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WHITE BEAR, MINNESOTA.

Personal  
1.

SUBMITTED BY: Alfred Potokin

EARLY SETTLEMENT - GROWTH AND DEVELOPMENT

White Bear Suburban district, 11 miles northeast of St. Paul on U.S. 61 and Minn. 96, N.P.R.R. The resort has an 18 hole golf course owned by the White Bear Yacht Club. They also have a public library, weekly newspaper (The White Bear Press), a large elevator, two lumber companies, boat factories, garages, machine shops, stores, theatres, beauty salon and etc.

Farming (hay, grain, dair<sup>y</sup>ing, cattle and stock raising). All the year around residences. Modern artistic homes. Business sections built about the railroad park.

Platted in 1871. The town was first platted and laid out in lots by J. H. Stewart. The first lot was sold at the southeast corner of Park Avenue and Third Streets, where the Getty business block now stands and was purchased by Daniel Getty, whose name figures prominently in the story of the development of White Bear Lake. J. C. Murray, who had been postmaster since 1860 was succeeded in 1871 by Mr. Getty, who started a general store in 1870 just one hundred feet from the depot.

The result of incorporation was foreseen. Daniel Getty was appointed to prepare a charter and present it to the legislature. The legislature approve<sup>d</sup> the charter, Feb. 18, 1881. The trustees of the first village; J. C. Murray, Daniel Getty, Philando Long, Luke Bacon, Frederick Benson, William Clark (village justice). Ordinances were drawn up and the village of White Bear became a reality. The post

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office was first established at White Bear in 1859, and J. C. Murray was first postmaster. There was no regular mail service; when a train went into St. Paul, a mail bag was sent in and brought out what mail there happen to be. The receipts of the office for the first year amounted to \$8.53 (receipts 1934 amounted to \$64,489.03). Daily service was begun with the railroad a little later. Prior to this time the mail had been kept in a bureau drawer but when Mr. Getty became postmaster in his store near the depot, a pigeon-hole cabinet with twenty spaces was installed and used as a receptacle for the mail. In that year the Stillwater branch of the railroad was being constructed and employees boarded in the neighborhood. Their letters increased the business to \$326.82 a year, making the office carry the salary of \$29 annually. Eighty letter boxes were added in 1875 and eighty more in 1880. In 1885 the old boxes were discarded and the new ones now used took their place. One of the first civic improvements was started Sept. 23, 1883, when the first sidewalk was ordered laid on the south side of Third street; from South Clark avenue to Stewart avenue. In Nov. 1884, seven gasoline lamps were ordered for lighting the streets. Others were added from time to time. In 1885, the P.O. was made a money order office. A hundred twenty-five orders were issued during the first year.

Fire Dept. - Two dozen buckets and a ladder. Volunteer help; next a chemical engine (it was either useless, or no one



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could operate it). In 1888, a lot was purchased on Clark avenue and Second street for an engine house and place where the Council meetings could be held. The building contract was awarded W. H. Jackson, pioneer contractor of Minnesota. The first "lock up" was built on the west side of the village in 1881, but later was removed from that location to the rear end of the new lot purchased for the engine house. The former site was made into a pound for stray animals. In May 1888 a hand engine was purchased with suitable hose. The hook and ladder also was bought and other items necessary for fire protection. March 5, 1888, the fire department was formally organized with M. J. Mackenhausen as chief. The village incurred a floating debt of \$5,000 to build a home for the fire apparatus. To meet this the legislature authorized the issue of \$5,000 bonds, issued in May 1889.

July 6, 1889 growth continued. Electric light franchise was granted to the Acme Company, but organization failed to keep its agreement, so the franchise was forfeited and the company had to remove its post. In 1890, another franchise was granted in the N.W. Thomson Houston Company, and the village rejoiced, when the electric lights was first turned on in Dec. 1890. In 1891, a local stock company was organized and bought the plant from the company. The new company was incorporated under the name White Bear Electric Company.

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Then came booming days for the thriving village. The street railway company secured a franchise for running its cars there, and established interurban service. The N.P.R.R. also ran rails through the community. The first cement sidewalk was laid in 1900. The credit for this advance is given to Fred Harbough, originator of the improvement. In 1901, a telephone company was organized with J. H. Spink, George Reif, J. S. Chisholm and Philipp Gilbert as organizers. They sold out to the Northern Telephone Company. In 1904, the Tri-State Telephone Company put in its lines.

Improvements and developments - A twenty-four hour electric light and power service was put into effect, and a "white way" ~~post~~ was established along Clark avenue, from Lake avenue to Railroad Park and around the park. A water system for fire protection and private use was installed. In 1911, bonds were issued for street improvements. Work was begun on improving Clark avenue. In 1912, more mains were laid to extend the water system. Banning and Stewart streets were macadamized. In 1913, the soldiers monument was unveiled on Clark avenue, (Memorial Day). Then followed the construction of a new \$75,000 high school. The Commercial Club and the Auditorium Association are two progressive bodies working for civic improvements and betterment. White Bear's main suburbs; Bellaire, Lake Shore and White Bear Beach, constitute a resort district that is a mecca for thousand of <sup>s</sup> visitor/every summer.



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Along the Lake Shore in the village are beautiful modernistic homes, with sloping, terraced lawns sloping down toward the Lake shore, where are found bathing houses, docks and boating facilities. Here are found all sorts of water sports, sail boating, canoeing, water tobogganing and motor boating. Summer cottages occupy the lake shore ranging from rustic simple cabins to gorgeous summer homes with sunken gardens and private tennis courts. Nearby is Wildwood, St. Paul's Amusement Park with its diversified amusements and Coney Island like pleasures. White Bear is today a quiet, but secure community. Many of the fashionable set have their summer homes there. The coming of the automobile has sent most of the present day tourist farther north and with its coming has passed the old splendor.

There is a 12 room convent for sisters at St. Mary's of the Lake Church at White Bear. The convent was erected for sisters teaching in the parish school and was built at a cost of approximately \$32,000. It is a brick with a red tile roof, 3 stories high, contains a community room, parlor, 3 music rooms, kitchen, dining room, chapel and sacristy on the main floor. Sleeping rooms are located on the second floor. Nine sisters of the congregation of the ~~parish~~ St. Joseph are in charge of the ~~parish~~ school. Built on the site of the old parish house on White Bear avenue and First street, the new convent ~~that~~<sup>ad</sup> joins the school.

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Events and notes - White Bear highway U.S. 61 beautified 1935, \$115,000 work relief beautification project - St. Paul White Bear highway. N. P. Depot was one of Minnesota's oldest railroad landmarks dating from days of Balloons-stack, wood burning locomotives. It was built in 1868. Annual winter fair in White Bear Lake.

Theaters - Avalon Threater built for Mrs. J. L. Jenson, approx. cost \$50,000. The theater seats approx. 600 persons. In English style architecture it is 66 x 135 feet. Fronting the street there are two store spaces as well as the lobby. The upper floor front houses two suites of offices. The ceiling has an artificial sky affect.

The lake and its delightful climate have combined to make the state the goal of thousands of tourist from nearly every state in the union. Throughout much of Ramsey county small lakes are common feature. The usually occupy basins among the moraine ridges and knolls and on the out-wash plain. As we leave St. Paul the hilly nature of the surface becomes less pronounced and near the city of White Bear the country is practically level. The moraine belt trends northeast ward and passes east of White Bear Lake, while the road goes west of it. White Bear Lake is a favorite summer home region for St. Paul residents and is surrounded by villages, parks and club houses. The Indian name was ~~Mankax~~ Mahtomedi which has been retained by one of the villages on the East Shore. The city of White Bear was settled in 1850 and incorporated as a city in 1921. It is noted as a summer resort.



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Bald Eagle Lake and Bald Eagle Village are a short distance north of White Bear. Name derived from a group of eagles which formally inhabited one of the island. The soil in the region is sandy and the surface nearly level, most of the material being glacial out-wash. Lake is must utilized as resort, and hotels, cottages and camping sites are numerous. The shores of the lake are wooded; the trees are many fine elm, also some maple, ash, oak and butternut. Most of the land is cultivated. Excellent fishing, ~~xx~~ yields bass, sunfish, pickerel and wall-eye pike. ~~which~~ There are small tamarack swamps around White Bear and Bald Eagle Lakes. There are considerable belts of mixed hardwood forest. Immediately of White Bear township the road for a short distance passes through a patch of timber of the same <sup>the</sup> characteristic of the "big woods", with essentially/same type of undergrowth. The herbaceous vegetation of the White Bear region includes seasonable vegetation, shrubs, grass and weeds.

The Oblate Mission House is located at 121 Lincoln Ave. Missionaries priests are Fathers Bour, Superior, Murwegin, Heures and Meereboer. They preach in English, French, German. Came to White Bear in 1928 from Bellevue, Illinois. Priest also lecture to nurses in hospitals.



*Personal*

WHITE BEAR, MINNESOTA

Submitted by: Alfred Potekin

First Train into White Bear - 60 yr. ago- Sept. 10, 1868

Train made up of coaches and flat cars -- 500 in party.  
Cannons fired. Bands played, crowds all along route greeted train,  
a real gala occasion.

200 women in passenger coaches and 300 men aboard flat cars made history for the Northwest. Just 60 years ago when the first train was operated between St. Paul and White Bear on the first link of the Duluth-St. Paul Line on September 10, 1868. These 500 persons were guests of the Lake Superior and Mississippi Railroad at an excursion picnic at White Bear. The railroad was then under construction between St. Paul and Duluth. The purpose of the outing was to permit the people of the Northwest to view the progress of construction and the rich country through which the new railroad passed. The railroad which was celebrated on this memorable occasion, later was known as the St. Paul & Duluth R. R. which is now a part of the N. P. Railway, the Yellowstone Park Line. The latter link now operates three daily passenger trains over this section of the road. The importance of the event which was marked by this 12-mile excursion trip is evident from the following which appeared in the St. Paul Daily Pioneer of Wed., Sept. 9, 1868:

"The 'Mankato' yesterday brought up 2 passenger cars for the Lake Superior and Miss. R. R. They were landed at the end of the trestle work near the pop factory and drawn up on the track where they now stand ready for business. They will be decorated for the excursion to White Bear tomorrow and used for the first time on that occasion. The 'Mankato' was a steamboat."

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The trestlework referred to was constructed over an arm of the Mississippi River between Division and Commercial Streets, which were later filled in and covered by railroad tracks including the lower end of the N. P. railway coach yard tracks adjoining the dining car department commissary buildings. The pop factory which is mentioned in the news item was on the bank of the Mississippi between Cherry and Short Streets, within a few feet of the historic Carver's Cave. Obviously, at that time, the cave was used for storage of pop.

Announcement in newspaper of same day -- "Invitations have been issued by the Lake Superior and Miss. R. R. for a picnic and excursion to White Bear tomorrow (Sept. 10, 1868). This will, no doubt, be the great event of the season and will be largely participated in by our citizens. The company has made considerable preparation for the celebration of this event and there is no doubt the guests will have a good time of it. The cars leave the depot at 9 a. m. -- returning at 6 p.m."

Item of Fri, Sept. 11, 1868: "The opening of this new line was signalized in a distinctive and marked manner. The importance of the road is alluded to in the remarks of the gentlemen who spoke yesterday. The road having been completed to that locality, it was determined to have an excursion to that beautiful lake yesterday. During the preceeding night a fearful thunder shower visited this locality which lasted nearly all night. In the morning, the clouds promised an unpleasant day, but about 7 a. m., they began to clear away so that by the time the train left the depot at the foot of Third St., one of the pleasantest and most delightful of



## WHITE BEAR, MINNESOTA

Submitted by: Alfred Potekin

Minnesota's autumn days greeted all."

The train consisted of 10 platform cars and 4 passenger cars which were reserved for the ladies of whom there were about 200. There were 500 passengers in all. The head engine was named 'William L. Banning' and the rear engine, 'William R. Marshall!'

"The train was delayed a few minutes until the arrival of Mr. Lott Moffat, a distinguished townsman (prop. of Moffat's Castle). At 9:20 a.m., the train moved off amidst the firing of cannons, the screeching of the two engines, the cheering of the people, the waving of handkerchiefs, and the music of a band. A more happy excursion party never left the city. Along the bluffs had gathered persons who signified their enjoyment by waving handkerchiefs and cheering. Further along the road farmers and their families assembled to cheer on the 'Iron Horse'. In the country were fertile acres of corn in the shack, scattered over fields were rich golden hued pumpkins, flocks of prairie chickens and ducks were seen, and beyond Little Canada (New Canada) two or three deer were spied seeking the covert."

"As the train arrived at the lake it was greeted with firing of cannons, cheering by men, and waving of handkerchiefs by ladies who had gathered at the depot. After arriving at the shore of the lake, some sought the groves, others the sailboats of which there were many, and others strolled around as they pleased. The largest part of those present gathered around the platform for the speech-makers and dancers. The people were called to order by Gen. McLoren, and a program of speeches and music was put on. Those speaking were: W. L. Banning, Pres. of the Lake Superior & Miss. R. R.; Dr. J. M. Stewart, Mayor of St. Paul; Hon. Alexander Ramsey,

Submitted by: Alfred Potekin

U. S. Senator; Hon. Ignatius Donnelly, Rep. in Congress; Mr. B. R. Bradford, Pres. of the Phila. & Trenton R. R.; Hon. James Smith, Jr.; Dr. Foster of Superior; Col. Taylor, Supt. of Indian Affairs; and Hon. Wm. P. Murray, state senator."

St. Paul, in the period from the year 1862 to 1872, witnessed the growth of an extensive system of railroads reaching out in all directions. The Lake Superior & Miss. R. R. soon after running the excursion to White Bear on September 10, 1868, began regular operation. The following advertisement signed by Gates A. Johnson, Supt. appeared in the newspaper: "The first division of the Lake Superior & Miss. R. R. is now completed and ready for freight and passenger business. On and after Tuesday, October 6, and until further notice, a passenger and freight train will run as follows: Going N.: Trains will leave St. Paul daily, Sunday excepted, at 7 a. m. Going S.: Trains will leave White Bear daily, Sunday excepted, at 5 p.m. For information in regard to freight and passenger service, apply to the company's depot on Third St., St. Paul.



Saint Paul, Minn. *Personal*

Subject: White Bear Lake, Minn.

Submitted by: Alfred M. Potekin

The White Bear Public Library.  
Growth and Development.

The White Bear Public Library owes its development to the far thinking and conscientious efforts of its early settlers. In 1870, Mr. and Mrs. J.E. Burns started a reading room in their home, inviting the young people of the village, evenings, for games and reading. These gatherings became so popular, that a Mr. Herber<sup>t</sup>/Hinckley from Philadelphia, donated his library for a public reading room. (present City of Hinckley, Minn., named for his father) A room was also provided by Mr. and Mrs. Chase, who lived on the present site of the White Bear Hotel. This room, in the rear of the house, had an entrance on Third St., and was well adapted to the requirements of the White Bear Reading Room Association.

Mr. Daniel Getty, second Village Postmaster, appealed to the village council to establish a Public Library in White Bear, Nov., 6, 1889. Dr. Frances received notice that the council had ordered a library established and had appointed him chairman of a board of nine directors. At the first meeting of the board, the by-laws of the St. Paul Public Library were read (con'd. on page 2)

White Bear Lake Library(con'd)

White Bear Lake, Minn.  
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and the first 15 sections were adopted for the government of the Library. Mr. ~~Getty~~ Getty donated a bookcase and the site of a building, which stood on the west side of Railroad Park. A special committee was appointed to confer with the Reading Room Assoc., to ask for the donation of books. This was granted, but the books were not turned over until 1891.

The first home was temporarily. Early in 1890, the building was sold to Mr. Joseph ~~Hardy~~ Hardy, and the Assoc. moved to its present location on Third St., between Banning and Cook. Mr. Getty then offered a room on the second floor of the Getty Block at an annual rental of \$50. Until 1891, there was no public money for this library; all the equipment and expense was privately cared for and the directors catalogued the books and took their turns as Librarian. The Council levied a tax of  $\frac{1}{2}$  mill in 1890, and in 1891, \$196.82 was collected.

The following fall, the Association turned over its books and equipment. A stove was purchased and on Oct., 20, 1891, the Library opened in ~~the~~ its new quarters in the Getty Block, with a reception and the issuance of 200 invitations. Each recipient was asked to bring any good books that could be spared. A Standard dictionary was purchased, but the directors were disappointed to be <sup>un</sup>able to purchase an encyclopedia at this time. They subscribed for an excellent selection of periodicals, however; Juveniles-Harpers Young People, St. Nicholas, Wide-A-Wake and Youth's Companion, Papers- Harpers Weekly, Ladies Home Journal and local daily papers. Periodicals: The Century, N.A. Review and Scribners. Mrs. F.E. Whitaker was



the first Librarian, and it was decided to open the Library each evening from 7 to 9 P.M. The reading room was closed from April 30 to Sept., 30, and was open two hours Saturday evening for the exchange of books.

In annual report of April, 1894, the total number of books on hand was 656. There were 61 borrowers and the circulation for the month was divided as follows: Fiction, 470; Biography, 26; History, 26; Travels and Poetry, 3, and Miscellaneous, 55. The report of April, 1933 (39 years later) contained: Fiction, 1339; Juvenile, 442, and Miscellaneous, 55; this included books that are not fiction but do not come under any of the above named divisions; books on travel, drama, social sciences etc., Biographies, 37; Poetry, 44; History, 47, Magazines, 138, making a total of 2,102, against a circulation of 584.

On Nov., 20, 1901, the room next to it was rented at an additional \$2.50 per month. The partition was removed, shelves installed, and the room painted to correspond with the decorations of the old room. In 1908, the rent was increased from \$7.50 to \$15 per month. An offer was made of the two front rooms upstairs, in the Y.M.C.A. (the present Auditorium) at this same rental (\$15), including heat and light. The offer was accepted; the rooms were painted, shelves arranged and the Library was removed to its new location.

In 1907, the Library Board attempted to keep open Saturday afternoons from 2:30 P.M. to 5:30 P.M., the Librarian to receive an extra \$.50 (fifty cents) per week.

During the Summer of 1911, Mr. George Reif, member of the Library Board and County Superintendent of Schools, brought

White Bear Lake Library (con'd)

Submitted by: Alfred M. Potekin

before the Board, the advantages of what is called Township Extension, whereby a library may extend the privileges to adjoining townships and in return receive financial aid from the County. The extension plan was taken up with the County Commissioners, and the sum of \$250 was voted annually<sup>1</sup> for this purpose. District schools received traveller cases, containing 25 to 30 books. An average total of 28 cases were sent out each month, with a monthly expense of \$50. The Township Extension Plan was dissolved ten years later, due to unwarranted circumstances.

In May, 1912, the board received a letter from the Carnegie Foundation, offering to donate a Public Library in White Bear. After some correspondence, the Carnegie Commission appeared before the Village Council, and offered to donate \$5,000 for a building in the city, if the Council agreed to provide \$500 for maintenance and the tax levy of 1 mill, if the levy was not less than \$500. The Foundation also agreed to provide to<sup>the</sup> site encumbered by debt for the city. The present location was purchased from Mr. Fulton for \$850; \$500 was furnished by the Council and \$350 by the Library Board. Of this last amount, \$100.15 was given by the Soldiers Monument Association, through Capt. Gundloch, \$350 of the \$500 was allotted for furnishings of the Library, which included a desk, two large reading tables and chairs. The sum of \$16.70 was realized from the sale of the old Library equipment.

At the end of Jan., 31, 1933, the Library contained a total number of 7,101 books. There were 1,376 borrowers within the city limits. The population of White Bear was given as 2600, thus a little more than half the inhabitants drew books from the Library during the year.



White Bear Lake Library (con'd)

Submitted by: Alfred M. Potekin

Approximately 85 cards were held and drawn from outside the city limits. The total circulation for the year was 25,264, a per capita circulation of 9.

Besides the standard works of poetry, new outstanding works were added, including: The edition of the Oxford/<sup>book</sup>~~XXXX~~ of English Verse; The American <sup>V</sup>Verse; New Biographies; and two important works/<sup>were added</sup>~~to~~ the Lincoln Biographies and Bibliographies: Beveridge's "Life of Lincoln," which covers the period from his birth to the Presidency, and the new work of W. A. Barton, "Lincoln the President."

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Saint Paul, Minn.

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White Bear Lake, Minn.

Subject: White Bear Yacht Club.

Submitted by: Alfred M. Potekin

### The White Bear Yacht Club.

The White Bear Lake Yacht Club is the outgrowth of the racing spirit, which has been a remarkable feature of life at the lake for more than two-score years. Comparatively few people are aware of the fact that St. Paul possesses in the White Bear Yacht Club an organization known all over the country as the peer of any of the hundreds of clubs which race in small boats.

An eye-witness recalls one of the first races recorded at White Bear Lake, which was a fair example of the racing of the early days. The race between Leaman's "Nellie Ilsley" and Leip's "Juanita" occurred in 1878; both boats were sailed by professionals and manned by amateurs. The "Nellie's" skipper was "Bob" Smollet, a man of herculean build, and Victor Richards sailed the victorious "Juanita." The "Nellie," and "Juanita" were fair examples of the boats of those days. Both were built wide and deep and carried hundreds of pounds of stationary ballast beneath their floors. This ballast was removed in races



# The White Bear Lake Yacht Club(con'd)

and flying jibs and topsails added if the weather was light. Immense crews were carried, and every man carried two sandbags to windward with him when tacks were changed.

Following these came smaller boats, on similiar lines, the "Lady Laura" owned by W.R. Merriam and afterwards by F.W. Ramaley; the "Santa Maria;" the Ben Hur(which was 18 ft. wide and 21 ft. long), and, finally just before the formation of the original yacht club in the late 80's, things began to happen when the long, low, rakish skipjack was brought from Long Island Sound by EOL. Samuel Appleton, an experienced sailor who enjoyed the amazement excited by the speed of his craft, which was copied the year following by Leaman, who built another skipjack, the "Mary Ann," for J.W.L. Corning, and this was followed by another new designed skipjack, planned and built by C.T. Corning. These three big boats, all cat-rigged, had many a tussle together, and the interest aroused was largely responsible for the Yacht Club's formation, which took place about this time.

J.W. Taylor (who had bought the Appleton boat and christened it "Marguerite"), J.W.L. Corning, J.B. Hewitt, Walter Hewitt, Howard Ramaley, Eugene Ramaley, F.W. Ramaley, Earnest Birchall, Charles Ware, Dr. J.M. Ingersoll and C.D. O'Brien were the moving spirits in the new organization, which met on the point of the island and which elected C. D. O'Brien its first Commodore. After 2 or 3 years another organization was formed, called the White Bear Yachting Association. Many of the Yacht Club members joined both organizations,,but later most of them dropped from the "club" and the "association" with headquarters at the old Dellwood Club-house, forged rapidly ahead, the "club" a few years later dying  
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a natural death, and the "association" assuming the name "White Bear Yacht Club."

To the fact that the Yacht Club was <sup>largely</sup> composed of not only of men who were finished sailors, but to the even more important fact that they have always stood steadfastly for "Corinthianism" (which is another term for amateur yachtmanship, pure and undefiled), is due the the unquestioned position of the white Bear Yacht Club in the aquatic world. The question of "professionalism" was settled in western waters at least, but this had only been accomplished after a long tedious fight "amateurs at the tiller and sheets," in which fight the White Bear Club had been a pioneer for years, fighting almost alone, until it had been joined by clubs, a majority of whose members came to see that the surest way to kill the sport, was to allow professional sailors in races, and that the best way to encourage it was for the amateur owners to sail their own boats and to work out the ~~fine~~ fine points as best as they could and by actual personal experience.

The winnings of White Bear Boats in foreign waters began in 1890, and has continued almost without interruption. In that year White Bear boats finished first and second in a race of 23 footers at Duluth, Minn. In the Minnesota Cup championship series between Minnetonka and White Bear which extended over 1895, 1896 and 1897, White Bear won the series in all three classes. At the Milwaukee Centennial races in 1898, the White Bear Club won in the 23 and 17 ft. classes respectively, and in the same year at the Inland Lake Regatta, held at White Bear and entered by 18 clubs, White Bear won in the 20 and 17 ft. classes. In the years fol<sup>o</sup>lowing, the local



## The White Bear Lake Yacht Club (con'd)

Alfred M. Potekin

club's flag has been raised in token of victory at regattas held in local, Wisconsin, Canadian and Eastern waters. <sup>In</sup> The years following 1912, golf has become a large factor in the activities of the Club. The 18-hole course is considered by experts one of the sportiest and most interesting in the N.W. The golf pro is the famous Scot, Tom Vardon, but although the merry and invigorating pastime "golf" has, during the past years taken somewhat from the interest in the races of the Club, and caused some of the "rocking chair sailors" to quit their former posts on the porch of the club house and become part of the weekly "golf gallery," there are many, especially the youngsters, who still make merry on the waves in trim, breeze-spanking sloops.

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