MNDOT HISTORIC ROADSIDE DEVELOPMENT STRUCTURES INVENTORY

LA-SVC-046
CS 3806
Gooseberry Falls Concourse

Historic Name	Gooseberry Falls Concourse
Other Name	

CS #	3806
SHPO Inv #	LA-SVC-046

Location	SE side of TH 61 SW of the jct of TH 61 and the Gooseberry R.
City/Township	Silver Creek Township
County	Lake
Twp Rng Sec	54N 9W Sec 22
USGS Quad	Split Rock Point
UTM	Z15 E616120 N5221990

Hwy	TH 61
District	1A
Reference	39.3

Acres	.8
Rest Area Class	4

SP #	61-1-29-1 3806-01

Designer	Barber, E W, Natl Park Serv Nichols, A R, Consult Land Arch
Builder	Civilian Conservation Corps (CCC)

SHPO Review #	93-0725 94-3906

Historic Use	Roadside Parking Area
Present Use	Roadside Parking Area

MHS Photo #	013544.10-24 013545.01-08

Yr of Landscape Design	1936-40
Overall Site Integrity	Intact/Slightly Altered
Review Required	Yes

MnDOT Historic Photo Album	Nic 1.14	Nic 5.16
	Ols 2.48	Ols 2.49
	Ols 2.50	Ols 2.51
	Ols 2.52	

National Register Status	Eligible, see Statement of Significance Also member of listed NR site: Gooseberry Falls State Park

Historic Context	Minnesota State Park Rustic Style Architecture, 1905-1943 Roadside Development on Minnesota Trunk Highways, 1920-1960 Minnesota State Park CCC/WPA Federal Relief Pgms, 1933-1943

List of Standing Structures

Feat#	Feature Type	Year Built
01	Overlook Wall	1936-40
02	Curb, Stone	1936-40
03	Drinking Fountain(s)	1936-40
04	Sidewalk	1936-40
05	Trail Steps	1936-40
06	Info Board	Ca. 1980
07	Trail Steps	Ca. 1990

NOTE: Landscape features are not listed in this table

Fieldwork Date
10-12-97

Prep by
Gemini Research
Dec. 98 G1. 28

Prep for
Site Development Unit
Cultural Resources Unit
Environmental Studies Unit

Final Report	Historic Roadside Development Structures on Minnesota Trunk Highways (1998)

■ BRIEF

The Gooseberry Falls Concourse is located on the southern side of T.H. 61 at the western end of the Gooseberry River. The site is located along the North Shore, approximately 12 miles east of Two Harbors.

■ STANDING STRUCTURES

Stone Concourse. Built 1936-1940 by the CCC. Designed by Edward W. Barber of the National Park Service. The site is dominated by a 300'-long stone overlook wall that was constructed to retain the cut on which T.H. 61 was built and to provide safe parking, a view of the Gooseberry Falls, and pedestrian access onto the bridge. The wall is built of random ashlar pieces of rockfaced black gabbro, laid around a poured concrete core. The mortar work is of excellent quality, with the stones carefully selected and well placed. The stonework includes hexagonal and polygonally-shaped stones that were laid in geometric patterns (not seen in the Department's other overlook walls).

The upper portion of the overlook supports an asphalt-paved parking area. (The northern side of T.H. 61 was also widened for additional parking.) The concourse's upper (southern) wall, which has sections of stone railing with lancet-like openings, originally also had sections of heavy log balustrade. The inner side of the wall is lined with a flagstone walkway edged with a stone curb. A curving lookout bay, paved with flagstone, is located near the midpoint of the wall.

A series of curves define the eastern end of the concourse and the beginning of the bridge approach and abutments. Near the eastern end of the concourse is a stone drinking fountain (see below). A geological marker on a gabbro lectern-style pedestal was added near the fountain in 1950. (The marker is entitled the "Geology of Minnesota Gooseberry Park Region." See text at the end of this document.) There is a small brass plaque mounted near the eastern end of the concourse that reads: "Federal Aid Project No. 282 Minnesota 1937."

A large stone staircase descends to the south from the eastern end of the overlook near the drinking fountain. The staircase has steps of poured concrete and sidewalls of black gabbro. Beneath the staircase at the base of the structure is a restroom area referred to in some historic documents as the "concourse latrine," which has entrances on the southern and western sides. (This is the only overlook wall recorded in this inventory that has rooms within the structure.) Rectangular window openings to the restroom area have been closed with stone. The entrances have also been permanently closed.

The overlook is a massive structure that is 12' wide at the base. Along its southern face (viewed from below) are four huge rectangular recessed areas. Many of the stones visible on the southern face are approximately 4' by 4' in size.

The overlook is linked to the Bridge 3585 abutments with 100' of gabbro stonework that was laid in 1938.

Stone Curbing. Built 1936-1940 by the CCC. Gabbro curbing lines the walkway along the inner side of the wall. There was once more extensive stone curbing at the site.

Stone Drinking Fountain. Built 1936-1940 by the CCC. A stone drinking fountain is located near the eastern end of the overlook. It is a square structure with a curved wall around it and a raised stone floor. The bubbler has been removed.

Flagstone Walkway. Built 1936-1940 by the CCC. A flagstone walkway leads eastward from the bottom of the stairway at the eastern end of the overlook. The walkway ends at a set of stone and concrete trail steps.

Stone and Concrete Trail Steps. Built 1936-1940 by the CCC. A long set of stone and concrete trail steps lead from the overlook wall southward down to the falls. The steps are poured concrete, with black gabbro sidewalls and a pipe railing.

Information Board. Built circa 1980. A wooden information board with a gabled roof has been added near the geological marker.

Wooden Trail Steps. Built circa 1990, probably by the MnDNR. Wooden trail steps lead from the western end of the overlook wall down the hill through the woods to a lower asphalt-paved parking area.

■ OTHER LANDSCAPE FEATURES AND PLANTINGS

The overlook is linked to the Bridge 3585 approaches and abutments with gabbro stonework. (Bridge 3585 was built in 1925, improved with stonework in 1937-38 in conjunction with the construction of the concourse, and replaced in 1996-1997.) The northern side of T.H. 61 across from the concourse was originally widened for additional parking. The site is located in a naturally forested setting with trees and grass planted quite close to the wall. The upper surface of the overlook wall is located at the elevation of T.H. 61. The land drops off sharply from T.H. 61 as the river tumbles down the falls.

■ SETTING

The overlook is located at the western end of Bridge 3585, which carries T.H. 61 over the Gooseberry River at a point where the river drops down more than 100' in a series of waterfalls. The overlook provides a view of the falls. It stands within Gooseberry Falls State Park, a large portion of which has been listed on the National Register. The park's Bridgehead Refectory, a stone and timber structure also built by the CCC, is located at the eastern end of Bridge 3585.

■ INTEGRITY

Alterations

Sections of log balustrade on the concourse's upper wall have been removed. A geological marker on a gabbro lectern-style pedestal was added to the overlook in 1950. Portions of the site's stone curbing have been removed. Portions of the flagstone walkway have been removed and/or covered. The parking area was originally gravel and is now asphalt. A wooden information board was added near the geological marker. The bubbler has been removed from the stone drinking fountain. The restroom area's windows have been closed.

A section of poured concrete sidewalk has been added to the eastern end of the overlook wall, adjacent to the parking area. A section of poured concrete sidewalk has been added to the top of the eastern stairway. Bridge 3585 was replaced in 1996-1997. Portions of the original stone bridge approach walls have been removed. The auxiliary parking on the northern side of T.H. 61 has been removed and the highway has been widened. The concourse is currently under alteration and is being converted to a pedestrian-only overlook.

At the time of the fieldwork (in October 1997), the site retained integrity of location, design, setting, materials, workmanship, feeling, and association.

Notes on Condition

The overlook wall is in fair condition. The masonry has been patched several times. The stone curbing has been covered with asphalt in some places.

■ HISTORICAL BACKGROUND

The Gooseberry Falls Concourse was built in 1936-1941 by the Civilian Conservation Corps (CCC), which was under the supervision of the National Park Service (NPS), working in cooperation with the Minnesota Department of Highways (MHD) and the Minnesota Department of Conservation's Division of State Parks.

The overlook was built by CCC Co. 2710 (Camp SP-10) in conjunction with the Company's development of Gooseberry State Park in 1934-1940. The CCC's work in the park included the development of roads, trails, and campgrounds and the construction of a collection of stone and timber structures. In conjunction with the construction of the concourse, the CCC improved Bridge 3585 which had been built in 1925, the year that T.H. 61 at this location was opened.

Historian Rolf Anderson describes the impetus for the concourse's construction:

> The master planning for Gooseberry Falls State Park presented an especially complex challenge for the [National] park service designers. The site, which attracted large numbers of visitors because of its dramatic natural features, was bisected by a major highway carrying travelers along the North Shore of Lake Superior. The road passed between the upper and lower falls of the Gooseberry River where travelers naturally wanted to pause and enjoy the total beauty. Congestion was probably nothing new to the site, but with the development of extensive facilities that would attract even more visitors, the situation could easily have worsened. A successful design solution was found by segregating travelers who simply wanted to admire the falls from those intending to enter the park proper. . . . A large concourse was built to provide space for parking, restrooms, and a huge stairway that descended to the falls (Anderson 1994:11).

The highway concourse was 25 percent complete by the end of March 1936. During the 1936 construction season, the CCC also built three flights of stone stairs, the kitchen and shelter building, a refectory, a latrine, a lookout, a sewer line, and roads, all in the park (Long 1996:19-21). Most of the highway overlook was completed in 1940. The stairway and restroom area were the last portions of the concourse to be built, and work on the interior of the restrooms continued into 1941.

The camp newspaper, the *Gooseberry Times*, followed the construction of the overlook wall and other park structures. For example, it reported in June of 1938 that, despite heavy rains, work was progressing on the restroom area near the eastern end of the overlook:

> When completed this [eastern] section will contain a stairway leading to modern toilet facilities built into the wall. The ends of the Gooseberry River Bridge have already been encased with rock and the concourse wall will tie into the bridge ends making a harmonious appearance (*Gooseberry Times*, June 6, 1938).

The same issue of the newspaper reported:

> Stonework on the flagstone walk (718-A) Job No. 6 will be started in the near future. This walk will follow along the retaining wall at the highway concourse and will greatly enhance the usefulness of this parking concourse. The rough stonework on the Concourse Latrine (120) Job No. 128 is commencing this date and when the work is properly organized both the flagstone walk and the concourse latrine will be worked on at the same time (*Gooseberry Times*, June 6, 1938).

One year later, a photograph in the July 6, 1939, issue of the *Gooseberry Times* shows the derrick used to lift the granite, cement, and mortar from the highway to lower it down to the base of the wall. The derrick was designed by the Camp blacksmith Pete Mertes and made within the camp (*Gooseberry Times*, July 6, 1939).

The Gooseberry Falls Concourse was designed by Edward W. Barber, who was the principal designer of the Minnesota Central Design Office of the National Park Service. George C. Lindquist, who also designed several buildings within the park, served as on-site architect and oversaw construction of the overlook. Ed Lasey, of the National Park Service, served as Inspector.

Consulting with the National Park Service on the site design were three officials from the Minnesota Department of Highways -- A. R. Nichols (Consulting Landscape Architect), Harold E. Olson (Roadside Development Engineer), O. L. Kipp (Construction Engineer) -- as well as Harold W. Lathrop, Park Authority for the Minnesota Department of Conservation.

Supervising the work of the CCC camp was Gooseberry CCC Camp Superintendent Tom Hughes. Bernie Penner directed the blasting and the quarrying. Two Italian stonemasons -- John Berini and Joe Cattaneo -- along with Axel Anderson supervised the stone cutting and laying. Ed Cay was landscape foreman in the park (Anderson "Gooseberry" 1988:7-1). According to a photo caption in the March 15, 1939, issue of the *Gooseberry Times* (written when the bridge abutments were being encased), Joe Cattaneo and Howard Muellerleile were supervising the crews working on the overlook wall at that time (*Gooseberry Times*, Mar. 15, 1939).

Edward W. Barber

The Gooseberry Falls Concourse was designed by Edward W. Barber, who was the principle designer of the Minnesota Central Design Office of the National Park Service. Barber also designed many structures within Gooseberry State Park, including the Bridgehead Refectory, Caretaker's Cabin, Entrance Portals, Kitchen Shelter, Refectory, Pump House, Latrine, Combination Building, and Custodian's Cabin (Anderson "Gooseberry" 1988). Barber also designed many of the log buildings at Scenic and Itasca State Parks, the River Inn at Jay Cooke State Park,

the Lodge and Combination Building at the St. Croix Recreational Demonstration Area, and the Mount Tom Shelter at Sibley State Park (Anderson "Minnesota State Park" 1988:E-40).

Interviews with CCC Enrollees

Ray Kohtala of Duluth, Minnesota, was 16 years old when he enrolled in Co. 2710 in 1938. He remained at the camp until April 1940. He worked as an assistant stonemason with Joe Cattaneo. He worked on the concourse during his entire time at the camp. Joe Cattaneo gave Kohtala the honor of cutting and placing the last stone in the concourse in about March 1940. Kohtala said that they built the entire concourse, including the staircases and bathroom, but left one stone out of the staircase, and that this was where the last stone was placed. Kohtala does not recall an architect "looking over their shoulders" while they worked on the concourse, but he does recall Cattaneo following a "sketch." It was Cattaneo who set a pattern for rock laying and the masons followed the pattern. They would lay out different sizes of rock and decide what shape was needed to fit into the available space. "We'd try to find a rock of the approximate size we'd need to fit the space, and then cut it to fit," said Kohtala. He called the rock "blue stone," or gabbro. Kohtala and all the young stonemasons also worked in the quarry, learning how to drill and dynamite. He said there were at least 20 men working on the crew that built the concourse. Not all were masons, some were cement mixers, winch operators, etc. The winch operators lifted the huge rocks with a hand- operated winch. According to Kohtala, Joe Berini was a stonemason and instructor who worked on the refectory on the northern side of the bridge (Ray Kohtala interview, Feb. 1998).

Harvey Richard of Virginia, Minnesota, was an enrollee in Co. 2710 from July 1937 to March 1939. He worked on the crew that quarried rock for the concourse and other park structures. Richard said that the stone was quarried one mile west of Beaver Bay (approximately 11 miles northeast of the Gooseberry Falls Concourse). Richard recalled that Axel Anderson, a stonemason and crew foreman, was in charge of blasting the stone out of the quarry. Richard learned stonemasonry from Anderson while working on several buildings within the park.

Richard also worked with stonemason John Berini. He recalls that the landscape foreman was Ed Cay, Surveying Engineer was "Obie" O'Brien, and the architect for all the buildings was George Lindquist. Richard recalls that in 1937 the camp obtained a new fleet of Dodge dump trucks. A derrick at the quarry raised and lowered the heavier rocks (some weighing as much as 3-7 tons) into the trucks. One of Richard's jobs was to drive the 1936 stakebed truck which was used to haul the quarry crew to the Beaver Bay quarry. "Axel Anderson rode with me in the cab and when we got to the quarry we'd park the truck and then I'd work alongside the guys in the quarry. I got to drill rock, then Axel taught me how to blast using dynamite. You didn't want to shatter the rock, just shake it up. I learned how much powder to load the holes with" (Richard interview, Dec. 1997).

Gooseberry Falls CCC Camp

The Gooseberry Falls CCC Camp opened on May 3, 1934. The company was under the supervision of the National Park Service and the CCC camp was operated under the direction of the U.S. Army. Within two weeks of opening, there were 199 men in Company 1720, with the camp located near Gooseberry's Lower Falls. (Co. 1720 had previously been stationed near Ely.) The Gooseberry camp's permanent CCC company, Company 2710, was organized in July 1934. Co. 1720 was transferred away from the park in September and

Co. 2710's 200 enrollees moved into permanent quarters near the Upper Falls (across T.H. 61 north of the concourse) in October 1934. The Gooseberry Falls CCC camp had 27 buildings including an infirmary, 10 barracks, a mess hall, a latrine, officers' quarters, and other structures. The camp's work was terminated in May 1941 and it closed in July 1941. It had remained in operation longer than any other state park CCC camp in the state (Anderson "Gooseberry" 1988:8-2).

■ PREVIOUS SHPO REVIEWS

A Section 106 review was conducted in 1993-1996 in association with the proposed replacement of Bridge 3585, the remodeling of the Gooseberry Falls Concourse, and other work in the park (SHPO #93-0725, #34-3906). Among the stipulations of the final Memorandum of Agreement is the requirement that the concourse be remodeled in accordance with the Secretary of the Interior's Standards for Historic Preservation Projects and in consultation with the SHPO. The documents that chronicle this Section 106 review contain several reports and items of correspondence.

■ STATEMENT OF SIGNIFICANCE

The Gooseberry Falls Concourse, built in 1936-1941 by the CCC, is one of 37 stone overlook walls recorded in this inventory. It is one of 14 sites in the inventory known, or suspected, to have been built by the CCC. Designed by Edward W. Barber of the National Park Service (NPS), it is one of eight sites in the study that were designed by NPS designers.

This property has been evaluated within the historic context "Roadside Development on Minnesota Trunk Highways, 1920-1960." It is recommended that the Gooseberry Falls Concourse is ELIGIBLE for the National Register under this historic context because it meets the following registration requirements:

Rare Federal Relief Property Type. Gooseberry Falls is the only property in this inventory that retains a stone drinking fountain. It is also an unusually large roadside development structure. (It is one of the three largest structures recorded in the inventory. The others are Thompson Hill Overlook and Garrison Concourse.) (National Register Criterion A.)

Significant to the History of Roadside Development. The Gooseberry Falls Concourse stands as testimony to the success of the partnership between the MHD, the National Park Service, the State Parks Division, and the CCC. This collaboration produced functional, long-lasting, and aesthetically-superior roadside amenities that continue to enhance the experience of the traveling public today. Gooseberry Falls is one of the 68 Depression-era properties in this inventory that represent the MHD's first large-scale effort to construct roadside development facilities in the state. The concourse is an excellent example of the distinctive and well-constructed public facilities, built by the MHD in partnership with federal relief agencies, that met the objectives of roadside development while providing essential work and job training to the nation's unemployed during the Depression. (National Register Criterion A.)

Significant to Transportation History. Gooseberry Falls Concourse is a pivotal roadside development facility on T.H. 61 that dates from the MHD's early construction and improvement of the highway (which was known until 1934 as T.H. 1). T.H. 1/T.H. 61, designed primarily as a scenic highway to carry tourists along the pristine North Shore of Lake Superior, is

significant within the development of the state's trunk highway system. (National Register Criterion A.)

Design Significance. Gooseberry Falls Concourse is a massive, intact, stone overlook wall with a unique design. The site is an excellent example of the application of the "National Park Service Rustic Style" to a roadside development facility. It has masonry of excellent quality. According to historian Rolf Anderson's National Register nomination of federal relief-built structures in Gooseberry Falls State Park, the concourse's "stonework is the most distinctive visually of any masonry construction in the state park system" (Anderson "Gooseberry" 1988:8-1). Gooseberry Falls Concourse displays the special labor-intensive construction techniques and distinctive use of indigenous materials that characterize both the Rustic style and federal relief construction in Minnesota. Furthermore, Gooseberry Falls is an important example of the work of prominent NPS landscape architect Edward W. Barber, working here in collaboration with Minnesota's A. R. Nichols. (National Register Criterion C.)

Gooseberry Falls Concourse was listed on the National Register in 1989 as part of the "Gooseberry Falls State Park CCC/Rustic Style Historic Resources," a 640-acre parcel (essentially an historic district) that includes several Rustic style structures in the park.

The concourse may also be associated with the following historic contexts: "Federal Relief Construction, 1933-1943," "Minnesota State Park Development, 1889-1943," and "Tourism and Recreation in the Lakes Region, 1870-1945."

■ OTHER COMMENTS

This property may require further evaluation for potential archaeological resources.

The Gooseberry River divides C.S. 3806 (west of the river) from C.S. 3805 (east of the river).

T.H. 61 is very busy past this site during the summer months.

The information board, as it is now positioned, is intrusive and blocks the view from the concourse.

At the time of the fieldwork (October 1997), the Bridge 3585 was being replaced and the old bridge's ironwork was stacked on the concourse. The concourse remodeling had not yet begun.

The text of the marker is associated with the general area. It is not specifically associated with the site of the wayside rest.

■ REFERENCES

Alleger, C. N. *Civilian Conservation Corps, Minnesota District* Rapid City: Johnston and Bordewyk, Inc., 1934.

Anderson, Rolf T. "Federal Relief Construction in Minnesota, 1933-1941." National Register of Historic Places Multiple Property Documentation Form. Oct. 9, 1990; amended Aug. 30, 1993.

Anderson, Rolf T. "Gooseberry Falls State Park CCC/Rustic Style Historic Resources." National Register of Historic Places Registration Form. August 26, 1988. [Updated in 1996 by Barbara Beving Long.]

Anderson, Rolf T. "Minding the Master. Minnesota's State Park Landscape." *Minnesota Common Ground*, vol 1, no. 2 (Winter 1994).

Anderson, Rolf T. "Minnesota State Park CCC/WPA/Rustic Style Historic Resources." National Register Multiple Property Documentation Form. Sept. 3, 1988.

Annual Report of the Accomplishments of Roadside Development Along the Trunk Highways in Minnesota. Minnesota Department of Highways. 1938 and 1939.

Biennial Report of the Commissioner of Highways of Minnesota. March 1, 1939 and November 1, 1940.

Fritzen, John. *Historic Sites and Place Names of Minnesota's North Shore*. 1974.

Gooseberry Times, June 6, 1938; Mar. 15, 1939; and July 6, 1939. [Gooseberry CCC Camp 2710 publication.]

Kohtala, Ray. [CCC enrollee Gooseberry Camp 2710.] Telephone interview with Kay Grossman. Feb. 4, 1998.

Long, Barbara Beving. *Phase III Historical Mitgation T.H. 61 in Gooseberry Falls State Park and Bridge No. 3585*. Final report prepared for Minnesota Department of Transportation. September 1996.

McClelland, Linda Flint. *Presenting Nature: The Historic Landscape Design of the National Park Service, 1916-1942*. Washington, D.C.: U. S. Dept. of the Interior, National Park Service, 1993.

Meyer, Roy W. *Everyone's Country Estate. A History of Minnesota's State Parks*. St. Paul: Minnesota Historical Society, 1991.

Richard, Harvey. [CCC enrollee Gooseberry Camp 2710.] Telephone interview with Kay Grossman. Dec. 8, 1997.

Rose, Nancy E. *Put To Work. Relief Programs in the Great Depression*. New York: Monthly Review Press, 1994.

Site Plans. Minnesota Department of Transportation, St. Paul.

■ ADDITIONAL BACKGROUND INFORMATION AND MARKER TEXT

Lake Superior and T.H. 61

Lake Superior is the largest body of fresh water in the world. The lake is 383 miles long, 160 miles wide, and is 489' to 1,400' deep. The Ojibwe called the Lake "Kitchigumi," meaning "Great Water." The early French traders called the lake "Lac Superieur" because it

was located at the head of the Great Lakes. By the early 1920s, Duluth and the North Shore area had become a mecca for tourists.

Trunk Highway 1 along the North Shore was built during the 1920s and 1930s and named the "Lake Superior International Highway" by the highway department in 1926. Its number was changed from 1 to 61 in 1934. The highway was the only thoroughfare to serve North Shore towns in Minnesota and to provide access to the Canadian North Shore from the state. It was specificially designed (and in some places, realigned) to provide outstanding views of the lake. Between Duluth and the Canadian border, T.H. 61 travels approximately 165 miles through three counties: St. Louis, Lake, and Cook. With the completion of the highway, recreation and tourism became important components of the North Shore economy.

Gooseberry Falls State Park

Gooseberry Falls State Park, the North Shore's first state park, was developed by the CCC in 1934-1940. The park's original 640 acres had been acquired by the State in 1933 for a game preserve and for highway right-of-way, and was owned jointly by the Department of Conservation and the Department of Highways. Gooseberry was officially added to the state park system in 1937 and has remained one of Minnesota's most popular state parks. The park was expanded when 920 acres were added in 1967, and when 100 acres were added in 1971. Today the park has 1,662 acres (Meyer 1991:112-114). A 640-acre parcel of the park, including the concourse, was listed on the National Register of Historic Places in 1989 as the "Gooseberry Falls State Park CCC/Rustic Style Historic Resources."

Gooseberry River

The Gooseberry River was named by French explorers and cartographers Medard Chouart (who was the Sieur des Groselliers which is French for Gooseberry) and Pierre Esprit Radisson (who explored the area in the 1660s) (Long 1996:6-7). The river may also have been named for an Anishinabe word "Shab-on-im-i-kan-i- sibi" meaning "the place of gooseberries river" or "place of gooseberries" (Fritzen 1974:12). There are five waterfalls along the Gooseberry. The falls near the concourse are comprised of an Upper Falls, which has a 25' drop and is above T.H. 61, and a Lower Falls, which has a 75' drop and is located 300' south of T.H. 61.

Local Stone

The gabbro used to construct the concourse was quarried one mile west of Beaver Bay (approximately 11 miles northeast of the Gooseberry Falls concourse) (Richard interview, Dec. 1997). Shades of red, blue, brown, and black granite were also used to construct the other structures in Gooseberry Falls State Park. Long writes, "The red granite was obtained from an outcrop in Duluth near the college of St. Scholastica, and the darker shades came from a site near East Beaver Bay, north of the park. Mortar sand was brought from Flood Bay, south of the park, and logs were cut at Cascade River State Park" (Long 1996:21-22).

Duluth gabbro is an igneous rock that differs from granite because it has feldspar, which gives it its green, dark gray, or black color. The stone is commercially referred to as "green granite," "black granite," and "trap rock." As early as 1896, gabbro was quarried in and around Duluth. There were many quarries in the Arrowhead Region including quarries in the Superior National Forest 18 miles southeast of Ely, an Arrowhead Granite Company quarry near Cook, and the McDonald Quarry near Angora. Gabbro was used to construct dozens

of retaining walls, bridges, overlooks, and state park structures along Lake Superior, as well as many historic buildings, bridges, and other structures in Duluth.

Text of Geological Marker

"750 million years ago tremendous volcanic activity in the Lake Superior district was accompanied by the outpouring of hundreds of lava flows having an aggregate thickness of 20,000 feet. After 10,000 cubic miles of material had been discharged the area collapsed to form the basin of Lake Superior.

"Differential weathering of the lava rocks composing the North limb of the basin caused the irregular skyline as well as the coves and headlands of the shore. The lower portions of the flows being relatively dense and resistant to weathering form the peaks and points along the coast.

"In more recent geologic time this area has been subjected to repeated glaciation. During the retreat of the Wisconsin glacier 20,000 years ago, while the eastern outlet of the Great Lakes was blocked by glacial ice, the surface of the lake was 530 feet above its present elevation.

"Erected by the Geological Society of Minnesota in memory of its first president, Junior F. Hayden in cooperation with the Department of Highways State of Minnesota."