

EAGLE HISTORICAL SOCIETY

NEWSLETTER

January 2017

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Check out Eagle Historical Society on Facebook. Please like and share to add more friends.

WELCOME NEW MEMBERS:

Individual \$10 — Richard Spurrell
Sustaining \$25 — Jesse Steinke



**Figure 6. View of railroad depot from west with workers. Approximately 1920's¹¹
Read more on Zach Sadowski's historical narrative beginning on page 4.**

ARTIFACT DONATIONS:

The following is a partial list of items donated.
Thanks to the following donors:
Viola Berg—Photos
Mabel Finney—23 Graphophone* rolls and 1 coffee pot
Barb Jatczak—Wedding dress, veil, baby clothes

(Continued on page 2)

Please check your newsletter label for the year "2017" to see whether you have renewed your membership and contact Don Ledrowski at 262-594-3301 or don@ledrowski.com with any questions. Thank you. Most of our members live in Wisconsin, but we have many others living in other states (Arizona, California, Colorado, Florida, Georgia, Indiana, Illinois, Iowa, Massachusetts, Minnesota, Mississippi, New Mexico, North Carolina, New York, Ohio, Texas, Virginia, Washington.)

EHS Board

President
Jeff Nowicki, 2019

Vice-President
_____, 2018

Secretary
Ryan Hajewski, 2019

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Pat Hawes, 2018

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Donald Ledrowski, 2018

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Newsletter Editors
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594-5454

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262-594-8961

OPEN
Fridays and Saturdays,
9 am to noon
Wednesdays, 3-6 pm

Website:
eaglehistoricalsociety.org
Facebook: Like us at
Eagle Historical Society

¹¹ Depot photos. Eagle Historical Society.

2017 MEMBERSHIP RENEWALS

Seniors \$8.00

<i>Annette Baker</i>	<i>Rosanne (Carter) Frame</i>	<i>Florence Pape</i>
<i>Yvonne Beranek</i>	<i>Susan Hunt</i>	<i>Patty Riley</i>
<i>La Vern Betts</i>	<i>James Johnson</i>	<i>Arlene Arenz Schmielau</i>
<i>Carol Calkins</i>	<i>Jerry Johnson</i>	<i>Pat Schroeder</i>
<i>Joan Dempsey</i>	<i>Roger Johnson</i>	<i>Jean Steinhoff</i>
<i>Theresa Denio</i>	<i>Marie Jones</i>	<i>Betty Weimer</i>
<i>Beatrice Eggleston</i>	<i>Bea Marquardt</i>	<i>Vonda Williams</i>
<i>Mabel Finney</i>	<i>Peggy Moots</i>	

(Continued from page 1)
 *From Wikipedia, the free encyclopedia, "The **Graphophone** was the name and trademark of an improved version of the [phonograph](#). It was invented at the [Volta Laboratory](#) established by [Alexander Graham Bell](#) in [Washington, D.C., United States](#). Its trademark usage was acquired successively by the Volta Graphophone Company, then the American Graphophone Company, the [North American Phonograph Company](#), and finally by the [Columbia Phonograph Company](#) (later to become [Columbia Records](#)), all of which either produced or sold Graphophones."



American Graphophone's 1888 wax cylinder graphophone. The machines were marketed for only a few years by American Graphophone and the North American Phonograph Company, but were superseded by Edison's 1888 'perfected phonograph' and its solid wax cylinders.

Individual \$10.00

<i>Scott Bovee</i>	<i>Shirley Matters</i>
<i>Jean Bowey</i>	<i>Rose Raiter</i>
<i>Kathleen Chapman</i>	<i>Ruth Anne Rolfe</i>
<i>Fred Gier</i>	<i>Gay Semanko</i>
<i>Sandra Hanson</i>	<i>Richard Spurrell</i>
<i>Ty Howard</i>	<i>Ed Stephan</i>
<i>William Krestan</i>	<i>Ann Trupke</i>
<i>Pete Loerke</i>	<i>Mary Jo Walbrandt</i>
<i>Karen Matters</i>	



A 1912 advertisement for the Columbia Grafonola

Family \$15.00

<i>Robert & Mary Anderson</i>	<i>Rob & Pat Hawes</i>	<i>David & Julie Ledrowski</i>
<i>Nick & Becky Beitz</i>	<i>Ken & Ellie Hyland</i>	<i>Bill & Lee Ann Madsen</i>
<i>Brian & Lucy Breber</i>	<i>Richard & Gretchen Jones</i>	<i>Jim & Gina Neist</i>
<i>JoAnne Bryce</i>	<i>Mark & Anne Marie Jung</i>	<i>Ken & Mal Olson & Jeff</i>
<i>Robert & Joyce Curran</i>	<i>Michael & Karen Kennedy</i>	<i>Carl & Wilma Pettis</i>
<i>Mark & Julie Dexter</i>	<i>Bill & Claudette Krestan</i>	<i>Shari Sasso</i>
<i>Gordon & Karen Erickson</i>	<i>Donald & Barbara Kruse</i>	<i>Thomas & Bonnie Sherman</i>
<i>Lee & Lynn Greenberg</i>	<i>Bruce & Gigi Lane</i>	<i>Tom & Terri Sorensen</i>
<i>Richard & Sally Harthun</i>	<i>Alan Ledrowski & Scarlet Paris</i>	<i>Steve & Linda Steinhoff</i>

Any corrections or additions to membership, please contact Don Ledrowski at 262-594-3301 or don@ledrowski.com. Thank you.

2017 MEMBERSHIP RENEWALS

Sustaining \$25.00

<i>William & Jackie Adams</i>	<i>Martin & Vera Murk</i>	<i>Brian & Elaine Rudy</i>
<i>Dick Adduci & Jackie Lewis</i>	<i>William Orchard</i>	<i>Michael & Ann Sadler</i>
<i>Tim & Debra Angers</i>	<i>Gary & Nancy Payne</i>	<i>Rosann Sasso</i>
<i>Mary Cramer</i>	<i>Art & Carrie Peavy</i>	<i>Toula Sievers</i>
<i>Don & Darla Enright</i>	<i>Jerry & Kay Perkins</i>	<i>Beverly Spurrell</i>
<i>Jan Grotjan</i>	<i>Conrad Potrykus</i>	<i>Jessie Steinke</i>
<i>Bob & Carol Kwiatowski</i>	<i>Greg & Jackie Priatko</i>	<i>Bill & Jean Thiele</i>
<i>Frank & Pat Latona</i>	<i>Mike & Joanne Rice</i>	<i>Carol Tritz</i>
<i>Richard & Nada Moeller</i>	<i>Gerald & Carolyn Rosprim</i>	<i>Bill & Judith Zell</i>

Sponsor \$50.00

<i>Vickie Baker</i>
<i>Arn & Jessica Chamberlain</i>
<i>Russ & Pat Chapman</i>
<i>Roger & Valerie Cole</i>
<i>Donald & Elaine Ledrowski</i>
<i>Don & Dottie Murphy</i>
<i>Jeff Nowicki</i>
<i>James Pasterski</i>
<i>Larry & Diane Wilkinson</i>

Patron \$100.00

<i>Dorothy Clark</i>	<i>Bruce & Patricia Moffatt</i>
<i>Thomas Day</i>	<i>Jill & Russell Steinhart</i>
<i>Paul & Sandra Fisher</i>	<i>Eagle Headquarters</i>
<i>Diana & Eloise Hall</i>	<i>Dan & Debra West</i>
<i>Vernette Heare</i>	
<i>Jerry & Lori Heckel</i>	
<i>Heckel Tool & Mfg. Corp.</i>	
<i>John & Julie Mann</i>	

Honorary Members

<i>Bea Delaney</i>	<i>Dorothy Kau</i>
<i>Virginia Dudzek</i>	<i>Meryl Kelsey</i>
<i>Harold Hinkley</i>	<i>Richard & Jane Riddle</i>
<i>Martin Holzman</i>	<i>Bernice Sadenwasser</i>
<i>Eileen Juedes</i>	

 ★
 ★ **Winners of three \$50 complimentary bricks in the Early Bird Renewal Drawing are:** ★
 ★
 ★ **Nick & Becky Beitz** **Scott Bovee** **Tom & Bonnie Sherman** ★
 ★
 ★ **Congratulations!!!** ★
 ★

Eagle, Wisconsin, located in southwestern Waukesha County, was not known as a town you simply pass through in the 19th century. As a destination for immigrants moving from the east coast to the western frontier, Eagle offered prime farmland in the newly christened state of Wisconsin. The railroad was an essential part to the rise of Eagle as a major commercial center in Waukesha County, however, with the expansion of the highway system, this large advantage of having a railroad depot diminished. This story is familiar in many parts of the nation as railroad companies contributed to the rise of villages, but, eventually, both railroad use and these villages declined due to the highway system.

To fully understand the development of the railroad and the connection it plays with Eagle, you must step back before even a track has been laid. On February 11, 1847, Governor Henry Dodge of the Territory of Wisconsin signed a bill incorporating the Milwaukee & Waukesha Railroad.¹ This railroad would go on to become the Chicago, Milwaukee, St. Paul & Pacific Railroad, commonly known as the Milwaukee Road, following many mergers.¹ The charter signed into law by then Governor Dodge granted the right for the company to locate and construct a railroad between Milwaukee and Waukesha.¹ On February 1, 1850, the Milwaukee & Waukesha Railroad changed their company name to the Milwaukee & Mississippi Railroad before beginning construction and was the first railroad company to lay tracks in Wisconsin soon thereafter.¹ By January 7, 1852, Eagle was now connected to Milwaukee by railroad, completely transforming how people moved around the landscape.²

The completion of the Eagle railroad depot in early 1852 was not by chance but rather by the donation of a gentleman named William J. Kline.^{2,3} Mr. Kline who had recently purchased eighty acres of land where Eagle is now located, "gave to the railroad company three acres for a depot and general use, and laid out a plat of town lots."³ This was a brilliant strategic move by Mr. Kline, as having a railway with a depot in the town would increase the value of surrounding properties, which he happened to be in the business of selling. Without the donation by Mr. Kline, Eagle would not have thrived in the 19th century, as the railroad may have passed through a separate town.

The completion of this railroad was a huge achievement for the citizens already living and working in Eagle, WI. Letters from John Griffin, an English

immigrant living in Eagle who corresponded with relatives across the Atlantic Ocean, described just how large of a moment this was. John wrote to his sister on June 10, 1851, saying, "they are making a railroad with a 100 yards of my house so I can go to Milwaukee in quick sticks after this year so when you and Tony come to see me you can pop along."⁴ In a following letter on November 1, 1851, approximately eleven months after the completion of the Eagle railroad depot, John wrote, "I have a rail road Depo within 12 mile of my house so I can go to Millwaukie in 2 hours."⁴ This first-hand account showed how the annihilation of space by time completely transformed how people could move throughout the landscape. Currently the trip from Eagle to Milwaukee will take in the vicinity of 45 minutes by car. To complete this trip in 2 hours during the mid-19th

The Waukesha Freeman - January 31, 1854 History

CHICAGO MILWAUKEE & ST. PAUL RAILWAY		CHICAGO TO MILWAUKEE AND	
PRAIRIE DU CHIEN DIVISION.		STATIONS.	
GOING WEST.			
STATIONS.			
Chicago	9:00	leave	8:00
Milwaukee	12:10	arrive	11:11
Wauwatosa	3:00		11:11
Elm Grove	6:15		11:11
Brookfield Junct.	9:45		11:11
Forest House	12:46		11:11
Waukesha	3:40	arrive	12:12
Genesee	7:43		
Eagle	1:33		

GOING EAST.			
STATIONS.			
Chicago	7:00	leave	7:00
Milwaukee	10:40	arrive	8:30
Wauwatosa	12:10		8:10
Elm Grove	3:11		7:57
Brookfield Junct.	6:22		7:46
Forest House	9:53		7:38
Waukesha	12:58	arrive	7:30
Genesee	4:37		
Eagle	8:42		

Milwaukee & Northern RAILROAD.
THE OLD RELIABLE ROUTE.

ONTI

Figure 1. Chicago Milwaukee & St Paul Railway schedule⁵

(Continued on page 5)

¹ The Janesville Gazette. *Railroads Stimulated Areas Growth*. September 15, 1975.

² Unknown. *Eagle Railroad*. Eagle Historical Society.

³ Unknown. *History of Waukesha County*. Pages 737-738. Eagle Historical Society.

⁴ Griffin Family Letters, 1842-1876. Wisconsin Historical Society.

⁵ T. H. Taylor, Agent. *Chicago Milwaukee & St Paul Railway Schedule*. The Waukesha Freeman. January 31, 1854.

(Continued from page 4)

century was a transportation breakthrough. This development allowed for more immigrants to settle the land surrounding Eagle because it was an easier trip than traveling the land by foot or wagon, as John Griffin did in the 1840's. As shown in Figure 1 the travel times were posted in the newspaper for Chicago, Milwaukee, and Eagle. By analyzing the different times the train stopped at stations, a better understanding of how quickly people could navigate the landscape by railroad is gained.

Now imagine the year was around 1849, right at the height of the gold rush and you were living in Eagle. The urge pushing you to move west in search of the gold was somewhat hampered by the fact the railroad didn't come through Eagle yet, and wouldn't for about two more years. This however didn't stop John Griffin's son, Joesph, to move westward in search of striking gold.⁴ John relayed Joesph's message to his sister on December 16, 1850 describing the journey; "there has been terrible storys about it. Many round us have lost all their horses and victuals, almost starved, some their lives and some are coming back has fast as they can. They passed on the road about 1,500 wagons deserted, thousands of horses and mules dead and dying...but thank the Lord they got through with 5 oxen."⁴ This journey was amplified in part due to the fact the transcontinental railroad wasn't completed until 1869. Joesph not only had a difficult journey from Eagle to reach a railroad, but also had trouble once the railroad tracks no longer continued westward. Thousands of wagons deserted with people rushing back describes both the strenuous conditions and the importance of transportation for people to relocate without the likely probability of failure or death. This story of the difficult journey west is all too common for many towns in the United States of America at this time. Joesph's difficulty to California portrayed to John just how large of an impact the railroad could have on Eagle.

The population and businesses near the Eagle railroad depot increased following the completion of the station in early 1852. In 1850, the population recorded was 816 by the federal census, and by 1860, the population increased 57% to 1,282.⁶ This large population jump was not seen by Eagle for several decades following 1860 leading me to believe this solitary increase was the main result of Eagle having access to the railroad. As population grew, so did the businesses. "In commercial importance Eagle is claimed to take rank as third in the county at the present time..." due to the many businesses and railroad depot.³ By 1880, Eagle had "two dry goods

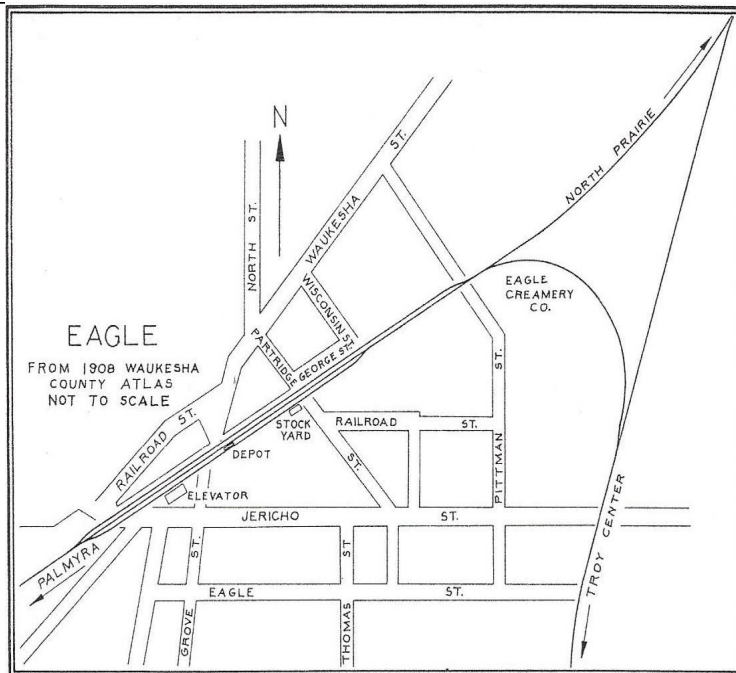


Figure 2. Map of Eagle in 1908⁸



Figure 3. Fire Risk Assessment Map⁹

(Continued on page 6)

⁶ Mulhern, Nancy L. *Population of Wisconsin, 1850-2000* (unpublished typescript in the Library reference collection, Wisconsin Historical Society). Online facsimile at <http://www.wisconsinhistory.org/turningpoints/search.asp?id=1722>

⁷ Waukesha County Historical Society and Museum Marker. Village of Eagle. Eagle, WI.

⁸ 1908 Waukesha County Atlas. Wisconsin.

⁹ Sanborn-Perris Map Co., Limited. *Fire Risk Assessment Map, 1894, Eagle, WI*. Wisconsin Historical Society.

(Continued from page 5)

stores, two clothing shops, two hardware stores, Lins' butcher shop, E. Bovee grocery and harness shop, a millinery shop, three salons, an elevator & warehouse, Kline's Hotel, a school house, a Methodist Church & St. Theresa Catholic Church."⁷ As the population grew, so did the need for services, which created many businesses in the area. The elevator and warehouse ran a very large grain-buying and cleaning business.³ It was fitted with the best machinery and had a cleaning and storage capacity of 15,000 bushels.³

Additionally, following the railroad, a post office was located in Eagle.³ This was a relief to John Griffin, as he no longer had to travel to Mukwonago, a town that takes approximately 15 minutes by car today, to acquire his mail.⁴ Figure 2 displays a map of what Eagle looked like in 1908 from the Waukesha County Atlas. The town is centered around the railroad depot as it's the primary driver of the local economy. A more detailed view of Eagle can be found in the Fire Risk Assessment Map. This map shows the location of the lumber yard, elevator, hotel, and how the buildings were more concentrated near the railroad depot. Additionally, the majority of the buildings in this area are frame buildings, due to the woodlands nearby, with few brick or stone buildings. The railroad, however, would not be perceived as a positive aspect of the town forever.

With all of the commerce the Chicago, Milwaukee, St. Paul & Pacific Railroad opened up for Eagle, not all were pleased. On November 10, 1922, the Eagle Quill (local newspaper) went on to say, "We notice a lot of little children at the depot at train time with no other purpose except to see the train come and go. Little children should not be allowed to go around promiscuously without their parents or elder sisters and this notice should serve to call the attention of parents to the need of keeping watch that their children will not be run over by trains or autos and be crippled for life or probably killed."¹⁰ While this column showed a first-hand account of the excitement trains traveling through town bring, there was also a dangerous aspect. This facet was not uncommon, even today, as parents are consistently warned to watch after their children. Figure 4 and Figure 5 display the differences between the time when the coal powered trains regularly stopped in Eagle to present day when trains no longer do. Figure 5 illustrates how crowded the platform can be with people and carts, used to move goods around.



Figure 4. View of railroad depot from west. Approximately 1920's¹¹



Figure 5. View of railroad depot from west. Present day¹²

As time passed, Eagle, like many other towns around the nation, felt the impact of the automobile. Rail traffic began to slow as the nation's highways were built up to accommodate automobiles. The ability for people to ship goods via trucks, and the ability for people to travel on their own schedule rather than the trains, led to the curtailment of the railroad. In 1953, passenger service was discontinued to Eagle and in 1956 the railroad depot was razed.² Although this situation has been geared specifically toward the town of Eagle, WI, it is by no means completely unique. Towns across the nation experienced the same fluctuations with the coming and going of the railroad. This example helps to describe what small towns experienced and how, at a point in their history, they were not just a town you pass through without thinking.

¹⁰ Eagle Quill. November 10, 1922.

¹¹ Depot photos. Eagle Historical Society.

¹² Zach Sadowski. 2016. Looking east to old railroad depot location.

Jatzak, Barbara D.*March 5, 1939--January 5, 2017*

Barbara "Barb" Diane Jatzak (nee Hansen), age 77, who passed away peacefully in her sleep after a short illness at home on January 5, 2017, was born March 5, 1939 and is survived by her 3 children, Kristin (Dan Barber) of Waukesha, Brian of Waukesha and Mark (Shana) of Cottage Grove; her brother Jim Hansen (Karen Hipkins) of Berkeley, CA and 4 grandchildren Jordan, Auden, Preston and Sabella.

She was preceded in death by her beloved husband Jerome "Jerry", and her parents, Russ and Dorothy Hansen.

Barbara was born in Racine and lived on Hayes Avenue for many years becoming active in Girl Scouts and acquiring a taste for Danish kringle. After graduating from Washington Park High School in Racine she went onto UW-Oshkosh and graduated with a B.S. in Elementary Education & Teaching. She began her teaching career in the Racine school system and later

subbed in the Palmyra-Eagle School district. After teaching and raising her family she started working at the Alice Baker Memorial Library in Eagle as a librarian and eventually became its director. She also enjoyed working at Old World Wisconsin with her favorite area being the Finnish-Dane settlement. Working there brought her a lot of joy, and she developed a lot a long-lasting friendships.

After retiring from the library it was rare that you would catch her at home for very long. She was always on the go whether it be volunteering at the Retzer Nature Center, the Eagle Historical Society, Friends of Alice Baker Library, Eagle election polls, reading to children at Eagle Elementary or helping out with the Fish Fry at St. Theresa's Church. She also took two trips to Belize with a church group and helped to build a senior center there. Before her illness began she loved hiking on and monitoring her segment of the Ice Age Trail in Waukesha County. She also enjoyed her book club meetings and meeting her friends regularly at Culvers.

A gracious and thoughtful person, Barb left an impression of kindness on everyone she met. There are so many people to thank for their outpouring of support, kindness, frequent visits and meals that they brought over during her illness.

Funeral Mass was held on Thursday, January 12, 2017 at 11:00am at St. Theresa Catholic Church 136 W. Waukesha Rd. Eagle, WI with Father Mick Savio officiating. Burial followed at St. Theresa Catholic Cemetery with visitation at the church from 9:00 am until mass time. On-line guestbook is www.haaselockwoodfhs.com.

*In Loving Memory of Our Dear Friend,
EHS Officer and Board Member*



Laufenberg, Judy

December 6, 1939-January 5, 2017

Judith L. Laufenberg, age 77, of Eagle, passed away on January 5, 2017 at Waukesha Memorial Hospital.

Judy was born on December 6, 1939 in Milwaukee, WI, the daughter of the late John and Mabel (Rieck) Kalmadge. Judy worked for many years at Old World Wisconsin as an interpreter and was still working at BP service stations in Eagle and Palmyra. She was a long time member of St. Matthew Lutheran Church in Palmyra where she was very active, including bible study, quilting, and camp Lutherdale in Elkhorn. Judy also volunteered at the Mukwonago Food Pantry and the Eagle Historical Society.

Beloved mother of Rick (Moni) Laufenberg of Delafield, Jodi (Scott) Schwartz of Waukesha, John (Laura) Laufenberg of Watertown, Kim (Patrick) Deegan of Delavan, and Heather (Zac) Davis of Waukesha. Cherished grandmother of Trevor (Katie) Laufenberg, Josh (Jessica) Laufenberg, Johnathon (Rachel) Laufenberg, Amanda Stein, Ashley Laufenberg, Stephanie (Justin) Kuhn, Jake (Alli) Laufenberg, Tyler Bakic, Jordan Lagalbo, Gabby Deegan, Christopher Laufenberg, Chelsea Lagalbo, Kiley Rose Klug, and Sadie Klug. Judy was loved and will be remembered by 14 great-grandchildren, her sister, Bevia Goli, other relatives and many dear friends.

Judy was preceded in death by husband Richard in 1990 and great-grandson Aiden Stein.

Visitation was held on Sunday, January 8, 2017, from 1:00-3:00 pm at Haase Lockwood & Assoc. Funeral Home 320 W. Main St., Palmyra and on Monday, January 9, 2017 at St. Matthew Lutheran Church 313 Main St., Palmyra, WI. from 10:00 am until the Funeral Service at 11:00 am.

Winzenried, Robert H.

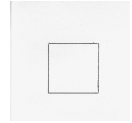
July 20, 1936--January 18, 2017



Winzenried, Robert H. Robert (Bob) Winzenried born July 20, 1936, to Harold and Marcella Winzenried in Farm Country. When he was young he lived without any running water or electricity. He was wheelchair bound due to polio. After graduating from the one room Palestine School in Eagle, he worked both on the farm and in construction. During this time he opened Swinging "W" Ranch making it one of the largest riding stables in the Midwest. After retiring the stable business in 2006, he enjoyed farming and time with his wife and his two loyal rat terriers, Chicky and Luna. Survived by his wonderful wife Ellie (Walker) Winzenried of Eagle, his daughter Marie Winzenried (Larry), his sons Guy Winzenried (Chrissy) of Florida and Gabe Winzenried (Cindy) of Eagle. Stepson Andrew Walker of Florida.

Proud grandfather of Max MacDonald (Britney), Myles Winzenried, Gayla Gibson and great-grandson Mac McDonald all residing in Florida. Bob also wanted to say good-bye to Shelly Bruce, Josh McDonald, Zach Jachowicz, Bob Humphrey, Alec Kolasinski, and all the wonderful young folk that touched his life. A Memorial Service will be held on Saturday, February 4th at 3:00 pm at the Schmidt & Bartelt Funeral Home in Mukwonago. Visitation will be from 11:00 am until the time of Service at the Funeral Home.

Eagle Historical Society, Inc.
217 Main Street
P.O. Box 454
Eagle, WI 53119-0454



Eagle Remembers; Our Memories March On

The Eagle Historical Society has asked donors to write short essays to be published in an anthology that will bring our bricks to life in the Veteran's Memorial Walkway on the EHS Museum grounds. Our book will have approximately 100 stories with background information on the individual, family, or business represented on the brick, along with heart-warming anecdotes and photographs.

Here's where you come in! We are looking for financial support for the publication of this treasury of memories. In an effort to distribute the books to all those who submitted stories, we are asking good-hearted organizations and local businesses to join our project as **"Eagle Remembers; Our Memories March On."**

Individual donors can also help support this effort. You can participate at the following levels:

Bronze - \$25

Silver - \$50

Gold - \$100

Your name will be recognized in our book, and you will receive a complimentary copy of the book. Send your donation to:

Eagle Historical Society
PO Box 454
Eagle, WI 53119

Thanks for your support!