fixed between Sections 6 and 7, Township 154N. This boundary was re-affirmed by the following legislature, and remains at the present northern county boundary. With the squaring up of the south and east boundaries the land area of the county was reduced to 4,450 square miles.

At the 1880-81 session of the Minnesota Legislature an act was passed creating the new county of Norman from the southern third of Polk County. The new southern boundary of Polk County and the northern boundary of Norman County was fixed on an east and west line between Townships 146 and 147. Norman County was allotted 1,432 square miles of land area and it in turn was later reduced when 572 square miles of the eastern part was set off to form Mahnomen County.

The last division of Polk County took place following the general election of 1896, when an irregular portion of the north central and northeast townships, totalling 1,039 square miles, was set off to form Red Lake County. The eastern boundary of the central section of Polk and the western boundary of Red Lake was established between Ranges 46W and 45W, beginning at the north boundary of the county and extending south to the northern boundary of Township 150, Range 45W (Gentilly Township); thence south along the eastern boundary of that township to an east and west line between Townships 149 and 150 to form the south boundary of Red Lake County. The southern boundary of Red Lake extends east to Range 41W, thence north and east bordering on Township 150, Range 40W (Chester Township); thence north and east following the west and northern boundaries of Township 152, Range 39W (Johnson Township); thence north along the eastern boundary of Polk County to the Marshall County line. (Red Lake County, too, suffered dismemberment when in 1910 its north half [approximate] was set off to form Pennington County.)

While the successful attempts to divide the land area have been duly documented, yet the history of Polk County would be incomplete unless a brief account of the unsuccessful attempts to divide the county were made in this report. The writer, upon his arrival in Polk County, was intrigued by the reports, many of them first hand from participants, of the unsuccessful attempts to divide the county. Argument for county division was not without justification. Before the general use of the automobile in the early twenties, a relay journey by team and railroad meant about a two-day trip to the county seat for residents in the northwestern and northeastern parts of the county.

The ambitions and aspirations of the citizens of the towns and villages to become county seats were the other driving forces working for county dismemberment. The law passed by the State Legislature in 1893, which permitted voters to decide at general elections on county division, added fuel to the fire of enthusiasm of factional groups for county division. Four sectional groups filed petitions for county divisions which were voted on in the general