



Lake and Legacy

Due Recognition: A National Historic District

In 1992 I began a two-year Historic Preservation Master's degree program at the University of Pennsylvania. I knew that Eagles Mere had retained much of its historic integrity. The Eagles Mere Foundation had provided a grant to cover the cost of listing Eagles Mere as a historic district in the National Register of Historic Places ("National Register"). The National Register of Historic Places is the official list of the Nation's historic places worthy of preservation. Authorized by the National Historic Preservation Act of 1966, the National Park Service's National Register of Historic Places is part of a national program to coordinate and support public and private efforts to identify, evaluate, and protect America's historic and archeological resources.

Martha Detwiler called and invited me to prepare the application.

Once classes ended in May, I took my newly-gained knowledge and headed up the mountain. With the help of Bush and Barbara James, staff at the Sullivan County Courthouse and offices, and classmate Damon Tvaryanas, the required research, boundary development, architectural survey, and application were completed. We examined and documented the exterior of every building in the district—over 300 properties—and conducted an extensive amount of research. Virtually eve-



ry deed was examined at the courthouse. The work paid off. Later that summer, the Pennsylvania State Historic Preservation Office (SHPO), part of the Pennsylvania Historical and Museum Commission, gave us a Determination of Eligibility (DOE). The Eagles Mere Historic District was officially *eligible* for the National Register of Historic Places. Step one was complete!

In 1996, after more work, the Eagles Mere Historic District was officially *nominated* by the Pennsylvania Historic Preservation Board to the National Register. At times, it was a contentious process. Many property owners in the historic district welcomed the nomination; others were concerned that the designation would limit changes they could make to their cottages. The Historic Preservation Board's vote was unanimous. Eagles Mere was recognized under National Register Criterion A for significance as a late nineteenth- and early twentieth-century resort and conservation, and under Criterion C for

architecture. Step two was accomplished!

Later in 1996 the U.S. Department of the Interior, via the National Park Service, officially *listed* the Eagles Mere Historic District in the National Register of Historic Places. The final step was achieved. Break out the champagne (and we did)! The listing was noted in the Congressional Record, but perhaps more importantly to us, noted on the wooden signs maintained by Sunny (or Smitty, as I always called him) Smith along Route 42. The signage proudly proclaims "**Eagles Mere, A National Historic District.**"

The residents concerned about the Eagles Mere listing need not have worried. There are no historic architectural ordinances (aside from regular zoning and building codes). New houses have been built, and a few buildings, called "contributing" or historic buildings in the historic district, have been demolished. Meanwhile, the Beach Office and locker rooms were rebuilt, similar to the older buildings they replaced. For the most part, Eagles Mere is close to how it looked 30 years ago when the nomination was drafted. The historic district has still maintained its integrity.

In the early 2000s, the process of hydraulic fracturing ("fracking")

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EAGLES MERE MUSEUM

Lake and Legacy

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The Eagles Mere Museum is an entity of the Borough of Eagles Mere, and contributions are tax deductible.

Annual memberships are \$50. The membership form can be found on page 12. Please send donations to PO Box 276, Eagles Mere, PA 17731. Payments may be made online at www.eaglesmeremuseum.com.

Museum Mission

The mission of the Eagles Mere Museum is engaging, informing and inspiring people as they learn about the history and heritage of Eagles Mere.

Museum Hours 11 a.m. – 4 p.m.

May: Saturday and Sunday

June-August: Tuesday-Sunday

Please consult our website www.eaglesmeremuseum.com for details.

Like us on Facebook to find out what's happening at the museum!



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shale for natural gas extraction was in full swing. For many, including the Protect Eagles Mere Alliance (PEMA), fracking had the potential to impact the water quality of Eagles Mere Lake. Fracking could also impact the use and enjoyment of the historic trail system and wooded areas in and just outside of the Eagles Mere Historic District. By 2010, Preservation Pennsylvania added Eagles Mere to its Annual Listing of the Commonwealth's Most Endangered Historic Properties. People wondered if our National Register designation would protect this landscape and whether the district boundary (which included the lake and surrounding village architecture) encompassed a large-enough land area.

The Red, White, Yellow, and Green Arrow Paths, as well as the railroad grade (once called the "Bridle Path" after the railroad ceased operating in 1928) were only partially in the district, or not at all. The Laurel Path was the only trail designated as a contributing resource in the district. Incredibly, the lake was not designated. I was approached and asked to examine the possibility of enlarging the historic district. Based on the historic significance and integrity of the district's 100-year-old trail network and intact wooded landscape, a boundary increase was plausible.

In 2013, after a nearly identical survey and research process as the 1990's historic district listing, the Eagles Mere Historic District (Boundary Increase) was listed in the National Register. The original historic district was now 500 acres larger and included nearly the entire lake watershed, most of the historic trails, and the beautiful forests surrounding the lake. Located in the Borough and Shrewsbury Township, the enlarged district now encompasses Eagles Mere's historic trail system: the Red, White and Green Arrow Paths, parts of the Yellow Arrow Path, sections of the Loy-

alsock Canyon Vista Trail, and the former Eagles Mere Railroad grade. Along with the Laurel Path many of these paths have been in constant use for over 100 years.

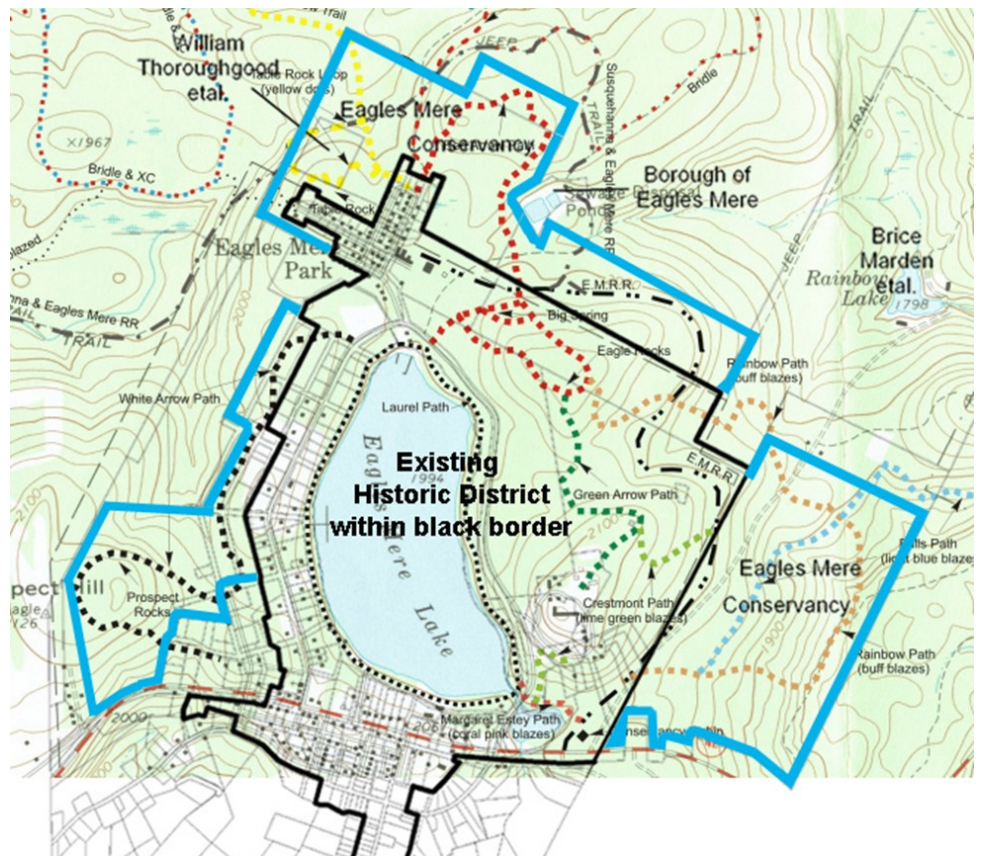
The trails and their adjacent forestland augment the district's conservation and recreation areas of significance. PEMA, as well as the Eagles Mere Association, the Eagles Mere Conservancy, the Park Association, the Borough, and others, assisted and/or supported the nomination. The historic trails and the lake—finally—were designated as contributing resources.

Will the boundary increase protect these lands, lake, and historic paths from the impacts of fracking or other uses? The National Register listing of the property would not stop fracking, but the listing could be used as a planning tool to help protect historic resources by minimizing or mitigating the adverse effects of development. Also, the Borough can adopt ordinance language via the Municipi-

pal Planning Code (MPC) or other means to help protect these resources. Fracking activity has subsided and may never occur within the district.

Part of Eagles Mere's history is its survival. Many similar nineteenth-century lake resorts folded when their lake's water quality was fouled or, in the case of man-made lakes, their dams failed. Technical and environmental foresight by our resort's founders and, of course, our natural lake itself, prevented such resort-ending scenarios at Eagles Mere. Other factors include topography, land ownership patterns, and of course conservation, which among other things protected our trails and prevented the construction of large developments around the lake. Certainly, ownership and management of the lake and shoreline in its entirety by the Eagles Mere Association has preserved the near natural appearance.

Bob Wise



A Hike On the Loyalsock Trail

The Loyalsock Trail was established in 1951 by Explorer Scouts of Post Number 110, Boy Scouts of America, in Williamsport, Pennsylvania, and led by Howard Ulman, Jr. The linear wilderness trail was created 14 years after the Appalachian Trail was completed.

In 1951 the Loyalsock Trail started at Smith Knob Trail north of Little Bear Creek Road which is north of Montoursville on highway PA 87. Entering the Tiadaghton State Forest, the first section went to Smith Knob and Long Ridge Fire Tower. The next section followed Miller Trail and Genesee Road, crossing the Lycoming/Sullivan County Line into an area near Deer Lake. Section three continued to Ogdonia and Kettle Creeks and ended at Double Run Road (now known as World's End Road). The final section passed behind Eagles Mere's Forest Inn, continued north, and ended at World's End State Park. The total distance was then 30.4 miles.

On September 1, 1953, the Alpine Club of Williamsport was organized for the purposes of maintaining the Loyalsock Trail and promoting hiking and social activities. From 1960 to 1962 the club extended each end of the Loyalsock Trail so that it began south of Little Bear Creek Road at PA 87 and ended at US 220 north of Laporte. The total distance of the trail by that time was 47.9 miles with seven identified sections.

In 1973 the Loyalsock Trail was relocated by removing it from private land and placing it on Wyoming State Forest land. Hikers on the Loyalsock Trail had passed the famed Eagles Mere Forest Inn resort for 22 years (1951-1973) as they headed north to World's End State Park. The 1973 relocation added an eighth section and included more views and waterfalls. The trail then measured 59.21 miles, its current distance. Additional relocations were made in 1975, 1983, 1984, 1999, and 2011. More of the trail's history may

be read at <https://alpineclubofwilliamsport.com/history-of-the-loyalsock-trail/>.

Can you picture yourself hiking the Loyalsock Trail on a beautiful summer afternoon? Here's the story of three young teenage boys who set out for a hike like that in the summer of 1972.

Rob Shannon and his friends John Allegar and Abe Harper left Harrisburg, Pennsylvania, to hike the Loyalsock Trail. They planned to walk 70 miles, hiking the Loyalsock Trail (47.9 miles at that time) then go east on State Game Land 13 to end at Jamison City where John's parents had a cabin. On the first day (June 20, 1972) they made



the steep ascent and had lunch at Little Bear Creek. Then they climbed the Loyalsock Trail to Smith Knob enjoying the views. At that time they acquired a stray beagle dog who had caught up with them. The boys and dog camped that night at Shingle Run.

It started to rain – and rain – and rain. After that wet night, they held back from hiking, hoping the rain might stop, but it didn't. At 11:30 a.m. they set out again and proceeded to Long Ridge Fire Tower where they had lunch. It kept raining, and they were drenched. They followed the Loyalsock Trail on Genesee Trail Road to Camp Genesee near Highland Lake. The boys were delighted to come upon an old barn with firewood stacked inside. It kept raining. The dog proved to be a faithful companion, staying with

them on their adventure. The dog and the humans dried out. The boys were able to dry their clothes by the fire. And it kept raining. They spent that rainy night at the barn.

The next day they stayed under cover because, as you probably know by now, it was still raining. They stayed there all day and wondered if the rain would ever stop. Finally on day 4 (June 23, 1972) the rain ended. They set out and followed the Loyalsock Trail to Ogdonia and Kettle Creeks. After crossing Double Run Road (World's End Road) they left the Loyalsock Trail and continued on a nearby golf course into Eagles Mere where they spotted the Sweet Shop. The proprietor told them about Hurricane Agnes which had caused considerable damage to the surrounding area. They had no idea! As described by the National Weather Service, the slow-moving remnants of the storm moved across Pennsylvania and dropped generally between 7 and 10 inches of rain across the region although there were some local reports of nearly 18 inches of rain.

According to the rain-soaked journal kept by Rob during the trip, he understood by that time that his parents had initiated search parties to locate the hikers. The boys walked down the street and met up with Eagles Mere resident Rip Hanley who said there was a search on for some hikers. He asked if one of them had the last name of Shannon.

Hanley then drove the boys to Jamison City where they were taken in by John's grandmother. In a letter about the trip, Rob later wrote: "They say it's worse than in 1936 [an earlier storm]. I wouldn't know."

Ruth Rode

(Picture is a view of Loyalsock Creek from the Iron Bridge on the Loyalsock Trail by Rick Liebert)

Water Carnival Retrospective

The Grand Magic Lantern Carnival - now known as the Eagles Mere Water Carnival - is an Eagles Mere tradition predating the electrification of Eagles Mere and the narrow-gauge railroad. You can read about the history of the Water Carnival in two comprehensive Eagles Mere history books: *Mere Reflections* (James) and *Looking Back at Eagles Mere* (Mosbrook). Both authors have generously provided material for this brief, affectionate glance back at the first carnivals, the reboots, and the latest celebrations.



Era I The Earliest Extravanzas 1888 or 9 until 1916

A report of the 1889 water carnival appeared in *The Sullivan Review* (some sources mention a carnival in 1888). Earliest carnivals were not extravagant. They were just paper lanterns strung bow to stern and decorated with local greens. They very soon outgrew their simplicity.

In 1907 there were 75 floats. Early carnivals had “hundreds of floats” with crowds of “thousands” watching from the side of the lake. Often the displays were “visual messages” (such as the famous 1910 life-sized elephant with a political theme).

Era II Continuation of the Elaborate Floats 1919-1941

After a pause during World War I, the Water Carnival resumed in 1919 with the continuation of complex and beautiful displays mostly organized and presented by the big hotels. Also included were floats by individuals. The Heinrich family was mentioned as important to this revival. In those early

days hotel floats were considered in one category while floats crafted by individuals were in another. Replicas of Charles Lindbergh’s plane, Fulton’s steamboat with paddles, and a perfectly scaled version of Mount Vernon are examples of many spectacular entries. In the hotel era competition was fierce with the hotel owners allocating staff time to design and build the best float. Their efforts were shrouded in secrecy and often involved subterfuge and spying among the hotels. 1941 saw the last Water Carnival before World War II.

Era III Resurrection of the Carnival Tradition 1955-1972

The August 5, 1955 edition of *The Eagle News* (“Published Fridays in the interest of The Lakeside, The Forest Inn, The Edgemere, and the Cottagers of Eagles Mere” and edited by Horace G. Lippincott) contained an interview with Chet McCarty, proprietor of the MacKay Cocktail Bar. That summer marked the revival of the Water Carnival – the first since 1941. Chet had participated in many Water Carnivals and won many prizes (his was the scale model of Mt. Vernon which appeared in the 1932 carnival and subsequently won state-wide recognition). In 1955 Chet and Co-chair Mrs. Theo-

dore V. Wood oversaw the “Operation Carnival Revival.” Chet remarked, “The carnival is only what the people make it.”

Era IV Carnival Re-birth 1976-present

In the pantheon of Water Carnival heroes who have produced spectacular carnivals over many years, Barry Brogan is recognized as the person who re-established the Water Carnival tradition in the modern era. After the early ‘60’s when the hotels were beginning to fail, only cottagers designed and decorated floats. In 1972, comparatively few floats entered the lake parade. The next year the Water Carnival was canceled. Boats were sold, platforms demolished, and light panels were destroyed. Someone observed, “The lake went dark.” Enter Barry Brogan and some college kids. Barry was determined to get the show back on the road - er, lake. Along with help from many (Brogan mentioned Dave DeWire, Carl Booth and Bud Watts) the 1976 Carnival circled the lake. The 1976 revival was promoted and gained support (money) as part of Eagles Mere’s celebration of the nation’s bicentennial.

The Water Carnival Commission was formed to support Carnival activities. With the support of the EMAA (in 1981 they provided a stipend for the Commissioner, and it is now a budget item) the Water Carnival has continued since 1976 with just a one-year interruption (2020-Covid). 2007 saw the 100th showing of the Water Carnival (depending on who’s counting) with the theme, “100 Magical Years.” There was a Commissioner’s Ball the night before the carnival for the 100th
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in 2007. It was on the village green and included live music and dancing.

Through the years the Water Carnivals observed certain rituals. One is that the floats are evaluated by a launch full of intrepid judges who rate the entries on originality, humor, and other categories. The second is a Carnival Ball at which the prizes were awarded. The floats are still judged, but the Ball is no longer a part of the festivities.

People can tell you Water Carnival stories! Things haven't always gone as planned. There was the carnival in which the queen's float circled the whole lake in complete darkness since the float's designers didn't realize lights were needed. That same float had four canoes, two of which began leaking. So it was: paddle then bail, paddle then bail. Over the years swimmers have found artifacts from floats such as strings of old Japanese lanterns still resting at the bottom of the lake. Even whole floats and storage batteries have emerged. One observer remembered the year that a Crestmont Hotel float got lower and lower in the water and finally sank.

During the 1980's there seemed to be a rash of sinkings. Interestingly, once the canoers abandoned ship, the floats would refloat partially submerged and wander about the lake as ghost ships until the lifeguards towed them to shore the next day.

Responsibility for putting on the Water Carnival was first entrusted to the hotels. The original sponsor was the Boat Company. The Eagles Mere Fire Company was responsi-

ble in 1955, and the Eagles Mere Athletic Association (EMAA) took responsibility during many intervening years as it does to this day. The Water Carnival Commission in concert with the EMAA is responsible for the carnival. Provision of building materials, instructions for constructing floats, directions for entrants, advertising, and scheduling are all handled by the Water Carnival Commission. Each year a Water Carnival queen is selected, and the Water Carnival Commissioner is appointed.

And quite a job it is. For a first-person account of the myriad tasks facing the commissioner, read Andrew Ward's description of his job as Water Carnival Commissioner in 2019.

As Water Carnival Commissioner I started my duties at the beginning of summer. My team and I were responsible for designing the T-shirts sold at the T-shirt shop as well as the posters which appeared around town to display information about the event. As commissioner I took stock of all the materials required for float-building such as the lighting equipment and golf cart batteries. Next, we created bundles of supplies for all the different floats, streamlining the process for the day of the big event. During this time, we also made the programs and had them printed. Another big process was moving the platforms from their storage location. We needed a lot of volunteers with pick-up trucks to help transport them.

The day of the Water Carnival started VERY early for our team. We were on hand to help construct floats and gather information from each float for the judges, for the announcer describing the floats,

and for the program insert. We coordinated with the floats to make sure they knew when to arrive so the Water Carnival could begin on time. Just before dusk we started pushing off the floats to begin their performances. Then we went out in the lifeguard boat to assist floats. At the end of the night, we arrived at the beach to announce the next year's theme and have the judges announce the winners for all the categories. Then we supervised moving all the floats back from the beach to Edgemere so the paddlers could dock their floats. In the morning the clean-up process began. Many people leave the mountain right after the Water Carnival for the summer, so finding help to put everything back where it goes can be a challenge. The EMA is often a huge help coordinating with all the helpers, especially Bev Nuttle and the boat dock staff. Whew! Another successful Water Carnival is in the books!

Andrew Ward



Scan to watch a carnival video.

Have a comment or have a story about the Water Carnival? Go to the Eagles Mere Museum Facebook page.

Your School Picture is needed for our museum exhibit!

The Eagles Mere Museum will be highlighting our schools, and Joan Werner is asking for your assistance. This year's exhibit is not just about Eagles Mere schools but also the people who live and summer here. I am looking for any **official school picture** you may have of YOU. It might be a first-grade picture or your high school yearbook picture. It does not matter. Email your picture to Joan Werner, fond111@gmail.com, and I will print it out for our showcase. **The deadline is May 27, 2024.** These pictures will become a part of our infamous founders and supporters of the Eagles Mere community. The exhibit will be interactive, with visitors trying to match the picture to a name. Winners will receive a special APPLE prize.

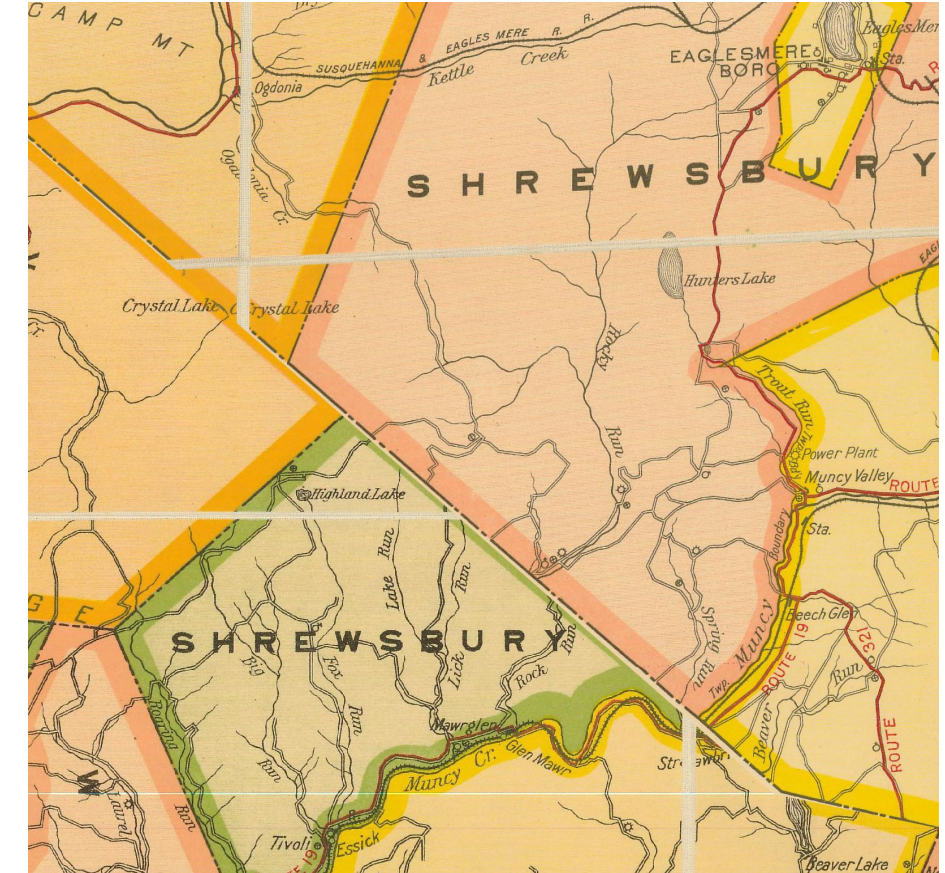
Motoring from Eagles Mere to Williamsport in 1913

On August 2, 1913, the Williamsport *Sun-Gazette* printed the following article titled, "MAGNIFICENT VIEW EN ROUTE FROM EAGLES MERE TO CITY."

I herewith submit a route from Eagles Mere to Williamsport, which is said to present the finest bit of scenery possible to obtain in this section of the state.

I will give the details of the route from Eagles Mere down: Leaving Eagles Mere take the Rock Run road, not the Muncy Valley road, which is most generally traveled. At the frame church, known as Mapleton [Rock Run], turn right up the hill and follow straight to Essicks Heights. It is over this hill that much scenery will make you wonder why you never went that way before. The mountain is steep and makes a long and hard pull, but the road is smooth and most any old machine can climb it without much trouble. Low gear may be required in some cases, but that's what the manufacturer put the low gear in the car for – to climb hills.

From the front of the Hotel Essicks a most beautiful view can be obtained. There is no use trying to describe such scenery here. It would require a better pen than mine. Proceed straight past



the hotel and near Wind Whistle Inn you may detour, preferably by foot, to the lake.

After you have gotten thirsty from the salty breezes, run down the mountain to Tivola (sic) and from the hotel is a

fine smooth run of four and a half miles. Go to Picture Rocks and then to Hughesville and home [Williamsport].

Newspaper report and map furnished by Jack Leo

Thank You to Our Volunteers

I believe I have said this before, but I think it is worth repeating. Volunteers are not paid; not because they aren't valuable, but because they are priceless. We are so fortunate to have a wonderful group of docents and train engineers whom we want to thank for their many volunteer hours during 2023.

Working as docents for many shifts throughout the year were: Judith Moore, Rob Bidelspacher, Missy Koppels, Ruth Hild, and Lee Middleton. Also helping during 2023 were: Ann Klotz, Kathy Martin, Sue Schreckengaust, Jim Whitmoyer, Elie-Anne Chevrier, Mary Keliher Smith, Peter Hodgson, Barbara Swinick, Joan Gruver, Susan Glaubitz, Bob Wise, and Arnie

Dahm.

The train room is a favorite destination with Jake Alley as engineer on weekends with help from: Tom Graff, Fred Weeman, Joe Bird, and Joan Werner. Bob Grabarek worked many hours during the week making the train room even more accessible for our visitors.

Please give me a call if you wish to join this dedicated group of volunteers.

Trudy Whitmoyer
570-525-3276

The Birth of the Borough

Eagles Mere history was spotlighted at the February 5th, 2024 borough council meeting.

In a special ceremony, the 125th anniversary of the incorporation of Eagles Mere Borough and the first local government election were remembered. Pennsylvania State Association of Boroughs Executive Director Chris Cap presented a plaque to Eagles Mere Borough Council President Lee Middleton and Mayor John Brownback.



By 1898, before automobiles or paved roads, Eagles Mere had already become a popular summer resort. The little narrow gauge Eagles Mere Railroad was bringing hundreds of summer vacationers to the mountaintop lake where there were enough hotel rooms to accommodate almost 1,000 guests. Included was the big new Chautauqua Inn (later the Forest Inn) which had opened that year near the beach. At the beach, new swimming and boating facilities had been built. More summer cottages were being constructed. Jeremiah Kelly was operating the general store and Daniel Kehrer ran the grocery. A 60-foot steamboat, the *Iroquois*, was making regular excursion trips around the lake. And a group of golf enthusiasts laid out a little nine-hole course near the Hotel Raymond on Pennsylvania Avenue.

At that time the rapidly-growing resort was facing challenges. There was no electric power or water system. Except for the railroad, the only way to get to the lake was by horse-drawn carriage. There was no organized fire

company in the town that was being threatened by a series of fires and rising insurance rates. There was a growing need for community services, the kind of services that only a local government with the authority to levy taxes could provide.

Following the 1898 summer season and a major fire that heavily damaged four large cottages on Eagles Mere Avenue, a group of local businessmen, mostly hotel operators and construction contractors, decided it was time for Eagles Mere to form its first local government. They filed a formal petition with the Sullivan County Court.

On December 13, 1898, the court ruled: "The small town of Eagles Mere is hereby incorporated into a borough" and ordered elections be held on "the third Tuesday of February."



The first elections were conducted February 21, 1899 at the Hotel Eagles Mere. Elected as the first chief burgess (or mayor) was the owner of the hotel, Ernest Ingham. The son of a Laporte judge and bank president, Ingham in 1880 had purchased the small Point Breeze House (at the site of today's Village Green) and expanded it into the town's biggest hotel with enough rooms to accommodate 300 guests.

Voters also elected seven members of the first borough council: hotel operators William Van Buskirk and F. W. Peale, construction contractors Albert C. Little and Charles Brink, florist Alvice Dunham, businessman J. Burkholder, and Eagles Mere Syndicate Manager Capt. E. S. Chase.

Eight days after the election, March 1, 1899, the first meeting of the council was conducted also at the hotel. At that meeting, the council commissioned a detailed survey of the 2.2 square mile borough which then had a year-round population of about 800. At the next meeting in April, the new council approved a proposal to require property owners to build "a foot-walk or pavement along any property fronting a street." In May, the council enacted a law to make it illegal for "any horse, mare, cattle, sheep, or swine to run at large in the borough."

By the summer of 1899, the borough had installed kerosene streetlights on the main street. In the next few years, the council added important community services, including electric power in 1901 and summertime water service with a 100-foot storage tower on Crestmont Hill and several fire hydrants in 1902.

When the Eagles Mere Volunteer Fire Company was formed that year, it was not an official part of the local government, but a separate organization that worked with the council. The borough purchased some early firefighting equipment including a portable water tank with wheels that the volunteers could pull to fires.



The fire company did not get a motorized fire truck until 1940 when the borough helped purchase a Ford
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 pumper. With a real fire engine, a combination fire station and community hall was constructed in 1942 on Laporte Avenue. It was later expanded to include the Borough Hall where the council meetings are held. When additional fire equipment was purchased, more space was provided at the rear of the DeWire Center that was built in 1983.



The 100th anniversary of the incor-

poration of Eagles Mere Borough was celebrated with a big summer parade which included a marching band, antique cars, and modern fire-fighting equipment.

For almost a century, the local government was run by year-round local businessmen, but after the big hotels closed in the 1960s, many longtime summer vacationers retired to Eagles Mere as full-time residents and became active in the local government. Gradually, it became dominated by former summer vacationers. Among them was Bill Gruver, a retired general partner of a major investment banking firm, who served as mayor for ten years. In 2023, Lee Middleton was elected the first female council president. Her family had been summer vacationers since the early 1900s. Current

Mayor John Brownback’s family had also been longtime summer vacationers.

A past president of the state organization that presented the anniversary plaque is Betty Ann (“BA”) Moyer, another longtime summer resident and former beach director. She served on the Danville Borough Council for 27 years.

In 2022, there was a proposal to reduce the size of the Eagles Mere council from seven to three members. An overwhelming 80 percent of the voters said “no.” They wanted to keep the structure of their local government the way it had been operating since 1899.

Joe Mosbrook

President’s Message

Hello, Eagles Mere Museum valued members! We are all set for the summer season at the museum. Volunteers have been diligently working on exhibits. You will find a new introductory video at the museum in a refurbished viewing area. Take a look! The museum shop has a selection of items for sale – your membership comes with a 10% discount. Visit our Facebook page for updates and museum news. See you at the museum this summer!

Bob Grabarek

Thank you, Eagles Mere Foundation!

Recent grants supported operation of the museum and chairs for our theater area.

HOW IS SANTA GETTING TO YOUR HOUSE?

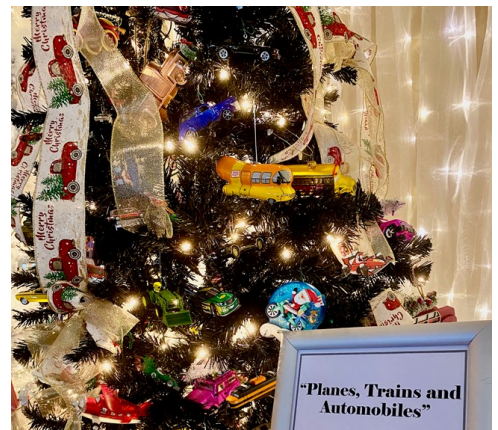
Bi-planes, Trains, and Automobiles

RAFFLE

Come visit the Eagles Mere Museum to see our holiday tree on display from July to October!

Purchase one raffle ticket for a \$5 donation or 5 for \$20.

You may win all the decorations, tree, and special related gifts. Drawing will be held on Sunday, October 13 during our village event “Bi-planes, Trains, and Antique automobiles.”



Eagles Mere Museum Members 2023

LIFE

This category was established in 1999-2002 to help with the museum's start-up. We thank you for your continued support and donations.

Albertini, Kate
Celestino, Joan and Chip
Clark, Susie and Jack
Devine, Eileen and Jim
Godley, Mary
Hallgren, Audrey and John
Humes, Beth
James, Barbie
Johnson, Leslie Knox
Klotz, Anne and Orbach, Seth
Larson, Jane and Ted
McDermott, Marie and Phil
Noone, Barry and Barbara
Norbeck, Suzanna
Reighard, Louise Kirk
Robson, Lance and Peachy
Smith, J and Linda
Westphal, Jeff and Jeni
Wilkinson, Jay and Laurie

LEWIS GLASS GUILD

Powers, Barb and Bruce

EMRR ENGINEERS

Bass, Judith and Carl
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Freeland, George
Ganse, Susan and Gerald
Gardner, Karen and Kevin
Hansen, Christina and Hardy
Hunger, Douglas
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Lewis, Marc and Diane
Moore, Judith
Wise, Catherine

COTTAGERS

Alley, Jean and Evan
Besecker, Laura and Don
Burkholder, Laurie and Tom
Craig, Ruth and Dennis
DeAngelo, Jim and Linda
Easton, Linda and John
Eater, Joanne and Charles
Estey, Amy and John
Gilliss, Karen and David
Godley, Kathleen and Rick
Gosliner, Kathy and Lurie, Joe
Grabarek, Mary Anne and Bob
Hillner, Katrin and Antram, Shaun
Johnson, Jan and Kassab, Eddie

Kell, Jacquelyn and Fetrow, Brian
Kraft, Lori and Michael
Long, Hilary and Henry
McCorkle, Kathy and David
McElheny, Dee and Tom
Marden, Helen
Middleton, Lee
Piper-Smyer, Pat and Mick
Schrekengaust, Susan and Ray
Smith, Quay
Vauclain, Edwina F.
Walkup, Rich and Jean
Walsh, Marria O'Malley
Weber, Richard and Joanna

FRIENDS OF EM MUSEUM

Adams, Marlin
Aurand, Dorothy
Barth, Mr. and Mrs. George
Barton, Anne and Bob
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