone: 218-475-2282

Grand Portage Lodge/Gift Shop – Located a short distance from the monument. Turn left out of main stockade parking lot onto Mile Creek Road. The Grand Portage Lodge is approximately $\frac{3}{4}$ mile on the left. Phone: 218-475-2401

Ryden's Border Store, Cafe Hotel & Gas – Located 3 miles north of Grand Portage National Monument on Highway 61. Go straight out of the stockade parking lot on Store Rd. Take the right fork past the Trading Post to Highway 61. At Highway 61 turn right. Follow Highway 61 to Ryden's. Phone: 218-475-2330

Voyageurs Marina – Located about $1\frac{1}{2}$ miles from the monument. Turn right out of main stockade parking lot and go over stone bridge. Follow County Road 17 to your left, up over the hill and past the church and school. Continue to follow County Road 17 $1\frac{1}{2}$ miles, to the east side of the bay. The marina will be on your right. Under new management. Phone 218-475-2476.

CAMPGROUNDS:

Grand Portage Marina & Campground – Marina Rd. (adjacent to Grand Portage Lodge & Casino), Grand Portage, MN, 55605. Phone 218-475-2476

Judge Magney State Park – 4051 E Hwy 61, Grand Marais, MN, 55604. Phone: 218-387-3039

Go-Fer Campground – 1201 East 5th Street, Grand Marais, MN, 55604. Phone: 218-387-1252

Grand Marais Recreation Area – Highway 61, Grand Marais, MN, 55604. Phone: 218-387-1712

LOCAL STATE PARKS:

Grand Portage State Park – 9393 E Hwy 61, 5 miles east of Grand Portage. Offers a scenic trail to the spectacular Pigeon Falls. The park has a visitor contact station and sales area. There are no camping facilities.
Phone: 218-475-2360

Judge C.R. Magney State Park – 4051 E Hwy 61, 14 miles west of Grand Portage. Offers trout fishing and white-water kayaking on the Brule River. There are 6 miles of summer hiking trails and 5 miles of winter ski trails. A well-maintained trail winds along the river to the Upper and Lower Falls and the Devil's Kettle, a large pothole into which half of the river disappears.
Phone: 218-387-3039

Cascade River State Park – 3481 W Hwy 61, 45 miles west of Grand Portage. Offers spectacular waterfalls along the Cascade River. There are also scenic overlooks of Lake Superior. There are 18 miles of trails through a birch and spruce forest. The park has a 40-site campground, picnic facilities, and plenty of lake and river fishing. Phone: 218-387-3053

Need Special Assistance?

***For help or questions
concerning accessibility
at the park,
please contact
any park ranger, or
Accessibility Coordinator,
Ranger Jon Sage.***

218-387-2788 Voice/TDD

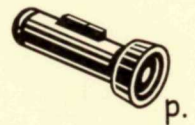
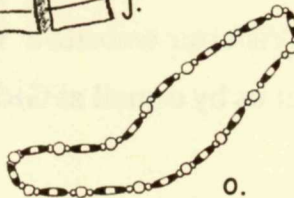
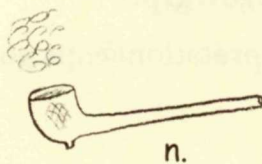
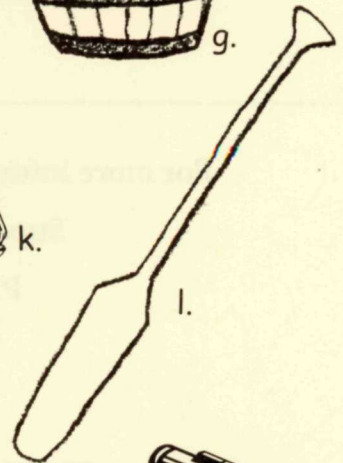
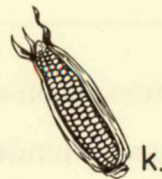
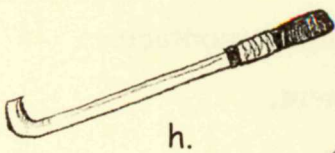
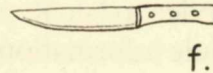
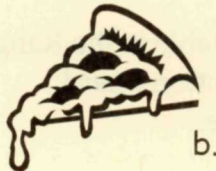
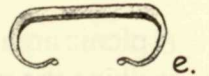
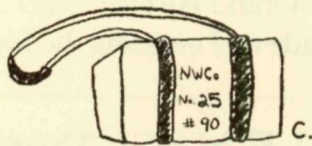
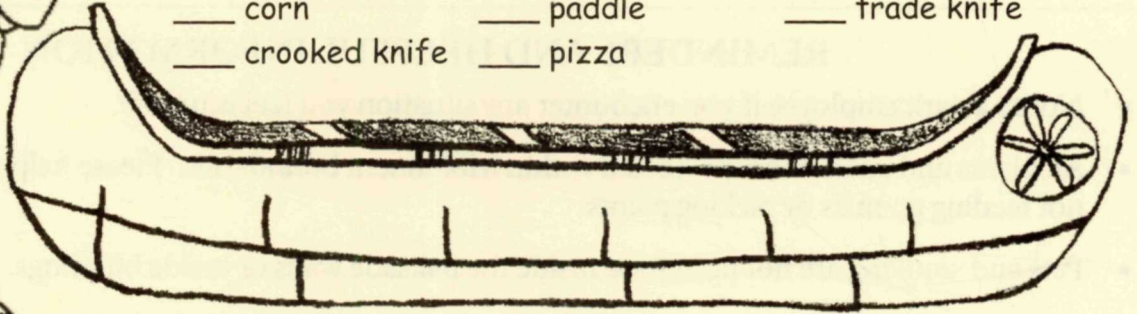
218-387-2790 FAX

jon_sage@nps.gov

Pierre did very well at the Grand Portage Rendezvous.
Help him pack his canoe for winter in
the north woods. What will he need?



- | | | |
|--|--------------------------------------|---------------------------------------|
| ☐ barrel | ☐ flag | ☐ sneakers |
| ☐ capot | ☐ flashlight | ☐ striker |
| ☐ cell phone | ☐ iron kettle | ☐ (fire steel) |
| ☐ clay pipe | ☐ pack | ☐ trade beads |
| ☐ corn | ☐ paddle | ☐ trade knife |
| ☐ crooked knife | ☐ pizza | |



Circle the items he should pack, then color Pierre and his canoe!

Order of item letters are: g, j, i, n, k, h, a, p, m, c, l, b, d, e, o, and f.
Pierre would not have the pizza, cell phone, sneakers or flashlight.

A FEW TIPS TO HELP YOU ENJOY YOUR VISIT

Lead Park Ranger Jon Sage

- Wear sturdy footwear when walking on Monument trails. Please stay on the trails. Watch closely for roots and uneven ground to avoid tripping.
 - Do not drink water from streams or lakes unless you first boil or treat it.
 - Never hike alone. Always tell a friend/relative where you are going, and when you plan to return.
 - When hiking in the backcountry during summer months, the use of insect repellent and/or head nets is strongly recommended.
-

REMINDERS AND HELPFUL INFORMATION

- Notify a park employee if you encounter any situation you feel is unsafe.
 - All plants and animals are protected within Monument boundaries. Please help us protect them by not feeding animals or picking plants.
 - Pets and smoking are not permitted inside the palisade walls or inside buildings.
 - Please keep bicycles out of the palisade and secured to the bike rack provided. Do not lock bicycles to sign posts or trees.
 - A picnic area is located east of the palisade across Grand Portage Creek, and may be reached by walking the path between the creek and the palisade and crossing the footbridge.
-

VISITING ISLE ROYALE NATIONAL PARK

Information about ferry service to Isle Royale National Park is available at the Ranger Station.
Ferry schedule information is posted on the information board
located next to the ranger station entrance.

For more information about Grand Portage National Monument, contact:

Superintendent, Grand Portage National Monument,

P.O. Box 668, Grand Marais, Minnesota, 55604.

Voice/TDD: 218-387-2788 Fax: 218-387-2790

Visit our website at www.nps.gov/grpo,

or contact us by e-mail at GRPO_interpretation@nps.gov

*This document can be obtained in alternate formats.
Please contact the park's accessibility coordinator to make a request.*