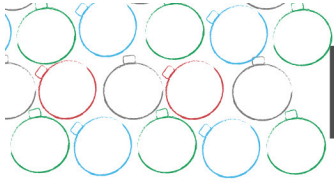


# The Hourglass

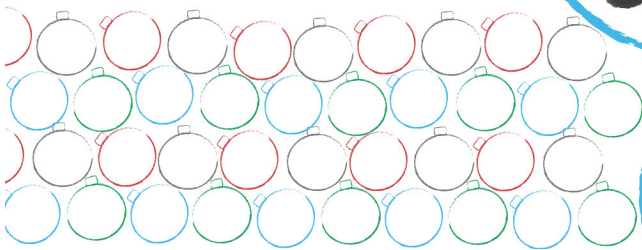


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Our thanks to the Moorhead City Council and Clay County Commission for their continued support.

## HCSCC News



*Prairie Daughters: The Art and Lives of Annie Stein and Orabel Thortvedt* was recognized for a national Award of Merit from The Association of State and Local History in September.

.....

Long-time HHIC volunteer Thelma (Tula) Henrickson passed away Sept. 18. She was quite devoted to HHIC and was a successful fundraiser, friend-raiser, and fun-raiser. She appreciated the work of preserving the rich Scandinavian culture in our region and the history of the *Hjemkomst* voyage; she was not shy about asking friends and strangers to support the cause. "I remember the fun we had putting together the Hard Hat Hoopla, a 2006 fundraiser with a construction theme since we were surrounded by renovation materials and "caution tape," recalls HCS Executive Director Maureen Kelly Jonason. "She had a great sense of humor and an independent streak that was admirable."

.....

### **2014 *Tabloid* Correction-**

Historical and Cultural Society member Tom Hannaher came by the museum to point out an error in the recent tabloid, *World War II: Beginning of the End*. The photo on page 10 does not show an infantryman storming the beaches of Normandy on D-Day, but rather a Marine on Okinawa. How does he know? Mr. Hannaher was one of those Marines at Okinawa and the man in the photo is a friend of his.

Tom Hannaher and Paul Ison, the man in the picture, are both veterans of the Battle of Okinawa, but they were in different divisions (Hannaher in the 6th, Ison in the 1st) and did not meet until several years after the war. The two men were talking at the Fort Myers Beach VFW in Florida when it came up that Ison was the man in the famous photograph. Mr. Hannaher says we made a common and honest mistake, and we are very glad he came by to share his story!



# Letter from the Board President

Gloria Lee



Each and every year the Historical and Cultural Society of Clay County hosts a variety of historical and art exhibits, cultural events, speakers, photographers and authors. How would our community change

if the museum at the Hjemkomst wasn't here? Would local citizens miss the programs and events? Would the documents, history and artifacts gathered and preserved here be found somewhere else?

A historical museum's purpose is to preserve, interpret and illustrate the life and events of the past. An art museum's purpose is to preserve and exhibit paintings, sculptures and other works of art. At the Hjemkomst, HCS is primarily thought of as a historical museum, but we have the added bonus of hosting many art exhibits, featuring a variety of media throughout the year. Even if you never visit our museum, which I hope isn't the case, the museum is a very important component of making the Fargo-Moorhead area and its surrounding region a more livable place. The culture of our area is enhanced by the presence of seven museums, each having a unique focus. We have many visitors from around the world every year, as well as visitors from most states; our regional story is told to our visitors through the work of our professional, dedicated staff.

While museums do focus on our past, most museums tell the story of people who were visionaries and filled with determination to accomplish a dream. These stories of triumph over adversity and, too, the stories of failed dreams can be inspirational for us. A museum enhances the education of our children. Our educational consultants volunteer time to collaborate with museum employees so each school visit helps our children understand and embrace the vision, dedication, and perseverance of early settlers of the Red River Valley. While early settlers in the area were primarily of Scandinavian

and German descent, English, Polish, and nearly every culture are represented in our region.

We have preserved the story of "Little Italy" in Dilworth and the importance of the Italian immigrants in bringing the railroads to the Valley. Enticed by the railroads' offer of cheap land, residents also came from the eastern United States to build farms and businesses. Our more recent immigrants from Mexico, Vietnam, Pakistan, and Bosnia, for example, are the focus of Pangea- Cultivate Our Cultures, a chance for all of us to enhance our knowledge of these cultures. Dr. Vijay Gaba is a member of the HCS Board of Directors, helping us to engage and embrace the newer members of our community.

Because of the thousands of artifacts categorized and preserved at our museum, students and young people are able to visually experience how previous generations lived their day-to-day lives. The old artifacts speak to us. They help us imagine our ancestors who used the tools, dressed in the clothing, and cooked and ate from the kettles, plates and tables in our collection. Equipment from farms, businesses, hospitals, and schools has found its way to our collection. I am proud the Historical and Cultural Society is part of the greater Fargo-Moorhead community and adds to the cultural diversity of our area. As an organization, we appreciate the support of our members. We welcome suggestions and comments from you as to how we can make our museum better through the programs and exhibits we offer.



# From the Executive Director . . .

Maureen Kelly Jonason



December 2014? You've got to be kidding! It seems like only yesterday we were all complaining about how long the winter was dragging and worrying about the potential floods of spring. Our usual busy visitor season swooshed by in a blur – it was April and then it was October

(we gauge our busy season by the migration of the snow birds to and fro). From the annual meeting early in May until the last of the busses coming from the Høstfest in Minot turn out of the parking lot, the HCSCC full-time staff, part-timers, and volunteers are kept hopping. Not the least of which is because 50% of our annual revenue comes in June, July, and August, but visitors also fill the exhibits with excited chatter, reminiscing over artifacts, comparing and contrasting generational experiences, and generally marveling at all that humans can achieve. The museum is a fun place when it is full of people.

Our three festivals again drew big numbers of people of all ages to immerse themselves: in the Viking village life in June, in German-America in September, and in a kaleidoscope of cultures at Pangea in November. If you feed them, they will come! And if you run out of food by 2pm – as we did at German Culture Day – they will be miffed. Next year: smaller portions, shorter lines, and more food – we promise! Quilt National '13, a traveling exhibit of some of the finest art quilts in the world, was our most visited exhibit with over 7000 people – if we count the 1300 for German Culture Day and the 2000 4th graders who come into the museum for the River Keepers' Annual Water Festival. That is probably a record for any exhibit. We partnered with the Quilters Guild of North Dakota and Minnesota Quilters and Lake Region Arts Council, all of whom gave us funding toward expenses including exhibit rental, marketing, and supplies.

The end of year usually gives me time to pause and reflect for a moment on all that we do with such a small staff and a dedicated corps of volunteers – and, of course, it makes me grateful (and a little teary-eyed) and proud to be able to work with wonderful people who love history and culture and who believe both are important to preserve and share. We love our work here at HCS, but we could always use more help. If you have been thinking that you would like to give a few hours a week in the museum or help out once a year at a special event, please don't hesitate to call. We love our volunteers.

May you all have a joyous holiday season!

## New Sign at The Bergquist Cabin

A reception unveiling the new interpretive signs at the Bergquist Cabin took place in October.

HCS has long wanted to provide interesting and informative interpretive signs for the many visitors to the Cabin. This project has been financed in part with funds provided by the state of Minnesota from the Arts and Culture Heritage Funds through Minnesota Historical Society, the Swedish Council of America, the Swedish Heritage Society of the Red River Valley and individual donors.



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# Returning Home the Northern Way

By Paul Hesse and Mark Hilde

Greenland

Over 30 years ago, the Viking ship *Hjemkomst* sailed west to east to complete Bob Asp's dream. A return sail of the *Hjemkomst*, east to west, would not be realized at that time. However, two *Hjemkomst* crew members, Paul Hesse and Mark Hilde, had the opportunity to complete an east-to-west voyage this summer following the same North Atlantic path the Vikings sailed over a thousand years ago.

This northern passage began in Oslo aboard the 40-foot sailboat *Raven*. The *Raven* is a Crealock, a pilot-house sailboat with a mainsail and two head sails. Owner and skipper Dean Rau needed to return *Raven* home to Bayfield, Wisconsin, after being on Nordic waters since 2010. Accomplishing this task were the three weathered sailors Dean, Paul, Mark, along with crew member Eric Hesse, Paul's son. At age 22, Eric added youthfulness to the crew, becoming the next generation to sail the Viking northern way.

Bergen was their departure spot, exiting at the same place where the *Hjemkomst* had made its entrance years ago. The return route took them north of the Gulf Stream visiting the Shetland Islands, Faroe Islands, Iceland, Greenland, Labrador, up the St. Lawrence seaway and finally the Great Lakes to Bayfield, Wisconsin.

The course, wind, currents, ice, weather, boat and

provisions are some of the many factors taken into account before leaving land. Old Norse Sagas tell of Hrafna-Floki (Raven-Floki) in the ninth century setting sail from the Faroe Islands with three ravens to help navigate by watching the direction they flew. As navigator, Paul used current charts, chart-plotters, apps on portable tablets, VHF radio, satellite communication, and radar in lieu of the ravens on *Raven*.

Meals were prepared in *Raven's* galley by Mark. No refrigeration on-board meant a menu of root vegetables, preserved meats, cheese, eggs, canned and dry foods. The bacon bits lasted almost to Labrador, to Eric's palette's delight. Three meals daily and snacks for long night watches kept the crew well fed. Water was carefully monitored and used accordingly.

The bunks were dryer and more sheltered than on the *Hjemkomst*. However, *Raven's* shorter length made the bumps and rolling more uncomfortable. Motion from seas and waves constantly kept muscles working to counteract the forces. Conditions many times resembled a ride in an amusement park. Wool clothing and foul weather gear was found hanging in all the nooks and crannies. The *Raven* had the advantage of an inside head (toilet) for use

at sea, unlike the bucket on the forward deck of the *Hjemkomst*. The *Raven*'s shower was for storage of sails. Sailors have their priorities.

There were 5 ocean legs: Bergen - Shetland Islands - Faroe Islands - Iceland - Greenland - Labrador. The last three were the longest, lasting about 5 days each. Every crossing was timed for a safe weather window. Strong wind of about 25-30 knots and 15-foot seas were encountered. Amazingly no severe storms of the wild North Atlantic were seen over the course of 2100 nautical miles.

What's crossing an ocean like? Feelings of freedom, thrills of adventure, nature's bath of freshness are attempts to convey a surreal experience. Of course, the trip can seem long. A set routine helps manage the time. Constant motion, confinement, boredom, uncertainty are actual conditions, often not thought of while on land. A bystander's comment about a honeymoon at sea left the crew in tears... of laughter. "How romantic," the bystander said. A realistic daily log can be found on Facebook - "*Raven's Return - Norway to Bayfield*." Life at sea requires good stories, with time to reflect, enjoyment of fresh wind and water while keeping healthy, scanning horizons day and night while staying focused on one point, the boat, in a limitless void.

Lerwick, Shetland Islands was their safe haven after dodging the first big blow. They were glad to be in port and thankful to a fisherman with ample cod to spare a couple for the crew. It was a fine *fiska* soup enjoyed by all.

The next morning, cries and shouts of relief echoed off the water, from thankful sailors who just limped into port. They were caught in the storm that *Raven* had just avoided. It was the *Draken Harald Harfagre*, (Dragon Harold Fairhair), the largest Viking ship built in modern times, measuring 115 feet. It had been de-masted at sea, but no severe injuries were incurred. Only the top 15 feet of mast was lashed to gunwales, most of it, lost at sea. In the early morning sun, Paul and Mark examined and reflected on the *Draken*'s misfortune. Similar de-mastings must have threatened Viking longboats. Their heavy sails had to be hoist-able. A balance between heavier rigging versus hoisting ease is required. A strong wind is the ultimate test of design. This has a happy ending. Volunteers carved and fitted *Draken* with a new

mast, in less than two weeks! They plan on sailing to America next year. Check out "*Draken Harald Harfagre*" on Facebook.

*Raven*'s crew visited *Draken* while in its home port of Haugesund to extend wishes for a safe trip. *Draken* was also getting ready to set sail the beginning of July. One of its crew was Vegard Heide's daughter, another next-generation Viking. Vegard was one of the three Norwegian crew on *Hjemkomst* in 1982. He attended a *Raven* send-off dinner in June hosted by Gertie Verburg, wife of the *Hjemkomst*'s late Skipper Eric Rudstrom. During this reunion, Vegard spoke with *Raven*'s crew of the importance of tides, currents, weather and options when approaching Shetland and Faroe Islands. The Vikings must have had similar occasions to pass information on to fellow sailors, while eating mackerel and rommegrot. Later, valuable information was certainly recorded to save for future generations.

Iceland, the mother of low pressures, could be trouble. Storms revisit in cycles here, and currents are colder. The pilot house permitted the crew to stand watch inside the cabin when it was very wet or cold. It helped that the galley was well equipped and stocked well with provisions. Burning carbs warms the torso in those cold and damp conditions. If the sails didn't keep us moving at least 6 knots, the 40-horsepower motor was on, which was most of the time. Fuel for body and boat were replenished at every stop possible.

Outside the entrance to Heimaey Vestmannaeyjar, Iceland was spectacular with rocky green volcanic islands rising out the sea 400 to 1000 feet. The shores of these islands were sheer rock cliffs shrouded in mist and fog. They held rookeries, with puffins, kittiwakes, and guillemots constantly flying to and from these cliffs as the waves crashed below. In 1973, an eruption devastated one-third of Heimaey but created a natural breakwater east of town providing a safer harbor. To the west lies Surtsey, a new volcanic island. It is the newest land on earth and remains untouched... by law. We met a group of Canadian researchers studying killer whales swimming the waters around this new land. They had great stories!

The sagas have accurately passed on the northern sailing routes. Although written by land lubbers,

they would all include from and to where, how many days' sail, and what course to steer. The Book of Settlements states, "Knowledgeable men say that it is seven days' sailing west from Stad, in Norway, to Horn in eastern Iceland. From Snaefellsness [Iceland], it takes four days at sea to reach Hvarf [Cape Farewell] in Greenland."

On board *Raven*, navigation was often the discussion, and ice a big concern. Because of ice, Viking sailors advised others to "stay far enough south, that you can see only birds and whales." Today, radar can help detect icebergs even if cloaked by a tent-like dense fog covering. Closer to land, however, the icebergs can "bottom out" and bits break apart. Numerous "berg bits" and growlers as large as a car are produced. They prove threatening and hard to see even with radar. Watching and steering around ice has always been the danger up north.

Many whales were seen. An identification card was used to try to identify the whales by the nature of their spout of air and water. Paul, while on watch at 4 AM, saw the dorsal fin and tail fin of a small whale as it dove about two feet from the boat. Most of these whales were small, but the largest one was seen going to Greenland. The whale passed on the left like a truck passing on the highway. Mark saw it change course slightly, and exclaimed, "It's turning around, coming back." It sure got Dean's attention. The last whale sighted would be a beluga at Point-Au-Pic, Quebec.

The crossing from Keflavik, Iceland, to North America included two options depending on conditions. One option meant sailing a longer leg, south of Cape Farewell directly to North America. Sailing too close to Cape Farewell is risky. It is some of the most dangerous waters in the world. The other option, Prince Christian Sound, cuts through the southern tip of Greenland, providing a safer inland water route. However, when first contacted, the Greenland Coast Guard advised, "No, use another route. Fjord and entrance were blocked due to ice." Good fortune

came from misfortune. *Raven* stayed in Iceland an extra week as a result of engine problems. This allowed Prince Christian Sound to open up. This Sound was the most spectacular landfall of all and permitted travel from the southeast side to the southwest side of Greenland.

Eric was at the wheel as we approached Prince Christian Sound, Greenland, wearing his orange Mustang survival gear. He needed to keep his head above the canvas cockpit cover to see the dangerous icebergs, bergy bits and growlers. He steered a zigzag course in order to avoid them. Once in Prince Christian Sound, the waves became small and the visibility improved greatly. On either side of the channel stood majestic mountains with snow and ice peaks. The walls on either side were rocky and a bit green. Small waterfalls every few miles and glaciers came down to meet the water. Strong winds, up to 35 knots, were blowing down off these glaciers. After 20 miles, the channel became fairly narrow (0.3 miles wide) for about 8 miles, and then the channel opened up to a distance of about 1 mile wide.

After traveling about 35 miles along this water route surrounded by mountains, the crew began looking for Augpilagtoq, the small Inuit village where they planned to tie up for the night.



Dean's job, as skipper was to take the wheel whenever entering a harbor. He was unable to see the entrance to the harbor as they approached the side of a mountain. He was starting to question the existence of Augpilagtoq, population 130. Finally, the narrow entrance to the harbor opened up between the rocks and they motored into a small harbor with only one dock. It permitted one boat to tie up, but there were 4 boats rafted up, which meant that one boat was tied to the next. *Raven* tied up next to *SY Mary* (Sailing Yacht Mary), and *Raven's* crew were helped by young Norwegian and Swedish sailors standing on deck in their wool socks. It was remarkable how quickly strong winds and icebergs became a safe friendly quiet calm harbor.



*SY Mary* was sailed by a young Swedish couple who had two young children. They had sailed for 40,000 miles over a four-year period, and they were heading back to Sweden as they were out of money and it was time to enroll their children in school. S/YMary.com is this adventurous family's webpage.

Two more boats arrived that evening so that eventually 5 sailboats and 2 power boats were tied up to the one dock. The two power boats were from Greenland, and the sailboats were from Norway, Sweden, France and the United States. Many locals came to watch the new arrivals. After all, six boats represented half of the annual tourist boat traffic for the entire year. It is *Raven's* good luck that the community store was scheduled to open for an hour the next day.

Re-provisioning with what is offered rather than what is wanted has become the norm. Dean traded with another boat 10 liters of diesel for a pound or two of hamburger. It tasted great, much better than the dry fish and minnows Mark originally thought of serving. *Raven*, being the only sailboat heading west, was the first of the group to have made the passage through Prince Christian Sound. The next morning *Raven* followed a local power boat to Nanortalik. They had come to pick up Norwegian kayakers who had started in Nanortalik and finished in Augpilagtoq. Climbers were also met commuting to their isolated base camps. On top of an iceberg that had grounded close to shore, a seal rested. It watched warily as they preyed upon by killer whales and Inuit fishermen. In Norway, these inner passages are marked by a varda and a perch. These navigation aids, used by the Vikings, permitted *Raven* to round much of the coast here in relatively calm waters. A varda is a large mound of rocks painted black and white that is visible for miles. A perch is like a sign post in the water. One can imagine that knowledge of these secret paths could have provided a way to escape hostile vessels. Dean was good at reading the Norwegian vardas and perches, so *Raven* often traveled safely near rocks and islands, while Paul the navigator worried seeing danger so close.

The North American landfall for *Raven* was Battle Harbor, Labrador. After dodging icebergs that last day on the ocean, the crew tied up safely in a narrow passage, about midnight. It took some time for the crew to realize the North Atlantic was behind them. In this small but historic village they were rewarded.

They now had access to wi-fi, communications with wives and family, showers and laundry, along with simple pleasures of being stationary. Later that morning a 150-foot pleasure yacht, *Latitude*, with a crew of 10 tied up next to us. The contrast between vessels was striking. That evening, Dean and Mark dined in the village restaurant, with *Latitude's* crew and owner. After dessert of locally picked cloud berries, guests enjoyed Labrador's screeched-initiation. Initiates dress in woolen clothes and rubber boots, kiss a fish, eat cloud berries, drink rum and recite local poetry. It was a hit with everyone. Explorewithlatitude.com explains the ritual and includes pics.

When Vikings sailed this route, they also must have been thankful and appreciated the comforts of land as this crew did. Although accomplishing so much and motor sailing 2500 miles, there were still 2000 miles until *Raven* returned home. This was only the start of adventures in Merica. The *Raven* headed toward Newfoundland, turning right through the Strait of Belle Isle and traveling up The Gulf of St. Lawrence and St. Lawrence River with its strong adverse currents. Eric, our young crew member, left the boat in Rimouski to attend school in Wisconsin. The remaining three took the boat the last 1200 miles. Visiting Quebec City, with its French food, buildings and language was enjoyed along with the familiar comfort of being on land. One-Thousand-Islands National Park was a unique community with one home per island paradise. Lake Ontario and Lake Erie went like a breeze with the favorable winds. Detroit left one vacant after sailing by the unused factories and power stations. Lake Huron was bumpy with the waves and Lake Superior felt great to be in familiar waters again! This process all took another month, arriving in Bayfield just after Labor Day.

After 78 days another American dream of returning home was reality. For each of the three remaining crew members, the arrival in Bayfield was a great relief, and they were left with treasured memories.

\*\*Photographs courtesy of Mark Hilde.



# Collections Donations

Artifacts accessioned July-September 2014

Donors: In Memory of Genelle Bentley; Hiram and Ada Drache, Moorhead; Gordon Ekre, Hawley; Elaine Halvorson, Las Vegas, NV; Bruce Kiefer, Perham, MN; Barbara Larson, Edina, MN; Oak Mound Ladies Aid, Moorhead; Oak Mound School Reunion Committee, Moorhead; Joseph P. Pederson, Barnesville; Lester C. Ristinen, Frazee, MN; Sheila Rohrer, Ardmore, PA; LaVerne Sansted, Fargo; Fran (Sklinicka) Snyder, Kenosha, WI; Dale White, Moorhead

Artifacts accessioned: items from Gus Peterson World War II military service: dog tag; metal POW tag, Stalag IIB; Army dress uniform; (4) medal uniform pins: Good Conduct, POW, Europe and Middle East Campaign and World War II; postcards, draft notices, photograph of Gustave Pederson at military camp in California; headband, Moorhead Camp Fire, made about 1948-1950, felt and seed beads; wooden ironing board, rug beater, handmade clothing 1950s-1970s; materials collected re: history of Glyndon-DGF School for class reunion; Certificates of Citizenship and Identification, 1898, for Herbran Herbranson Engen of Rollag; (3) Moorhead high school annuals, Cho-Kio, 1914, 1915, and 1916; (26) photo prints, views of Colt pistol used by Shang Stanton to shoot Shumway in 1872; color brochure re: history of 1849 Colt pistol; photocopy, report on specifications of 1849 Colt pistol; (1) volume, Hawley High School 55 Reunion Class of 1959

memory book, 2014, published by Hawley High School Class of 1959; (1) box, 8x10 photo prints, taken by Chet Gebert; (1) volume, The Knife Cultures of Norway and Sweden, 2014, Spectrum Marketing Services, Alexandria, MN, by Lester C. Ristinen; (1) painting, watercolor on

paper, framed, of Baker, MN, post office, by Mary Ann Ernst, 1997, (1) photo print, Baker, MN, post office, April 1976, by Larry Peterson; suitcase, soft-sided leather, used by Ralph and Dale White; keychain, Moorhead State Bank; (8) pencils, Northern Pacific Ry Express Agency; (1) volume, Oak Mound Consolidated School, District No. 78, Kragnes Township, MN: 1913-1957, privately printed, 2014; (1) 3-ring binder, records, Oak Mound Ladies Aid: Secretary-Treasurer's Book, 1982-2012; 1947-1948 issues, Hawley Hi-Lites school papers, 1954 4H Songbook, 1968 4H Songbook



## Project Update:

Lisa is making some wonderful progress with re-organizing artifacts. A long-term project after the 2009 flood.

# Archives Stories

By Mark Peihl

Each year we are able to help hundreds of researchers in our archives. About half are genealogists doing family history. Occasionally these searches take unexpected turns and reveal interesting stories. Recently we received an email from a researcher in Norway seeking information about her grandfather, Helge Jordanger. She knew he came to the US in 1911 and returned to Norway in 1921. Her grandfather rarely spoke about his life in the US and she wanted to learn more of his time here. The only information she had were two postcards. One, postmarked March 1918, from Helge's sister in Minneapolis was addressed to him at "Glyndon, Minn." The other, undated, was sent to him by a friend, addressed "In Care Of Lindahl, Route 2, Glyndon, Minn." She thought he may have farmed in cooperation with a "Mrs. Lindahl."

Not much to go on. But we did some searching. Here's my email to her:

When I read that Helge Jordanger stayed in the US only 10 years, I thought he maybe did not leave a "paper trail" behind him. But I have found him in several of our records. He has an interesting story.

I looked for him in the US Census of 1920. The US counts all residents every ten years. I am attaching a scan of the page he is on. He is listed on line 96, near the bottom of the page. [The census indicates he was a renter. A plat map showing property ownership in 1920 lists a "Sarah Lindahl" owning a quarter section of land three miles northeast of Glyndon right on the Glyndon Post Office's Rural Route #2. This may be where he was living and farming. Mrs. Lindahl was living in the village of Glyndon.] Under the column "Naturalized or Alien?" is listed "PA," or partly naturalized. To become a US citizen was a two-stage process. When an immigrant first arrived from overseas, he or she could file a "Declaration of Intent to Become an American Citizen" in a county, state or US Court. Then after three years he or she could return to the court with two witnesses who would swear to his or her residency and character and file a "Petition for Naturalization." Then he or she would receive his or her full citizenship.

Helge filed his Declaration of Intent in Clay County District Court on February 20, 1917. I am attaching a scan of the document.

Helge filed his Petition for Naturalization in June 1920. I am attaching a pdf of that document as well. Notice that it includes a copy of his Declaration of Intent and a letter from "O. J. Jones" of Minneapolis, Minnesota (His sister? Brother-in-law?) saying he could not be in court on June 14, 1920 because he had suffered a serious illness requiring surgery. Even so, he did appear in court on June 21, 1920 with his witnesses.

But the court did not grant his citizenship. He was denied because he "had claimed exemption from military service on the grounds of being an alien after having declared his intention to become a citizen."

After the United States entered World War 1 in April 1917 the US started a draft system to fill the Armed Forces. Non-US citizens could not be forced into military service. They could claim exemption as aliens. (Many aliens volunteered for military service.) However, all young men in the country, whether they were US citizens or not, had to register for the draft – including Helge. I am attaching a scan of his draft registration card. Notice on the card question 12: "Do you claim exemption from draft (specify grounds):" He has left this blank but apparently later in the process he did claim exemption.

But he had already declared his intention to become a citizen. This was against the rules. The US government said you "cannot have it both ways" and denied his citizenship on February 14, 1921. This must have been very disappointing for him. He left for Norway soon after.

I also found him in one other record. World War 1 was a very bad time for American freedoms. The government feared disloyalty. People who did not strongly support the war effort were suspected and often persecuted. The US government registered all aliens from enemy countries – Germany, Austria-Hungary, Turkey, etc. The state of Minnesota took an extra step and registered ALL aliens, even those from Great Britain, France and Canada. And Norway. I am attaching a pdf of Helge's registration form.



The questions asked are very intrusive, but the form provides much information about his situation here in America at the time. He seems quite successful.

Minnesota's Alien Registration forms record information about the alien's real estate, money, bond holdings, even the location of any safety deposit boxes presumably in case the state felt the need to confiscate his or her property. Helge reported on February 27, 1918, that, though he did not own land, he had a \$100 in Liberty Bonds and "Cattle, horses, hogs, farm machinery, wagons and other farm equipment. Also seed and grain for feed, etc. Value \$4000." He also indicated he claimed exemption from military service because he "was not a full citizen." This proved his undoing.

## Want to find out about YOUR family's history in Clay County?

Contact Mark Peihl in the archives.  
mark.peihl@ci.moorhead.mn.us  
218.299.5511 ext 6734

## Mysteries in History- Solved!

Here, at HCS we learn new things every day, and we would like to share a few recently uncovered mysteries that have come to light.

### Cracks in The *Hjemkomst*

*From Markus Krueger*

Crew-member Dennis Morken came to visit, and I took the opportunity to ask him about the crack and the patch. I have always been told (so I have told everybody else) that the metal patch on the port bow of the ship was put on in Norway to fix the crack in the hull caused during the storm. Ron Hagemann one of our dedicated tour guides, talked with some crew-members during the thirtieth reunion and one person said they were pretty sure the patch was there before the actual voyage, but they didn't know why. Ron has been trying to solve the mystery ever

since. Dennis clarified.

Dennis and Rodger Asp spent two winters in Knife River getting the ship ready for the voyage. At some point, a small crack developed in the hull. They fixed this crack with a metal patch and copper nails on Knife River BEFORE the voyage.

During the storm on the voyage, they rode the crest of a large wave and slammed down hard when they came down the other side. The storm did not cause a new crack in the hull, but instead it reopened an existing crack in the hull – the crack that Dennis and Rodger fixed with the metal patch in Knife River.



Patch on the exterior of the *Hjemkomst* on front port side.

So that metal patch does indeed cover the crack in the hull that we know from the storm story, but the patch was already there during the voyage, not put on in Norway as we had been told before. All repairs to the hull during the voyage were made from the inside of the ship. He also said that if you look down into the ship from the deck you can see metal braces that were someone's attempt to stabilize or close the crack – that was done post-voyage but he does not know who did it or when.

Also confirmed: the aluminum wheels that guide the ropes through the block and tackle in the rigging (those wooden things on the ropes) are indeed made from pop cans that the crew melted down and molded into wheels.



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To collect, preserve, interpret and share the history and culture of Clay County, Minnesota.

#### Current Exhibitions

***Doing Our Part: Clay County In WWII***  
February 11, 2014 - December 31, 2015

***FMVA Constraint***  
November 1, 2014- January 5, 2015

***House & Home***  
November 14, 2014- January 7, 2015

***A Woman's Perspective on Square***  
February 1- March 30, 2015

#### Upcoming Events

Tuesday, December 9, 6pm  
Ellen Diederich- Author Talk

Friday, December 12, 7pm  
Documentary Screening of Probstfield Farm

Tuesday, December 16, 6:30pm  
House and Home: Realtors' Role in the Community

December 27-30, 1pm  
City of Moorhead Holiday Sleigh Rides

Check out [www.hcscconline.org](http://www.hcscconline.org) for detailed information.

### Clay County Recipe Box- Call for Recipes

We want to assemble the first ever **HCSCC Recipe Box**. Please send your favorite recipes with a brief history of the recipe. We would also like to include any of your favorite cooking stories, memories or "old wives' tales" like the one from my Grandmother Maizie: **"Always cut off the ends of the cucumber. They're poison, you know!"** Any household hints will be included also along with a special section devoted to heritage recipes. Please send heritage recipes AS WRITTEN!