



# Knife River Heritage & Cultural Center

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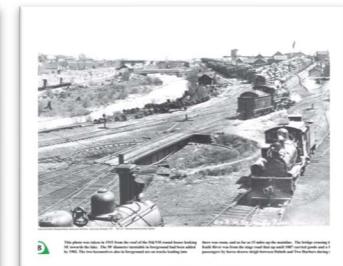
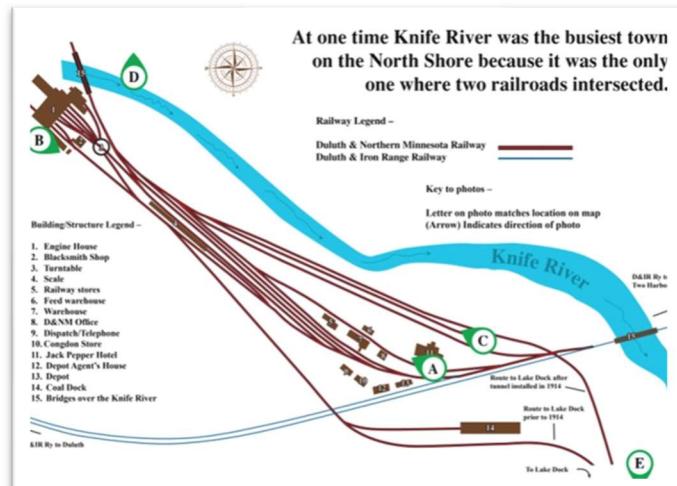
By Paul von Goertz - KRHCC Board Member

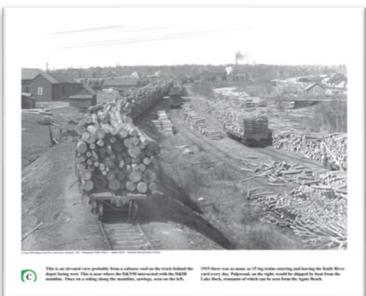
*Coming this summer ...*

## KNIFE RIVER'S "RAILROAD HERITAGE WALL"

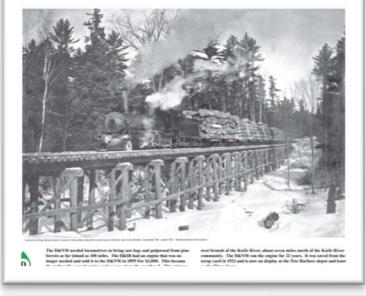
It's hard to imagine that almost all the land north of the KRHCC site extending to the river was once all railroad track and buildings. That's all the land where the Knife River (KR) Campground is, Scenic 61, DNR parking lot and west to the Coolidge Bros. property. Well, no need to imagine it any more as thanks to KR historian Todd Lindahl, it will all be captured in the "Knife River Railroad Heritage Wall" at the depot. Image credit: Todd Lindahl research /Shel-Don graphics

The Wall will be comprised of five enlargements of historic photos from KR's railroad glory days from the early 1900s. All photos are referenced to a map that explains why KR was, at one time, one of the busiest towns on the North Shore. That was because KR was the only town where two railroads intersected. The map measures 19" x 26" so people can more easily study it.

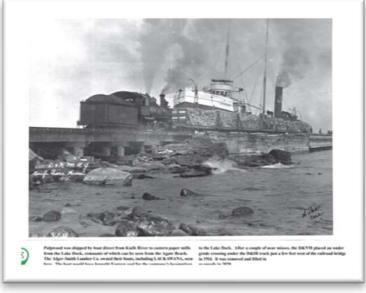




This is an unlocated view probably from a cabin roof on the track behind the KR. This view was an assay on 17 log trucks connecting and serving the North Shore lumbering area. This is near where the KR turned back into the Lake Superior. The Lumber Company had a large sawmill at the time.



The KR's first wooden trestle bridge over the North Shore was built in 1880. It was replaced by the steel bridge in 1900. The bridge was destroyed in 1910 by a fire.



Published and digitized by Four Rivers from Keweenaw paper with thanks to the Lake Superior Historical Society which can be seen from the Lake Superior Historical Society website.

Many thanks to Todd for undertaking all the research necessary to create the map, for finding the photos, and describing all that can be seen in each photo and the map. Also, thanks to Shel-Don in Duluth for digitally generating the final version of the map and mounting all the photo enlargements.

The KR “Railroad Heritage Wall” faithfully presents KR as a bustling 1900s railroad town and will be one of the depot’s most remembered exhibits. The KRHCC is offering sponsorship of The Wall at \$1,250. Preference will be given to a past or present KR resident whose family has a long history with KR railroading. That person’s name and family tie to KR railroading will appear on an engraved brass plaque near The Wall. Contact: [info@krhcc.org](mailto:info@krhcc.org). The KRHCC is an IRS-approved 501(c)3 so all donations are tax deductible.

Images A-E: The photos that depict KR's railroad heritage are keyed to map.

Photo credit: Minnesota State Historical Society and Todd Lindahl

## More on CRUSADER II...

### KR'S DAY WITH ROYALTY

#### CROWN PRINCE OLAV WAS A MUCH ACCOMPLISHED AND ESTEEMED MAN

I was impressed to learn that Crown Prince Olav of Norway had Christened CRUSADER II in June of 1939, but equally impressed to learn what a remarkable man he was.



By way of a refresher, the Crown Prince was visiting Minnesota and Duluth in 1939 and wanted to see the influence of Norwegian-Americans on the Minnesota North Shore. Somehow it was determined the best place to see this was KR. And so, Olav visited KR, spent time talking with local fishermen and when asked, agreed to Christen CRUSADER, which had just been built.

Image: Crown Prince Olav visiting KR in June of 1939.

Later in the day he would Christen CRUSADER II.

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Now, thanks to some time spent on the internet, we know a lot about this much accomplished and esteemed man.

### Born into multi-national royalty

Olav was born on the royal Sandringham Estate, Flitcham, United Kingdom. His parents were Prince Carl, second son of Crown Prince Frederick of Denmark (later King Frederick VIII), and Princess Maud, youngest daughter of King Edward VII of the United Kingdom, who was the eldest son of Britain's Queen Victoria.

In 1905, Carl was elected king of Norway and took the name Haakon VII. On the day Haakon was crowned, he gave his two-year-old son the Norwegian name Olav after Olaf Haakonsson, king of Norway and Denmark.

Olav was thus the first heir to the throne since the Middle Ages to have been raised in Norway. Unlike his father, who was a naval officer, Olav chose to complete his military education in the army. He graduated from the three-year Norwegian Military Academy in 1924, fourth in his class. Olav then went on to study jurisprudence and economics for two years at Balliol College, Oxford, England.

Image: King Olav - Official royal photo. Photo credit: Public domain



During the 1930s, Olav was a naval cadet serving on a minelayer/cadet training ship. Olav moved up the ranks of the Norwegian armed forces, rising in the army from an initial rank of first lieutenant to captain in 1931 and colonel in 1936.

### An accomplished athlete



He jumped from the Holmenkollen ski jump in Oslo and competed in sailing regattas. He won a gold medal in sailing at the 1928 Summer Olympics in Amsterdam and remained an active sailor into old age.

In 1929 in Oslo, he married his first cousin Princess Märtha of Sweden with whom he had two daughters, Ragnhild and Astrid and one son, Harald. As exiles during World War II, Crown Princess Märtha and the royal children lived in Washington, D.C. She died in 1954, before her husband ascended the throne.

Image: King Olav and Martha were on the cover of TIME magazine on the occasion of their wedding in March of 1929.

Photo credit: Public domain

## Friend of the Roosevelts

During a visit to the United States before the war, he and his wife had established a close relationship with President Roosevelt. These factors would prove to be important for the Norwegian fight against the attacking German forces. In 1939, Olav was appointed an admiral of the Royal Norwegian Navy and a general of the Norwegian Army.

## Offered to stay in Norway during WWII, but was over-ruled

During World War II, Olav stood by his father's side in resisting the German occupation of Norway. During the campaign he was a valuable advisor both to civilian and military leaders. When the Norwegian government decided to go into exile, he offered to stay behind with the Norwegian people, but this was denied. He reluctantly followed his father to the United Kingdom, where he continued to be a key advisor to the government-in-exile and his father.

Image: Olav, center, with his father, King Haakon VII, left. Olav intended to stay in Norway after the Germany invasion during WWII, but the Norwegian government insisted he go into exile in Britain. Photo credit: Public domain



After the war he led the Norwegian disarmament of the German occupying forces. In May 1945 Olav and five government ministers returned to a liberated Norway.

Haakon was injured in an accident in 1955. Olav served as Haakon's regent until his death on September 21, 1957. His father was 85 years old. After his death, Olav succeeded him as Olav V.

Olav reigned as a "People's King," and became extremely popular. He liked to drive his own cars, and would drive in the public lanes, even though as a monarch he was allowed to drive in bus lanes. When later asked how he dared to go out in public without bodyguards, he replied that "he had four million bodyguards" – the population of Norway was at the time four million.

## A world ambassador for Norway.

The King represented Norway extensively abroad during his reign, conducting state visits to both neighboring countries and more distant destinations such as Ethiopia and Iran.

Although the constitution nominally vested Olav with executive power, he was not responsible for exercising it. Thus, in practice, his role was mostly representative in

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nature. Nonetheless, like his father before him, he commanded great moral authority as a symbol of the nation's unity.

During the summer of 1990, the King suffered from health problems, but recovered somewhat during Christmas the same year. At the age of 87, on January 17, 1991, while residing in Oslo, he became ill and died in the evening of a myocardial infarction.



On the night of his death and for several days up until the state funeral, Norwegians mourned publicly, lighting hundreds of thousands of candles in the courtyard outside the Royal Palace in Oslo, with letters and cards placed amongst them. Olav's son Harald V succeeded him as King.

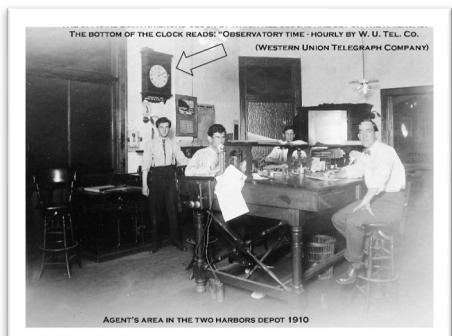
Image: The shield from within the Royal Coat of Arms of Norway. The shield was later replicated and placed on CRUSADER II, where it remains today, in honor of the Christening of CRUSADER II  
Photo credit: Public domain

## WHAT TIME IS IT?

*Todd Lindahl's latest find....*

The KRHCC is fortunate to be the recipient of many great historical items thanks to Todd Lindahl, KRHCC historian, and all his valued contacts. This clock is one such item. It was so nice that Todd wanted it for his home. Thankfully, he couldn't find wall space for it – and whining on my part on behalf of the KRHCC may have helped.

Not much is known about the origin of this particular clock, other than it was acquired by a collector friend of Todd's who saw it in an estate sale. Image credit: Paul von Goertz



A depot clock was the one by which all railroad clocks were set with the official time, and it came direct from Western Union Telegraph Company. The picture shows the clock in a prominent location within the Two Harbors depot agent's office in 1910. Photo credit: Todd Lindahl.

The clock we now have was made by the Sessions Clock Company. It was just one of several clock companies out of Connecticut. In 1902, William E. Sessions and other family members bought the controlling rights in a company that made clock cases.

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Within a few years Sessions was producing clock movements, cases, dials, artwork, and castings for their line of mechanical clocks. Between 1903 and 1933 they produced 52 different models of clocks ranging from advertisers, large and small clocks for various businesses, to regulator clocks, and shelf and mantle clocks for the home.

Many Sessions clocks from this period are prized by collectors today. In 1930 the Sessions expanded their business by including a line of electric clocks, timers, and radios, while still producing their brass mechanical clock movements.

In 1956 the sessions Company was acquired by a company that specialized in making timers but kept the old name until 1969. The company went out of business in 1970.

### **Operating the clock...**

*Directions from Sessions for setting the clock and keeping it in order:*

The long hand is the minute hand. The shorthand is the hour hand. Remove the packing wire holding the pendulum rod and hang the bail on the rod. The beat should be equal and regular and will be so if the clock is hung in the right position.

To set the clock, always use the minute hand, which can be turned in either direction without injury to the clock. Never turn the hour hand. The clock is regulated by means of a nut at the bottom of the pendulum. If the clock is running too fast, lower the bail; if too slow, raise it. When fully wound, the clock will keep accurate time for about eight days.

Photo: Todd Lindahl passing the time away while, maybe lamenting why he didn't keep the clock for himself.

Photo credit: Paul von Goertz



The KRHCC is offering this beautiful period clock for sponsorship at \$500. Your name or organization will appear on an engraved brass plaque near the clock. For more information, contact: [info@krhcc.org](mailto:info@krhcc.org). The KRHCC is an IRS-approved 501(c3) so all donations are tax deductible.

## **“SYTTENDE MAI “- LET THE NORWEGIANS HAVE THEIR DAY, TOO!**



We have our Fourth of July, Irish St. Pat's, Mexico Cinco de Mayo, French Bastille Day, Finns St. Uro's and so it goes for setting a day aside to celebrate something of national significance. In the land of Norwegian Americans, it's "Syttende Mai" (17<sup>th</sup> of May). That's the day Norwegians celebrate their day of independence, which gets a bit complicated if you read further. Photo credit: Public Domain

Anyway, this year the KRHCC is hosting a Syttende Mai celebration for members of the Duluth Sons of Norway Lodge and Save Our Ship (SOS – the Viking ship people). We are honored the two organizations chose the KRHCC site, which is also where the Viking ship LEIF ERIKSON has been since it was a featured attraction at Julebyen 2021.

If you are Norwegian in whole or in part, or just a "wannabe", please come join in the celebration. It will be held two days earlier, Sunday the 15<sup>th</sup>, from 4 - 6 PM to take advantage of the weekend. Bring a dish to share.

### ***About Syttende Mai...***

I have to admit I knew little about Syttende Mai, even though my dad was born in Bergen, Norway (of German descent) and so on every May 17 he would give my sister and me little Norwegian flags which we would wave as we paraded through our home while he sang something of which we couldn't understand a word. Thankfully, no lutefisk!

A little time on the internet revealed that the Constitution of Norway was signed at Eidsvoll on 17 May, 1814. It declared Norway to be an independent kingdom in an attempt to avoid being ceded to Sweden after Denmark-Norway's devastating defeat in the Napoleonic Wars.

The celebration of this day began spontaneously among students and others from early on. After 1864 the day became more established when the first children's parade was launched in Christiania, at first consisting only of boys. It was only in 1899 that girls were allowed to join in the parade.

In 1905, the union with Sweden was dissolved and Prince Carl of Denmark was chosen to be King of an independent Norway, under the name Haakon VII.

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By historical coincidence, WWII ended in Norway nine days before that year's Constitution Day, on 8 May, 1945, when the occupying German forces surrendered. Even if The Liberation Day is an official flag day in Norway, the day is not an official holiday and not widely celebrated. Instead, a new and broader meaning has been added to the celebration of Norwegian Constitution Day on 17 May to reflect the victory over Nazi oppression.

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