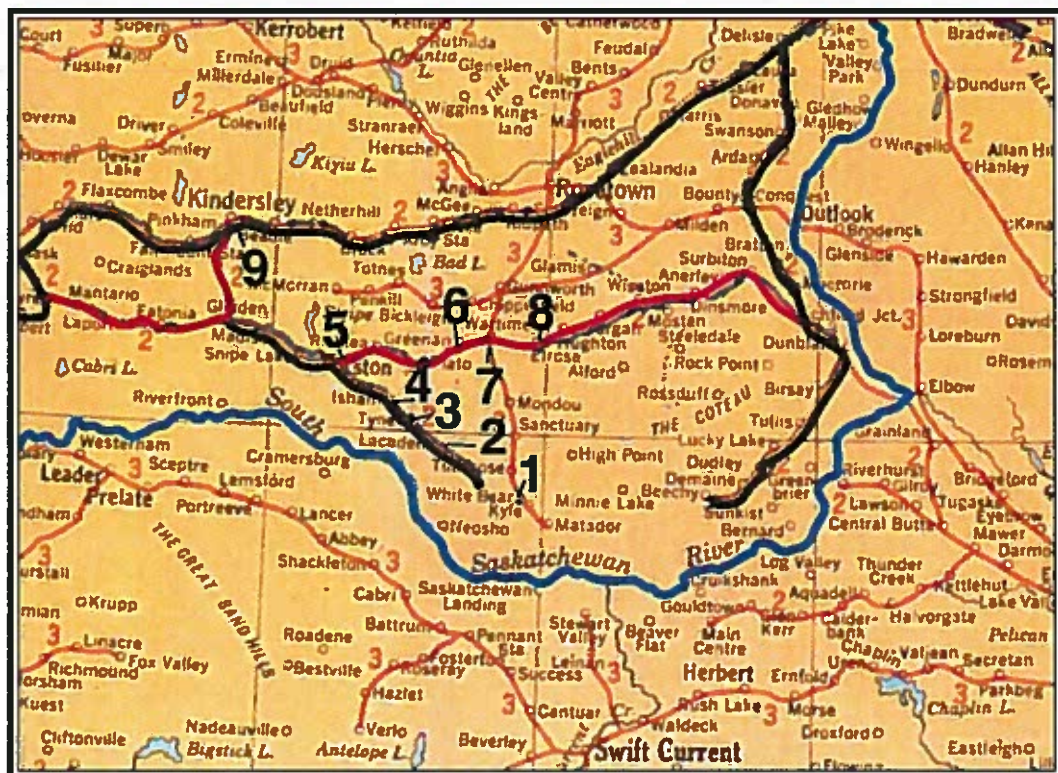
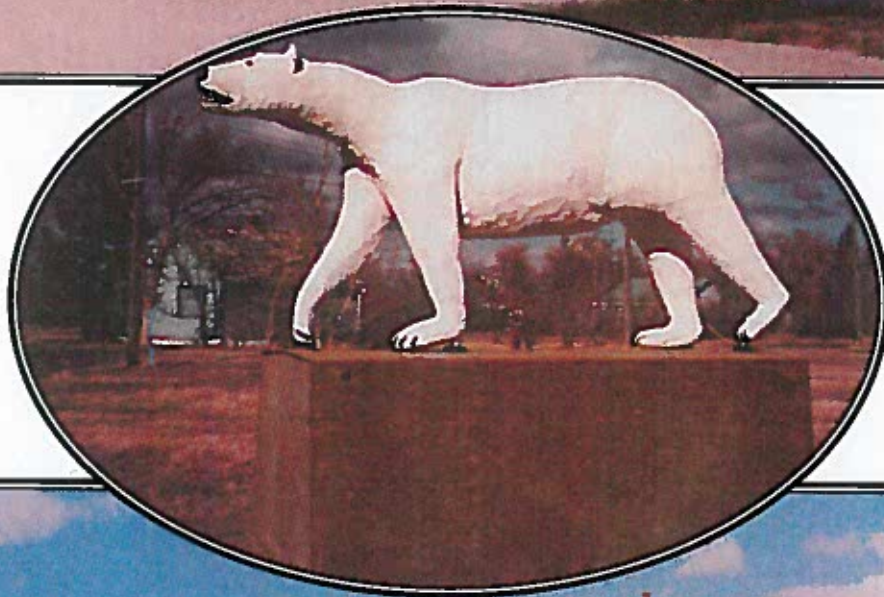


WHITE BEAR MEMORY

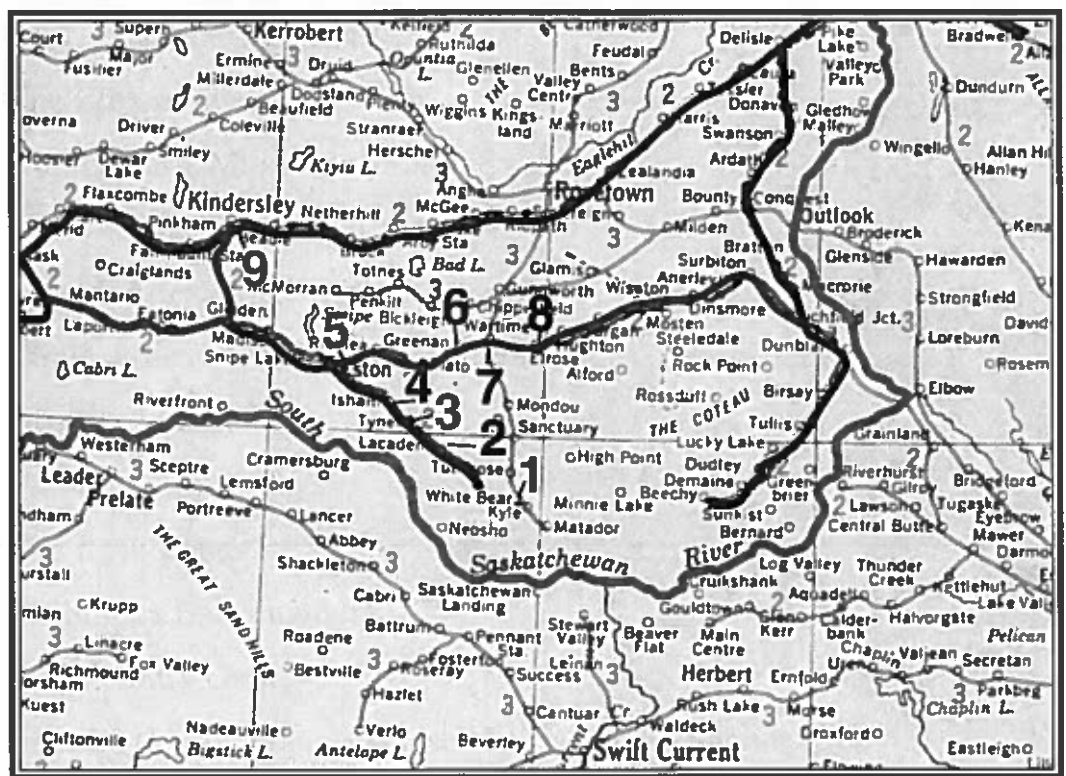


1. White Bear;
2. Lacadena;
3. Tyner;
4. Isham;
5. Eston;
6. Plato;
7. Wartime;
8. Elrose;
9. Kindersley

White Bear, Saskatchewan



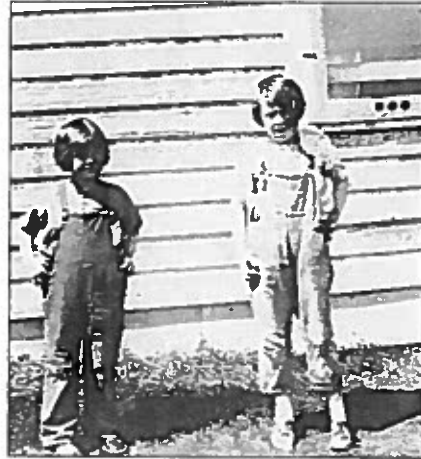
WHITE BEAR MEMORY



G. Schuler
R. Clark



When Living Was Easy - 1930's



Fashions - 1930's



Art Schuler (standi
Ted Schuler, Ronald G
and Alvin Schule



Chore Boy



Kerr Kids



Lois Clarke



"Hangin Around"



Lawrence, Glen and Albert Schuler



White Bear - 1949



After the Blizzard - March 1951



Water Storage



Church Step Singers
Elaine, Diane, Linda, Patricia, Faye
David, Gordon, Kathryn

Acknowledgements

Basket to Bridge Kyle - White Bear 1905-1980

A Link to Our Heritage Lacadena and District

Prairie West Historical Society Inc. Eston, SK

The Swift Current Sun

The South West Booster

Saskatoon Star Phoenix

The Elrose Review

Hugh Henry, Museum Curator, Swift Current

Eston-Elrose School Unit/Division

Len Menzies, South West Booster

Couleeville & White Bear School Minutes & Registers

Nor West Farmer

The Press Review

The Kyle Times

Canadiana Encyclopedia

The Country Guide

"The Little Red School House" Eston-Elrose School Unit

"The Little White School House" Volume 1 by John Charyk

"Tuberose Tracings"



Thank You!

- To everyone who helped in any way to put this account together, to those of you who took the time to answer questions and offered information, made phone calls and wrote letters.
- To those who made the drawings and did the typing.
- To those who loaned their pictures. They were great!
- This product is the effort of some of those who were born at the time or shortly after the railroad came to the end of the line. Information from many already written history books, as well as the memories and impressions of how we saw it as kids growing up on the customer side of the counter is what we hope to have recorded.
- When you find errors, correct them (paper white out works wonders), when you find omissions, add them. The pictures may appear overdone of certain families but please understand it is a place history we are attempting to preserve, the family histories have been done. Written records indicate that virgin prairie of the entire town site was broken for farm land by Pittmans for Chas. Akister in 1910. Our great grandkids may only have pictures of where we lived when the great air seeders and self propel combines begin rolling over the grave.



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Saskatchewan Landing

Settlements as far north as Eston and Elrose had concerns and interesting stories about the Saskatchewan Landing.

In 1883 - 1890 "Battleford Trail" from Swift Current to Battleford required a crossing on the South Saskatchewan River. The first freighting party that left for Battleford in the spring of 1883 carried with it a nine by eighteen foot scow christened "City of Battleford". It was just large enough to carry two loaded carts at a time across the South Saskatchewan.

This first ferry was left at the river and was free for all the freighters to use. Later that summer the Saskatchewan Coal Company started a ferry service with a larger scow that ran on a cable. The company also opened a small store at the landing to cater to freighters and settlers.

Poor service and high charges brought many complaints from those moving north.

Fraser Tims, a Swift Current merchant purchased the existing service in 1885 after acquiring a larger freighting outfit to better service the increase in the Battleford district sales. New cable was installed to accommodate a larger scow.

Military actions to the northwest increased the traffic on the Battleford Trail making the ferry business profitable. Tims sold his interests at the river in 1887 to W.E. Russel of Battleford who built an inn as well as operating the store and ferry. The government also opened the Saskatchewan Landing Post Office.

Battleford Trail business began to decline when the railway came to Saskatoon in 1890; the business closed and left no ferry service for several years with the exception of James Smart having a ferry service for himself and other ranchers in the area.

The Goodwin family built the "Stone House" in 1897 when they settled on that land providing a store and accommodations for man and animals on the trek north.

Ferry service for homesteaders moving north became available in 1902. The Saskatchewan Government provided financial assistance in 1905; and a ferry operator was hired and lived at the landing.

Accommodations were provided for the North West Mounted Police stationed at the landing.

1910 saw towers erected and the 'basket' was used to transport people across the river when the ice was unsafe during spring and fall until the ferries were in after the ice had cleared.

Attempts to have a bridge at the landing were hampered by the "dirty 30's" and World War II until 1949 when construction began with completion in 1953. The building of Gardner Dam and the creation of Diefenbaker Lake required the bridge to be raised and lengthened which again brought ferry service in 1964-1965 until the present bridge was completed and officially opened in 1966.

Most homesteaders came via rail to Swift Current, many from Ontario by Colonist Coach where they traveled in a coach with their belongings and doing their own cooking. After arriving in Swift Current, wagons were loaded with household goods and machinery, taken to the river, unloaded and returned to Swift Current to do a repeat performance until everything eventually got to their homesteads.

Stories are told of the many mishaps during crossing the river, loads going into the water, often loads were lost but it seems people and most animals survived. There were no approaches to the ferry so driving horses through up to two or three feet of water to get on the ferry and off the ferry was commonplace.

The beautiful old "Stone House" is still a landmark restored outside to the original appearance; the inside however is very different with air-conditioned offices, modern washrooms and nature displays under glass.

Alex Mackie whose residence was near the "Stone House" ran the ferry and dispersed mail to the Kyle and Darrow residences with neighbors taking turns going to the landing.

In 1910 a post office was established at John Akister's residence two and one half miles north east of what became White Bear hamlet location, later moved to the store near Ivan Akister's farm buildings, eventually to Driscoll's Store after the rail came in 1925.

Early Settlers

"The Early Settlers and History of Kyle and White Bear Districts" by Alex Gillanders, (written approximately 1955).

A crowd had gathered at a picnic in Gillanders coulee to discuss organizing a municipality. The question came up and one faction wanted to call it White Bear, another Tyner and it came to a dead lock. Hiram Bracken who came here from California and could speak Spanish suggested the name Lacadena, meaning "Linking Together" and the name was adopted.

White Bear would have been a more suitable name as the valley (the lake) cuts through the whole district and according to Charles Davenport, an old native had told him the lake got its name from a native being killed by a white or albino grizzly bear, hence the name. It was called White Bear Lake on the old surveyor's notes in 1882 and on early maps.

I always rather doubted this till I read that when the Palliser expedition crossed the Saskatchewan River to Elbow they were attacked on the landing by two grizzlies, which they killed. The expedition reported lots of bears and game all over this district so it's quite possible, the native was right.

Chas Akister so far as I know held the first school in his residence in 1909 and 1910 for Sherman, Melvin and Lorne Rettie, Robert and Kenneth Lytle, Gladys, Edgar and Beth Akister. In 1911 Robert Stewart built the White Bear School on Claud Spicer's farm, 21-22-16 W3rd. George Culbert was the first teacher receiving \$50.00 per month. School was only kept open seven months a year. Chas. Avery and George Langdon dug a full basement by hand, pick, and shovel and wheelbarrow for \$15.00.

In the fall of 1910 Chas Akister started a store and John Akister got the first post office. In 1911 and 1912 the route was broken up and mail to Tyner, Penkill and Plumridge came in from Brock while Kyleville and White Bear still got their mail from the Saskatchewan Landing, with John Akister and David Lytle getting the contract for hauling it. Then Ed Lindsay's father took over and when Elrose became a post office in 1913, he hauled mail from there three times a week.

Early settlers got supplies from the store kept by Pete Campbell and later by Alex Mackie at Saskatchewan Landing. About 1908, Isaac Farrend started a small store south west of where Kyle is to day. In 1910 Chas and Bert Akister started a store on the NW 22-22-16 W3rd. It was built into a big business and became the post office for the community

centre. Mail came in three times a week, first from Sask Landing, later from Elrose. People came for supplies from as far as Tyner and Kyleville. A general stock of groceries, harness, hardware and dry goods were sold. Charles Skelton and Myra Conlin clerked in this store. On mail nights everyone congregated there, especially Saturdays when in the summer there would be baseball or basketball and general visiting or gossip.

There was at one time a hall, a doctor, Dr. D. Halliday and a butcher, Bill Graham located there. When the railroad came Mr. Akister moved to Tuberose, he left there in the 30's and started another store in Fort St. John Alberta Country.

From "Tuberose Tracings" (1906 - 1968)

By Rosa Millidge

There was one thing that baffled old friends during our farming days, and that was our ever changing addresses. They wanted to know why we moved so often, but we assured them that we were stationary; it was only the post office that moved. Our first address was Swift Current, and then a post office was opened up at Saskatchewan Landing. Some one would go down and collect all the mail for the settlement and then it was taken to Jas. Darrows and was distributed there. Then a post office was opened up on Mr. Kyle's farm and was called Kyleville. Finally we got a post office nearer us at Chas. Akisters's store at White Bear.

From "Tuberose Tracings" (1906 - 1968)

By Roxie Akister

Mail arrivals I think were the summer and autumn highlights, mail coming in and going out once a week. A Mr. Shanklin who lived near Penkill drove a team on a two-seated buggy (democrat) to Jas. Darrow's farm staying over night and then going on to Sask. Landing Post Office at Mr. Mackies. The next day Mr. Shanklin brought the mail stopping at the Kyle's leaving the mail for those who went there for it and on back to Darrows where he again spent the night. For awhile our family were one of the six or seven going to Mr. Kyle's for the mail, each one taking a turn going for it. That same year Kyleville Post Office was established at Mr. Kyle's, the White Bear Post Office in 1911 at John Akisters. Other post offices soon came as more people were settling in and neighbors became closer.

Mail Service - Post Office Locations



Stone House at Saskatchewan Landing - 1909
(Photo taken 2000)



Darrow Homestead - 1909
(Photo taken 2000)



John Akister Residence - 1910

Post Office

The post office moved to several different locations over the years, something not in favor with District Office in Saskatoon. The concern was that it might not be accessible and easily located by patrons in such a large four block town, even more complicating was the fact that there were no street signs.

The first post office was in the back of Driscoll's General Store, then across the street and a block east to the Massey Harris - J.I. Case Building with Vic McKaig as postmaster. The next move was on the south side of Main Street when Fred Bye built a home in the mid 1920's and was postmaster there until his death. His wife Nellie was postmaster ending the Bye era twenty-three years later.

The Herb Newman's built a new home and office on the north side of main street, Block 1, Lot 1 (in the town photo). The shed for the small Austin car is also in the photo. Herb Newman retired at 65 years of age, with Mrs. Newman taking over until her 65th birthday and retirement in 1959.

Many people were interested in becoming the new post master, which was eventually awarded to Emanuel Schuler, living at that time in the Pioneer Grain Residence. The grain company approved of having an addition added to the residence to house the post office and again the District Office in Saskatoon had grave concerns if patrons would be able to find the post office now located one half block off main street. During July and August, 1959 while the addition to the Pioneer Residence was being built a small house just north of the hall was one more of the difficult places for all to find. On the move again, in 1965 back to main street to the Fred Handley Insurance Office where it remained until closing. Patrons are now served by "Super Mail Boxes".

In 1959 the salary warrant for one month was \$79.00 payment for salary, rent, heat and electricity.

As with the locations, the service changed many times especially in the later years. Mail service before the rail lines is recorded in the early history. Mail was hauled from Plato to Isham, Tyner, and Lacadena and on to White Bear, referred to as Monday mail. Those providing this coach (car) service were Dick Graham, Richard Williams, Christine Williams, Gerald Pickford, Bill Gillanders, Arthur Moore, Douglas Pickford, Kenneth Westgard, Oliver Sveum and

Camilla Sveum.

The coach service was each Monday, with the mail arriving on the mixed or freight trains, Wednesday afternoon and Friday evening on the passenger train from Saskatoon. The changes from 1959 to 1965 are many. Coach from Eston was six days per week then extended to Kyle and eventually on to Swift Current, which translated into mail arriving two times per day six days a week.

As early as 1959 the wicket was required to be open one hour on each statutory holiday. Wages did improve slightly over the first years and as time went on the hourly wages became more attractive, however, the hours were reduced so the actual raise did not cost the government very much more.

Post Offices were awarded to veterans as in the case of Stan Burt, Bob Dunan, Fred Richardson at Lacadena; Fred Bye, Herb Newman and Emanuel Schuler at White Bear; Thorolf Jensen of Kyle and Dan Steadward at Eston, all veterans of World Wars I and II.

Supervisors over the years for White Bear were first from Saskatoon later Steadward of Eston, Jensen of Kyle followed by Mel Morgan of Kindersley. Most offices were run efficiently with supervisors doing an audit approximately every six months.

Some fifty rural householders had mail delivered to boxes near their farms by many of the same contractors that did the Monday coach run. Exceptions were Scott Richardson using a team of Pickfords horses for a short time during the winter in the 30's. Jack Beck began the rural route in 1954 and did the job for 25+ years, beginning with the Tuesday and Saturday run and changing about 1964 to Tuesdays, Thursdays and Saturdays.

Milder winters with less snow and a few well gravelled roads and finally a dust free surface made travel a great deal more pleasant. Most personnel were good and faithful servants with the exception of the odd incident as when the mail truck strayed from the main road.

Frank Riglin in 1964 began the trip from Eston to Kyle with Isham, Tyner and Lacadena along the way for the next years.

Jack Beck was recognized November 7, 1979 for his 25 years of service when he was presented with a

plaque at a dinner and dance in Kindersley. Ruby Beck, Diane and Wayne Jones and Rose McLeod attended.

The rural couriers hauled a few groceries and other sundries to rural patrons; they merely explained that the country roads were too muddy or heavy with snow making it difficult for them to go to town. Either they had confidence in the courier making the trip or decided one vehicle being stuck was enough and preferred it to be him.

Financial procedures have changed a great deal in the last forty years. Before banks, personal cheques, and debit cards, postal money orders were used extensively. Payment for health plans, charged accounts, taxes, land payments, clothing, as in mail orders to companies like the Robert Simpson Co., Simpson-Sears and now Sears, T. Eaton Co., and Imperial Oil credit accounts (which were some of the first to give credit on plastic).



1916 Envelope

Money Orders

Amounts from less than \$1.00 to \$15.99 was remitted by a special denominative money order depicting the exact amount, for instance \$2.55 was a \$2.00 card with one 50 cent stamp and one 5 cent stamp. This was a real time consuming procedure, a separate fee for each was charged, gauged on the amount of money order being purchased. All fees were less than 25 cents.

Amounts for \$16.00 and up to \$200.00 were called notched money orders. A small metal ruler with a slide to notch in the amount to the nearest dollar and cent was used. Twenty-five cents was the charge for these. Amounts such as \$500.00 would be three money orders, two for \$200.00 and one for \$100.00. An example of this is on display at Kinetic Park in Doc's Town.

A machine replaced all of the above in the late 1960's. Amounts up to \$200.00 carried a fee of \$1.00 each. In 2001, money orders up to \$900.00 can be purchased with the fee for money orders of any amount at \$2.50.

The cost of mailing a letter or postage changed so many times no one seems to remember the dates or exact amounts of each increase. We do know as in the picture, a letter came to White Bear, SK. in September, 1916 with two cents postage plus one cent tax printed on the stamp. The envelope was addressed by the sender and was likely shipped by government to Winnipeg after being censored before leaving France. The two cent postage was probably to bring it to White Bear from Winnipeg.

Two cent and four cent post cards which could be used for short messages were still being sold at post offices in 1959. At the same time four cents was required for a first class letter to be delivered on the rural route and five cents stamps would deliver a first class sealed letter anywhere in Canada. The Centennial (1967) souvenir cards of stamps indicate first class letters required five cents for delivery anywhere in Canada unless airmail was a preference. Airmail then required seven cents.

The rates kept increasing over the years until in 2003 the old five-cent postage has become forty-eight cents. We are told all mail, where there is advantage of speedy delivery, goes by airmail. We aren't told why the mail some times takes a week to cross the street, perhaps it's not exactly the mail service but there is an old excuse "It's in the mail".

Service has improved, as was the promise of Canada Post. Refer to the printed article in two different newspapers in this account. Does having access to a Super Mail Box twenty-four hours a day really take the place of having a post office open to pick up parcels, register and receive registered mail and purchase stamps?

Bank instead of Post Office?

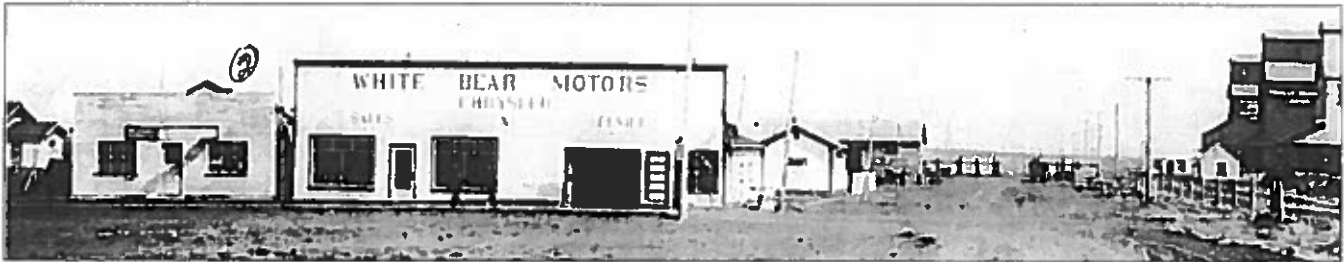
The local post office also acted as a savings bank. You were issued a pass book much like the ones issued by banks and your deposits were recorded in them. Deposits and withdrawals had to be done during business hours as there was no such thing as automated tellers. The only record of a deposit or withdrawal was in the owners pass book, and on a balance sheet in the post office so that the till balanced at the end of the day. Interest was calculated and applied to the balance in a pass book when it was sent to Ottawa.



1. Driscoll Store - 1925

3. Bye Post Office - 1926

4. Newman Residence - 1943



2. Massey-Harris Building - 1926



Pioneer Grain Residence - 1959



F.C. Handley Insurance Office - 1965

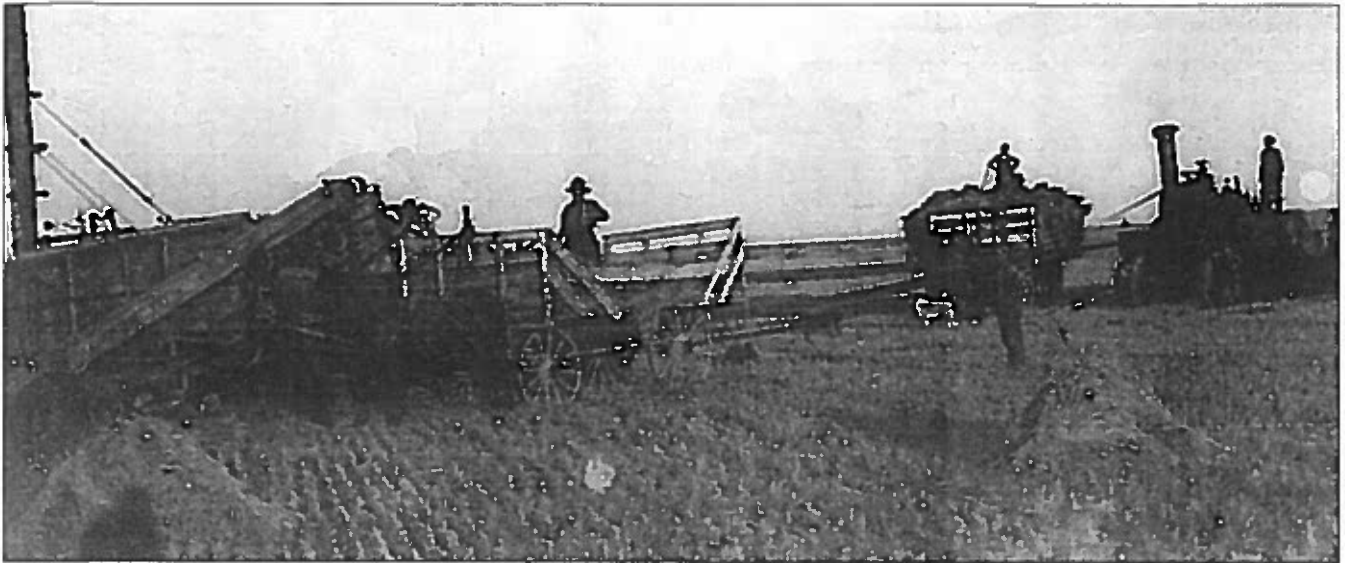


November 17, 1979 - Kindersley.
Jack Beck recognized for 25
years Rural Route Courier
Service.
L-R: Jack Beck, Rose McLeod,
Unknown.

Jack Beck, receiving
recognition for 32 years of
Rural Route Service from
Sig Jordheim, representing
Rural Route Patrons.



Harvesting



Kerr Bros. (Edmund, Ernest, Dawson) - 1910-1920

Threshing three miles north of White Bear using a steam engine to power the separator. Kerr's loaded grain into box cars spotted at the siding at what became known as Saltburn before the elevators were in operation. Saltburn was known first as "Little Bear".

1923

Clark and Bonyman threshing from White Bear to as far north as Plato. A mogul (gasoline) tractor powered the separator, the Titan tractor was used to move cook cars and bunk cars. The 'Grey Dort' car was used to bring supplies for the cooks who prepared three meals and two lunches each day for fifteen men during harvest. The cook stoves were powered by coal and wood.

Note the lady resting by the stook.



1928. One mile north of White Bear
Combine and tractor replace the thrasher. The grain was hauled with team and wagon.

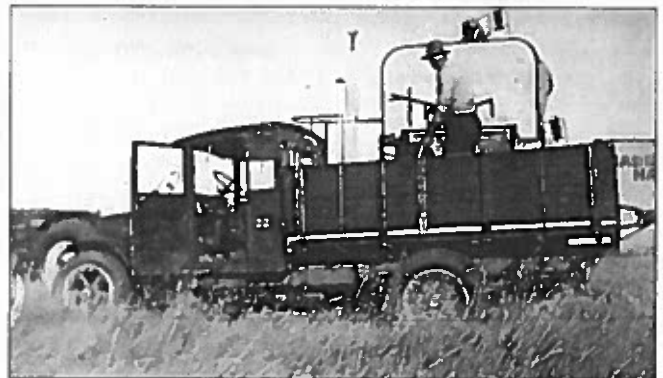


1940 - Gwen and Ed Kerr combining with their first tractor with rubber tires.
During W.W. II even the small farm trucks were required to have the owner's name on both sides.



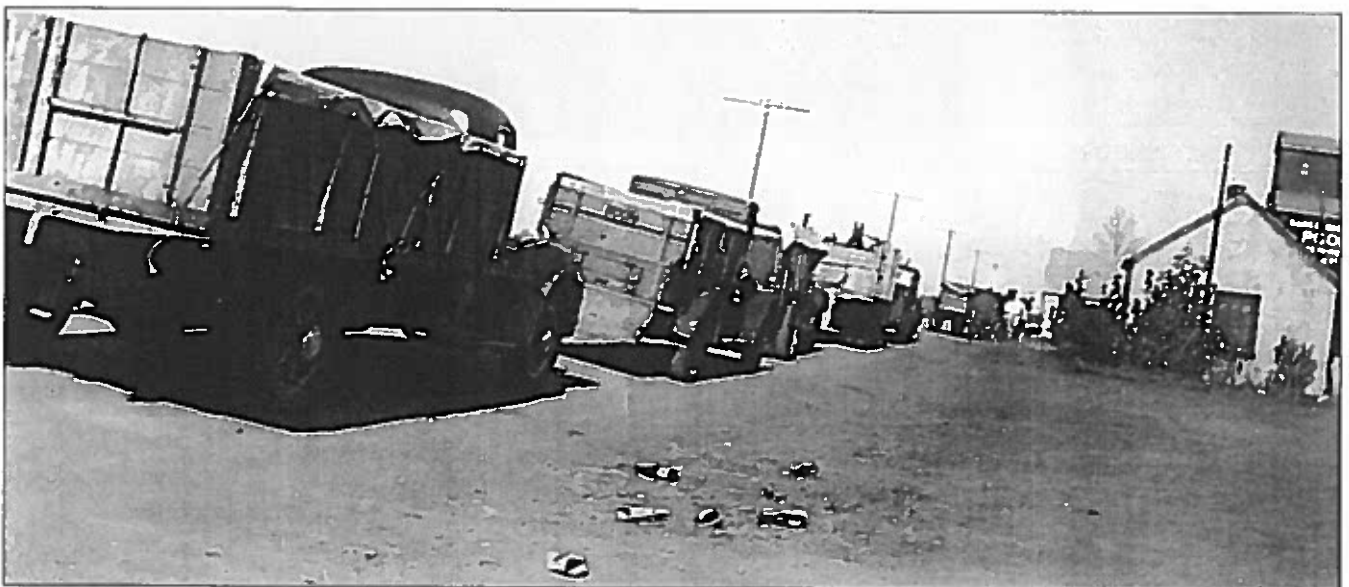
Doug Pickford

Combining Spring Wheat - 1942



Ed Akister

Yield 52 bushels per acre before fertilizer and weed chemicals.
Number 22 on the truck from when it was used to gravel #4 Highway in 1937.



Harvest on a Sunday, 1942

5 trucks and 1 team of horses, Andy McLatchie's truck at left. The long necks from Saturday nite in the foreground.
Line extends from Pioneer "P" - see photo page 9.


Coal Ads

Coal advertisements read:

- Kleenbirn Colliers Ltd., Eyremore, Alta.
The Wholesale Fuel Co., Ltd. Saskatoon, SK
"Mike The Mechanized Miner" says "Better Buy
Birwell"
- The Golden Rule is to order Wildfire,
Commander, Atlas, Regal Coals

NAME _____

ID. NO. _____

 **CWB**
1935-1995

Producer's 1995-96
Permit Book

CWB Permit Book
1935-1995

60 years as the Prairie Farmer's marketing partner



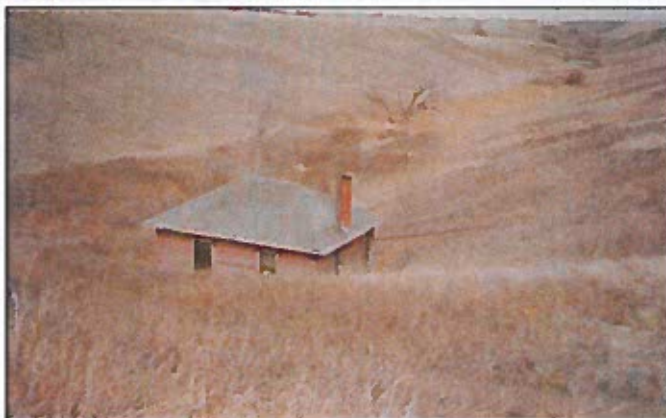
Harvest 1942

Tom Poole walking. Lidkea residence, left of the office.

Canadian National Railway



2002, C.N.R. Dam, looking East
See the road between the bluffs of trees.



**2002, Pump House in Coulee,
East side of Dam**



**C.N.R. Dam - 2002,
looking West**



**2002, Concrete
Spillway, Northeast of
Dam**

Canadian National Railway

The Canadian National Railway extended track for 34.3 miles in a south, southeasterly direction from Eston to what became known as the hamlet of White Bear. The first was a work train in December 1925. The hamlet eventually replaced the original White Bear settlement of school, post office and general store located northeast that had been in operation for nearly fifteen years.

At this time distance dictated to most farmers to use either Tuberoso or White Bear for post office, groceries, supplies and grain delivery services.

The C.N. chose to bridge the same coulee in many different locations as it winds its way north and west to what was referred to as the flat near Lacadena.

The coulee is an interesting phenomenon all of its own and was not very well known to those who lived south of the hamlet. Those who did live near the coulee, appreciated the small wells of good drinking water, and the natural low spots that held water for cattle and horses. As well, the coulee was a haven for wild animals, especially coyotes, skunks, porcupines, badgers, jack rabbits and foxes. The Saskatoon berry bushes provided a much appreciated fruit. Bears were only seen in the bad dreams of those kids who were obliged to walk through the coulee to school. Cougars have been seen a few times in later years.

The longest and highest bridge was less than a quarter mile north of the hamlet and referred to as the first bridge by those of us who lived there. It provided a dangerous place for town children to amuse themselves by climbing among the timbers beneath the rails as well as walking on the bridge to check the water levels in the barrels encased in racks extending over the edge of the bridge. Not something those afraid of heights should try. The barrels of water were to be used to extinguish "a might be fire" from hot coals from the coal fired steam locomotive.

A portion of the coulee branching west was dammed providing a large and very necessary body of water extending west three quarters of a mile. A spillway north east of the dam was constructed as well as a concrete gateway in the lowest spot to allow water to be drained from the bottom of the reservoir.

Almost one half mile of pipe was trenched in below the frost line to allow water to be pumped to the tower on the east side of the tracks. The pump house near the concrete gates in the bottom of the coulee still stands

today, 2003.

Many other buildings were soon constructed. A residence for the C.N.R. section foreman was a short distance north of the water tower. Another smaller residence for the assistant was built on the hill south east of the dam (a very cold windy place in the winter). The assistant was responsible for maintaining the pump house and the water level in the tower, the ball on top of the tower would indicate the water level. The small house on the hill was privately purchased, moved into the hamlet, renovated and with an addition became very comfortable attractive living quarters and is still being used in 2003.

Stockyards were corrals with pens and ramps where livestock could be loaded into stock cars. Hogs, horses and mostly cattle were shipped by rail leaving White Bear on the Thursday morning mixed.

A "Y" of track was constructed straight south with another portion curving west, a third section joined the two making it possible for the locomotives to turn around. This was usually done in the evening after the arrival, ready for morning departures. A bunkhouse between the tracks on the "Y" provided smokey, smelly sleeping quarters for train personnel while a night watchman kept the home fires burning for the old steamer.

The station was built in 1926 - it provided living quarters for the agent as well as an office, waiting room and freight shed to store incoming and out going freight. The water barrel on the platform was filled from a water tank on the train outside during summer and stored in the waiting room during winter months. For a few years during the 1940's all C.N. buildings were painted a pale green making them appear lighter in the photos. A short time later the original maroon color was back and remained to the end when the buildings were sold and dismantled.

Two trains per week were in service until 1959, the mixed (freight) due to arrive each Wednesday at 4:00 P.M. and return to Kindersley departing from White Bear at 8:00 A.M. on Thursday. The passenger arrived Friday 6:50 P.M. from Saskatoon and departed 6:00 A.M. Saturday. A passenger ticket cost about fifty cents to travel from White Bear to Lacadena. On many of the trains there were no passengers.

The mixed brought grain cars to be loaded, coal, wood, lumber, farm machinery as well as returning

empty cream cans and egg crates. A passenger coach divided in half provided seating for passengers in one end while the opposite end was used for mail and perishable freight.



Station

Many thousands of bushels of grain (wheat, oats, barley, fall rye and flax) were shipped out on the Thursday morning mixed with elevator agents spending most of Wednesday night loading cars after waiting for a train to move loaded cars and spot empties. Insufficient space between the elevators for boxcars was always a problem. A stack of doors (slab lumber) at the Western elevator, as can be seen in one hockey picture, was provided for each grain company and a bit of muscle was required to lift and move them as they were constructed of rough lumber and nailed together. Both sets of doors in the boxcars had to be coopered, leaving a half door out on the loading side for the grain spout.

A few times skunks were caught in the cup belts; most didn't survive and in the usual way let their presence be known. A bottle or two of vanilla was poured into the car of grain as a recommended deodorizer.

The passenger train on Fridays was never exceptionally crowded and probably did not pay to provide the service, however during the winter with the type of vehicles and roads at the time rail service was looked upon as something dependable.

Five main bridges and two smaller ones were constructed between Lacadena and White Bear, a distance of 12.1 miles. The upkeep and repair provided

jobs for many men. Major repairs were done by men (B&B gang) when a work train providing sleeping quarters and dining quarters would be parked in White Bear periodically for weeks at a time. After some years filling earth in at each end shortened some of the bridges and reduced maintenance.

Fireguards for tracks and bridges were ploughed by men using horses. The broken ties when they were replaced were used for firewood. Imagine the hard labor of ploughing, and the loading of the ties. The gravel embedded in the wood could be very hard on a saw blade.

Those who lived in the area referred to the bridge at the north end of the hamlet as the first bridge. The second bridge (in photo with work train) was west of Ann and David Brown's farm buildings. The third bridge was on the correction line, three miles north of the hamlet. The fourth bridge could be seen just north of the third in Gillanders coulee, the fifth on the Pickford farm. The two smaller bridges were across draws in the flat near Lacadena.

1959 saw the last passenger train after a total of thirty-three years of service, regular freight trains were discontinued in 1962 and the very last train was in April 1979.

Many meetings were held to discuss the numerous studies' that always take place when large companies and governments pretend to need input from the citizens that are affected. As is in most cases a great deal of money is spent on town hall meetings conducted by very well paid people who are aware of the out come before they arrive in the host towns.

Grades where the ties and rails once were are disappearing to an over growth of grass and weeds. A few piles at the bridge locations can be seen as the earth erodes. Pictures will soon be all that remain of life in small town Saskatchewan. As the C.N.R. goes so goes the towns along the line.

Canadian National and Canadian Pacific crossed at Wartime, (west of Elrose where the good drinking water came from). A short distance north of the water tower, the C.N. and C.P. crossed paths, C.P. built the bridge to go overhead.

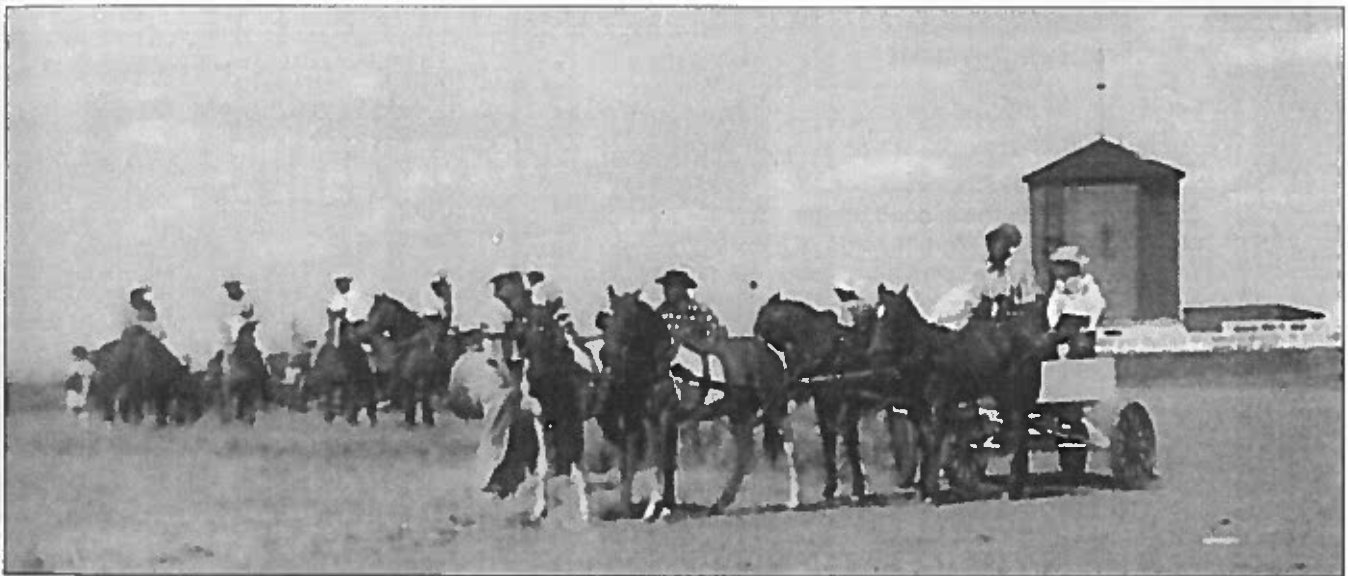
After diesel engines, when the tower and dam were no longer needed by C.N., the R.M. and hamlet purchased both. In the 1960's a purifying system was installed and water and sewer lines were available at all residences. The capital cost to each home was \$1500.00 with the option to pay upfront or have that cost added to water bills on a monthly basis.



Jack and Rose Pickford - 3 of the Dray Teams
Proceeding North to first bridge.



Elevators North of Loading Platform



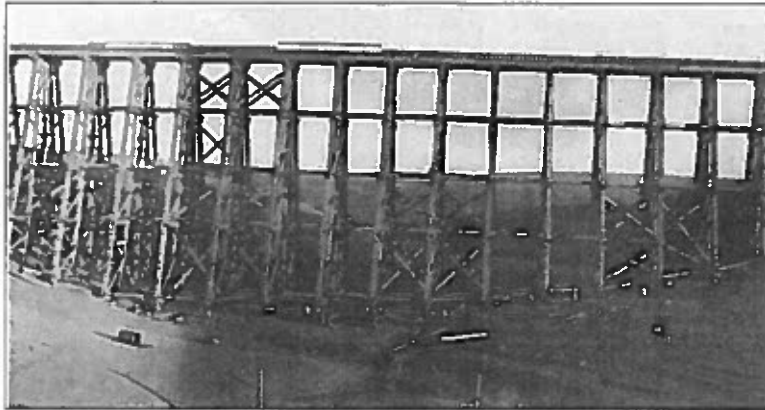
Stockyards, Tool Shed, Water Tower



A Saskatchewan railway museum is located just beyond Saskatoon city limits at Hawker Siding on Highway 60, 2 kilometers south of highway 7. The sign can be seen at Pike Lake turn off. Proceed on highway #60 for approximately 2 kilometers. There is a charge of \$3.00 for adults and \$2.00 for children. It is open Saturday and Sunday from Victoria Day weekend

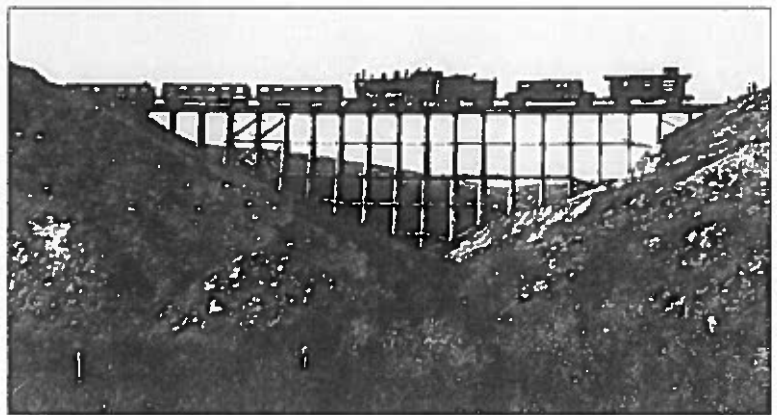
until Labour Day 1:00 P.M. - 6:00 P.M. To confirm hours for tours contact 306-382-9855. The above information was taken from 2001 brochure. We visited the museum in August 2001, had a ride on the speeder (take a cushion) to see some of the displays in the buildings - snow plows, bunk houses, tool sheds, station and other buildings are there to record the past.

Canadian National Railway Bridges

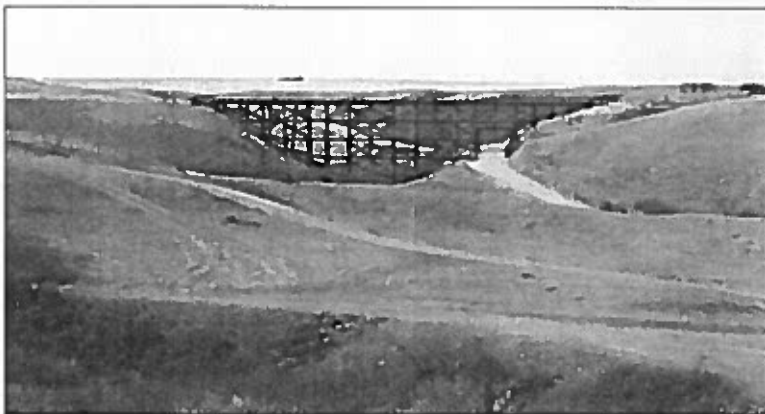


(All Views From East)

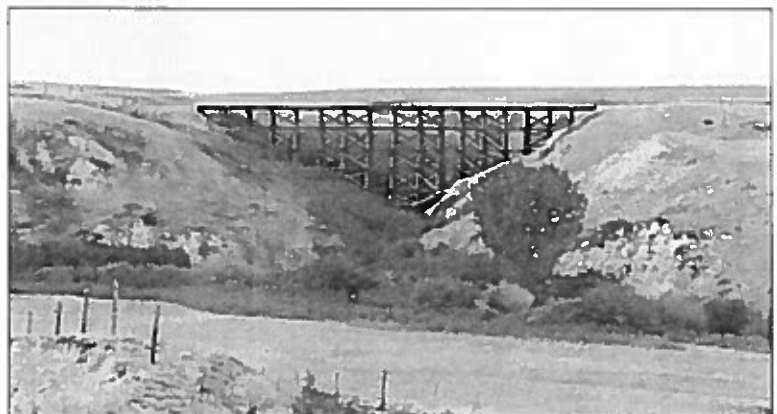
December 11, 1925, the first bridge under construction - 1/4 mile north of town site. Automobile and onlookers at the base of the bridge.



December, 1925 - the second bridge under construction 1/2 mile north of the correction line.

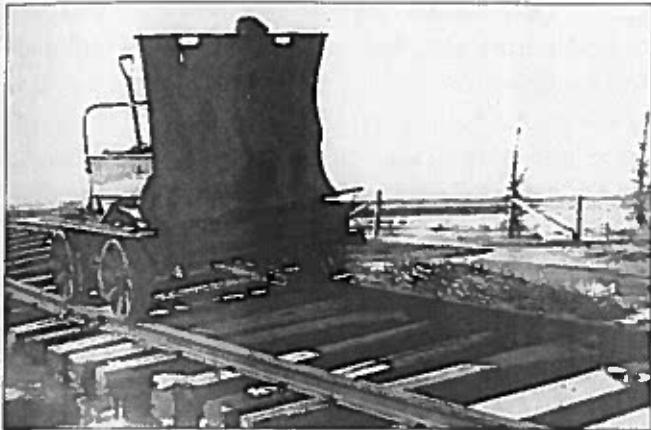


The third bridge in Gillanders Coulee, the correction line underpass at the right.



The fourth bridge, less than 1/4 mile north of the third.

Canadian National Railway- The Flood of 1952



**The speeder (motor car).
Earth washing from under the tires.**



The Crew! What to do?



**John McRobble, Clifford Schuler, Jack Beck,
Gordon Lampman, Jack Farup, Lloyd Jorgenson
and others**



Between Tyner and Lacadena



**Clifford Schuler and John
McRobble propping the track**



Lacadena in the background



**Clifford Schuler standing in the
washout**

C.N.R. Section Foreman Residence

Harry Woodstock

Mr. & Mrs. Fred Hucul; Mike, Mary Jane, Nettie,
Fred Jr & ?

Mr. & Mrs. Addison; Horace & Gladys
Peter & Ann Kinhnicki; Marjorie, Harold,
Bill & Mervin *Doris Goheen

Mr. & Mrs. John McRobbie; Arnold, Lloyd,
Kathleen & Yvonne

Mr. & Mrs. Louis Solomon; Leonard, Ed,
Rosaleen & Robert

C.N.R. Residence East Of Reservoir

Mr. & Mrs. Langford; Ernest, Douglas, & Mary

Mr. & Mrs. Harry Apelvich; Dwight *Stanley Kuziw

Mr. & Mrs. James Vietch; Norma, Lawrence & Gerald

Mr. & Mrs. Kendall; 3 children

C.N.R. Night Caretakers (Watchmen)

Mr. & Mrs. Dick Rodda; Arthur, Claire, Leslie & Pat

Mr. & Mrs. Langford; Ernest, Douglas & Mary

Mr. & Mrs. Leonard Schrieber; Jeanette & ?

Between Langford and Schrieber there were several watchmen - some resided in the bunk house on the "Y", others came on the train and stayed overnight on each train.

Others Who Worked on Section

Douglas Pickford, Erling Strom, Clifford Schuler, Raymond Clark, Julius Stuippen, Frank Kocses & others

Bridge Builders Gang (B&B)

Raymond Cassin, Ken Gillies, George Bodashefsky, Norman Bugg, Bob Brandon, Nels Roberts,
Sam Young

C.N.R. Station with Residence

Mr. & Mrs. Harry Price (Agent)

Norman & Eva Humphrey; Noreen & Kenneth (during the Summer of 1929 awaiting the Beaver residence)
Lloyd Nolan

George Spice; daughter Lois and his two sisters *Gladys Cavanagh

Mr. & Mrs. Ross Levens

Gordon & Lila Stewart; Norma & Dale

Mr. & Mrs. Bill Blundell; Gregory

Kathleen Darrow; Jim & Grant

Erling & Julia Norheim; Wesley, Karen & Judy, Berton Hanson (Julia's nephew)

Southside of 1st Street South across from Block 2 and 4

Otto Farup lived in a little house in Erling Norheim's yard later turned into Judy's "Beatles" shack.

* beside name indicates person who is not a permanent resident.

C.N.R. Abandonment

March 27, 1980, a newspaper headline read "White Bear line abandonment permitted". Mr. Justice Emmet Hall, a former supreme court judge recommended that the grain handling and transportation commission abandon 15.7 kilometers of rail service, the exact distance between White Bear and Lacadena. J.M. McDonald, senior commissioner for the Canadian Transport Commission advised C.N. officials at the hearing in Lacadena Community Centre to provide the commission with cost estimates for removing grain in storage at White Bear.

The last train traveled to White Bear in April 1979, 100,000 bushels of grain were sitting in the Saskatchewan Pool Elevator and 98,000 bushels in the Pioneer Grain Elevator.

Pool first vice-president Don Lockwood and the Pioneer representative both said the railway was responsible for trucking the grain out.

The commissioners asked C.N.R. to consider proposals by the grain companies and the Saskatchewan Government to link Lacadena to the Matador sub division. It was suggested that road beds five miles east of Lacadena be retained for construction of the link.

The section slated for abandonment has been closed frequently throughout shipping seasons in recent years due to saturation of the roadbed and shifting of the five railway bridges.

Costs for the next three years would be approximately \$800,000 for the five bridges and \$97,000 for annual maintenance, excluding snow removal.

To be compatible with upgrading carried out by the Federal Government subsidy funds and keeping the line operational beyond 1982 expenditures by the

C.N.R. would total about 6 million dollars. Although presentations from two grain companies and the provincial government stated the abandonment application be granted, two residents of White Bear at the hearing accepted the decision with regret.

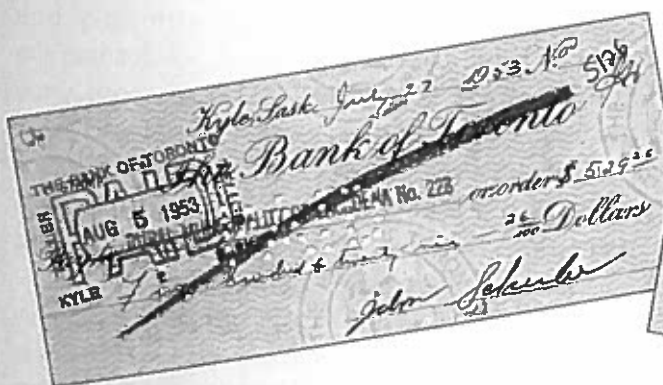
David Brown said abandonment means the death of the town! Erling Norheim stated that the White Bear delivery point handled the most grain on the line that began the decline when C.N.R. stopped supplying enough rolling stock. He said, "If you don't get grain cars you can't move grain". The farmers were forced to deliver to alternate points if they wanted to sell their grain.

The larger Sask Pool Elevator future is recorded in "Sask Wheat Pool" history.

"C.N. will close White Bear sub". A newspaper headline July 9, 1996.

C.N. announced last week the 24.5 miles of sub from Eston to Lacadena would be closed. After closing the portion between White Bear and Lacadena, continued operation was based on need for the remainder. Pioneer Grain at Tyner and Sask Pool at Lacadena were still operating. A Sask Pool spokesman said the future of the facility at Lacadena is uncertain, the average five years handle is 27,500 tonnes and economically viable options are low - the facility could be shut down completely. Corporate communications vice president for Pioneer Grain said it was too early to tell what would happen to the Tyner facility.

C.N. was announcing its three-year plan, as it is required to do. Weir said, "There is a wide window". We will talk to the railway on a location-by-location basis and carry on from there. He noted that the three-year plan could be adjusted as time goes on.



Elevators and Grain Businesses

Spencer Grain Company

The Spencer Grain Co. began building in 1926. Dick Larter was the agent for a short time. Elwell Clark became the buyer for the next nineteen years. The Spencer may have been sold to the Western in the early 30's.

Jack Benson, a friend of Elwell's, lived in the office most of the time that he was in White Bear working for Elwell and as a farm labourer. It has been recorded in other recollections how much Elwell enjoyed playing pranks on the unsuspecting and showed his pleasure with a hearty laugh. Jack Benson was not amused when he met a cow face to face upon entering the office to go to bed late one Halloween night. The mystery of "Who done it" was never solved. It is believed that this office is where the goose berry pie was eaten.

Elwell and family moved to Kyle in 1945. Wes Atchison was the next buyer until 1951; the Western was purchased by Pioneer and became known as Pioneer W with Henry Lytle as agent for a short while. During that time Henry became ill and required surgery, the company sent him to Winnipeg believing he would have the best care there, provision was made by the company for Faye and Henry's mom to accompany him.

The company purchased the house on block 4, lot 22 built by Roy Figley when Ron Gagne was the agent, as early as 1953. Ron built a house on block 6 lot 3. When Ron became superintendent of the territory and moved to Eston, the company sold the original residence and purchased the Gagne house to be used by agents for Pioneer W.

Agents who came later for a short time were Robert Undershutte and Clarence Caldwell. The next ten years, 1963-1973 Glenn Schuler was manager and also drove a school bus.

Walter Olson was next in line and lived in the residence, later moving to the original Pioneer house when the company moved the W residence to another point. Walter and Carol moved to Meadow Lake after having made an unsuccessful attempt at becoming a Pioneer manager in Kyle in 1978. Walter and Carol were substitute school bus drivers. They were honored at a picnic farewell party in August 1978 and were

presented with a cash purse. Dave Banks of Kyle dismantled the Pioneer W.

Pioneer Grain Ltd.

Saskatchewan West Elevators built what became the Pioneer Grain (James Richardson and Sons) in 1927. The first agent was Dick Domonco followed by Nick French a short time later. The French family lived in the south portion of the office, fairly comfortable with the exception of the engine running while the grain was being moved.

Tom Poole as the carpenter in 1929, built the cottage. It was a comfortable, well constructed four-room house, one of the best in town at the time. The French family was the first occupant.

1936 brought a new agent. The Allingham family from Pelly, SK. came to the Pioneer, their stay was only for two years.

In 1938 Raymond Kerr took the position until he joined the Canadian Army in 1942. Bill Gillanders was the Imperial Oil agent and took the position of Pioneer Grain buyer after Raymond left until the Pioneer Grain decided he should not have both. After being called to Winnipeg to head office he gave up buying grain and kept the Imperial Oil. (We are glad he did). A young Morry Whiting came to do the job until Raymond returned at the end of World War II in 1945. In 1949 Raymond decided to go farming when he acquired V.L.A. land (Tom King farm) west of White Bear.

The position was offered to the Saskatchewan Wheat Pool agent at Marriott, SK (north of Rosetown). A comfortable residence, higher salary and slightly greater degree of independence with only one supervisor were incentives. Emanuel Schuler was the next agent from 1949 until 1965. During those years many business changes took place. The coal sales were completely phased out with the coming of oil used for heating. Crop dusters, sprayers, chemicals and fertilizers were sold, and sales commissions and handling commissions were appreciated.

The Pioneer was at first the only grain company to provide a residence and charged reasonable rent, always deducted from the salary cheque. Sterling silver

The elevator still stands and the residence is occupied at this time. Many of the large orange annexes can be seen on farms along #4 Highway south of Kyle.

Benson managed the work alone with the exception of the assistance of Raymond Kerr for a short time. In 1943, after seventeen years Mr. Benson left the grain business and returned to farming full time. He died in a

The old elevator (annex) was demolished; the larger one was moved to Lacadena. The move is in the pictures. Sask Pool quoted the cost of \$700,000 for the move and renovations to improve the Lacadena facility. The move of the two hundred and fifty ton structure took place in late August 1980 and was handled by Wiebe's Building Movers of Saskatoon. The elevator was mounted on trailers with ninety-six wheels, with one truck at the front, three large trucks loaded with cement blocks were required at the back to hold the load while going down the big hill six miles west of White Bear. The entire move took less than five hours.

Don't Push - Let Us
REPAIR IT

Phone 33
SCHULER'S GARAGE
CAR, OILS AND GASES, REPAIR SERVICE

WHITE BEAR, BACK. Aug 19 1943

M	Mileage	Description	Price
1	1000	Miles	25
2	1000	Miles	25
3	1000	Miles	25
4	1000	Miles	25
5	1000	Miles	25
6	1000	Miles	25
7	1000	Miles	25
8	1000	Miles	25
9	1000	Miles	25
10	1000	Miles	25
Total			1867
No. 115			1.28
Date Aug 19			1943
J. Schuler			

Elevators



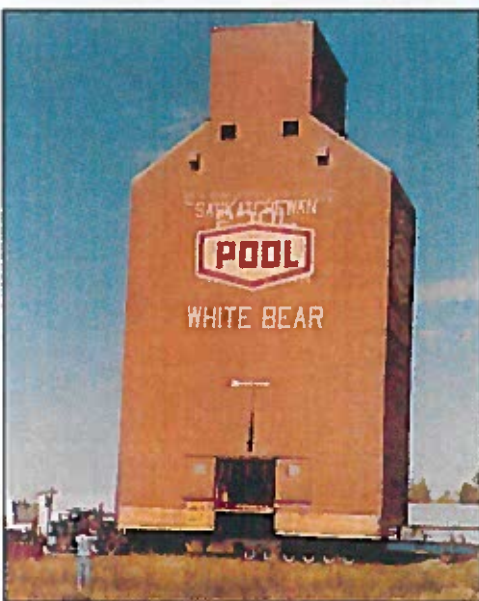
From East Looking West



Moving Pool Elevator from Original Location at Right



Sask Power crew cutting power wires near the Esso tanks



Turning West at the corner of Main Street



Proceeding West on Main Street between Driscoll's Store and Hall

1925 - Building The Town



1925 - 1926

White Bear United Church, Beaver Lumber, Mutlow's Store, Telephone Office, Rutherford Store, Driscoll's Store, Hotel, Hall, Livery Stable



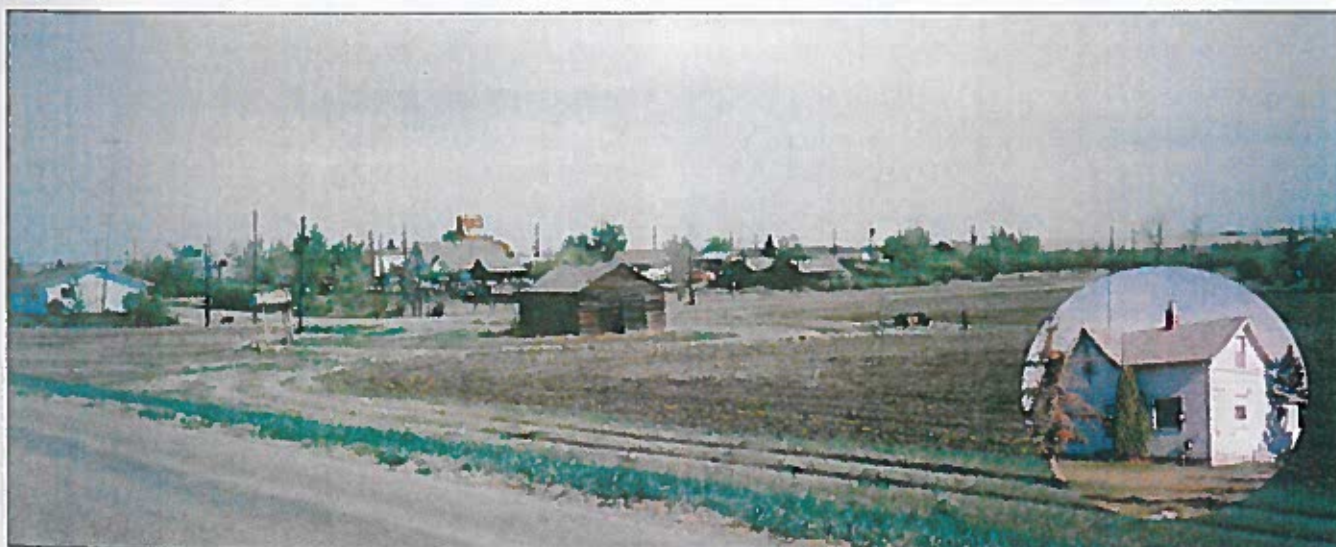
1928 - 1929

Telephone lines, Driscoll and Beaver Residence have been added, each have a private outdoor rest room

1943 - The Town



2000 - The Town



Driscoll's General Store

The first store in town stocked almost everything. Groceries and dry goods, including clothing for the entire family, like fleece lined long johns, shoes, work clothes, fabric by the yard as well as notions. Dodd's kidney pills, Carters little liver pills, Buckley's cough syrup, white liniment, Mazon for eczema and Thermofuge. Thermofuge was a can of buttery or putty like paste spread on a cloth and applied to the chest of children diagnosed mostly by their mothers to have had pneumonia and bronchitis.

Space was limited, things like cereal boxes and soda biscuits were stacked to the ceiling on shelves. The step stool was always near by. A special lever stick was used to reach the top articles, pulled off the shelf and caught in mid air by the clerk. Stocks of bananas were suspended from the ceiling near the end of the counter, and a special curved knife was used to cut off each bunch.

Butter and eggs were bought from farmers in barter style in exchange for groceries or credit.

A very large round cheese chunk wrapped in cheese cloth, stored under a glass cover was cut in wedges by just good judgment - 1 pound or ?? It was always wrapped in waxed paper, then brown wrapping from the huge roll at the end of the counter.

Kerosene and high test gasoline for lamps and stoves was dispensed from a small shed west of the store. Kerosene was identified by the blue and gasoline by the red-topped cans.

Each item was listed by the clerk in a bill book, and then placed in paper bags or in most cases, boxes. There were no shopping carts or baskets; the clerks did all the work. The bills were added by brainpower and items purchased often "charged" for thirty days.

The 30's and relief years took a toll on store keepers, they were generous to those who had the least, things like bananas and fresh fruit that might not survive the week-end closing were given away before closing on Saturday night.

At month end when accounts were paid a treat for the kids would be placed in the grocery box. A reward for using credit!

The counter, with the brown wrapping paper roll and paper bag rack and many other furnishings, including the tin ceiling are on display in Kinetic Park - Doc's

Town General Store in Swift Current.

The first cooling system was primitive - an icebox at the back of the store where produce such as butter was kept. Other things were stored in the cellar, which stayed much cooler than basements today since the heating system was a pot bellied coal-eating stove in the middle of the store and certainly didn't heat the floor.

Light plants with batteries and wind chargers became a source of electricity for lights and cooling for many years before hydro came to the area in 1950-1951.

Travelling salesmen ordered groceries and other stock from wholesale companies until phones became more common. Besides groceries from McDonald's Consolidated in Swift Current, and dry goods from Buckwolds in Saskatoon, there was even a cheese traveler as late as 1945; he might have been the Kraft man.

Fresh fruit such as peaches, pears, cherries, apricots and grapes for canning came in on the freight train, a better quality and condition than on the refrigerated trucks some seventy years later.

Cash on consignment was obtained by vouchers from the Toronto Dominion bank in Kyle to cash grain cheques for Sask Pool and Pioneer Grain customers. "The Payer" often made a couple of trips a week to Kyle for cash during harvest. A couple of mysterious unsolved robberies were recorded during that time.

Morgan Driscoll tended the store and served customers always wearing a three-piece suit, shirt and tie. He always greeted ladies as Ms. Three Akister wives, Ms. Bert, Ms. Ed, and Ms. John - Edna Clark as Ms. Chet and Corda McKay as Ms. Wayne - at the time there was only one Mrs. McKay.

Mrs. Driscoll worked in the store on train and Saturday nights, the busiest time and enjoyed visiting with the farm ladies.

Their cabin at the lake was great fun, they often invited a couple of teenagers to spend Sunday with them - swimming, and good food and motorboat rides were enjoyed.

Morgan Driscoll opened a store in Kyle (later purchased by the Co-op) during the 40's and several different people from White Bear were the clerks, their names are included in the residence history.

As Morgan's health began to fail early in the 70's, Mrs. Driscoll took over managing the store. She was an excellent cook and knew the art of making angel food cakes from scratch. When the mixes became popular, her advice was "I don't think you can over beat but just don't under bake them".

At the time of Morgan's death, Mrs. Driscoll kept operating the store with the assistance of Ruby Beck who eventually became her health care giver. The business operated at a loss, when commodity prices

such as coffee and others began to rise and transportation became more expensive; she refused to raise her prices. She stated that most of her customers could not afford to pay more and also did not have transportation to go elsewhere to shop.

The sad demise of the dedicated community minded couple who spent a lifetime serving. Morgan Driscoll passed away in 1971 and Grace Driscoll in 1987. Bob Wilson ran the store with the help of Min Clark and Lue McMillan as clerks until its closing in 1987.



Mr. & Mrs. Driscoll

Mr. Driscoll served on the local school board and was the first larger unit trustee. He was instrumental in the building of White Bear School.

In 1968 the students of White Bear School dedicated the yearbook to Mr. & Mrs. G.M. Driscoll.

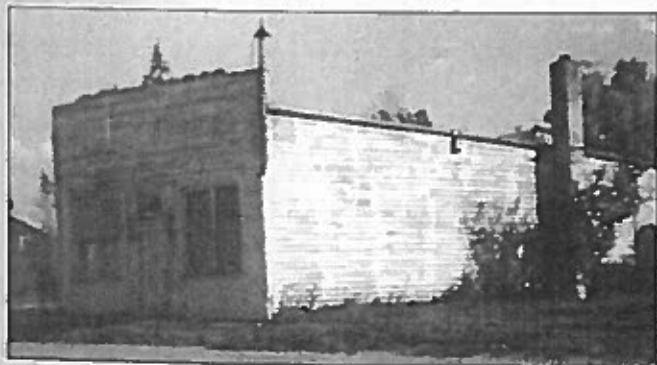


Morgan Driscoll, Stan Sawyer, Andy Beattie, Tom Benson

Toy brooms were sold in the store. Dr. Scholl's thermometer on wall was "The Only Accurate" one in town



Driscoll Residence
Bob, Gwen, Ruth Kerr



Store after closing



Rose McLeod and Grace Driscoll
Sports Day, 1975

Mutlow's Store

W.H. Mutlow Meat and Groceries

This was the sign on the store that began as a butcher shop - a modern day meat market. Mr. Mutlow did the buying and processing from the hoof to ready to cook fresh beef and pork. He offered hamburger, home made sausages as well as cured meats, cooked hams, side and back bacon sliced on the spot to the desired thickness. Quarters of beef were hung from hooks along the walls in the cooler, a room in the southeast corner of the store with insulated walls twelve inches thick. Always wearing his snow-white butcher smock he carried the quarter of beef on his shoulder from the cooler to a real butcher block, to cut the roast or the slice of steak. That quality would be appreciated at present. Each meat item was wrapped in brown butcher paper, torn to size from the rolls at the end of the counter, and sealed with the ready sized tape moistened in a dispenser. The electric cooling system was powered by a Delco gas engine housed in the garage at the back of the store supplemented later by a wind charger and batteries until hydro came.

Several additions were built to enlarge the living quarters and store as groceries, dry goods, fabric, notions and a few clothing items were stocked.

Before refrigerators, town's people who were with in walking distance often shopped twice a day in the summer for meats and other perishables.

Stores were open Monday through Saturday for a number of years as well as Friday evening and Saturday evening. Wednesday afternoon and later all day Monday stores were closed.

In 1945 Sam and Toots Mutlow took over the store when Mr. Mutlow's health began to fail, however Grandpa Bill still enjoyed walking to the store from their neat little house near the church and was able to enjoy teasing children especially Barry.

Mel and Mary Rickards along with children, Roger and Angela came from England and began managing the store in 1955 and were great community workers, leaving White Bear some ten years later.

For a short time Sam and Toots managed the store until it was sold to Edith and Cecil Souster in 1967, the end of the forty odd years of a family business.

Souster's closed the store in 1974 when they moved to Lacadena.

The Mutlow store building was removed leaving yet another empty lot.



Mr. and Mrs. W.H. Mutlow



"Saturday Night Shopping"

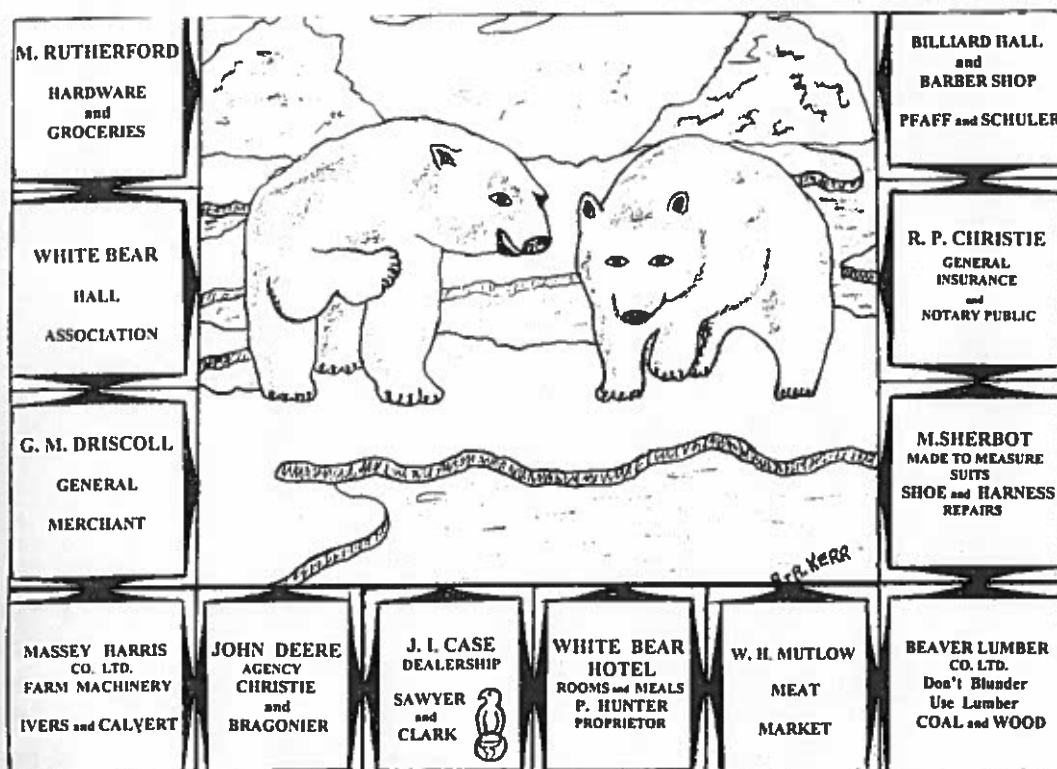
Far left: Quan Cafe, R.P. Christie Insurance and W.H. Mutlow Meats and Groceries



W.H. Mutlow store with attached residence.

1942 - Ruby Schuler, Elda Ray, Evelyn and Charlotte Lidkea

White Bear Hall



Tarold Unseth (the family lived on the Tom Benson farm in the Neosho District) painted roll up curtains for the hall stages in Lacadena and White Bear.

In Lacadena the scene was of a lady sitting on a rock on the shore of the lake.

The White Bear Hall curtain was 20 feet wide by 10 feet high with the scene similar to the drawing with one exception: the drawing was one from memory and I have since been reminded by someone my senior that I had omitted one which was "Fred Bye". Stationery Store in the little P. Office. Apparently kids found that amusing.

Plays were presented to a packed house seated on the old wooden benches that often creaked and squeaked over the player's voices. This entertainment was provided with the proceeds in aid of the hall maintenance. If you happen to be old enough, think how amusing it was to see Paul McKay (who never danced) give Bill Gillanders (a musician) dancing lessons. Paul walked across the stage saying "One, two, three, hop". Bill followed gracefully. Yes, you had to be there! The players had attended school together and knew each other always; it must have been dreadfully difficult to act without laughing.

A one man show with a horse, who was not allowed on stages in any of the surrounding towns, for fear the horse would break through the steps and the stage, did just fine getting up the stairs to the stage. However, the horse found the stage steps and hall floor a little slippery on the way down. The owner sang the two songs he knew, the horse did a few tricks and the show

was over. The cost of the ticket was 50 cents.

King Gannam, a professional violinist and the Rodgers Bros., Frankie and Hank presented a great musical evening complete with their own lighting and costumes. Years later they were all professional musicians playing in all the larger concert halls and appearing on TV shows. "The Orange Blossom Special" is one among many great violin selections recorded on tape by both Frank and King Gannam. Tickets to their shows probably went from \$1.00 to \$100.00.

When radio was first available the "Major Bowes Amateur Hour" was a popular one. The good talent was allowed to continue through and finish the song, instrumental or monologue while the undesirables were given the "gong", a great bong sounding thud probably from a base drum which was the cue to leave the stage. One such program in 1944 was presented probably to raise funds for some community need.



South east corner of hall.

Corner cupboard housed the chemistry lab and supplies.
Ticket office door on the right.

School principal Moberg, who played the violin, was considered to be a capable judge of talent. The bass drum and drumstick were on the stage at his disposal in the event that some item would be just too painful to listen to. Lily Coghill and Moberg decided to present an item to gong just to add a bit of spice. Principal Moberg in turn decided to turn the tables without Lily's knowledge. Lily appeared, beautifully dressed in a long formal aqua sheer gown, with lots of make up, peering through a monocle. She began singing an operatic version of "Oh Sweet Mystery of Life at Last I've Found You" which was the only line she appeared to know and it wasn't the trained voice we expected to hear. Moberg pretended to enjoy it and did not hit the drum, she looked a dagger or two at him, sang the line again and without the gong sounding, left the stage. That was probably the first time he came close to losing his life. He enjoyed it!

The Richard Kent traveling show from North Dakota came to town many times over the years. A very musical family from Willow Bunch, SK paid a few visits, there were others as well trying to make a living as were most recovering from the 30's and now in a war.

A beautiful new hardwood floor replaced the old one in the 40's which was getting some what worn from school traffic and was one of the best dance floors in the area.

Public dances and Saturday night dances were well attended from the beginning - Olson orchestra might have been the first, the whole family attended, children



Interior of Hall - "Dancing Martians"

South end of Hall, projector windows at top. Entrance doors, kitchen counter and kitchen doors at back.

were allowed of make use of the music and many little girls especially, learned to dance when they were very young. These words are repeated in many family histories in "*Basket to Bridge*." Many children slept until the dance was over, that could be considered child abuse seventy years later.

So many good orchestras adorned the stage over the years: "Olsons," Otto and Walter, Bill Kelly and Andy Stewart, one account states Leonard Anderson joined them at Clearwater in 1930. Jack Rowley's orchestra with Leonard Anderson, Bob McInnes and Hazel Gardner. The personnel in many orchestra's changed over the years. Other greats that came later were Bill Gillanders, Kate Bachelder, Don McMechan, Bert Collins, N. Moberg (2 years) and Alex Wilkie who donated their talents for all the embarkation and homecoming parties for the war service folks. Many others were "Plato", "Tyner McMillers", and "Weavers from Kyle", "Elrose", "the McDonald family from Wiseton" and for a couple of Sports Days, Al Metivier and Art Wallman both from Swift Current.

Round dances, slow and old time waltzes, two steps, the French minuet, square dances (often with hardly enough room) and schottische dances were popular. The squares and the schottische could make the walls and the floor move. Many times it was said the hall was safer without a basement underneath. Friday and Saturday night picture shows were enjoyed for many years, the theater seats were purchased from a Swift Current theater replacing the old benches, a new screen and improved projectors added to the pleasure.

Popcorn sales made a small profit too.

Wedding showers, receptions, dances; elections, and church services by missionaries were some of the added activities.

Political candidates used the hall to promote their cause; and many of those meetings were especially well attended. In many ways it was entertainment, one

could attend all party meetings and not be labeled – those were the days before radio, TV and newspapers became the great influence.

After some 70 years the hall still stands and has been used as a rifle range by the Saskatchewan Landing Gun Club.

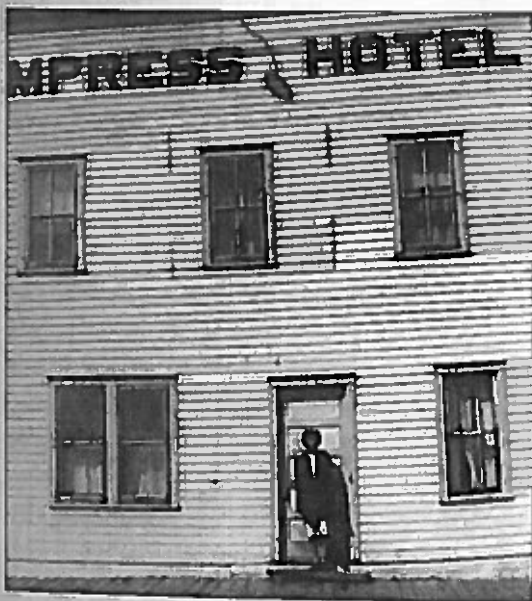


West side of Hall.
Santa giving kids sleigh rides - courtesy of Ray Clark

White Bear Hotel

Shares were sold to build the Hotel. Percy Hunter was the manager for 10 years. After a closure, Ann Kinhnicki assisted by her sisters opened the Hotel for a short time. The Hotel remained closed until Jacob Schuler purchased the building to use as a garage. In 1947 Steve Evancio purchased the building and it was

restored to a Hotel with a licensed beverage room. Other owners: Paul Landry, Don Koncar, Wilf Markula, Henry Mosher, Wayne Spence. The Hotel is still in operation and certainly appreciated by the community.



Empress Hotel, 1949
Ruby Behrens at door.



White Bear Hotel
Decorated bikes ready for sports day parade



White Bear Hotel - Sports Day Pancake Breakfast

Hotel after the front was changed. Don and Darlene Koncar with assistance of Min Clark serve the free pancake breakfast on a sports day morning. Emanuel and Jake Schuler as well as three little boys partake.

Garage

A second garage and service station was built in the late 20's on the south west corner of Block I Lot 10 operated at different times by one or more of the Williams brothers, Chester, Con and Norman.

Chester, for a short time was in Eston with partners Stan Sawyer and Otto Farup with Holt and Caterpillar Co's. Con took over the family farm after their father was killed in a threshing accident, later returning to the garage in 1937- 1941.

Heieren brothers, Elmer and Noble, able machinists and mechanics were in the garage during and after the Williams ownership.

Another change was when Eilert Johnson and Marvel Vindeg from Demaine came in 1941. In 1943, Jacob Schuler purchased the business. Esso and Esso Extra gasoline for vehicles, from the old hand pumped

tanks was available as well as tires and mechanical repairs.

During noon hour on a July day in 1947, when most main street businesses were closed for lunch, a fire started in the batteries used with the light plant for electricity, and in a short time the north end of the garage was in flames. At the time the town did not have any fire fighting equipment except for a few chemical fire extinguishers brought from other business places and homes. General rings and other phone calls brought the Kyle fire fighting equipment, as well as men from farms and some from Lacadena. On the advice from Beaver Lumber agent at Kyle, gyproc was placed on the Beaver Lumber roof and next to the garage. Water was hauled in tanks from the CN dam and town cisterns and as can be seen in the

picture, was carried by a human bucket brigade up a ladder to the roof. The shiny pails came from the hardware stock in the Beaver Lumber as well as axes and shovels and anything else that could be used. It was finally brought under control though the building was a total loss; some of the stock had been removed and for a time was stored in the waiting room in the curling rink. The lot was cleared and rebuilding began immediately. Town's people and farmers worked in any spare time to help rebuild and have the service restored as soon as possible. The light plant was placed in a separate small building at the north end of the lot.



Albert, VI Schuler - 1945

The Beaver Lumber sold out the lumber portion of the business and the yard for storing lumber was removed. Jacob and Carrie Schuler purchased the store portion providing the community with the best hardware and gift shop in the area. Carrie provided a shopper's service for the community for wedding showers and wedding gifts making sure a wide variety of gifts were chosen without duplications. Often a phone call was all that was necessary to purchase gifts for such occasions. She also had started a small library. Books to share were taken to the store and could be borrowed and returned for a small charge.

Ron Klassen rented the garage in the early 70's providing the community with a service station; tire repair and sales as well as automotive mechanics.

Tragedy struck early on a fall Monday morning in 1972 when the town folk were awakened to the horrendous fire burning both buildings near the door passage between the two buildings. The two large

buildings were soon so engulfed in flames nothing could be done to save either, most of the people were kept busy watching other buildings as the enormous burning embers floated on to the roofs of all other buildings. Paint cans and shot gun shells exploding from the heat made the sounds of a war zone. The greatest concern was for the hotel being just across the road. Jake had gone to Saskatoon the Sunday afternoon before, to be at the wholesalers Monday morning. It is impossible to imagine the shock to him when he got the phone call to say both businesses were levelled, no new stock was necessary and even worse was the fact that his two precious little dogs had perished in the fire. Ron Klassen however, was fortunate in having many of his records at home where he did most of the accounting and a few of his very expensive tools were out on loan.

Schulers lost absolutely everything including all records of charge accounts, inventory records and other important documents as well as the enormous stock they had accumulated. Arrangements were made with Imperial Oil Bulk to supply gas for the school busses. Fingers were crossed hoping there would be no flat tires.

The hardware was lost forever, another big blow to a small community. A small service station was erected on the garage lot. Gas pumps were replaced, tires and oil changes were available.

For a short time the garage was operated by Grant Darrow, later by Les Conlin, "Les's Coffee Shop" after Jacob and Carrie retired and moved to Swift Current. Carrie has since moved to Saskatoon.

Jacob Schuler and Les Conlin have gone on to the better "Place." The building was demolished and the lot leveled. The proof is in the pictures!



Jack and Carrie Schuler, 1986 50th Anniversary



Schuler's Garage Burning, 1947



Schuler's Garage, April 1952
 Front - Ken Lytle's Oldsmobile - \$4,700 (New)
 Left - Ivan Akister's 1929 Pontiac



Schuler's Garage, 1974
 Built after garage and hardware burned

Livery and Dray

A liveryman is one who takes care of horses. Dray is defined as a strong low cart without fixed sides for hauling heavy loads, a sled or sleigh drawn by horses, both essential to the early small towns when few automobiles were in use.

Water for the towns people was delivered by the pail. Soft water for household use was pumped by hand into the tank from the C.N.R. reservoir and pailed into barrels, washtubs and any available buckets stored in porches or even kitchens of homes and was expected to last a week. Drinking water was brought to town by train in a tank car filled at Wartime (a small town west of Elrose). It was also delivered by pail. In the summer

drinking water often didn't last the week until the next train came. Bill Edlin would head north east to a farm with a well in the coulee. If noticed, the farm kids would be sent over the hill to rescue about three gallons of water before the tank arrived. The well, dug by pick and shovel was a small culvert set in the ground and covered with a heavy lid made of wood. The limited capacity of the well often was not enough to even fill the tank, as two days recovery was required. The trip back to town was tiresome for the team climbing the steep coulee hill and they were often stopped for a rest about mid way up, a days work for 5 cents a pail!

Each train was met by the dray man, with well trained patient horses (wearing blinds). They ignored the hissing of the steam locomotive, the clanging of cream cans and the commotion of unloading egg crates, groceries, hardware, service station supplies. The grocery store's freight, the most perishable, were often loaded right from the car on to the dray and delivered first. The remaining was stacked on the platform until it all could be delivered.

Coal delivery was a hectic time on Wednesday evenings in the winter when coal was scarce (still after World War II). The coal car was opened for the draymen to haul a few lumps to each town household, with the drayman often dividing one load between two customers. Each load was supposed to be weighed, and this slow procedure would go on most of the night before the country people would arrive on Thursday morning, often before sun up to load their allotment. A type of rationing made the Beaver Lumber manager and the Pioneer grain agent the least popular people in town. The story was told of how Ted Johnstone helped all those lined up ahead of him load and when his turn came the coal car was empty.

Boxcars of lumber were unloaded at the C.N.R dock on to dray wagons to be hauled to the Beaver yard, a long large building with a partial roof.

Coal and wood in off-season was unloaded into sheds at the Beaver and Pioneer and delivered to householders as ordered. The cars had to be emptied

by the next train day to avoid a demurrage charge.

The stable was used to rest and feed the teams of horses after coming several miles over poor roads, through deep snow or mud, hauling grain or for the necessities of life. A fee was charged at the horse hotel.

Over the years the business changed hands many times, the barn especially was a source of entertainment for town kids with little to do, those who fell into favor with the manager enjoyed riding along, learning to drive horses and help load and unload freight.

Three young coyotes spent some time in the barn and like most animals were cute when very young but they grew up and were not terribly good pets, needless to say they didn't spend their adult life in town.

The ice cut by a special saw into very large heavy thick blocks from the C.N. reservoir were raised above the surface with ice tongs. The ice was hauled to town, stored in a shack referred to as the ice house, with only sawdust to insulate against warm weather. The ice then would be delivered to stores, cafes and homes for cooling and keeping foods. As the blocks melted the water was continuously being carried out. The large blocks were stacked closely together with a minimum of insulation from the summer heat and amazingly lasted until fall.

A cistern between the house and barn was a much-appreciated convenience. People that did not have a cistern, carried pails of water as needed. Door to door delivery became less necessary.

The entire livery and dray service eventually was replaced by trucks and transports for moving goods and water was piped to each residence. The need for horses was gone.



Location of the well in the coulee where the Drayman would on occasion get drinking water for townspeople



Wartime, Saskatchewan C.N. Watertower



Gerald Pickford, 1938 Spring
Snow bank in background covering curling rink door

Bulk Fuel Agencies

Imperial Oil Co. was the first bulk fuel agency in 1926-1927 and remained until 1980.

G.M. Driscoll, Stan Sawyer, Norman Bell, Orvel Graham, Raymond Kerr, Bill Gillanders, Hilbert Kovitch and Ron Kenyon were agents for Imperial Oil. The delivery service changed and the volume of fuel used changed rapidly over time. Gasoline for cars, high test and kerosene for lamps and lubricating oils were really only all that was required when the settlement first began. There were few automobiles and until tractors came into use the demand for fuel was not great. Delivery to farms was first with a small truck delivering a few barrels of gas but most was picked up in town by customers from the fuel sheds located north of the pool elevator. The enormous storage tanks were filled from fuel tanks on the train and later by tanker trucks. Bill Gillanders became the agent and refused to leave his beloved community of White Bear. The bulk of fuel was delivered by tank truck in a many mile radius that included the Esso Service Station on Highway #4 at Kyle that could sell hundreds of gallons of car gas on long week-ends. The loaded truck was often left there as well. Oil heaters used a certain type

of diesel fuel and were extensively used for heating homes after coal. Bill made sure the tanks were full in the fall and seemed to know according to the severity of the winter when a refill was needed without anyone making a call, we never ran out! The community enjoyed that service for twenty-four years. The last location of the storage tanks can be seen in the pictures of the Pool Elevator move. These have all been removed and the spot near the tanks where many town children enjoyed a pickup ball game on summer evenings is silent.

The Co-op opened a bulk fuel business in 1940, the storage tanks can be seen in a town photo west of Driscoll's Store. This provided fuel pick-up and delivery to farms. E.G. Dryland was the agent followed by Roy Figley then Harvey Hanson. The office was moved from the location across the street south of the hall to the old cafe building on main street until it closed in the 50's.

The British American Oil agents were G.M. Driscoll, Fred Handley and Nick French with the agency located on the west side of town. This too closed in the 40's, when Nick French volunteered in the Canadian Army.

R.P. Christie

Mr. Christie was a W.W.I veteran and had a general insurance office. He was the United Church Sunday School Superintendent and Secretary for the White Bear School District for a number of years. He may have also been Secretary - Treasurer for the United Church. When he left White Bear he moved to a

veterans home in Saskatoon until his death. The building was moved across the street to the lot west of the Massey Harris Building and was owned by Clement's Funeral Home of Rosetown. Paul McKay was the agent and assistant for Tom Clements.

Beaver Lumber

The Beaver Lumber was probably the most profitable business in the area when it was established in 1926. The first agent was a homesteader, Carl Nelson followed by Charlie Swanson. Norman Humphrey came to manage the business in 1929. His wife and two children arrived by train two weeks later and stayed in the C.N. Station until the residence was completed in October. They left in 1939. The Humphrey's children, Noreen and Kenneth, joined the R.C.A.F. Don McMechan became the next agent. A large hardware store was built on the lot beside the garage and the lumber yard was moved from the original location on Railway Avenue to the east side of the new building. A good range of hardware, building

supplies and coal was also dispensed from a large coal shed. Don's brothers, Ian and Jock spent some time in town and eventually went into the services. Ian was killed overseas. Don McMechan played saxophone and was welcomed into the White Bear Orchestra. Merlin Hyde was the next agent in 1945, later moving to Kindersley in the mid 50's and operated a specialty gift shop there until the 80's. The next agents were Alex Harder, Jack Bird, John Hunt and Fred Redhead. The Beaver closed the lumber portion of the business; Jacob and Carrie Schuler purchased the hardware portion and provided the community with an excellent selection of hardware and gift items.

Cafes

The Dick Graham's opened the first cafe, selling to the Aage Jorgenson's a short time later.

Quaint Lean (1936) became the owner and stayed in the business for a longer period of time than those who were there before or came after. He tolerated the hardships of the relief years and the Second World War rationing. As in the case of minorities in many communities he was taunted by a few, those who were in his favor were rewarded a hundred times over. He paid his young employees as generously as any employer. A Christian minister in his own right perhaps is the reason he "turned the other cheek" many times and seemed to know that kids do get hungry.

At Christmas many families (town & country) received home made fruit cakes, real Chinese candied ginger and pure silk embroidered handkerchiefs for both men and women. New Year's Day many families were treated to the ever enjoyed chop suey that he

taught us how to make. A sitting of 12 people in the three booths, dinner went on all afternoon, a bucket the size of a wash boiler was consumed. Some Sundays for many years he served chop suey and offered it in take out style; with or without the rice he cooked so perfectly.

Many nicely decorated cakes were sent to special occasions, the white cake and Boston cream pie he made were like no other.

In 1945 he moved three lots east to the empty Mike Sherbot's hardware store. Certainly the same booths from the first building were there.

The Hystad's bought the business in 1945 and Quaint Lean moved back to the original building where he installed a barber chair, appreciated by the guys, otherwise a hair cut was eleven miles away. When he left the district and started barbering in Wiseton, the haircut did move eleven miles away.

The cafe was taken over by the E.G. Dyrlund family upon the Hystad's retirement in 1949. Many other managers followed in a short time span - Vernon & Dolores Dyrlund and Blanche & Harry Knutson. The cafe was purchased in 1951 by Helen & Bill Guy, a short time later by Bob & Nellie Irvine, the Murray's, Gladys Monson and the Pickford's. Chuck Kwun and Wing Kwun later became the managers until closing.

Ray & Min Clark operated a cafe for a short time on Block 3, Lot 22. Roy Figley built this building; located across the street and to the south of the hall and it was eventually purchased by Pioneer Grain.

Chuck and Wing were interesting characters - Chuck (known as Charlie) had a way of talking kids into trying something they weren't too fond of like the "green lettuce", spearmint tasting twizzlers. No child spoiled their supper appetite eating that. When a child wore a hat for a sunshade Charlie accused them of being cowboys. Most weren't!

When Wing was alone after Charlie went back to Hong Kong, he would lock the front door to step out to do an errand, the note on the locked front door read, "Be back in 5 minutes". The time he locked the door was never known. A few times when he would go to Swift Current, the sign on the door read "Gone today, be back tomorrow". That could cover up to five days. Some Schuler's missed the good strong coffee brew until he would return.

Winter was a very slow time for the cafe owners when the rinks were full of activities, where meals, hamburgers, hot dogs, fries and pies were served for a week through bonspiels and many Saturdays and Sundays for hockey games and carnivals

Eventually Wing moved to Saskatoon where he was assistant manager in a cafe business. As was the usual, the building was removed from town - one more land mark and service gone!

Rutherford Store

Maxwell Rutherford, among the early arrivals built a large hardware and grocery store across the street, directly east of the Driscoll's Store, probably as early as 1926 with comfortable living quarters attached at the south end. The Rutherford's closed the store in 1934, after that the store portion was used for community activities, the living quarters were occupied by families for several years and later the building was dismantled.

Teachers encouraged students to clip coupons from

magazines and papers to order free samples. Companies for example, Jergens and Ponds and many others would send free samples by mail. A few weeks later the school held a sale in the Rutherford Store - it was well attended, the funds from the samples sold were used to purchase checker boards and crokinole boards. Many Friday afternoon tournaments were enjoyed during the winter. The sports equipment was very limited, we felt lucky to have a new soft ball and bat to start the spring.

Cockshutt Implement Agency

Paul McKay opened the Cockshutt Implement Agency in the mid 40's. He sold White Rose gas and oil products. Elma McKay was a registered nurse, who often tended to the ill and injured. Elma and Lois Clark assisted in the delivery of a baby during the blizzard of

March, 1951. The business closed when they moved to Prince Albert. The shop became residence for the Lawrence Schuler's. Nelson Graham purchased the McKay house.

Telephone Service

The White Bear Rural Telephone Co. was formed out of a meeting held in Tuberoose in 1928. This was a costly project requiring the floating of a twenty five thousand dollar debenture. Many landowners were reluctant to agree however after a second vote the go ahead was approved and a construction company was hired to build lines. Phones were considered a luxury and probably would have been disapproved just a few years later when the crops began to fail.

The first service provided phones on private lines mostly in the business places with a few rural party lines. Driscoll's had a separate private line from the store to their residence and the Doctor's Office - residence in Tuberoose had a private connection to the hospital avoiding the need to go through the switchboard operating on the designated hours. Phones in Tuberoose, Sanctuary and Kyle were rural subscribers who were on party lines.

A husband and wife team usually managed the telephone office, husband as linesman and the wife as switchboard operator with assistant operators being hired. During the 30's the linesman was obliged to disconnect service to those who were unable to pay the rentals in the relief years. Barbed wire phones were again pressed into service; connections to a neighbour able to retain a phone relayed messages for those whom had the service terminated.

Service through the switchboard was provided from 6:00 A.M. to 10:00 P.M. Monday through Saturday. Sunday 10:00 A.M. to 12 noon and 4:00 P.M. to 6:00 P.M. during the summer. Winter hours were 8:00 A.M. to 8:00 P.M. Monday through Saturday with Sunday from 9:00 A.M. to 12 noon. Statutory holidays were the same as Sunday hours depending on the season.

When the switchboard was closed only those who were on the same party line could call to another phone, phones on private lines were useless.

Many new rural lines were constructed in the late 40's and early 50's after the war when materials such as wire became available.

Originally only one long distance line existed between White Bear and Rosetown with Elrose in between which gave Elrose the opportunity to use the line. White Bear had no way of using the line until their call was completed.

Mondays during that time was a dreadful experience. Commodities such as tires, farm machinery repairs and other metal articles that had been in very short supply during and shortly after the war would have dealers phoning wholesalers and other dealers all over the entire province searching for stock. Subscribers began placing calls as early as the board opened at 6:00 AM.

Grocery traveling salesmen from Swift Current, after calling at stores in all towns on the line to Eston would stop at the telephone office and from the booth would phone in orders to wholesalers using as much as a half an hour. Some of the companies were McDonalds Consolidated, Scott National, Codville Co. and Dominion Fruit. Daylight Saving Time was as controversial then as it is in 2003. Many cities went on Daylight Saving Time while rural stayed on Mountain Standard Time closing wholesales at 3:00 P.M. rural time.

1946 -1948 the assistant operator worked ten hours per day, six days per week with every second Sunday off for a salary of \$55.00 per month, about 23 cents per hour.

Messengers could be sent on the request of a caller to notify those without phones to attend the office or another phone to return a call. A charge of 15 cents was levied, paid for by the caller by depositing coins in a pay phone or charged to the subscriber's phone bill.

Long distance charges were said to be levied by distance "as the crow flies". In the late 1940's a call from a subscribers phone to Cabri was 23 cents, while a call from the pay phone in Kyle Hotel to Cabri was 15 cents.

In 1951 a new arrangement was made with Saskatchewan Government Telephones to expand the White Bear Rural Telephone Co. At this time the switchboard was set up in the Cockshutt Building while the residence and office were moved to Kyle where a two-position switchboard was installed. White Bear took a step back in time and learned how to be patient sharing party lines for the first time since 1929.

1964 gave the community dial phones on party lines, divided so ringing on one half would not be heard, this way subscribers had no idea if the other half was in use. Direct dialing came into use at this time and the switchboard was closed.

Many changes have taken place since that time - all subscribers have private lines, town and country, direct dialing is available to anywhere in the world. Cable has been installed underground requiring less maintenance. Airways or microwaves are in use and cell phones are common. Almost every home has more than one phone, it is common to hear people in cafes,

shopping malls, on tractors and in trucks talking on phones and dangerous as it may be one can see drivers of moving vehicles talking on phones.

A switchboard very similar to the original one that was in White Bear can be seen in the Professional Building, Doc's Town in Kinetic Park, Swift Current.

Pool Hall and Barber Shop

Gottlieb Pfaff and Bill Schuler owned the pool hall. In August 1926, Gottlieb and Bill moved to White Bear from Burstall, SK. In 1926 they worked doing carpenter work to help pay for the lumber that went into building the pool hall. The hall was finished in 1927. In those days only the men were allowed in the pool halls. Women and children were off limits. Bill Schuler had his barbershop in one corner of the building. A hair cut then cost 25 cents; also a shave was 25 cents.

A confectionary glass showcase held numerous things to buy. Lots of chocolate bars were sold at 5 cents each. Cigarettes and Old Chum tobacco were 15 cents a package. Gum, lifesavers, Sen Sen, licorice,

and penny candy was also sold. A small slot machine filled with peanuts sat on the counter. For 5 cents you would get a handful of peanuts. Pop was also available from an icebox cooler.

Many poker and dice games were played around the table. There was always a punchboard available for any one who wanted to do some gambling. You would pay money to be able to punch out a rolled up piece of paper from the punchboard that would reveal your prize. The prize money would range from 5 cents to one dollar. Snooker could also be played on the one big or two small pool tables.

In 1943 Bill Schuler moved to the farm and Gottlieb became the barber.

United Church

The United Church was built in 1927 with Fred Bye hired as the carpenter. Many willing workers dug a full basement with horses and scraper. A coal and wood furnace heated the church with the typical large grate in the center of the floor with two cold air returns on either side. A very large cafe style coal and wood range was used to keep the many buckets of food warm for the great fowl suppers, however without venting or fans those attending to the hot food had no problem keeping warm. Electric stoves replaced the old stove after the hydro came in.

Many hands were required to assist with the always well attended suppers, most of the home made pies, turkeys, potatoes and vegetables were cooked at homes and brought to the church ready to serve. Committees

were formed to be pie cutters and dish washers, washing hundreds of dishes. There never seemed to be enough dry tea towels!

Church services were held each Sunday with the minister coming from Lacadena. A three-point charge, White Bear, Lacadena and Tyner was the first arrangement; some years later Kyle and Sanctuary were also served by the same busy minister.

During the 1950's an oil-burning furnace was installed which made it possible to use the church for the mid week groups of Mission Band, Messengers, Explorers, C.G.I.T. School graduations and banquets were always held in the church.

There were many pianists over the years: Mrs. Steer, Ferne Clark, Kate Bacheldor, Lila Stewart, Delores

Laurien, Clara Akister, Valerie Mutlow, Eva Mutlow, Linda Schuler, Lue McMillan, Betty Kerr, Brian and Diane Graham and Verna Pittman. Verna served a greater length of time than anyone else, approximately 25 years.

Wm. McLeod left the church a bequest; an electric organ and new tables and chairs were purchased as well as small tables with benches to match for Sunday School.

The old wood chairs were replaced with beautiful new pews and in 1967, as a Centennial Memorial to the pioneer's, communion furniture was purchased. The table and 3 server chairs are now in the chapel in the Kyle Health Center.

Courtesy of W.H. Mutlow the church always had electric lights. Electricity was supplied by the faithful Delco light plant that was used for the store cooler until hydro came in 1950.

Thanks to the many faithful leaders, young people could belong to Messengers for both boys and girls. After graduating from Mission Band girls became Explorers followed by C.G.I.T. and boys went on to Cubs and Scouts. Graduation exercises for each group were held in the spring. The annual C.G.I.T. Mother and Daughter Banquet always had a guest speaker. Families who had two daughters invited mothers with

only sons.

The congregation dwindled as many families left the district when the high school closed in 1968. Many seniors moved to larger centers to be closer to health care facilities and eventually services were discontinued.

The electric organ was donated to the church in Kinetic Park in Doc's Town, Swift Current and is played at church services during Frontier Days and Heritage Days. It is also used at weddings that are booked to take place during summer in the park. The pews were given to the Exhibition board, Swift Current and are used for seating at outdoor entertainment during Frontier Days.

The church building was sold and moved across the street to the west and north of the original location and perhaps not in vain became "Faith Auto Body".

Youth group leaders and those assisting with music etc. over the years were many. Add names that may have been missed. Thelma Johnson, Corda McKay, Velma Hall, Helen Gilmour, Fernie Clark, Lily Coghill, Darlene Hogue, Doris Goheen, Verna Pittman, Delores Laurien, Chic Gunderson, Ilda Christensen, Joan Kallechy, Bertha Kerr, Jean Brown, Georgie Goodwin, Kay Murray, Ruby Beck, Betty Kerr, Gladys Akister, Carol Kerr and Karen Schuler.



White Bear United Church



1940's Sunday School Class
Alex Sherbot, Ruby Pickford,
Clayton Wilkie, Mavis Schuler



1940's Sunday School Class

Bob Gillanders, Lyle Moore, Joyce Hope,
Glenn Schuler, Clara Akister, Bob Clark,
Ron Dryland

In Background: Orange Hall (Old White Bear
School)



Explorers, 1959

B.R.: Verna Pittman, Dolores Laurien (Leaders)

C.R.: Elaine Gagne, Lenore Lee, Lyn Schuler,
Audrey Graham, Beverly Kerr

F.R.: Judy Norheim, Elsie Skatrud, Sharie Akister



Explorer Graduation - May, 1962

B.R. Ilda Christensen (Leader), Janna Lea Schuler, Linda Schuler,
Wendy Lyons, Linda Beck, Verna Pittman (Leader)

F.R.: Bonnie Miller, Diane Beck, Cheryl Muttow, Faye Pickford,
Patricia Lytle, Margaret Irvine, Barbara Clark



Mission Band Graduates

B.R.: Jim Kerr, George Figley, Davin Schuler, Les Maalerud

F.R.: Doreen Clark, Dixie Boyer



Mission Band Graduation

Ilda Christensen, Verna Pittman (Explorer Leaders), Georgia Goodwin, Bertha Kerr (Mission Band Leaders), Jean Brown (Pianist)
Grads: Leslie Maalerud, George Figley, Davin Schuler, Jim Kerr, Dixie Boyer, Doreen Clark

[illegible]

C.G.I.T. Graduation, 1963
Joan Kallechy (Leader), Rosaleen
Soloman, Carol Kerr, Verna Pittman,
(Leader)



C.G.I.T. Graduation, 1964
Ilda Christensen, (Leader) Lyn Schuler,
Verna Pittman, (Leader)



Messenger Graduates

B.R.: Gladys Akister, Bertha Kerr, Karen Schuler,
Carol McIntyre (Leaders)

F.R.: Dallas Boyer, Stan Figley, Greg Pittman, Brenda Sawyer, Kathryn Lytle, Barbara Kallechy, Sandra Clark, Betty Husby, David Gunn, Carl Maalerud, Murray Westgard



C.G.I.T. Group, 1964

Verna Pittman, (Leader), Janna Lea Schuler,
Bev Kerr, Faye Westgard, Cheryl Mutlow, Linda
Schuler, Elsie Skatrud, Faye Pickford, Sharie
Akister, Linda Beck, Lyn Schuler,
Ilda Christensen (Leader)



Inside the Church, 1980

Photo by Noreen Humphrey



C.G.I.T. Graduation, 1967

B.R.: Cheryl Mutlow, Janna Lee Schuler, Linda Schuler, Linda Beck
C.R.: Diane Beck, Valerie Shaw, Elaine Beck, Dixie Boyer
F.R.: Beryl Husby, Doreen Clark, Barbara Fowler



C.G.I.T. Mother & Daughter Banquet, 1967

L: Joan Kallechy, Linda Beck, Ruby Beck, Marjorie Maalerud, Linda Schuler, Geneva Schuler, 2 Guests, Joy Schuler, Janna Lea Schuler
R: Kathleen Darrow, Elaine Beck, Ilda Christensen, Diane Beck, Guest, Esther Shaw



C.G.I.T. Mother & Daughter Banquet, 1967

L: Barbara Fowler, Jean Brown, Beryl Husby, Carol Kerr, Min Clark, Doreen Clark, Gladys Akister
R: Verna Pittman, Darlene Koncar, Janna Lea Schuler (Those we recognize)

Cubs and Scouts

The Boy Scouts Association Incorporated by an Act of Parliament in 1914. Canadian General Council granted permission for each chapter following applications from groups interested in starting clubs in their own towns.

The first scout troop was established in the early 1920's, and at a camp at the Sask. Landing the clubs could enjoy tenting and boating.

Little is known about scouting in the area for many years until the late 1950's when Hixon Pittman became the main leader assisted by other local fathers. The boys who started out in cubs enjoyed the years through scouting. Many cook outs and over night weekend camps were held during the spring.

Camps for Scouts were held at Harris, Sask. Landing, and Outlook. There was also a jamboree at Buffalo Pound Lake where Eagle Creek members were awarded for their expertise at camping.

The cubs decorated many floats for White Bear Sports Days.

Each spring they attended a Father and Son Banquet, the charge was nominal for the meal.

Registration fee to join was \$1.25 for Cubs and \$1.50 for scouts.

Over their years they earned badges that were proudly displayed on their uniforms.

To members of Cubs and Scouts and others who acted as leaders and assistants please add your names and activity stories.

Beavers 5-7 years

Cubs 8-10 years

Scouts 11-14 years

Ventures 14-18 years

Rovers 18-25 years

Mothers and grandmothers will remember trying to mitre the yellow band that edged the black neckerchief that was a part of the cub and scout uniform.



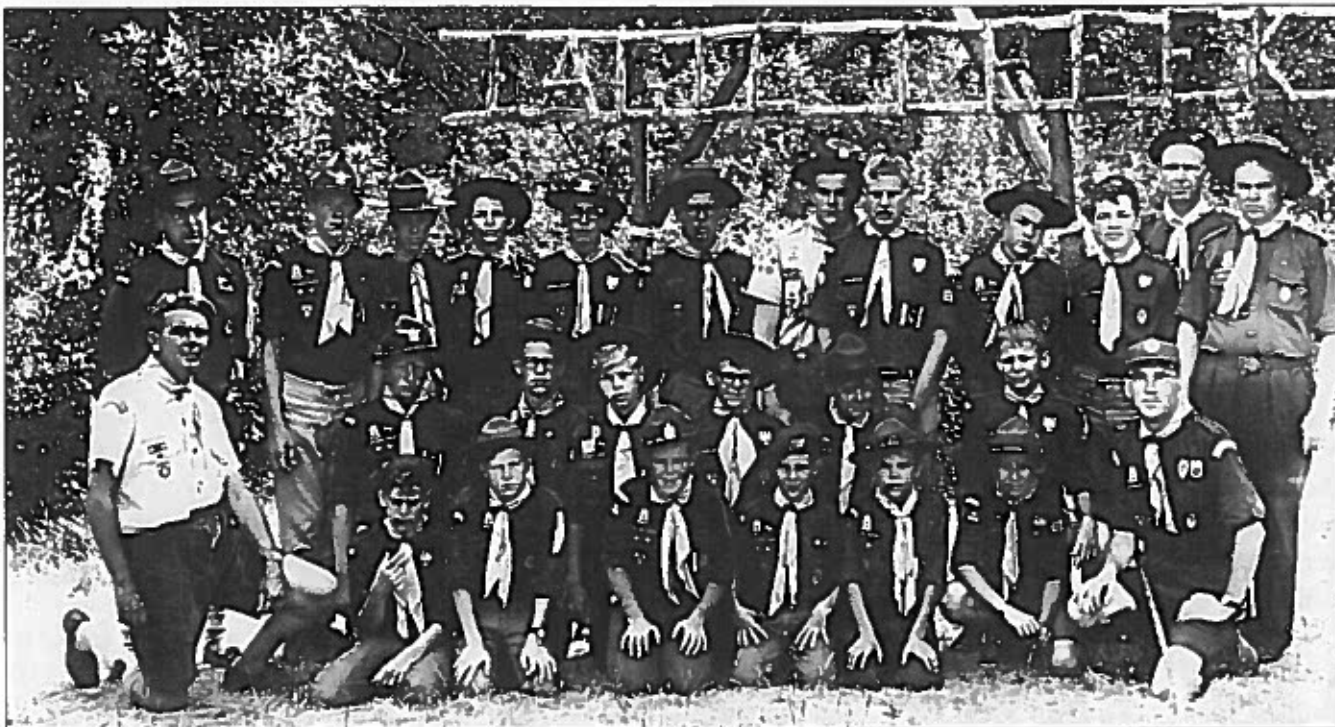
"Tiger Patrol"

Davin Schuler, Bob Pittman,
Harold Day, Jim Kerr



Scout Group Behind Scout Hut

Davin Schuler, Jim Kerr, Les Maalerud, Bob Pittman,
Darrel Kerr,
Hixon Pittman (Leader)



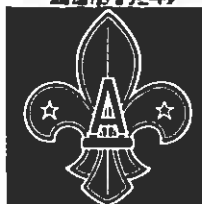
Buffalo Pound Lake Scout Camp

Locals:

B.R.: (2) Jim Kerr, (3) Craig Akister, (9) Bob Pittman, (12) Hixon Pittman (leader)

C.R.: (1) Davin Schuler, (3) Terry Rowley

F.R.: (2) Les Marlerud, (4) Darrel Kerr, (6) Roy Brown



Father

and

Son

Banquet

April 18, 1966

The White Bear Boy Scout
Group Committee wish to

invite you to the

Father and Son Banquet

on Monday, April 18
1966

at 5:30 p.m.

In the United Church

Please reply
to Mrs R Day
Lacadena

Supper - \$1.00 each
Father and Son
Father

White Bear 4-H Clubs

The 4-H Beef Club began in 1957 with Munro Hope as leader, assisted by Raymond Clark. Members were farm children who spent the winter and spring caring for a calf. The animals were taught to lead, tolerate crowds, enjoy being washed and brushed and anything else that makes a calf appealing to a judge. Records were kept of weight gain and growth, the record books were also judged. Achievement days were held each spring and were attended by members, their parents and many proud grandparents as well as any interested community. Many of these beautiful animals were shown, judged and sold at Frontier Days in Swift Current when a few tears were shed at the sale. The price was usually good. The cheque helped to compensate for the sadness!

Multiple clubs were established. "Homemaking"

which included Sewing and First Aid were taught. Hazel Mutlow, Toots Mutlow, Norma Miller, Julia Norheim, Virginia Pittman, Audrey Hope, Elsie Gunn acted as capable leaders.

An automobile club with Lloyd Sather as instructor interested boys.

The beef club out lived all other clubs with the assistance of Raymond Kerr, Sig Jordheim, Ron Dyrland, Ray Figley, Stuart Dyrland, and Lloyd Gunn with Elsie Gunn as general leader.

White Bear area members attend 4-H at Kyle and carry on raising beef cattle as well as taking advantage of the multiple clubs offered.

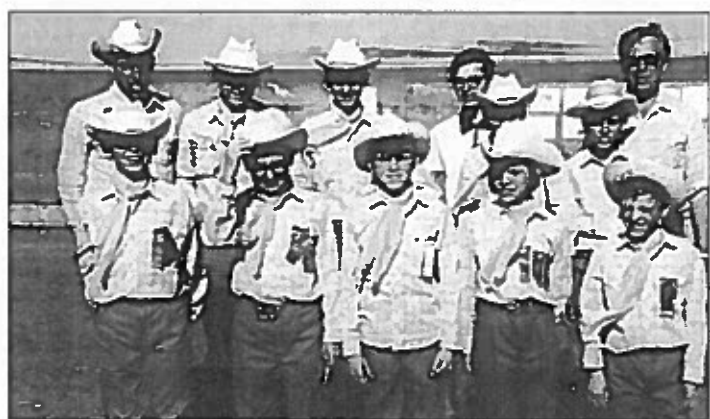
Please include your story of being a member in 4-H and add the names of leaders that might have been omitted.



Dale Hope, Dennis Smid



Dale Norheim, Neil Kerr



4-H Group, 1970

B.R.: Lloyd Gunn (leader), George Figley, Dale Figley, James Figley, Stuart Dryland
C.R.: Stan Figley, David Gunn

F.R.: Eugene Figley, Ron Figley, Doug Gunn, Diane Gunn, Rodney Figley

Medical

Professional medical attention was an unheard of luxury. Most babies were born at home with the assistance of neighbor women, knowledgeable, mostly from their own experience. C sections were not possible and a few babies were left without mothers, in many homes the older children became the mother and housekeeper.

Appendicitis took a few lives before patients could get to Cabri, Swift Current or Rosetown for surgery. Tonsillectomies were performed after Tuberosa had a hospital and in a few instances hemorrhaging began a few days later. The C.N.R. speeder was used to transport one patient to Eston. It took many weeks for the unfortunate ones to recover; transfusions were not a common practice.

Pneumonia, bronchitis, tonsillitis and ear infections were mostly diagnosed and treated at home with the application of liniments, (Watkins and Rawleighs), mustard ointment, poultices and the hot water bottle. Heat was an excellent way to make an aching tooth or ear even worse, once that had been applied and then removed the pain was just a bit less severe so it must have done some good, or so was thought.

Sprained ankles and wrists were also treated with heat but who knew ice might have been the real treatment.

The doctor was often the dentist and extracted the usually infected tooth with out anaesthetic. Patients requiring dental care could go to Eston on Thursday morning's freight train and return Friday evening on the passenger train. Some brand new infants in the White Bear district made their debut in that very unique way.

Immunization for Small Pox left two ugly scars on your arms, proof that it "worked" was quoted and was commonplace in the 20's.

Diphtheria, Scarlet Fever and Whooping Cough immunizations by inoculations began in the early 30's, each with a separate set of "needles". Diphtheria injections were at three week intervals, Scarlet Fever at five week intervals, and Whooping Cough, once every week for three weeks. Most of this was done after the disease had been detected in the area and in the case of Whooping Cough was administered while the coughing was really happening.

As for Mumps, Red and German Measles, Chickenpox, "you just had them". You were quarantined for a required time, often up to six weeks for those who were honest enough to admit the disease was in the homes. Patients often suffered with pneumonia and ear infections as after affects of mumps, Red and German Measles, and Chickenpox but could never be hospitalized regardless of the severity until the required quarantine time had lapsed. Measles and Scarlet Fever were two of the diseases that came close to claiming some very young lives. Recovery left some with scared lungs and very deaf ears. Polio reared its ugly head in the 30's (perhaps earlier) and kept on through the next 20 years, claiming a few lives, leaving a few with crippled arms and legs. During the 50's an epidemic seemed to take place without respect for age. At this time a vaccine was being prepared and improved. By the early 60's, immunization was available for all ages and a booster in the form of a pleasant tasting drink was administered.

Tuberculosis found a few victims, probably lots that were never diagnosed, however in 1939 a province wide search brought Dr. Boughton, a specialist from the Sanitarium in Saskatoon to all districts to do skin tests. The small injection was made on the inner arm halfway between the elbow and the wrist, a few days later he would return to read the test, if the reaction didn't please him, off to Tuberosa you were sent for an X-ray. The machine, enclosed in a trailer was in place by the red brick school. Records were being kept of those patients who had already been diagnosed and if Dr. Boughton knew you kept the company of a diagnosed patient's relatives you must have an x-ray. This procedure was practiced for a number of years; eventually the x-ray trailer was set up at the hall in Lacadena for the entire R.M. All grain buyers and their wives were sent for x-rays regardless of the skin test results. Grain dust was the suspect problem, as most prairie folk had been eating and breathing dust during the summers in the many years of dust storms so how could the real culprit be determined? The cure was to spend years in the Sanitarium either at Saskatoon or Fort Qu' Appelle, away from family and without visits from relatives who could not afford the

trip. Bed rest was the prevalent treatment.

Individuals were responsible for paying for doctor's visits as well as the time one might be hospitalized for illness and surgeries if and when the services of either could be obtained.

A hospitalization plan was put in place by the provincial government in 1947. Each family was obliged to pay a yearly premium collected by the RM office and could be paid by quarterly installments. Failure to pay could get one a reminder, followed by a registered letter.

This was followed by another medical plan, like an insurance to make sure the doctors would be paid for services. Family and single rates were assessed and were remitted also to the RM office, in six month or yearly payments. Most were willing to be insured which meant you could afford to visit a doctor when necessary without cash in the pocket. The first family allowance cheques were \$5.00 per child per month, to the age of six years. The allowance then rose to \$7.00 and \$8.00, a different amount paid for girls or boys (apparently one was considered more deserving than

the other). The family allowance cheque was often used to keep both hospitalization and Medical Service Incorporated premiums paid. Most payments were made by postal money orders by the Moms receiving the cheque. Fortunately only a few family allowance cheques were handed over to the very thirsty father who spent them in a much less practical manner.

"A passage from Early Settlers (Alex Gillanders)"

"There weren't always good roads and if loaded, progress was slow, twenty to thirty five miles a day with horses and ten to twenty miles with oxen. It was usually a four-day trip to Swift Current or Rosetown with horses, five to six days with oxen. A light driving team would make it with a buggy in two days. Bert Akister of White Bear made a trip to Swift Current in five hours with a team, changing horses at the Landing when his brother was taken ill".

Progress of the past 70 to 80 years has changed from a 30 minute or less drive to a hospital, to a one to two hour drive on some very rough roads that make an ambulance trip as rough and bumpy as the horse drawn buggy!



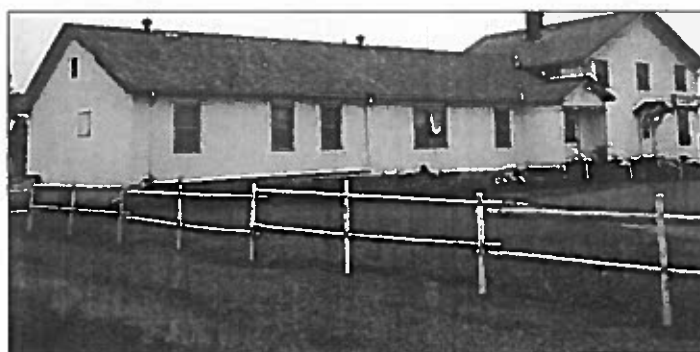
Rosetown Union Hospital
Operational before 1918. Replaced late in 1950's



Tuberose Red Cross Hospital
Built in 1927. Murvin Sawyer first baby



Dr. Halliday
Tuberose Area, 1926 - 1946



Elrose Union Hospital
2 storey section at right opened in 1928
2 additions added at left. Presently a 'Bed and Breakfast'



Kyle-White Bear Union Hospital
Opened September, 1951



Eston Union Hospital
Opened in 1950's. Unused in 2000.

Kathleen Darrow

Kathleen Darrow, registered nurse, worked in Kyle Hospital for a short time. She provided medical aid as well as allergy shots for many in the community. Some

children may remember having their immunization at Auntie Kay's.

Clearwater Lake

Clearwater Lake has been appreciated for recreation since the first settlement began.

An account in "Tuberosc Tracings" is of the Baillie brothers and Elmer Sampson building a boat that they transported to the lake with a team of horses and wagon in 1912. The oilcloth from their kitchen table was used as a sail and took them across the lake while the oars were left at shore; they were rescued and enjoyed many summers of boating.

For those suffering from hay fever and dust allergies, the lake was like an oasis in the desert, a few hours there could bring relief.

The poorest of the poor could afford to go to the lake, just for a Sunday afternoon or camping for a few days. There were no charges to enter the grounds and for a few years tenting was free. Elmer Nelson organized it as a resort in 1929 and even then a tenting site was probably no more than one dollar per day. A few cabins were placed along the south waterfront with a second row south of lover's lane. On Sundays the main beach was crowded with people. Boats and bathing suits could be rented at the boathouse, change rooms were in the west end of the boathouse.

When Morgan Driscoll built a cabin on the east shore in the 30's it was several years until he had neighbors.

Rodeos were a well attended popular event and

usually extended over two days. For several years dances in the round dance hall were held each night of the week during rodeo with the best orchestras in the country. Dancing on Sundays was not allowed so the clock was set ahead one hour and called Daylight Saving Time, the "midnight frolic" could start at 11 PM.

The Cabri Brass Band under the direction of Mr. Wm. Stephenson often entertained free of charge on the rodeo grounds and at the main beach during evenings.

The cafe, store and booth where a 10-cent coke or orange crush and a 5-cent ice cream cone could be purchased, were open from May 24th to Labour Day weekend.

Elmer Nelson left in 1949 and for some years Oscar Strom was the manager.

Eventually the resort became a regional park with a board in charge, a manager and other employees spending the summer there.

Many cabins, approximately 300 have been moved in or built on site until several rows of cabins surround the entire lake and a picnic spot is no longer free. A charge of \$5.00 for each daily entrance to the park or a yearly pass of \$26.75 is charged.

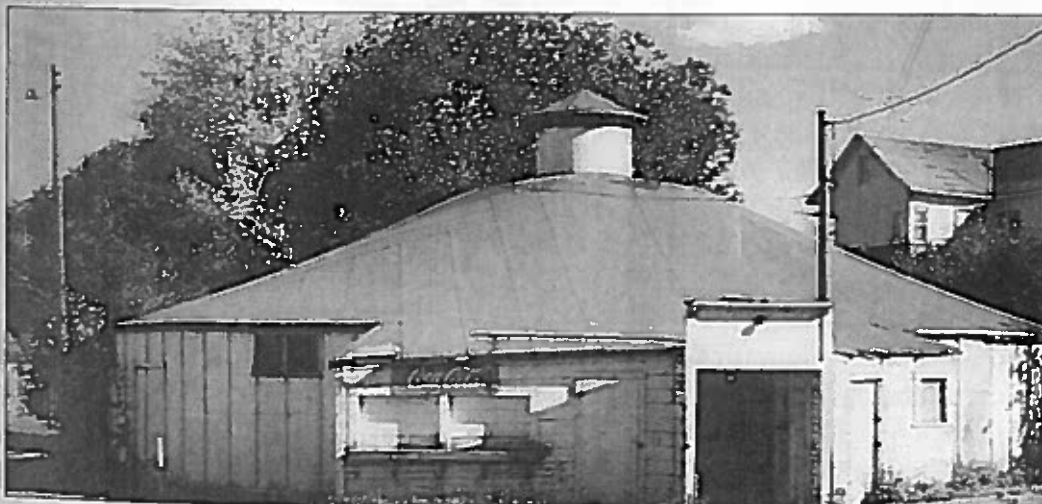
The round dance hall was demolished, replaced by a smaller one away from the beach.



Clearwater Lake, 1929
L-R: Boat-Bath House,
Cafe,
Booth at the Store,
Dogs enjoying the pier



Clearwater Lake, 1929
L-R: Boat-Bath House,
Dairy Barn,
Nelson Residence
Tennis Court and Pavillion



**The Great Old
Round Dance Pavillion**
Demolished in 1978