

St. John's Cathedral Boys' School

WINNIPEG, APRIL, 1961

Boys' Centre Tackles Toughest Job Yet

Need \$10,500 To Complete Move To Country

The creation of a weekend centre in the country with hard work, hard learning and a life of adventure for boys of any faith and any income group has been announced by St. John's Cathedral Boys' School.

The school has acquired on lease from the federal government the historic Dynevor Indian Hospital property on the Red River three miles north of Selkirk.

There, volunteer workers and teachers will develop a program that is designed to supplement education in the public schools. It will include an advanced schedule of academic subjects, hard work on the school's farm, and adventures summer and winter by the school's boats and snowshoes.

Seventy boys, who attend public school during the week, will be taken to and from the school by chartered bus each weekend.

There they will take part in the program which the school has spent some years developing. Juniors eight to 11 will study Latin, conversational German, music, religious studies and English poetry.

Seniors, 12 to 16, will take five of logic, philosophy, Greek, public speaking, debating, politics, Latin, German and English composition.

All the boys will take part in the school's rigorous outdoor program. They will man the school's 10 boats in the summer season and join in the long cross-country snowshoe races in the winter.

An addition, however, will be the 320-acre farm which will be run on the property to provide the school with milk, meat and vegetables.

Boys live in the school from Friday to Sunday night. The standard fee is \$20 a month plus 50 cents a weekend for transportation. Much assistance is available for youngsters whose parents cannot afford this and no boy has ever been turned down because his parents lacked the necessary funds.

Capital costs must be solicited to open the farm and buildings. These amount to \$10,500.



In rugged scenes like this one, immediately north of the Narrows of Lake Winnipeg, boys of St. John's Cathedral Boys' School redraw the map of Manitoba. This photo was taken on their longest single one-day run — 79 miles non-stop from the upper to the lower lake.

From Every Corner Of The Community People Came To Build This School

People from every corner of the community have teamed together to create the St. John's Cathedral Boys' School.

Business firms have poured material into the venture. Skilled craftsmen have volunteered thousands of hours of free labor. Housewives have handled everything from the school's cooking to the manufacture of sails for the school's six sailing craft.

The effort has created some strange combinations. At one point for instance the mayor of Winnipeg, the clerk of the provincial cabinet and the chairman of the Manitoba Medical Service all found themselves working together in the construction of a boat.

At another point a physicist took on the job of installing a toilet and at another a member of the legislature spent an evening on his back calking boat planks in the old stable building of a brewery.

The story of the school began in 1957 when two laymen from St. John's Cathedral acquired from the Navy League of Canada a condemned rowing cutter. They are Frank Wiens, a Win-

nipeg school teacher, and Ted Byfield, a newspaper reporter on the Free Press. They saw in the old boat an opportunity to start the boys' movement which ultimately led to the school.

They had little money so they appealed to a former carpenter named Mayor Stephen Juba. The mayor took them to the Swedish Canadian Sales hardware company which donated paint and brushes. Winnipeg Cabinet Factory threw in sanding blocks and the Kildonan Canoe Co. made up new ribs.

Paint companies began a series of donations that they have repeated several times since. Sherwin-Williams offered a gallon or two, Stephens Paint duplicated this. Northern Paint has donated more than 15 gallons to the school's efforts.

Mr. Juba's own company, Keystone Supply, bought 14 new oars

for the cutter which was christened the St. John. The boat, once deemed beyond repair, has since been rowed by the boys more than 4,000 miles.

The venture was so successful that a second worn-out cutter was acquired and some money was rounded up to rebuild it. Carling's Brewery made a donation. Labatt's made another. Kaiser's made a donation and the United Grain Growers made the first of several contributions to the movement. So did K. A. Powell, the grain man.

Meanwhile Metro Councillor Albert Bennett (then an alderman) took on the job of honorary treasurer. The company he works for, Display Industries of Canada, assumed a role they have had ever since. Every intricate woodworking problem involved in the construction or reconstruction of 11 boats has been solved by Display Industries' plant.

As the boat program became familiar to Lake Winnipeg residents the people of Matlock began a custom they have sustained for four seasons. When

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How Labor And Management Built St. John's Cathedral School

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the boat crews reach the lower part of the lake and are near home. Matlock turns out to provide the boys with a turkey dinner.

Meanwhile, an enormous project was conceived. The group took on the construction of a 40-foot sailing vessel, the biggest on the Manitoba lakes in many years. Bill Purvis of Purvis Boatyards at Selkirk agreed to superintend the whole task as his contribution.

Carlings Brewery offered the boys the use of their old stable building for two years. Sargent Electric put in wiring which Canadian Westinghouse donated.

Heating Firms Pitch In

In the winter the stable grew too cold. Acme Heating found two old wood furnaces. Phillips Brothers donated pipe. Winnipeg Supply and Fuel donated fans and the temperature in the boatyard rose on cold nights to 80 above.

Ben Billinkoff of Billinkoff's Limited surveyed the job as an old-time lumberman and promptly donated the keel, stern, stern and all the oak for the ribs. The Steel Company of Canada donated the nails.

The building had to be insulated so 2,500 square feet of paperboard was donated by Building Products Limited. Harry Silverberg and the Brown and Rutherford Lumber Company donated some thousands of feet of Sitka spruce. Al Rossen of the Rossen Lumber Company poured in plywood and several hundred feet of framing.

Welders At Work

George Phillips of Phillips Brothers Heating Company provided the use of thousands of dollars worth of tools and spent scores of evenings on the job himself personally directing parts of the work.

John Dawybidia, a welder for the city of Winnipeg, teamed up with other men from the city shops and turned off hundreds of metal parts for the vessel. When five small dinghies had to be built to provide training vessels for the big one, Dick Unger of the Free Press made all the parts himself.

Meanwhile, C. Ian D. McDonald of the McDonald Grain Co., a boatsman himself, took on the job of arranging the motor. Mumford Medland Ltd. assisted in the operation by picking out a brand new air-cooled diesel, installing it and making a sizeable

donation towards its cost. Armytage Motors helped with the hardware and Park Hanneson helped by extending a very long line of credit on boating equipment.

More than 60 men worked on the job. When a costly piece of equipment had to be rented for the night, a round-the-clock shift was set up to get full value for it. Derek Bedson, clerk of the executive council, and Dr. D. N. C. McIntyre, chairman of the board of the Manitoba Medical Service, shared the night shift. So did the mayor.

When it came time to calk the vessel's underside, Robert Smellie, MLA for Birtle, Russell constituency, spent the evening on his back working on it.

Finally, the time came to remove the St. Peter from the stable. Ron Litz of Litz and Sons threw in a truck and a huge crane to haul the St. Peter out through the roof of the brewery stable to the cheers of 150 people.

Before the vessel was launched, Fosh Signs and Displays the big letters "ST. PETER" for both sides of the bow.

Under power the St. Peter moved to the Brown and Rutherford docks where Mr. Silverberg opened the door to the Sitka spruce pile for finishing touches and donated the use of the docks as well.

Sign Company Helps

Then the finishing work began. Irvin Grosney of the American Electric Company began the donations to the ship's electrical system. He was assisted by Can-

ada Wire and Cable. Heavy duty batteries were donated by Globe-lite and by Motorways West trucking company and the Greater Winnipeg Transit System.

Technicians from CBC on their own time came in to install the radio equipment with the help of the Ham operators of Winnipeg.

The toilet in the boat became the special task of Dr. Harold Coish, a parent in the school who is professor of mathematical physics at the University. Eatons donated leather cushions for the seats and Mr. Gilbert Eaton, master of the yacht Penguin IV and an old friend of the school, supplied every boy in St. John's with the best life jacket available in the country.

Bristol Aviation meanwhile donated the lighting system while its shops turned out the porthole frames. Donald Wire Rope contributed hundreds of feet of heavy cable. Mr. Bilinkoff put in the steering gear assisted by White Boat Works.

At the Canadian Pacific yards, engineers designed 2,400 pounds of ballast for the keel. It was moved to the site by Dominion Bridge and bolted into position by the United Steelworkers of America.

Manitoba Bridge supplied butt plates. Moveable ballast was donated by the Manitoba Rolling Mills at Selkirk.

Big 400-pound leanboards to steady the craft in the water were made and donated by Bridge and Tank Western Ltd. and handrails for the vessel

were made by the International Association of Bridge Structural and Ornamental Ironworkers.

Timber Men's Role

Meanwhile timber operators in the East Braintree district of Manitoba as their contribution had cut for the boat two of the straightest 40-foot spruce trees they could find and they were trucked to Winnipeg.

The Manitoba Tent and Awning Company prepared the sail cloth. It donated industrial sewing machines for the job. Its retired foreman, Joe Morgan, acted as sailmaker and mothers of the school began the huge task of preparing three 36-foot high sails.

But where could they make it? Aronovitch and Leipsic Ltd. had the answer. They donated the use of the old customs building on Main Street. Western Sewing Machine threw in the use of an extra industrial sewing machine as well.

The time had come to lay the canvas on the St. Peter's decks. What was required was an expert upholsterer. The man found was the head of the Canadian National's upholstery shop — A. R. Paulley, CCF leader of Manitoba, who worked at it for three evenings until long after dark. Nels Johnson installed the plumbing system and water tanks which were made and donated by Singer Plumbing and Heating.

In mid-July, the St. Peter was finished. She cleared the Redwood bridge and headed for the lake. In her trial year the vessel covered 1350 miles and was returned to Winnipeg for completion this spring.

Air Journey Donated

For boys rowing in the cutters, Barney Lamm of Ontario Central Airways had another treat. He flew them all to The Pas to begin their trip by cutter back to Winnipeg.

Meanwhile, work at the school continued to expand and now the institution has tackled its biggest task yet — moving into the old Dynevor Hospital near Selkirk.

Already however the big task has begun. Neil Osler of the Department of Education is acting as architect. A retired plumber, Donald Lockhart of St. James, is taking charge of the plumbing.

Stationary engineer, Ray McGill, is getting the heating system going. Ald. Ernest Anderson is the electrical contractor.

They, like the 67 men who are helping them, are all working for nothing. The job must be finished by the end of May.

Youngsters Redrew Manitoba Map And Answered Mr. Khrushchev

Western civilization, according to the Communists, is rotting from within because of the decadence of its too-comfortable and materialistic society.

We would like them to look at the following record of the St. John's Cathedral Boys School:

1957 — Cutter St. John rowed from Winnipeg to Gull Harbor and back. Distance 250 miles. Age of boys seven to 13.

1958 — Cutter St. John rowed Winnipeg to Berens River and back. Distance 500 miles. Age of boys 11 to 15.

1958 — Cutter St. John rowed Winnipeg to Punk Island and back. Distance 260 miles. Age of boys eight to 11.

1959 — Cutters St. John and St. Andrew rowed Winnipeg to Pembina, N.D., and back. Distance 270 miles. Age of boys

eight to 11.

1959 — Cutters St. John and St. Andrew rowed Winnipeg to Norway House and back. Distance (excluding 200 miles on steamship) 540 miles. Age of boys 12 to 16.

1960 — Cutters St. John and St. Andrew raced 287 miles Grand Forks to Winnipeg. Distance 287 miles. Age of boys eight to 11.

1960 — Cutter St. Andrew rowed The Pas to Winnipeg via Saskatchewan River and Grand Rapids. Distance 560 miles. Age of boys 12 to 15.

1961 — First annual snowshoe race held Lockport to Winnipeg. Distance 18 miles. Age of boys eight to 11.

1961 — First annual snowshoe race held Matlock to Winnipeg. Distance 56 miles. Age of boys 12 to 15.

Think! That's The Purpose

Did you ever suspect that people don't really listen to politicians?

Do you sometimes fear that certain forms of advertising presuppose that people won't be thinking at all, but only feeling its effect?

These were some of the questions that led to the creation of the St. John's Cathedral Boys' School. The school's academic program has only one thing to say to a boy: "You've got to think! Think! Think!"

In younger years of course — say from eight to 11 — it is the memory, not the intelligence, that is in the best working order. One likes to repeat the same jokes again and again. One can readily learn multiplication tables, dates and every detail of every story.

Consequently the school's program for this age group is largely memory work. The boys memorize hundreds of lines of English poetry. They memorize the Latin and German vocabulary. They are storing information for use later on.

The change occurs at about the age of 12. One discovers then a device known as argument. One practises it at every opportunity. Parents and teachers make especially good fields of endeavor.

Here the academic program

changes. If they must argue, teach them how, says the school. Formal logic becomes the central subject. Philosophy and theology can be introduced. Politics provides another fertile area.

There comes beyond the age of argument yet another stage.

Here we find the age of expression. The curriculum must vary accordingly. Public speaking and composition receive the emphasis because here above all one wants to be heard. One wants to voice opinions. It's time to teach a child how to voice them well.

It was the English detective writer Dorothy Sayers who first saw this pattern in the development of children and proposed that academic curricula should follow it.

She discovered too, that it followed very closely the formula of the old schools. All elementary and secondary education was once embraced by the "trivium," the three phases of primary learning — grammar (or memory work); dialectic (or reasoning); rhetoric (or self expression).

The old schools got it from Mediaevalists and the Mediaevalists got it from the Greeks.

The academic principle of St. John's Cathedral Boys' School is therefore a very old idea indeed.



One of a staff of 12 volunteer teachers conducts a class in conversational German. This teacher is a newspaper reporter. The object of the academic curriculum is to teach youngsters to think.

40-Foot St. Peter, 9 Small Craft To Tie Up At School's New Dock Site

Ten boats will be lined up side by side at the docks of St. John's Cathedral Boys' School this summer after the school moves to its site on the Red River.

The largest will be the 40-foot sailing vessel St. Peter, built by the school itself. It has sleeping and eating accommodation for 10 people and will make several weekend cruises throughout the summer months from the Dynevor site.

The St. Peter's biggest effort however will be a two-week cruise to the other end of Lake Winnipeg with boys of the school in July. It will be under the direction of Christopher Gillespie, the St. Peter's skipper.

Also docked at the new school will be three rowing cutters, the St. John, the St. Andrew, and the St. James. The first two will be trucked to Grand Forks in July and rowed by the junior boys

back to Winnipeg in the school's annual 287-mile Grand Forks race for eight to 11-year-olds.

The race usually takes about nine days. The boats are only permitted to move between 5 a.m. and 1 p.m., though this means the boys must rouse themselves in their tents at 3:30 in the morning to shove off at 5.

In August the St. John, St.

Andrew and the St. James will be taken by freight train to The Pas. The 13 to 16-year-old boys in the senior school will be flown to The Pas and will row the craft down the Saskatchewan to Lake Winnipeg and down the Lake home, a distance of about 600 miles. Nine men and eighteen boys will take part in the expedition.

Five 12-foot dinghies are the newest addition to the school's fleet, all of them built by the school. These are for junior boys and are intended to teach them the elements of sailing prior to joining the crew of the St. Peter.

Two expeditions are planned to the Lake of the Woods area with the dinghies this year. As well as practice sailing, the boys will plan and build a campsite in the district.

The 25-foot freight vessel Pilgrim which is used by the school as a work boat completes the school's fleet.

The object of the school's boating program is to subject the boys to rigorous and demanding conditions. Out of this comes a decisiveness in character that is difficult to build by any other method. Out of it also comes that sense of reality that can only be acquired through hard physical work.

Any Boy, Any Faith, Any Income Eligible To Attend This School

Religious denomination is not considered as a factor in entering a boy in St. John's Cathedral Boys' School. Neither is the income of the family considered a factor.

Though the school is operated by the Anglican Church of Canada, nearly half its boys are not members of the Anglican church and virtually every major denomi-

ination is represented.

The standard fee set by the school is \$20 a month plus 50 cents a weekend for transportation. For this the boys are fed and sheltered approximately one third of each week.

Parents who cannot afford this amount can apply for assistance and many boys at the school are there on this basis.

Boys' Farm To Produce School Food

City boys will find out that milk comes from cows when they move into St. John's Cathedral Boys' School.

The school's farm under the direction of farm manager L. C. Easton is charged with the task of providing milk, meat and vegetables to feed the 70 youngsters who live there each weekend.

The vegetables will come first when farmers of the district plow up the ground and the boys plant potatoes and other staples for their tables in the following year.

Ten feeder calves are to be acquired in August and these will be fed throughout the year and taken to the stockyards in St. Boniface as they are required.

Within the first 12-month period a dairy program will be begun with six Holsteins and the school will operate its own pasteurizing and churning system.

Over a five-year period, the 250 acres of suitable land that lies within the 320-acre school site will be cleared and put under cultivation. A dairy herd of approximately 40 cows is eventually envisioned.

Within that period also a small poultry operation may be established to help meet the needs of the school.

The farm program has been planned by Prof. Elwood Strigam of the University's animal science department. He was assisted by Jack Parker of the Manitoba government's soils and crops branch and Doug Stevenson, former agriculture representative in the Selkirk district.

The agricultural committee which will direct the operation will also include Frank McAuley and Bill Norquay, both farmers in the Selkirk area.

Finance Committee

These men are in charge of St. John's Cathedral Boys' School's campaign to raise \$10,500 to complete its move into new quarters:

Hugh B. Parker, Winnipeg lawyer and former chairman of the school board; Metro Councillor Albert Bennett; C. Ian D. McDonald of McDonald Grain Company; Donald J. McDonald, director of Oiler, Hammond and Nanton; Dr. Donald N. C. McIntyre, chairman of the board of the Manitoba Medical Service; Derek Hedson, clerk of the executive council of Manitoba.

The treasurer of the school is A. Bruce Laking of F. P. Publications Ltd. and the Winnipeg Free Press.



Buildings of the Oynevor Indian Hospital are being taken over by the St. John's Cathedral Boys' School. The boys will provide docks for their boats on its quarter-mile frontage on the Red River and will farm the 320 acres of land that stretches from this scene. (Air photo courtesy of Selkirk Aviation.)

What Is This School All About?

The St. John's Cathedral Boys' School is a part-time institution for boys of all income groups that is intended to supplement the public school program.

Who runs it? It was formed on the authorization of the Anglican Archbishop of Rupert's Land and is run by a governing committee of citizens headed by the Dean of Rupert's Land and a staff of unpaid volunteer teachers.

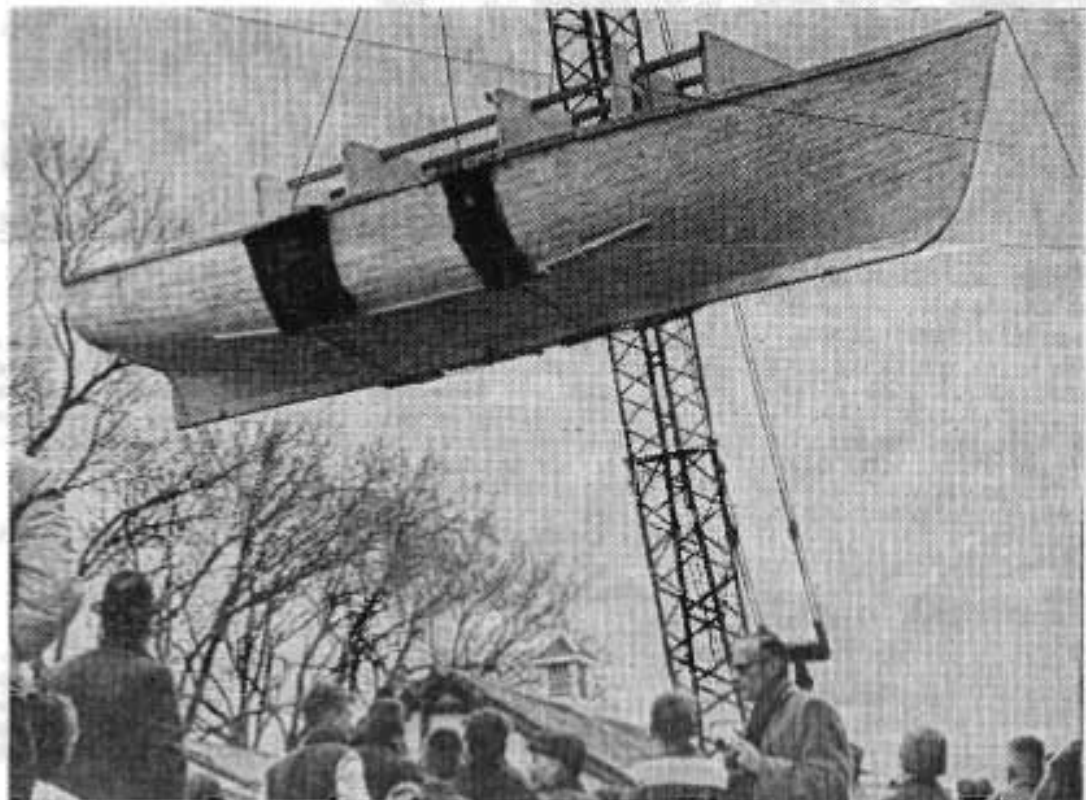
Who may attend? Boys of any religious denomination attend. They are of average and above-average intelligence.

What's it supposed to do? It has three purposes: To teach children to think. To raise the standard of religious education. To develop in them a daring and decisive character by means of a hard physical program.

When do the boys attend? Boys attend Friday to Sunday night living in the school.

Who pays the costs? Operating costs of the school are met by the tuition and boarding fees and will be reduced at the new property by the operation of the school farm. Capital costs are paid by the contributions of interested citizens and business firms.

Who teaches? The teaching staff includes several professional teachers, two lawyers, two professors, three clergymen, an electronics engineer and a housewife.



Great moment for school came last year when an enormous effort of business firms and volunteer workers was crowned as the 40-foot hull of the sailing vessel St. Peter was lifted from its birthplace in Carling's stable.