The "Lost Marble Quarry" on the Garden Peninsula

by Dr. Richard Boyd, Wisconsin Underwater Archaeology Association

The Garden Peninsula of Upper Michigan is the northern geographic counterpart of Wisconsin's famous Door County Peninsula. Both these geologic formations are bedrock remnants from the last Ice Age, composed of highly resistant sedimentary rock that the glaciers failed to completely erode. Fishermen and farmers, soon followed by lumbering interests, settled this maritime region of peninsulas and islands in the 1840s. Whereas many parts of Door County have become highly developed, "the Garden" consists largely of undeveloped shoreline communities retaining a strong maritime heritage with a distinct rural aura.

Mary P. Gouley was an enterprising pioneer who lived on the Garden Peninsula in the late 19th century. She was a friendly, well-educated woman who was also an accomplished musician. About 1870, Mary inherited a large tract of land from Leon

continued on page 12
View from the Wheelhouse

“Sweepers, Sweepers, man your brooms...”

“Sweepers, Sweepers, man your brooms. Give the ship a clean sweep down both fore and aft! Sweep down all lower decks, ladder wells and passageways! Dump all garbage clear of the fantail! Sweepers.”

For anyone who has ever served on a Navy or Coast Guard vessel, these are familiar words. On most ships, each workday ends with this standard announcement, commonly known as a “pipe”, over the ship’s 1MC—the term for the shipboard general public address system on naval vessels. The 1MC (#1 Main Circuit) is the primary tool for passing all manner of information to the entire crew simultaneously.

Most announcements are preceded with the attention getter, “Now!” This is a shortened version of the more traditional “Now hear this!” These “pipes” are one more example of the unique lingo of the sea. Sailors have long had a language of their own. The jargon common to those at sea is often akin to a foreign tongue to the landlubber. Nowhere is this truer than on a naval vessel, where nautical terms are compounded with the confusion of military-speak. However, for those serving in the vessel (one serves “in” a naval vessel, not “on” one) and attuned to the complexity of both the literal and unspoken messages contained in the words, announcements like “Sweepers” are not only filled with great meaning, they are often very comforting and essential in the routine of life afloat.

Some pipes are steeped in naval tradition and language going back to the days of sail. The call for an evening meeting of key staff with the boss at the end of the day goes something like this: “Now lay before the mast all eight o’clock reports. Eight o’clock reports will be received in the wardroom by the Executive Officer.” These words trace their origins back to days of wooden ships and iron men. To further confuse the unknowing, the designated time refers to 8:00 p.m. in the evening which would normally be identified as 2000 (spoken “twenty-hundred”) hours. The archaic language of this particular announcement is one of the rare exceptions in the rigid use of the twenty-four hour clock common throughout the military.

Another pipe with historic roots but destituted by those having enjoyed a long night of fun ashore is the familiar “Reveille! Reveille! Reveille! All hands heave out and trice up. Reveille!” The word “reveille” takes its origins directly from the French word meaning “wake up.” The “heave out and trice up” part goes right back to the days of sail when sailors slept on the gun deck. Heave out is fairly self explanatory, it simply means get out of your bunk. Trice up traces its roots to the act of binding the hammocks with cord for storage. With more modern frame bunks, it refers to pulling the outer edge of the bunk up and tying it.

One of my favorites was always “Haul over all hatch hoods and gun covers. Make ready for impending rain squall.” This was always fair warning that if on a weather-deck; one should take cover or make preparation to get wet.

continued page 4
Maritime Speaker Series

The Door County Maritime Museum has announced its 2011-2012 Maritime Speaker Series program which will get underway Tuesday night, Nov. 29, and continue with a series of Thursday evening programs running periodically January through March.

The initial program on Nov. 29 will provide an excellent holiday shopping opportunity with the museum’s gift shop open for business and a book signing opportunity with the evening’s featured speaker Richard Purinton.

Purinton, who serves as the CEO for the family-run Washington Island Ferry Line, will present a program about life on Washington Island during the winter months. An award-winning author, Purinton’s “Over and Back – A History of Transportation to Washington Island” earned an Award of Merit from the Wisconsin Historical Society after being released in 1991. More recently he authored “Words on Water – A Ferryman’s Journal” in 2009 and last year “Bridges Are Still News – Island Essays, Poems and Photos” was released.

Programs will follow the first three Thursdays in January, February and March.

On Thursday, Jan. 5, Ken Westcar will explain the work that went into the repowering of the 1,000-ft. ore carrier Edwin H. Gott at Bay Shipbuilding in Sturgeon Bay.

Bay Shipbuilding retains center stage on Thursday, Feb. 2, when company personnel will be on hand to update the public on the activities going on at the yard.

With 2012 being the 200th anniversary of the War of 1812, Door County Maritime Museum Executive Director Bob Desh will present a program on the war’s impact on the Great Lakes on Thursday, March 1.

The series concludes on Thursday, March 29, with a program on the Museum’s hugely popular boat building program by Bill Freyman.

All of the programs begin at 7 p.m. at the Sturgeon Bay museum.

For more information contact the Museum at 920-743-5958 or visit www.dcmm.org.

Please visit us!

Sturgeon Bay
Open 7 days a week, 10-5 Labor Day to Memorial Day; 9-6 Memorial Day to Labor Day.
Admission Fees: Adults, $8.00; Children 5-17, $4.00.
Tug John Purves closed for the Season.

Gills Rock
Closed for the Season.

Cana Island Lighthouse
Closed for the Season.

Admission to members is FREE!
Apply for membership by logging on to www.dcmm.org, or fill out the membership form on page 18.
Sweepers, Sweepers, from pg. 2

Directors of various war movies love these pipes and use the standard announcements over the IMC to instill drama and punctuate a scene. Nearly every submarine movie ever produced finds a way to interject at least one “Dive! Dive! (Followed by two klaxon blasts then) Dive! Dive!” into the script.

Perhaps the most famous of the pipes is the call to general quarters and is another that often finds itself in the final cut of many a war movie. The actual announcement goes: “General Quarters, General Quarters! All hands man your battle stations. Go up and forward on your starboard side, down and aft on your port side. General Quarters, General Quarters!” This announcement is normally preceded by the sounding of the GQ (general quarters) alarm. Like the call to eight o’clock reports, the wording is steeped in naval tradition and history. In the days of sail, a drum pattern called the “beat to quarters” was played to signal the crew. This involved clearing the main gun deck(s) by taking all extraneous gear and equipment and stowing it down in the hold. All the cannons were primed with gunpowder and loaded with the proper type of ammunition (roundshot, chainshot, bar shot, canister shot etc). If you are a fan of the movie “Master and Commander” perhaps you remember the flurry of activity caused by Captain Aubrey’s calls to “beat to quarters.” By the 20th Century, drum beats were replaced with the less romantic sounds of klaxon, bell or other distinctive alarm.

General Quarters, or Beating to Quarters, is called whenever the ship and her crew face danger beyond what is necessarily expected of them in a life at sea. All crew members are assigned their general quarters station (a specific location and task on the ship) upon becoming a crew member aboard even a modern naval vessel. When GQ is called, all crew members must drop and stow what they are doing and report to their general quarters station as quickly as possible. A muster (accounting for all crew members at station) is then taken and duties are assigned according to the situation requiring the GQ alarm. GQ also triggers the securing of all watertight doors and hatches, making ready all weapons, and the preparing of all manner of emergency equipment for immediate use. Nothing brings a warship to life quite like the sound of the GQ alarm!

Like the GQ alarm, many of these standard pipes can be incredibly disconcerting and cause the crew to spring into well drilled responses. No sailor wants to hear “Fire, Fire, Fire, Class B (announced “Bravo”) Fire in the port engineering storeroom, compartment 3-150-4-A (announced “three, tack, one five zero, tack, four, tack, alpha”). Away the at sea fire party, provide from Repair 2. This is not a drill, this is not a drill.” As terrifying as these words might be, they trigger well rehearsed actions that could literally save the ship. The succinctness and impact of the message is impressive. In approximately 30 words that take mere seconds to announce, the entire crew knows the nature of the emergency, its exact location (we’ll save the shipboard compartment numbering system for another time), the actions that should be taken, who should take them, and where the best place to get the necessary equipment for the response (Repair Locker #2). It is all pretty darned efficient. 

continued page 5

Ports of Call Committee & Sponsors

To coordinate Ports of Call takes an incredibly dedicated group of volunteers. Stepping up and serving as co-chairpersons without the title were Kathy & John Campbell and Bonnie & Dennis Connolly. Assisting the Campbell’s and Connolly’s were: Jean Austad, Barb Desh, Bethany Kirwen, Jan McKelvey, Lynn Steiner, Sharon McConnell, and Lucy Richter. The Museum would like to express our sincere appreciation to these fantastic volunteers for their fantastic effort, enthusiasm and commitment. Hardy sailors are ye!

With gratitude for their sponsorship: Master: Bay Shipbuilding; Door County Naval Architects – Timothy Graul Marine Services, Seacraft Design, & Bay Engineering; Selvick Marine Towing Corp. – John Selvick. Boatswain: Bay Towel; Glen & Grace Rossman – Thrivent Financial. Gunner: Bay Electric Systems; Meissner Landscape – Greg & Marsha Meissner; Sturgeon Bay Utilities. Mate: Baylake Bank; Dennis & Bonnie Connolly; DC Printing LLC; Door County Ace Hardware; Lake Side Surgical Associates; Madison Avenue Wine Shop; Marine Travelf/ExcelTech; N.E.W. Industries; Pinkert Law Firm; Sturgeon Bay Florist; Witt Peninsula—Ford Lincoln Mercury.
As we prepare to close out 2011 and make preparations for yet another successful year in 2012, we hope you’ll answer this important call to action. This is our pipe to general quarters! We have great faith that it will cause the crew (you!) to spring to the well drilled responses essential to sustain the operations of our ship.

In the language of the sea, we’re counting on you to “heave round handsomely” and “take in the slack” as we set course on a downwind reach and make a run for home with our fundraising efforts. Thanks in advance for your support!

Bob Desh, Executive Director
Cedar Strip Canoe Boatbuilding Class

A class to build the Abenaki, a two-person cedar strip canoe, will begin in mid-January at the Maritime Museum. Volunteer instructors David Morgan & Bob Schottmuller selected the Abenaki because of its size and design. The Abenaki prototype was built at The Newfound Woodworks during the production of their “Cedar Strip Building” DVD in 2004. While its construction is straightforward, it can still handle a week’s worth of gear for the ultimate paddling adventure.

The name Abenaki honors the Native Americans who once paddled and fished the inland waters of southern New England. This canoe is loosely based on old Maine canoe designs with traditional re-curved stems and slightly flatter bottoms for greater stability than the old designs originating in Canada. The Abenaki is fairly beamy with large capacity, good stability, and all around canoe design. This is a great all-around canoe perfect for taking your kids and/or dog for a lake or slow-moving river paddle.

Class registration is now open to members at a cost of $300 and if unfulfilled will open to the public after December 1 at a cost of $400. Classes will meet on Saturdays from 8-3 beginning mid-January with project completion estimated for mid-June. Occasional mid-week classes will be held to move the project forward. The Abenaki will be the grand prize in the Museum’s 2012 Boat Raffle.

Length 16'
Beam (BOA) 35.25"
Weight 56 lbs.
Displacement (Capacity) 500 lbs.
Draft (at Capacity) 5.00"
Center Depth 11.76"
Docent crew steps up after a particular painful loss

The 2011 tour season is coming to a close and it's been a successful year both on the tug John Purves as well for the docent-led bus tours of the Museum.

But as positive as the success it, it also can present some problems; the most significant issue being the need for additional guides to handle the influx of more visitors.

We lost a significant contributor and wonderful individual earlier this year with the passing of Bill Munro. Bill had already made plans to curtail much, if not all, of his volunteer docent work this year as he and his wife Pat planned to relocate year round in New Mexico. But in talking with Bill last year before he headed south he told me they'd be up here for a visit this summer and I might be able to pull him in for a tour or two. Bill was wonderful that way and was always eager to share his love for everything museum with our visitors. One of his first tasks upon arriving back in Door County each spring was to stop in and get his name in on as many tours as possible. It was not the same summer season this year without him.

The rest of the crew stepped up to fill the considerable void left by Bill for what was another busy season. We lost our busiest tour operator when it opted to drop Door County from its itinerary. That cost us about 10 tours, but we rallied nicely and right now are just five tours short of the 82 with hosted in 2010. We have a very dedicated group, but we should see more tours in 2012 and a couple more guides would come in handy.

The tug demand is a bit different and challenging in that the tug maintains regular daily hours in-season and a docent must be on hand to provide the tour. Again, we have a dedicated group of guides, many who vested a huge amount of time into the vessel's restoration and now want to share it with the public. We've also added some new guides who have developed their own appreciation for the amazing vessel. A new pricing structure pushed significantly more people onto the tug in 2012 and with a growing group tour demand, the need for more docents is great. Bob Perlewitz continues to keep an eye on the docent schedule and is now being assisted by Jan Mckelvey in not only maintaining the slate but recruiting new guides. Jan's enthusiasm for the tug is infectious and she hopes to find more people just like her, who had no ties to the vessel when she first volunteered and is now hooked.

On first thought, becoming a tour guide can seem a little intimidating. There's a lot of history crammed into both the Museum and the Tug. But the learning process is made considerably easier by the experienced docents who are more than willing to share information. New docents are encouraged to "shadow" the veterans on tours and pick up the keys to a successful tour. Scripts have also been prepared with the tour highlights to make the learning process quick and painless. It's amazing just how quickly a new docent can establish a comfort zone. I've given many tours myself over the years and the chance to interact with people from all over the country is fun and rewarding.

Remember, you are a volunteer and can sign-up as often as you like. Some tug docents volunteer once a week while we see others more often and some less. Scheduled bus tours determine the frequency of volunteer opportunities for the Museum docents. They are asked to come into the Museum office periodically and sign up based on their availability. I've also developed an email list and provide upcoming tours online so docents can check their schedules and respond as to their availability.

I can't emphasize enough the important role docents play in enhancing the Museum experience whether it's in the building or on the tug.

As a little added incentive, June Larson and I host docent breakfasts periodically throughout the year. This past year the docents were treated to a number of programs and tours. Among them were a presentation from Steve Brunstrom, who managed the American Bureau of Shipping office in Sturgeon Bay; a tour of the Coast Guard Canal Station; and recently a peak at The Weather Channel from its former Senior Vice President and General Manager Terry Connelly, a seasonal Door County resident.

Please give me a call at the Museum (920-743-5958) if you would like to learn more about becoming a member of one of the Museum's most rewarding teams. We can share tour information and even provide a walk through to see if becoming a docent is something you would enjoy doing.

Jon Gast, Volunteer Coordinator
Holiday Member Mixer & Arts & Crafts Showcase
Tuesday, December 13, 2011 - 5-7 pm

Join us on Tuesday December 13th for the Member Mixer & Holiday Arts & Crafts Showcase! This year we expanded a little, so, along with holiday ornaments, there will be other handcrafted holiday gift items. Mixer attendees get exclusive last chance to bid on over 60 one-of-a-kind handcrafted items in the silent auction. Sample seasonal goodies and meet new friends! Special one night only discount in the Museum Store. Members are free, but please RSVP so that we have sufficient treats. Member’s guest cost is $12. What a great way to introduce your friends to the Museum family!

A growing list of contributing artists and crafters include:

Jean Austad
Kathleen Mand Beck-
Dovetail Gallery
Cal Bonnivier
Barb Desh
Bill Eickelberg
Fran Eickenberg
Mary Farber
Barbara & Doug
Henderson—
Thimbleberry Designs
Trudy Herbst
Bethany Kirwen
Marilyn Lang
Julie LaLuzerne
Marlene Poulton
Beverly Purves
The Richter Clan:

Jerry & Lucy; Colin,
Becca & Gary; Nancy
Cogan & Suzie Lezo
Lorraine Selvick
Sally Schopf
Ann Thenell—Studio of

the North
Paula Wendland
Maggie Weir
Susan Zeyher

Nautical Humor Dictionary

ABOARD: A piece of lumber you can use to repair your vessel.

AFT: Automatic Flotation Thing. The Coast Guard requires you have a personal flotation device for each member on board your vessel. These are the ones that inflate automatically when you hit the water to prevent drowning.

BRIDGE: Something you cross to get to the other side of a body of water when you don’t have a vessel available. It can also be used for removing masts of sailing vessels if it’s low enough.

CAPSIZE: The size you need to know when shopping for a hat or cap.

CREW: The people working on your vessel. They are usually friends or acquaintances who don’t find out about the “work” part of the trip until you are away from the dock. Crews have a high turnover rate and normally will never want to set foot on your vessel again.

DOCK: A medical professional.

HATCH: 1. A device similar in nature to a mousetrap, in that it will drop down on your head or hand without warning. 2. An opening for admitting water into the vessel.

HEAD: The part of your body that sits on top of your neck. Useful for storing items like hats, sunglasses, etc.

KEYS: Used for opening locks and lockets aboard your vessel, starting with the engine. Keys can usually be found in the water beneath your vessel.

OVERBOARD: A term describing the final resting place for anything expensive dropped while on board a vessel.

PAY OUT: What you must do every time something unexpected happens to your vessel.

PROPELLER: A metal thing that looks like a fan and is attached to your motor. The propeller is a dual-purpose item. It both propels your vessel through the water and catches stray dock and rigging lines before they can harm wildlife. After a short period of time, motors typically don’t have the same number of propellers they originally came with.

ROCK: Devices used to remove rudders from vessels.


WAKE: A part of a funeral often confused with what trails behind a vessel. Also what you participate in when you don’t practice safe boating or canoeing.

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Mari-Times Spotlight

The Spotlight feature regularly recognizes members of our Board of Directors, Museum staff and volunteers. This issue introduces two of the Museum’s dedicated volunteers, Nadine Urban and Sharon McConnell.

Nadine Urban is one of the Museum’s most versatile volunteers. One can often find her sitting with the mailing preparation crew eagerly participating in a lively conversation or assisting with children’s activities at one of the Museum’s events. She’s also a dedicated participant in the annual Lighthouse Festival.

“About nine years ago after meeting Trudy Herbst (the Museum’s Director of Development) and touring the Museum I became more interested in it,” Nadine explained. “I particularly enjoy events involving the children. They are so talented and have great imaginations. I also help with the Lighthouse Festival because I like being part of something so special and visiting with the many visitors it brings to Door County.”

Nadine’s ties to Door County’s maritime community stem mostly from her husband of 37 years Eldred.

“My father-in-law Nathan Urban worked for Christy Corporation and Bay Shipbuilding for many years in the Purchasing Department,” points out Nadine, who grew up in Green Bay and attended St. Norbert College for one year before moving on to the College of Medical Technology in Minneapolis. She had a one-year internship at Mercy Hospital in Clinton, Iowa. She’s spent the past 37 years living in southern Door County.

“I like that the Museum is preserving the lighthouses and the area’s shipbuilding heritage. Otherwise this would be lost,” Nadine contends.

She maintains that she doesn’t have any hobbies at the moment but she likes to travel and play golf while extending her volunteer efforts to the Red Cross, where she assists with advertising for blood drives and helps recruit volunteers.

“I am currently enrolled in the Live Strong Program at the YMCA,” Nadine continues. “My goal is to be strong enough to learn to snowshoe this winter.”

Those who know Nadine have little doubt she’ll be out snowshoeing … and thankfully volunteering at the Museum, too.

Sharon McConnell is another of the versatile volunteers who are vital to the Museum’s continued growth and success. She may be best recognized within the Museum family for her nearly five years of service on the Port of Call Gala planning committee. But Sharon also eagerly accepts requests to help at other Museum events such as the Classic & Wooden Boat Festival and the Lighthouse Festival.

“I started volunteering at the Museum shortly after moving to Sturgeon Bay (in 2005),” explains Sharon, who remembers the welcome Mother Nature provided upon her arrival on New Year’s Day with freezing rain.

But she insists the relationship has been anything but cold and icy since the move, contending that it’s the Museum’s commitment to Maritime history and the friendliness of the people involved with the Museum that maintains her involvement.

Sharon was born in central Illinois and attended Southern Illinois University in Carbondale and lived in the Chicago area for 30 years. She has two sons and two grandsons.

She has no maritime connections to the area but her involvement at the Museum is just part of her passion for volunteerism. She enjoys the county’s rich theatrical opportunities, volunteering at Third Avenue Playhouse, Peninsula Players and American Folklore Theatre. She’s also a Master Gardener volunteer and is involved in the horticulture program at NWTC.

An avid photographer, she hopes to expand on her talents with the lens.

She’s picked a great place to practice that craft and, thankfully, volunteer.
The Museum sponsored a member cruise to historic Fayette, MI aboard the Island Clipper. Trudy, Bob and Susan at Fayette, MI. Photo by Dennis Connolly

Visitors came to the Museum booth during the shipyard tours

Some of the buildings at Fayette.

Winner of the Sikaflex Cha Grabowski in Scooby Doo

View of harbor entrance from Fayette.
The Museum jokingly attempts to raffle off Coast Guard boat.

Winner of Paint the Bay – Boat Festival Poster for 2012 will be Splash by Randy Rasmussen.

The pirates are coming! The pirates are coming! May 19, 2012!

BEST OF SHOW: Delta owned by Larry Fisette of De Pere, WI. Photo by Jeff Larson
Quarry, from pg. 1

Trombly, an uncle with whom she had lived for some years. This land included the Garden Bluff, a massive limestone outcrop that is part of the western edge of the famous Niagara Escarpment. The rugged shoreline beneath these headlands contains several remote coves and river estuaries. One isolated inlet became known as Gouley’s Harbor, where Mary Gouley built her home and farmed the fertile lands atop the bluff, once cultivated by local Native Americans. In addition, being an intelligent businesswoman, she ventured into logging, milling, and quarrying. In 1880, Gouley reportedly discovered high quality dolomite deposits on her property, as well as sandstone and marble. She sent samples of these stones to Chicago for testing and polishing, which were subsequently rated as excellent building material.

Geologically, dolomite (now often called dolostone) is a close cousin of limestone, usually containing larger amounts of calcite and magnesium. This imparts a denser, harder, variable crystalline structure to the rock that often takes a fine polish. Marbles are formed by alteration of limestone or dolostone through recrystallization of the component minerals, and come in a myriad of colors, including brown, green, white, black, and various shades of blue. Mary Gouley reportedly had a marketable bluish-gray dolomitic marble on her property. It should be noted that the “market definition” of marble departs somewhat from the classic geological description in that marketers usually accept as marble almost any sedimentary ornamental building stone that can be satisfactorily polished.

As mentioned, the Door and Garden Peninsulas are part of the renowned Niagara Escarpment, a massive ridge extending from Indiana up through eastern Wisconsin where it forges the backbone of the aforementioned peninsulas, then across Lake Huron and down through the Bruce Peninsula to northern Lake Erie, where it eventually forms Niagara Falls. In Wisconsin, the escarpment is often called the “Ledge,” and it harbors many unique plant and animal species, as well as over 500 archeological sites. On the Garden Peninsula, three massive Niagara rock formations, each well over a hundred feet thick, compose the bulk of the escarpment and contain dolostone, limestone, sandstone, and some dolomitic marble.

Gouley opened her stone quarry about 1882, offering product through ads in local newspapers and by brokers in the Chicago area. Her quarry apparently operated well into the 1890s and perhaps longer. Some of Gouley’s business transactions were briefly described in early newspaper reports at Escanaba, Michigan, documenting that she provided stone for the foundation of the local courthouse and for the exclusive John V. Farwell mansion in Chicago, as well as for various other Midwest building projects. In recent years, certain historians have expressed considerable interest in correlating historically significant buildings with the source of their construction materials.

The fact that Gouley supplied building stone for the John V. Farwell mansion is in itself a significant event. The Farwell brothers, John and Charles, were extremely important figures in U. S. history. Charles B. Farwell was Chicago’s first “political boss” and is recognized as the creator of the “Chicago political machine!” He eventually became a powerful U.S. Senator, who channeled much of the Nation’s business through Chicago enterprises. John V. Farwell was a dry-goods magnate, who organized and operated an immense mercantile distribution system to disseminate products throughout the USA, and especially out to the expanding western frontier. For some time he partnered with Marshall Field, who went on to create his own retail dry-goods empire that persists today. In 1882, when the Farwell brothers built side-by-side mansions in Chicago, John’s business was doing some $20 million dollars per year and was one of the three largest wholesalers in the entire country.

The Farwell Mansions were constructed on Pearson

continued page 13
Street, between Lake Shore Drive and Michigan Avenue. Charles selected a Queen Ann Style, whereas John’s home was referred to as a “baronial” style into which the contractor incorporated a poured concrete skeleton, one of the first of its kind. This suggests that the “Gouley Stone” was not used as foundational material, but rather as decorative façade. These mansions were reported to have cost about $400,000 each, a tidy sum in the 1880s!

By the later decades of the 19th century, Delta County, Michigan, had become a thriving region in the Upper Peninsula, with booming interests in lumbering, mining, and shipping. In the early 1880s, Escanaba, now an incorporated city and the judicial seat of the County, was in sorrowful need of a regional courthouse, as well as improvements to the existing jail, infirmary, and schoolhouse. A tax levy for these projects was proposed and met with some debate, but continued page 14

Memorials and Honorariums

Memorials

Donations have been made in memory of:

~ Kenneth Asher ~
Mary Lou Skoglund  •  Jane K. Sanderson

~ Captain Vic Foshion ~
Capt. Raymond L. Sheldon

~ George Gabrielse ~
Catherine & Walt Piper

~ Robert E. Hansen ~
Christine Maseng

~ Gideon Haynes III ~
Penny & Glenn Hasenjager

~ Chuck & Ginny Karels ~
John & Hue-Chan Karels

~ MKC Fred G. Ketoca ~
US Coast Guard Chief Petty Officers Assn.

~ Charlie Kinsey ~
Michael & Jean Haggerty  
Susan Petroshius & Jeff Lundh  
Coleen Riley & Gary McNinch  
Scott Sorenson  •  Mary & Dick Uhl

~ B. William Kostecce ~
Jim & Evey Fleming

~ Bill Munro ~
Nancy Emery  •  Paul & Kanani King  
William & Karen McClelland  
Jerry & Sue McWilliams  •  Gunter & Kay Reiche  
Pete & Carol Schuster  •  Jan & Joe Walchshauers

~ David P. Roeper ~
Woodie & Doris Adkins  •  Helmut V. Ammon, MD  
Catherine Bennett  •  Richard & Marilyn Busscher  
Coventry Capital Partners  •  John & Nancy Dickens  
Fred & Anne Geilfuss  •  Godfrey & Kahn  
Don & Carolie Goniu  •  Jean P. Killingsworth  
Kolpin Outdoors  •  Susan Petroshius & Jeff Lundh  
Sivyer Steel Corporation  •  Edward & Alice Stolpa  
Gus & Alden Taylor  •  Carol & Frank Weber

~ George Raymond Yount, CEC USN (RET) ~
Beth & John Yount

Memorial gifts donated to the Museum in excess of $100 will be recognized on our main lobby Memorial Plaque.

Honorariums

~ Wedding of Keli Izyk & Tom Groenfeldt ~
Jane & Paul Graf

Kerber, Rose & Associates, CPAs
Dianne Lensert, EA / Shareholder

Two Door County Locations
10568 Country Walk Drive, Sister Bay  854-2379
36 S. Third Ave., Sturgeon Bay  743-4624
the courthouse construction went forth with a budget of $21,900. Year-round work started in 1882 and culminated with official occupancy in 1884. The finished building was a notable structure, Victorian in style, with high windows, vaulted ceilings and a unique circular staircase. Although the courthouse suffered a serious fire in 1901, it served the County well until 1961 when it was torn down. Of particular interest here is the fact that the courthouse construction required a total of 150 cords of stone from three separate sources.

Unfortunately, the exact amount of stone removed during the life of Gouley’s Quarry is not disclosed in any historical document. Information suggested that Mary worked the facility for about 10 years, ceasing operations before the end of the 19th century. To complicate matters, the precise location of the quarry remained unknown as of 2009. Most of the original Gouley lands are presently part of the Garden Bluff Trust, a land conservancy created by John and Karen Wilson from Door County. This 580-acre tract is second-growth forest and contains many unique plant and animal habitats, as well as historical Gouley’s Harbor.

Recently, members of the Wisconsin Underwater Archeology Association (WUAA) developed interest in the Gouley’s Harbor because it was once the home base of Captain Dan Seavey, the only Great Lakes mariner reputedly ever to be arrested for piracy. Seavey had a shoreline home and sawmill there with extensive docks, all of which were destroyed in a mysterious fire in 1915 that also took the lives of two young men. Seavey was blamed for this disaster, but was later cleared of all accusations, although the event still remains a “dark cloud” in his biography. A WUAA dive team (Greg Kent, Janet Defnet, Richard Bennett, and Dick Boyd) explored the site both terrestrially and underwater. Their observations, supplemented by old newspaper reports, allowed them to determine the location and orientation of Seavey’s compound.

That work completed, attention was shifted to the quarry, prompted by a newspaper report (1887) stating that schooners could load directly from it. That suggested a location on or near the water with sufficient depth to accommodate small vessels, and undoubtedly requiring some dockage or loading facilities. Such sites offer unique opportunities to examine the function of 19th century pioneer quarries because specialized tools and structures were often left behind or lost overboard during workaday operations. In the 1970s, prior to the establishment of the National Lakeshore, examinations of the docking areas near the famous “Brownstone Quarries” in Wisconsin’s Apostle Islands disclosed many unusual tools and other artifacts. These materials yielded a glimpse into the quarry operations that provided sandstone for many prominent Chicago buildings, the Milwaukee County Courthouse, and New York City’s famous “Brownstone District.”

Assuming that the quarry must have been close to the shoreline with sufficient depth to enable shipping, a WUAA team scoured the entire Garden Bluff Trust property for suitable sites, but to no avail. Team member Greg Kent then suggested that perhaps the quarry was closer to Mary Gouley’s home near the Harbor itself. This made sense in that crews apparently mined the quarry during the
Quarry, from pg. 14

"off-season" to have stone ready to ship once navigation commenced in spring. Shipping from the protected harbor would certainly simplify both loading and supervisory operations. Moreover, workmen could readily commute by water from nearby Garden and Van’s Harbor communities during much of the year.

The quarry was finally located off a gravel “jeep road” that runs along the north side of Gouley’s Harbor, its entrance hidden by a clump of trees. The adjacent bluff had apparently been mined out at one time, leaving a sheer wall about 25 - 40 feet high. The size of the pit area measures at least 180 x 50 x 25 feet and could have been even larger because the original height and extent of the dolostone bluff in the 1800s can only be estimated today.

Initial explorations and observations at the site did not disclose any lost tools or other specialized hardware, but a far more defining artifact was found. While examining the quarry, team member Janet Defnet noted some inscriptions carved into the rock wall, somewhat obscured by algal and lichen growth. After some general cleaning, at least six different engravings could be discerned, the most significant of which was “M.P. Gouley,” carved in large letters at a height about eight feet up the wall. Other writings included “A. G. Lassett” (or “A. Glassett”), “T.L. Lenthart,” “A. A. Kasten,” “H.L. & M.L. Erwin,” and “10”. This latter inscription could well be an abbreviation for 1910, possibly denoting the approximate time the pit was abandoned. Also, what may be an Indian spiral petroglyph was located on one far west wall of the recess. Of course, the name “M.P. Gouley” prominently carved into the rock face suggests that this is indeed the “Lost Marble Quarry.”

Investigations to date have not identified any of the names found in the quarry other than that of “Gouley.” Research of various records in Delta County, including at Fayette Historical Townsite, failed to disclose any historical relationship between any inscribed name and any prominent

continued page 16
family, business, or early settler on the Garden Peninsula. Therefore, it is probable that these are names of itinerant quarry workmen or of visitors to Gouley’s Harbor, since Mary was known to frequently entertain guests on her property.

The quarry is less than 100 feet from the northern shore of Gouley’s Harbor, where a steep embankment leads down to the rocky beach. At this point on the shore, a small, wooded promontory juts slightly outward into the cove. Discernible drainage ditches are found on either side of this point, and the rocky ground there also contains buried trash, evidence of considerable activity at some past era. In addition, it appears that this area may have been reinforced with cobblestone fill, perhaps to support some dock or tramway for loading stone.

WUAA divers investigated this possible loading site for any submerged pilings, cribbing or lost tools. These dives disclosed remnants of a stone-filled wooden crib that likely once supported some sort of loading dock or ramp. Unfortunately, an impenetrable weed bed occluded the deep water just beyond the outer edge of the crib, so the bottomland there could not be examined at this time. Nonetheless, it seems certain that this was indeed the shipping point for the quarry with sufficient depth for small boats.

Using the measurements of the quarry pit previously cited, a total volume of at least 270,000 cubic feet (cu. ft.) of stone was probably removed. Maritime cargoes of stone were generally measured in cords, a volumetric measurement that equals 128 cu. ft. per cord with a weight of about 13,000 pounds for limestone or dolomite. Thus, roughly 2,100 cords (27 million pounds) of stone had been removed over approximately a 10-15 year period.

Gouley’s Harbor is a fairly narrow inlet, but has sufficient depth to accommodate modest sailing vessels. It is unlikely that very large ships ever frequented the bay, but small scow-schooners of that day could probably operate in depths of five feet or even less. Craft of moderate size (generally 75 feet or less in length) could load about 25 to 50 cords of stone per visit. The only schooner known to have transported stone from Gouley’s was the St. Cloud belonging to Capt. Stephenson. This vessel was only 33 gross tons and probably could not carry more than 8-10 cords of rock per cargo. If we assume that the average load shipped from the quarry over approximately a decade ranged from 25-50 cords each, then 5-8 shipments were made each year. This seems perfectly consistent with a small operation and with the assumption that approximately 2,100 cords of stone had been removed during the life of the quarry.

While we do not have any data about the quantity of stone required by the Farwell Mansions, we do have an approximate idea of what was required for the Delta County Courthouse in 1882. Documents show that a total of 150 cords of stone from three different sources was used in that building. Assuming each of the three sources yielded approximately 50 cords of stone to the project, that indicates that at least three or four boatloads were taken from Gouley’s Quarry. Again, allowing that most small scows like the St. Cloud could carry approximately 10-25 cords per cargo, that output certainly seems quite doable for the Gouley operation.

We have no information documenting what other structures may have been constructed from “Gouley Stone” or any other applications it may have fulfilled. Nevertheless, it did play an architecturally important role in several prominent buildings and provided an interesting example of 19th century business entrepreneurship on the Garden Peninsula.

Treasurer Mike Gilson of the Old Bolts Car Club presents proceeds from their HarvestFest Car Show to Trudy Herbst of the Maritime Museum and Laura Moeller of Door County Community Clinic Jim Olson Motors, Witt Peninsula Ford, and Carquest of Door County sponsor the annual Sturgeon Bay Car Show. Thank you!
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