

RAIC JOURNAL

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EDITORIAL

THIS YEAR THE PROVINCE OF SASKATCHEWAN is fifty years of age. Its citizens are celebrating the Golden Jubilee in a spirit of optimism engendered by an expanding economy.

Since 1905, the Province has prospered, languished, and prospered again despite a complete dependence upon an agricultural economy. There is no denying that our growth has been slow compared to that of some other parts of Canada because of this dependence. However, recent developments in the oil, natural gas, and mineral fields have quickened the economic tempo.

Members of the Saskatchewan Association of Architects, which will be celebrating its own golden jubilee in 1962, are playing their part in this more diversified and expanding economy.

In this our jubilee year, we are naturally moved to reflect on the past. A brief reference to the birth of our architectural association may be of some interest to others of the profession.

A petition for incorporation of the Association, signed by sixteen architects, and a draft bill for the Saskatchewan Architects' Act were presented to the Executive Council of the Provincial Government in November 1909. The Government gave its assent to both on March 23, 1911. Since then, several amendments to the Act have been made, an important one being the placing of examinations for admission to practise under the control of the University of Saskatchewan in 1920. Other amendments have appreciably improved the standard of architecture in the Province and made for better protection of the public.

The majority of the charter members were very young men. Mr Norman L. Thompson, one of those who signed the original petition, is still on our register.

In the few years that architecture has been practised in the Province, most of the better known styles have been executed. In the case of some of the earlier styles, lack of money obliged us to abandon much of the ornamentation that was characteristic of them. For this we give thanks in our jubilee celebrations. We have our neo-classic, O Canadas, modern, billboard and functional.

Speaking of the functional, it may not be altogether accurate to state that our newer school buildings, for instance, are functional in design. Nevertheless, many of them are readily recognized as schools. (They are so much alike). In common with the profession over much of the continent, we in Saskatchewan today are subjected to considerable demand for standardization in our work. Oddly enough, this situation is brought about largely through new developments in material processing, and high-pressure advertising of these developments.

As architects, we rejoice in these new mediums, but our enthusiasm for some of them must be restrained. For instance, it would be folly to completely encase a structure with glass curtain walls in Saskatchewan with its extreme winter cold, and strong year-round sunlight. It goes without saying that some materials which can be used with complete freedom in some localities must be used more sparingly in others, depending on climate or proximity to supply.

Because of the climatic conditions which cannot be ignored, Saskatchewan architects are developing (I say developing, not originating) a style of architecture that is distinctively mid-western in character. It is very probable that this distinction will become more marked as our economy continues to expand and as new materials and methods of construction develop.

*F. J. Martin, President
Saskatchewan Association of Architects*



Saskatchewan Celebrates a Birthday

by the Honourable T. C. Douglas, Premier of Saskatchewan

SASKATCHEWAN THIS YEAR has reached a milestone. The Province is now celebrating its fiftieth anniversary, the Golden Jubilee. It is well on such occasions to take time to consider the past—to review the heritage handed on to us from the pioneers as the foundation upon which our future must be built.

Until comparatively recent times, Saskatchewan was an unknown and untouched hinterland. The recent discovery of prehistoric remains has revealed that nomadic tribes had moved across these plains some 3,400 years ago, and geological data has shown that in earlier ages what is now prairie was the scene of lush vegetation and the home of now vanished birds and beasts.

The first infrequent explorers of the western world who penetrated this vast area regarded it only in terms of the production of furs, for, at that time, the fur trade was extending its influence westward across the continent.

In the latter part of the nineteenth century, the region which is now Saskatchewan was chosen by the intrepid pioneer farmer as his new home. Reasons for the choice were many: known agricultural areas had nearly reached the limit of economic cultivation, manufacturers and businessmen of the east desired an extended home market, and a connecting link had to be forged between eastern and west coast settlements in order to face threatened expansion northwestward from the United States. But individually, a prime reason for prairie settlement was the adventurous spirit of the pioneer who moved westward in search of a stake in the promising agricultural area between Winnipeg and the Rockies. One of the more spectacular population movements of recent times was the result.

By the year 1904, settlement of this area had reached a point where more local government was desired, and in

the following year, 1905, the Province of Saskatchewan was organized to take its place in the family of Canadian provinces.

The Province of Saskatchewan occupies a central position in western Canada. It is nearly equidistant from the lakehead at Fort William and the west coast at Vancouver. It is bordered on the west by Alberta and on the east by Manitoba, on the north by the Northwest Territories and on the south by Montana and North Dakota. From its 393-mile base along the international border at the 49th parallel, the Province stretches northward 761 miles, decreasing to a width of 277 miles at the northern limit. These dimensions give Saskatchewan an area of 251,700 square miles, of which somewhat more than half lies in the plains area. Separated from the plains by a band of parkland, the northern third of the Province is a land of lake, rock, river and forest which contains over 90,000 square miles to the mineral-rich Precambrian Shield. In the far southwest, the plains rise to the greatest height between the lakehead and the Rockies in the Cypress Hills, which were left untouched by the last glacial movement and which, therefore, harbour life foreign to the mid-continental area.

This, then, is the site upon which our Province was built. Here the Indian and fur trader gave way to the pioneer farmer in the south and to the woodsman and prospector in the north. Here the pioneers laid the footings and foundations of a new society.

As the farming community grew and prospered, as the foundations of our economy took shape, many required services were provided though at first only sketchily. Roadways were formed, steel rails connected the major centres of population, schools and churches were built, telephones installed and hospitals erected. The growth of a wide-

spread network of commercial and financial services began, adding further expansion to the already rapidly growing urban communities.

With these services, and with the influx of people to the west, there grew a framework of secondary industries and services—the inevitable result of efforts to move to market the bountiful production of an agricultural area and to supply that area with a wide variety of desired goods. It was a period of boom, when newcomers found that man could mould a home for himself and his family, with hard work the basic investment and the sesame to security.

But the boom was followed by the bust—the stock market crash of 1929 reverberated across the plains, its echoes picked up and amplified by a disastrous drought. The construction of the Saskatchewan economy was brought to a virtual standstill. In adversity, our people were bound more closely together. Trust in the future, sympathy and friendship, and the proffered hand of help became the hallmark of the westerner.

Sons and daughters of our stout pioneer stock, nurtured in depression and matured in war, returned with a will to the task of expanding and strengthening the framework founded by their fathers. With their help, many treasures were brought to light or developed, adding to the Saskatchewan scene a vigorous petroleum industry, the uranium of the northland, and production or possible production of salt, sulphates, potash, pulpwood and building products. This diversification has girded our economy, providing the strength upon which the edifice of the future may be built.

Our celebration this year of Saskatchewan's fiftieth anniversary—the Golden Jubilee—gives us an opportunity to review progress that has been no less than outstanding in the brief span of half a century, and which has brought Saskatchewan to the forefront in agricultural production and to a position of importance in industrial planning.

Despite the recent meteoric rise of the petroleum industry and in the north of uranium, agriculture continues to form the broad base of Saskatchewan's economy. In this Province is grown well over half of Canada's total production of wheat and about a third of the nation's coarse grains. Nearly thirty million pounds of butter, one and a half billion pounds of milk, three million pounds of honey, thirty million dozen eggs and half a million turkeys—all these are produced annually from Saskatchewan farms, which also maintain over one and a quarter million cattle and half a million swine. With the development of irrigation and the northward extension of the farming area, there is no doubt that agriculture will continue to hold its position of prime importance.

Mineral production in Saskatchewan has more than doubled since 1946 to a value of more than \$57 million, excluding uranium. The discovery of petroleum and natural gas has led, over the past eight years, to an increasing program of exploration and development. In 1954, over 5 million barrels of crude oil were produced from Saskatchewan wells—more than four times the total production in 1953. A natural gas distribution grid has been begun, with the

city of Saskatoon and several smaller communities now served. Some 1,097 oil wells and approximately 119 natural gas wells are capable of production.

In 1954, \$48.29 million was spent in exploration and development, \$27.53 million in pipeline construction and \$10.59 million on refinery construction and modernization. Oil pipelines and refinery capacity has been built up to keep pace with this rapid development.

In the northern area, the production of copper, zinc, gold and cadmium has been overshadowed in recent years by the search for and development of that spectacular mineral of our age, uranium. Two processing mills with a combined capacity of nearly 2,000 tons per day are being put into operation, one last year by Eldorado and the second in the near future by Gunnar Mines.

Production of non-metallic minerals includes coal, sodium sulphate and sodium chloride, and the largest company in its field is now investigating the production possibilities of large potash deposits in central Saskatchewan.

In the near north, surveys have shown 55,000 square miles of timber to be economically accessible, with proven reserves of pulpwood sufficient to support four major pulp mills on a perpetual yield basis. Saskatchewan forests produce, as well as pulpwood and fuel, a wide range of products from telephone and power poles to plywoods.

Although the number of employees in Saskatchewan's manufacturing industries has not materially increased since 1945, salaries and wages, and the net value of production have doubled, the latter reaching a tentative total of nearly \$108 million in 1954.

Personal income and retail sales, in total and on a per capita basis, have also doubled since 1945. Total private and public investment, which reached \$241 million in 1948, jumped to an estimated \$474 million in 1954.

The value of construction work performed in the Province in 1951 was nearly \$154 million, with more than nineteen thousand employees earning nearly \$50 million. Estimates for 1954 revealed an expected value of construction work totalling almost \$246 million, employing twenty-four thousand men who earned \$78 million. This construction has ranged from small residential bungalows to the huge University of Saskatchewan hospital at Saskatoon; from small shops to offices to department stores and automotive supply houses covering several acres, and both large and small municipal, provincial and federal structures.

That such a widespread economy has been built up in this Province in the past half century is a tribute to the faith, foresight and hard work of the pioneers to whom we owe this heritage, and to whom tribute is being paid in this Jubilee year throughout the Province.

The Golden Jubilee also provides a vantage point from which we may look to and plan for the future which has been opened to us. We would indeed break faith with our forefathers were we not to plan firmly and well the social and economic structure for which the foundations and framework have been solidly built.

IN COMMEMORATION of the fiftieth anniversary of the Province of Saskatchewan, this issue of the *Journal* is devoted to the Architecture of Saskatchewan. The many photographs illustrate a variety of building types, hospitals, schools, offices, and so on, typical of any other part of Canada. However, as architecture must be, what is presented here is peculiar to this community, reflecting the conditions in Saskatchewan.

To begin with, certain physical conditions confront the designer. The extremes in temperature, from forty below to ninety above, present difficulties. Heating systems, of necessity, must be designed to combat the extreme cold. Wherever a building requires humidity control, great care must be taken in the designing of the wall section. Double glazing is a must and in the afore-mentioned case of humidity requirements, any type of metal sash has as yet to prove itself. The rather cumbersome weather vestibule is an absolute essential for public buildings. Large glass areas require special considerations of heating which, in turn, may prove to be of discomfort in other respects through, for example, too great a concentration of "blown" heat.

There is as yet very little, if any, tabulation of what the prairie solar energy is capable of. Orientation is still relatively a matter of opinion. The use of sun louvres, canopies, fins, are in many cases an architectural "gimmick". Closely related with the climatic condition is the building season, which is relatively short. Generally speaking, outside work does not begin until April or even later, if certain preparatory work was not done on the site the previous fall to prevent frost penetration. Pouring of concrete begins to require artificial heat as early as the latter part of September. Though this has not deterred the use of concrete for structural frame, there is a predominant use of high early strength concrete, richer mixes, and additives for quick curing. In view of this, one would imagine considerable use of pre-cast work; however, the lack of "know-how" and skilled labour are deterrents as yet to make use of this new technique.

The relative lack of data on soil conditions provides an ever frustrating problem of proper foundation design. However, recently, there has been some headway made in the gathering of data in this field and there is an increasing number of buildings with foundations using friction piles. Particularly in the Regina area, "gumbo", a type of clay, very cohesive when wet and subject to tremendous volume

changes due to slight changes in moisture content, presents other difficulties. Along with foundation design problems, after any rainfall it is next to impossible to move equipment or material, let alone permit a man on foot to reach the site.

As a result of the combination of soil condition on which roads are built, and the climate, particularly the extreme cold and moisture causing "frost boils", many parts of the country become inaccessible. Consequently, the inability to give supervision at crucial points in the erection induces a tendency to over-design for compensation. This is particularly true of concrete work and tends to discourage the use of any structural medium where careful supervision is required. In outlying areas, the general lack of new and better equipment and also the skilled hands to use them, and the relative abundance of seasonable labour skilled in agriculture perhaps, but unskilled in the construction field, tends to lead to conventional design, particularly in the details.

Suffice to say, many of the buildings illustrated here are a result of the social and political milieu prevalent in Saskatchewan today. The hospitals and nursing homes, in particular, under the Public Health Scheme, have presented many opportunities to the architect. And, in this respect, the solutions have been, in cases, bold and not lacking in imagination, in keeping with the new techniques in medical treatment, nursing techniques, and psychiatric therapy. On the other hand, the policy of fostering use of local material, for example, the use of local bricks, has contributed some monotony of appearance, but, at the same time, presents a challenge to the designer.

Generally speaking, the designs of educational facilities, churches, office buildings, warehouses, and other service facilities, have followed rather conventional trends reflecting the reluctance to experiment. What was good enough for the pioneers is apparently good enough for the contemporaries. The "apparent" failure of the few deviations has deterred school boards, church congregations, entrepreneurs, to permit design from analysis of fundamentals and the use of new techniques, materials, et cetera, but to modify slightly the previous "model".

The heavy dependence on the agricultural economy has considerable influence on at least the amount of architectural work, if not on the design. The unfortunate low crop yield of 1954, for example, has had its impact on both Governmental and private spending, though there is still

much activity in anticipation of a back to normal or better crop yield for this year. The slowly increasing activity in the industrial field, though at the moment confined to engineering projects such as the oil refineries, pipe lines, pulp mills, et cetera, are beginning to require architectural services for their attendant building requirements.

The above briefly outlines a few of the more tangible conditions in Saskatchewan and their more or less obvious influence on design of a physical nature. In addition, of course, these have in their eventual manifestation a subtle and, in cases, not so subtle, impact on the aesthetics of architecture. However, in this respect, as in other areas, perhaps to a greater degree, Saskatchewan architecture suffers more from indifference by the public at large, the clients, both public bodies and private entrepreneurs. The spirit of adventure of the pioneer, that one must do his own, "we don't need help; our forefathers built their own schools, churches, etc., what do we need an architect for," attitude, while very commendable and most encouraging, produces works that for the want of a few moments of thought, of refinement, leave much to be desired.

Too often, the architect is retained because the by-law says so, or because the Government or Board require this procedure. On the other hand, the architect for want of that backlog of tested and tabulated work, for want of freedom by an understanding of the physical setting, the flat prairies with the unbroken horizon in the south, the rugged terrain in the north, in short, for the want of a philosophy, tends to be timid when the opportunity arises.

In many instances, certain directives are given – the use of a particular brick, of stone, of form. This may be taken as a challenge by the architect. Given these limitations, how well can he solve the problem. However, often these limitations transcend the capabilities of the architect, and the result is architecture which has roots elsewhere and these are usually built to last.

Though no direction was given as to style, except that a reference was made to the fact that the Province was politically within the British Empire, it seems that when the Legislative Building was built in 1909, Premier Scott

had quoted the words of John Ruskin: *Therefore when we build, let us think we build forever.* Perhaps there is a need for a new country to have a "built in" age or feeling of maturity to suggest to posterity that one need not be ashamed of its youth, that "Look, our buildings are just like those in the old country."

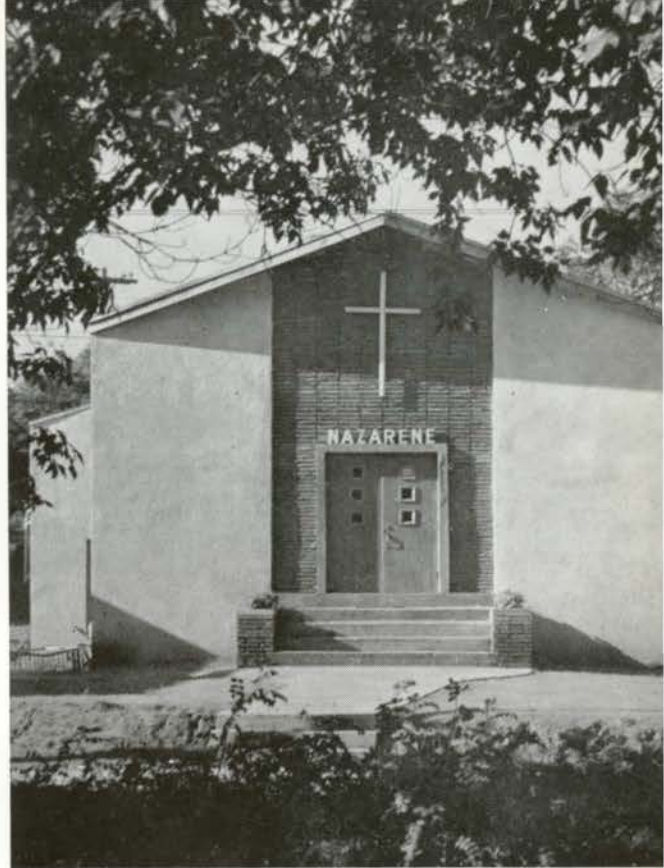
As the new world develops, our man-made physical environment grows. And as the way of life changes, this environment must change. Most, if not all, material progress is a means to an end and in this sense, architecture has a dual role. Very seldom, if at all, an architect is commissioned in this day and age to create architecture, pure and simple. Invariably, the *raison d'être* for the building is for purposes other than that of aesthetics. The aesthetics may be timeless but the *raison d'être* for the building invariably changes, or at least the method of use may change. There is as yet a tendency to believe that only that which is built to be permanent is architecture.

It might be said that the recent architecture of Saskatchewan reflects two tendencies. On the one hand, the many examples reflect the pioneering feeling, the feeling that this area is still a frontier, a do-it-yourself attitude. On the other, there are many examples which follow the spirit expressed in the Legislative Building, something that is transplanted, to show visually and physically a tie with the old world, built for "all time". Often the two tendencies appear in one building.

On the whole, the picture is encouraging. In increasing frequency, there is indication that through better knowledge of the physical nature of the prairies, we are beginning to understand the essence of the prairies and to evolve the essential architectural aesthetics. The public are being awakened to the fact that architecture can be and needs to be produced in the prairies; that architecture is not necessarily in London, Rome, or Paris if old, or in New York, Stockholm, or Rio if new. With this fiftieth anniversary of Saskatchewan, indications are that, with proper evaluation of the work done to date as a directive, and the awakening interest in the cultural aspects of the area in general, architecture has much to look forward to.

Ukrainian Greek Orthodox Church, Saskatoon

Architect, Frank J. Martin



First Church of the Nazarene, Saskatoon

Architect, Tinos Kortes

Redeemer Lutheran Church, Regina

*Architects, W. G. Van Egmond
Stan. E. Storey*





1907

Albert Public School, Regina

Architect, E. M. Storey



RAY HUME

Brunskill School, Saskatoon

Architects, Webster & Gilbert



BOB HOWARD

Public School, Regina

*Architects and Engineers
Stock, Ramsay & Associates*

Saskatchewan Boys' School, Regina

Architect, E. J. McCudden



SASK. GOVT. PHOTO



Kamsack Collegiate Institute, Kamsack

Architect and Engineer, H. K. Black

School of Agriculture
University of Saskatchewan

Architects, Portnall & Stock



Queen Elizabeth School, Saskatoon



*Architect
Frank J. Martin*



Times-Herald Building, Moose Jaw

*Architects, W. G. Van Egmond
Stan. E. Storey*



Bowman Brothers Limited, Yorkton

Architect and Engineer, H. K. Black

Empire Fuels Limited, Saskatoon

Architect, Tinos Kortes



Executive office

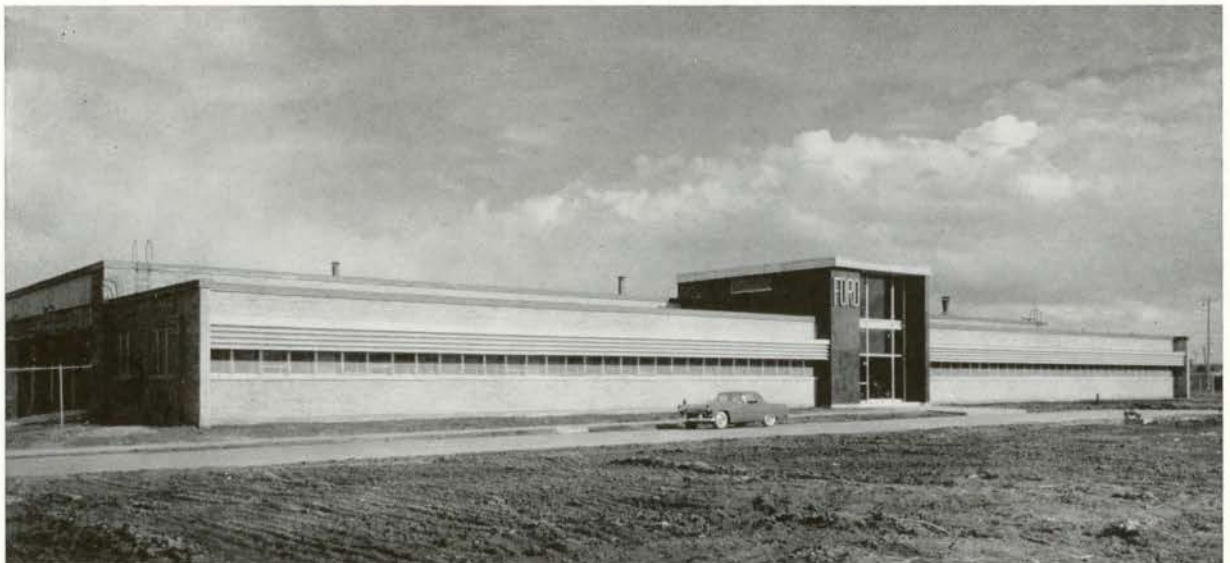


Husky Oil & Refining Ltd., Saskatoon

Architect, Tinos Kortes

Ford Motor Co. of Canada Ltd.
Parts Depot, Regina

*Architects and Engineers
Stock, Ramsay & Associates*



The Saskatchewan Legislative Building and its Predecessors

Lewis H. Thomas

THOUGH SASKATCHEWAN CELEBRATES FIFTY YEARS of life as a province in 1955, the political history of the area begins much earlier, and legislative bodies have regularly met within its boundaries since 1877. The buildings which have been used for legislative purposes through the years possess both an architectural and general historical interest. The earlier ones are chiefly significant as the setting for important developments in constitutional and political life. Yet though small, simple, and unprepossessing in design, they reveal various aspects of pioneer public works construction on the prairie frontier; they also provide a useful background for appreciating the present structure, erected between 1908 and 1912, which is still one of the finest of its type in the British Commonwealth.

After six years of administration from Winnipeg by the Lieutenant-Governor of Manitoba assisted by a Council composed largely of Manitoba residents, the North-West Territories in 1876 was provided with a resident Governor and Council. The present-day area of Saskatchewan was in the centre of the Territories as they existed from 1876 to 1905, and it was here that the successive capitals of the Territories, Battleford and Regina, were located. In selecting a site for the first seat of government, the federal authorities were motivated by a desire to place it in a central position in relation to existing and prospective settlements. In 1876 these were in the vicinity of the North Saskatchewan River — from Edmonton in the west to Prince Albert in the east. "The place", Prime Minister Alexander Mackenzie observed, "must be one favourable for the location of a considerable town; it ought also to be favourable as an agricultural district, with an abundance of fuel and timber, and easy access from the different [police] posts established by the Government in the Territories." The choice, set forth in an order in council of October 7, 1876, was Battleford, a point on the transcontinental railway as then surveyed, and also on the telegraph line which followed the projected railway route.

Buildings for the use of the Lieutenant-Governor, North-West Council, and small office staff were not available at Battleford when the Hon. David Laird, the new Governor, assumed office. But accommodation could be secured at the North-West Mounted Police Swan River Barracks, also located at a point on the projected railway route, christened Livingstone, after the African explorer and missionary. It was about two hundred and seventy miles east of Battleford and about eight miles north of the Hudson's Bay Company's post, Fort Pelly. Livingstone consequently became the temporary seat of government for the North-West Territories during Laird's residence there — from November 10, 1876 to August 11, 1877.

Swan River Barracks had been built late in 1874 as the headquarters of the newly organized North-West Mounted Police. The federal government had also considered locating the territorial capital in this vicinity, but it was soon recognized as being too remote from the habitable part of the Territories to be useful as a centre for government or law enforcement. Indeed, it is hard to understand why it was ever seriously considered for either purpose. The police soon abandoned it as their headquarters, despite the expenditure of over \$67,000.00

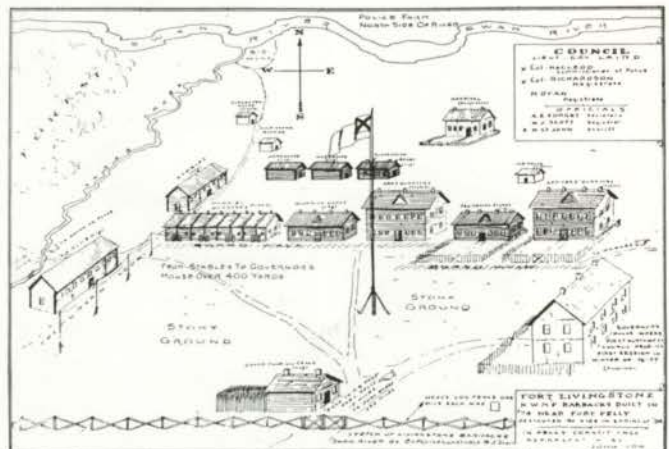
on the buildings. In 1884, the neglected structures were destroyed by fire, and today nothing remains of this historic site but a monument in a lonely pasture field.

The construction of Swan River Barracks involved the earliest use of a steam saw mill in Saskatchewan. The contractor brought a portable outfit from Ontario, encountering much difficulty in transporting it over the primitive trails from Winnipeg to Fort Ellice and northward to Fort Pelly. At that time, there was good spruce timber available, averaging 14 to 16 inches at the stump. Some of the buildings were of made square logs, and others of whipsawn lumber and shingled, lathed and plastered; two of them are said to have been 280 feet long. Lime for plastering was prepared by burning limestone found in the area. Since construction had to be hurried, green lumber was used, with results which caused bitter complaints by the Police. The Commissioner's quarters, however, were in good condition when Laird arrived in 1876, for he described them as "tolerably comfortable" and one of the best buildings he had seen in the country. It was here that the first session of the new North-West Council was held, from March 8th to March 22nd, 1877. "There was no guard of honor", an eyewitness of the event recalled later, "no booming of guns, no galloping aides — just four plainly dressed men who took their places at a table in a small room in the house occupied by the Governor."

No detailed description of this building appears to have survived. A sketch of the Barracks, prepared years later from memory, shows the Commissioner's house as a rectangular two storey structure with a steep pitched gable roof.

While Laird and his councillors were inaugurating the new territorial administration at Swan River, the government buildings at the capital were slowly rising on the plateau bordering the southern bank of the Battle River near its junction with the

Swan River Barracks (Livingstone)
By permission of the Archives of Saskatchewan



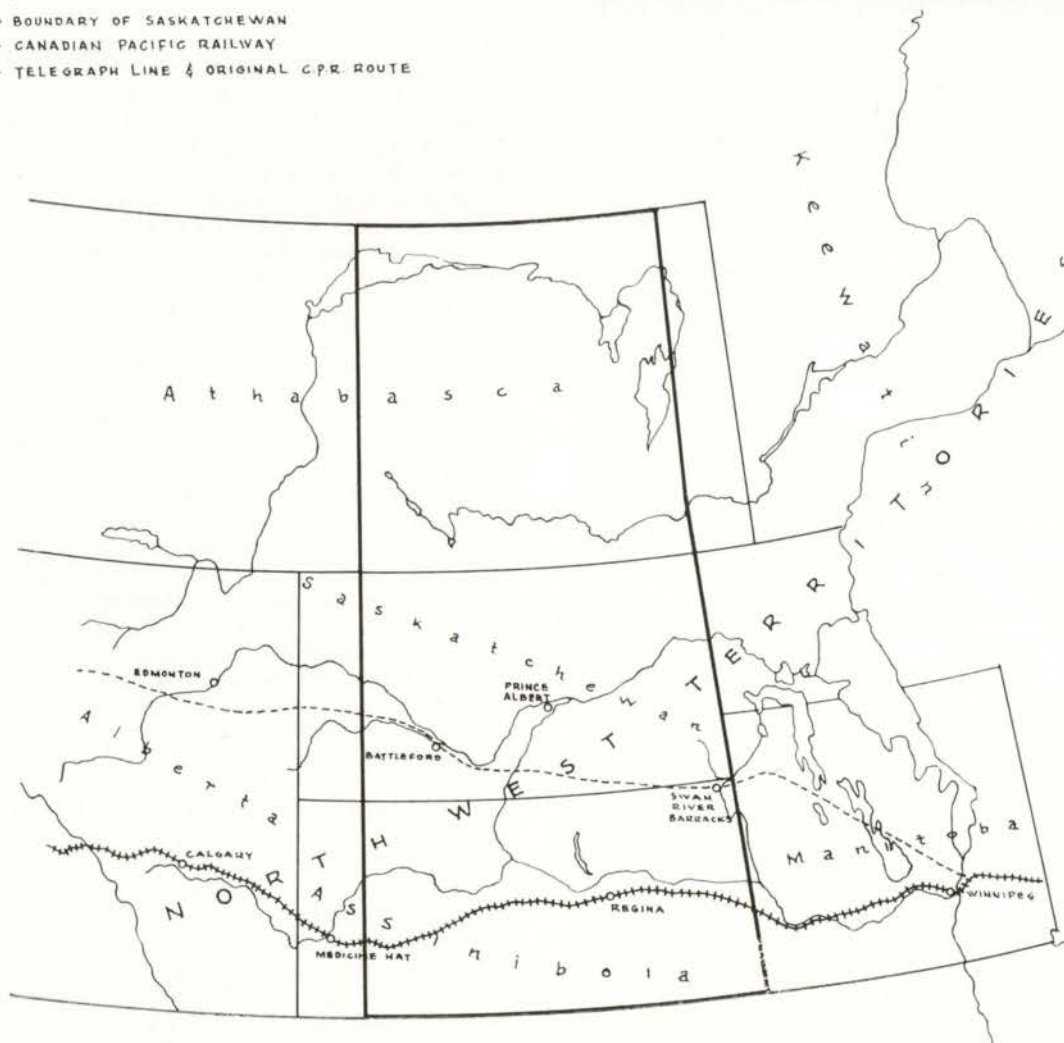
BOB HOWARD



Saskatchewan Legislative Building

LEGEND :

- BOUNDARY OF SASKATCHEWAN
- ++++ CANADIAN PACIFIC RAILWAY
- TELEGRAPH LINE & ORIGINAL C.P.R. ROUTE



North Saskatchewan. The attractiveness of this general locality as a site for a city had been noticed during the survey for the Pacific railway and the subsequent construction of the telegraph line. While the Mackenzie government proceeded to reserve a large block of land for a townsite, it did not order a survey, and the first buildings, both public and private, were placed in haphazard arrangement on the plateau and the flats below. The site for Government House (on the plateau or high ground) was probably chosen by Hugh Sutherland, who was in charge of all government construction in the area. The view from this spot was magnificent, but the neighbouring area (on the flats) was subject to flooding and not well suited to townsite purposes. When the site was finally surveyed and plotted

in 1882, the interest of the townsfolk had already shifted to the more desirable area between the Battle River and the Saskatchewan, where the present-day town of Battleford is situated.

The territorial and federal office buildings at Battleford were constructed by workmen who had been engaged on Swan River Barracks. A number of them had remained at Livingstone during 1875, making further additions and improvements. Of these some twenty-six under the direction of Hugh Sutherland, assisted by J. M. Sutherland and J. G. Oliver, moved on to Battleford in the spring of 1876. This party encountered great difficulties that spring in transporting their heavy equipment and supplies to Battleford over the muddy trails. On their

arrival at the South Saskatchewan they found Gabriel Dumont's ferry laid up for repairs, but by improvising a boat and swimming the horses they got across. Arriving at Battleford they found no timber suitable for construction purposes in the vicinity. The only timber which could be easily transported to the site of the capital was sixty miles beyond Edmonton, so the saw mill resumed its weary journey westward. When at last it was set up it operated day and night, and rafts of lumber were floated the four hundred miles down river to Battleford.

Construction that year was also handicapped by unfavourable weather. A contemporary report described the summer as "an extraordinary one, having been shorter, colder and more stormy than any previous one within the recollection of settlers". Finally, on October 20th, the frame of Government House was raised and the occasion was marked by a speech delivered by the master builder, L. C. Jones, and "received with great enthusiasm by the settlers". But it was not until over a year later that this building was completed, for the fickle Saskatchewan river intervened to delay the work. Rising suddenly and unexpectedly during the following summer (1877) it swept a large quantity of lumber down stream.

Government House at Battleford, though termed "the finest and largest building in the North-West" at the time of its completion, was in reality a plain, all-purpose structure of very simple design—a characteristic product of the economy-minded government of Alexander Mackenzie (the Premier himself being Minister of Public Works). The building was made to serve as a residence for the Governor as well as accommodation for the Territorial Government offices and the North-West Council. It was an L shaped, three storey structure having a steep pitched gable roof with dormer windows. In the annual report of the chief architect of the Department of Public Works it is described as follows:

"This building has foundations of masonry and walls constructed of hewn logs put up 'Red River Style', the joints being filled up with lime and sand. The inside of walls are strapped, lathed and plastered. The outside of {the} building is strapped, clap-boarded and painted. The roofs are covered with sawn shingles, eaves finished with bracketed corners. The internal finish throughout is good."

One of the rooms, 50 feet by 30 feet, and designated by the architect as the "reception room" was used for meetings of the North-West Council. It proved to be spacious enough for this purpose, for when the capital was moved to Regina in 1883 the Council, including the Governor (who was the presiding officer), numbered only six persons.

Governor Laird found the building neither comfortable nor convenient. There was no furnace — only innumerable stoves. The first winter (1877-78) there were no storm windows. "When the high winds and cold come together we are nearly perished", he wrote to the Prime Minister. The allowance of

Government House, Battleford

By permission of the C. Innes Library



\$250.00 for carpets and \$80.00 for incidentals, was, he thought, "in the scale of economy" — strong words from this Prince Edward Islander of pure Scottish strain. "My office and library" he reported, "is too small." "It is only about 14 feet square. My Private Secretary and Indian Clerk have to write in it as well as myself, and when a batch of Indians come in I do not know what to do with them."

Six years after its completion, the editor of the *Saskatchewan Herald* described Government House, Battleford, as "without exception the worst constructed house in the country." This harsh judgment, however, must be taken with reservation; as at Swan River, the builders were forced to use unseasoned lumber and early repairs were inevitable. Moreover, though extensively remodelled and enlarged, this building is still in use today, testifying to the basic soundness of its main structural elements.

Three sessions of the North-West Council were held at Battleford. Then in March, 1883, after six and one-half years as the seat of government, Battleford was abandoned in favour of Regina, a point far to the south, on the newly constructed Canadian Pacific Railway. Public interest in the development of the townsite at this new territorial capital was intense from the start. Land speculators, homesteaders and businessmen flocked to Regina, and the townsite was surveyed and plotted in the autumn of 1882 under the auspices of the C.P.R., the federal government, and the Canada North-West Land Company, who controlled the site jointly. Unfortunately, this tripartite control did not work smoothly, and differences of opinion were resolved by compromises which sacrificed important principles of good town planning.

The Territorial Government building, instead of being located on the spacious "government reserve" extending for half a mile on the north side of the Wascana creek (between Broad and Albert Streets and south of the present College Avenue) was placed on a single city block (about 3½ acres), on Dewdney Avenue between Athol and Montague Streets. The building itself was no more imposing than the site it occupied. The Councillors who assembled for the first session in Regina, on August 20, 1883, met in a plain looking single storey wooden frame structure, consisting of a chamber 50 feet by 25 feet (or about the same size as the one at Battleford) with two offices at the end, each 16 feet by 12 feet. There was no basement, and the chamber was heated by a stove, and lighted by three narrow windows on each side. The entrance was at the south end, through a small porch. In later years the office area was extended in both directions, making a T shaped structure, with the Council chamber forming the stem of the T. During the fiscal year 1885-86, the building was brick veneered. Still later the original entrance to the chamber was closed, the porch removed, and a circular window placed above the old doorway.

Early in 1887, the Lieutenant-Governor reported that the office area in this first legislative building was inadequate for the administrative activities of the Territorial Government. The federal department of Public Works, however, was not to be hurried, and it was not until 1890 that a contract was arranged for the construction of an office building which was placed close to Dewdney Avenue, partially hiding the older structure. When this new "administration building" was completed in 1891, the legislative building was repaired, the offices rearranged, and electric lighting installed.

This Territorial legislative building was never an impressive structure, yet it was the scene of dramatic and significant developments in the constitutional history of the North-West. In 1888, the first Legislative Assembly met within its walls; during the following nine years it was the centre of a continuous agitation for the reduction of the powers of the Governor (representing the federal government) which culminated in the grant of responsible government in 1897. In succeeding years, the main constitutional objective was the attainment of provincial status, and in 1905 this was achieved with the formation of the Provinces of Saskatchewan and Alberta. Until 1909 the Saskatchewan legislature met in it, and enacted legislation

of fundamental importance in the formative years of provincial development. Many famous Canadians began their political careers within its walls — among them F. W. G. Haultain, R. B. Bennett, Frank Oliver, James Ross, A. L. Sifton, A. C. Rutherford and, in the provincial period, Walter Scott, W. R. Motherwell, W. F. A. Turgeon, J. A. Calder and J. T. Brown. In 1922, a large part of this building, (including the chamber) was burned, but one wing still survives (along with the 'administration building' of 1891) as a reminder of the legacy of public service and constitutional progress which we have received from these pioneer legislators.

Having fallen heir to a legislative building of such obvious limitations, the new provincial government, headed by Premier Walter Scott, immediately began planning for a new structure following the settlement of the capital question at the session of 1906. The Premier had assumed the Public Works portfolio, at that time the most onerous in the government since it also included highways and municipal affairs, but he found time to give careful consideration to the problem of the new legislative building, and subsequently to the details of its construction. In this matter he was ably assisted by the Provincial Treasurer, J. A. Calder.

It was Calder who conducted the negotiations which led to the happy choice of the site for the new building. In all, seven possible sites in the city of Regina were investigated. The old Territorial Government property, the only one then owned by the government, was not considered, since it was far too small. Calder was anxious to have a large area — 100 to 200 acres; he also argued that one of the sites, Wascana Park (owned by the city), should continue to be a park. He concluded his analysis of the various choices with a recommendation for the purchase of the site opposite Wascana Park and on the south side of the reservoir, amounting to 168 acres. It was by far the largest and best located of the seven under consideration. This far-sighted recommendation was approved by the other members of the cabinet and the purchase promptly completed. Had the government not acted quickly this property, which had already been subdivided by the real estate company which owned it, would have been disposed of to private buyers. When the Regina City Council subsequently offered Wascana Park, arguing that the building should be "within as short a distance as is practicable from the business portion of the city" the government wisely declined, and countered with the suggestion that the land on both sides of the reservoir be developed as a single landscaped park area. Later generations of Reginaans can be grateful that this proposal was accepted.

With this fine site in its possession, the government decided to secure a plan for its development for the guidance of the architect who would design the new building. It invited Frederick G. Todd, a landscape architect of Montreal, to lay out the grounds, which necessarily involved selecting a site for the building. Todd submitted his plan in January, 1907. This plan was subsequently abandoned in large part, though Todd's recommendation for the location of the building was followed—facing north, well back from the water, with its centre on the axis of Smith Street.

The next problem was the appointment of an architect. The Premier's first inclination was to interview nationally known architects and then make an appointment. His colleagues, however, urged that competitive designs should be secured — a course which had precedents in both Canada and the United States. A compromise between these two principles of selection was finally arranged — a competition limited to a few well known architects invited to participate by the government, the unsuccessful competitors to be paid an honorarium in consideration of the time spent in preparing designs. This procedure was unique in Canada, and had the advantage of ensuring a choice between several designs of the highest quality. The arrangement of the competition, including the selection of the competitors, was an important matter, and it was decided to secure professional advice. This was obtained in the person of Percy E. Nobbs, professor of architecture at McGill

University, a young Englishman with a good reputation, described as "thoroughly honourable" and "no crank". Nobbs, in addition to preparing the terms of the competition and advising on the selection of competitors, was to be the assessor or judge. At his suggestion two well known American architects were designated as associate assessors: Bertram Goodhue of New York and Frank Miles Day of Philadelphia.

Though the Premier received numerous requests for admission to the competition, the government limited its selection to seven architects — five Canadian, one American and one English: Darling and Pearson of Winnipeg and Toronto, Marchand and Haskell of Montreal, E. and W. S. Maxwell of Montreal, F. N. Rattenbury of Victoria, Storey and Van Egmond of Regina, Cass Gilbert of New York, and Mitchell and Raine of London. A pamphlet was prepared by Professor Nobbs containing data for the guidance of the competitors on the terms, the position of the winning architect, general character and cost of the proposed building, climate in the area and suggested allocation of space. "As the site is so far from the city", the pamphlet read, "some dominating feature such as a dome or tower is suggested." "The character of the country will render this a valuable landmark." The design was to permit future extensions, and alteration of office partitions, and Canadian material was to be used throughout wherever possible. The proposed cost was \$1,250,000 exclusive of furniture and fittings. No directions were given as to style, except for the suggestion that the Province was politically within the British Empire "and that fact should be expressed in the public buildings." The competitors had approximately three months to prepare their plans, a relatively short period in view of the number of drawings which were required.

The competition closed on November 30th, 1907, and three weeks later it was announced that the Assessors had chosen the design submitted by Edward and W. S. Maxwell of Montreal. Premier Scott did not attempt to influence the selection in any way and accepted the decision of the assessors, despite the fact that he seems to have preferred one of the other designs. The Maxwells' plans showed an exterior design which they described as "a free adaptation of English Renaissance work," which, they stated, "marks it unmistakably as representative of the British sovereignty under which the Province is governed."

In May, 1908, final, detailed plans were ready for calling for tenders. Six were received, ranging from \$1,311,000 to \$1,583,625. Though the lowest was from a Regina firm, the government was prepared to face the unpopularity of passing over a local contractor in order, as Scott put it, to place the work "in the hands of a contracting firm whose experience and equipment leave no room for doubt as to their ability to give us a building up to specifications." On this ground, and with the advice of the architect, Peter Lyall and Sons of Montreal

North-West Council Building, Regina
By permission of the Archives of Saskatchewan



were awarded the contract, the amount of their tender being \$1,424,150.

It was originally hoped to have the building completed by July, 1910, but this did not prove to be possible. The first sod was turned in August, 1908, and the foundation was completed before winter halted further work. The erection of the framework was commenced in March, 1909, and the setting of the Manitoba Tyndal limestone facing in August. On October 4, 1909, the cornerstone was laid during a colourful ceremony by Governor-General Earl Grey, in the presence of some six thousand people. A year later, in November, 1910, the building was far enough advanced to permit most of the government offices to move in.

Meanwhile the Assembly was hard pressed for accommodation. The first legislature of Saskatchewan (1906-08) had consisted of twenty-five members, ten less than the last Territorial legislature, and had been able to occupy the old chamber without serious difficulty. But the legislature which was elected in 1908 comprised forty-one members, and after holding part of the session in what must have been very cramped quarters, the members moved after the Christmas recess (in January, 1909) to the second floor of the new Post Office building, which had not yet been divided into offices. Here they also held their second session (late in 1909) and here the third session was opened and then adjourned for the Christmas recess. On January 17, 1911, the members re-assembled in the new building — in the reading room of the legislative library. A year later, on January 25, 1912, they were able to meet in their new chamber for the first time.

The almost completed building was subjected to the full force of the Regina cyclone of June 30, 1912. Some partitions, plaster work, windows and sky lights were damaged, but the storm had no effect on the outside walls. During the following months this damage was repaired and further finishing completed, and on October 12 the building was formally opened by the Governor-General, His Royal Highness the Duke of Connaught. Though regarded as completed at this time, the building still lacked a major decorative element — the handsome sculptured pediment over the main entrance; the carving of this feature was carried on and finished during the latter part of 1914. The design was one of two which were considered by the government — the one submitted by the Bromsgrove Guild Limited of England was accepted. It represented Canada as a mother, protecting the Red Man and the pioneer settler, with subsidiary figures and symbols.

The limitations which had been discovered in the Todd landscaping plan along with the modifications in the vicinity of the new building which had been introduced by the Maxwells, revealed the necessity for a re-examination of the problem, and in 1913 the government commissioned the preparation of a revised plan for the development of the property on both sides of the lake. This work was entrusted to Thomas Mawson and Sons of Lancaster (England) and Vancouver. During the same year a landscape architect, Malcolm Ross, was appointed to the staff of the Department of Public Works. Ross, assisted by George Watt, long time Government House gardener, prepared the detailed plans to implement the general features of the landscaping recommended by the Mawsons.

At the time of its construction the Saskatchewan legislative

building was undoubtedly the finest in Canada. It so far overshadowed its predecessors as to leave no doubt that the government of the day was inspired by a confident and imaginative view of the future of the Province. By the end of 1912, it had cost approximately \$1,900,000, and the total cost of the building, furnishings, site and improvements to the site some \$2,350,000. Its overall length was 542' 8 $\frac{3}{4}$ "", height from dome to ground level 183' 8", and floor space 208,636 sq. ft. It would provide sufficient accommodation, Scott believed, for thirty to forty years.

The significance of a building, however, is more than the sum of cost, dimensions, materials, style, facilities, and the ingenuities of its planning. Basically, it is an expression of human thought and will. The quality of its human or broad historical significance must be sought in the minds of its promoters. Premier Scott saw more in the new legislative building than its immediate practical utility. In a speech found among his papers in the Archives of Saskatchewan which he prepared for the occasion of the cornerstone laying, but which (due to a crowded program) seems never to have been delivered, he quoted these words of John Ruskin:

"Therefore when we build, let us think that we build forever. Let it not be for present delight, nor for present use alone; let it be such work as our descendants will thank us for, and let us think, as we lay stone on stone, that a time is to come when those stones will be held sacred because our hands have touched them, and that men will say as they look upon the labor and wrought substance of them: 'See, this our fathers did for us.' For, indeed, the greatest glory of a building is not in its stones, or in its gold. Its glory is in its age, and in that deep sense of voicefulness, of stern watching, of mysterious sympathy, nay even of approval or condemnation, which we feel in walls that have long been washed by the passing waves of humanity."

He then continued with these thoughts of his own, which are a fitting summation of the significance of all the buildings where the public life of the Province and the Territories has been centred:

"What a field for speculation is opened by this occasion, — what unlimited room for imagination in the thought of the history which will be made in this building, the history which will centre here and which in both the figurative and literal sense this building will share in and preserve! With renovations and additions to accommodate constantly growing needs, how many years may the structure occupy this place which in time will become historic and venerated ground, — one century, two centuries, three centuries, — who now can tell? How many thousands of feet may climb these stairs in this entrance in the years to come, — carrying a burden of responsibility as legislators, one long continuous line of them, year after year, generation after generation, century after century, — the trusted, invaluable administrative officials and experts and staffs, contemporaneous lines of them, generation succeeding generation, — studious or merely curious processions of spectators and visitors, week after week, year after year! What countless numbers of eyes will scan the brief record on this stone commemorating this day."

House of D. H. Stock, Regina

Architect, D. H. Stock



BOB HOWARD

Holiday House Motel, Saskatoon

Architect, Tinos Kortes

The office lounge

Farmyard south of Regina

SASK. GOVT. PHOTO





Federal Public Building, Regina

*Architects, W. G. Van Egmond
Stan. E. Storey*

Workmen's Compensation Building, Regina

Architect, E. J. McCudden



Air Terminal Building, Saskatoon

*Architects, Webster & Gilbert
W. A. Ramsay, Architect, Civil Aviation, Dept. of Transport, Ottawa*



City of Regina Transit System
Car House

Architect and Engineer, H. K. Black



BOB HOWARD



Yorkton Telephone Exchange Addition
Saskatchewan Government Telephones

Architect and Engineer, H. K. Black

LEN. HILLYARD



Air Terminal Building
Saskatoon



The main stair hall



SASK. GOVT. PHOTO

Telephone Exchange, Regina

The main entrance

Architects and Engineers, Stock, Ramsay & Associates





BOB HOWARD

Regina General Hospital

*Architects, W. G. Van Egmond
Stan. E. Storey*

1909-1950

New Wing, City Hospital, Saskatoon

Architect, Frank J. Martin



SASK. GOVT. PHOTO

College of Medicine, University of Saskatchewan

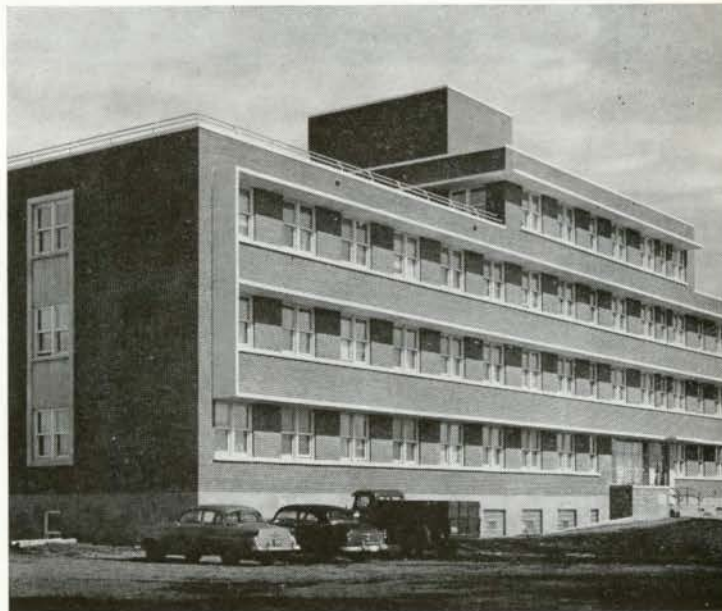
Architects, E. J. Gilbert and F. H. Portnall



SASK. GOVT. PHOTO

Weyburn Union Hospital, Weyburn

Architect and Engineer, H. K. Black



Saskatchewan Nursing Home, Melfort
(150 Bed Old Folks' Home)

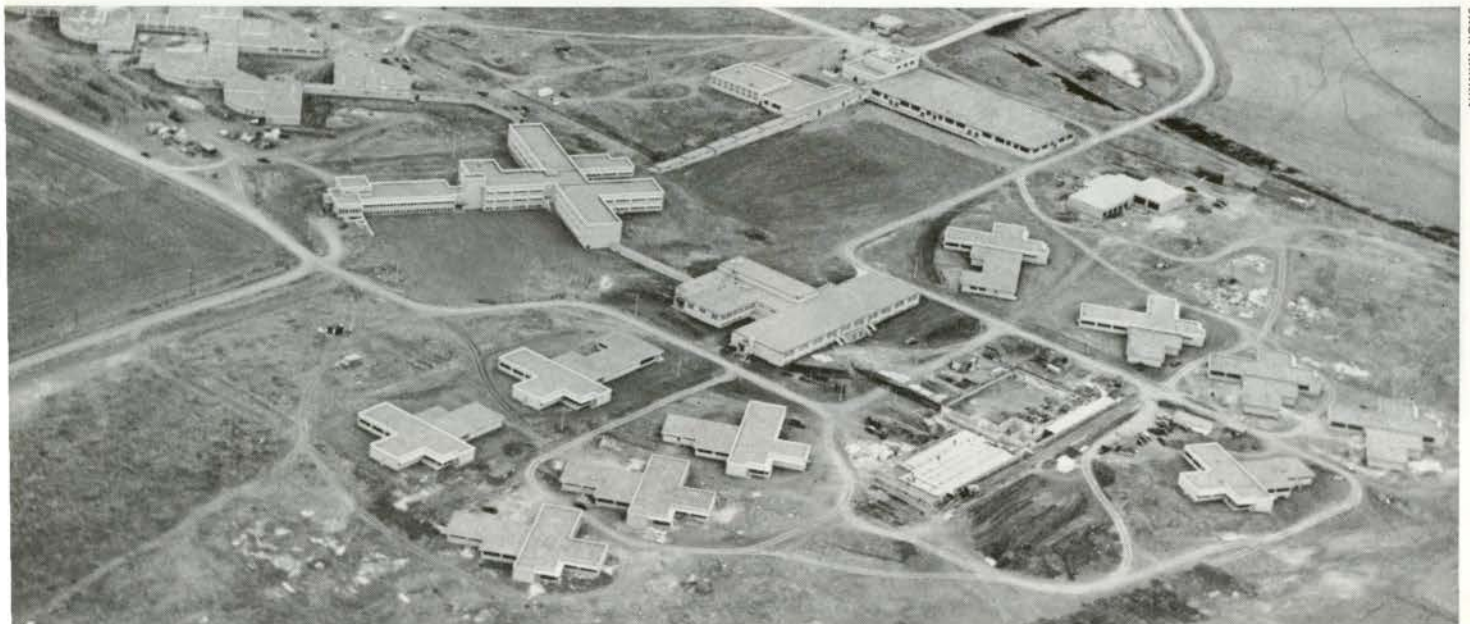
*Architects and Engineers
Stock, Ramsay & Associates*



SASK. GOVT. PHOTO

Saskatchewan Training School
for Defectives, Moose Jaw

Architect and Engineer, H. K. Black



JACK RANKIN

Modern Hospitals for Rural People

THE POST WAR PERIOD has seen a remarkable upsurge of public interest in the development of hospital facilities and services. This tremendous undertaking is reflected in the development in Saskatchewan of over one hundred and thirty-eight hospital construction projects since the end of World War II. This construction has very nearly made up the backlog which was left as a result of depression and war, and which left the Province's hospital resources in a grossly inadequate condition. Today we can say that there are very few communities in the Province that are not within easy reach of a modern hospital.

This amazing growth of hospitals and hospital services in Saskatchewan during the past fifteen years has taken a considerable amount of planning, organization and hard work. This development could not have taken place without a very high measure of citizen participation. Municipal Councils, Municipal Doctor and Hospital Care Plans, Health Region Boards, and various voluntary community health organizations have contributed in no uncertain fashion to this development. The driving force behind the whole program was the generally held conviction that proper hospital and medical services could be made available to all the people of the Province at a cost that was within the means of the vast majority.

In order to give a reasonable measure of care to every element of the population, it was decided that hospitals should be divided into four essential functional groups: First, the community hospitals with limited functions as far as major surgery is concerned but where general medicine, obstetrics and minor surgical procedures could be carried out safely. It was hoped, too, that these community hospitals would develop into public health centres which would be available to the Regional Health Services and where well-baby clinics and other useful preventive procedures could be carried on. This has happened in many cases. The next type would be district centres serving larger districts where more complete services would be available. The next level would be the regional centres providing consultant services rendering complete the entire organization. The largest hospitals in base centres would, of course, provide additional specialized services, such as neuro-surgery and plastic surgery. It is hoped that in the future this entire system of curative medicine will be more fully integrated with the preventive services.

The Union Hospital District

It is fairly obvious that a small community cannot finance a modern hospital. Therefore, in Saskatchewan, numbers of municipal districts have banded themselves together into co-operative communities in order to provide hospital services to their residents. These districts are known as union hospital districts and since 1917, one hundred and six such districts encompassing 51% of the provincial population, have been established in the Province. Fifty-seven of these union hospital districts were created in order to construct new hospitals where none had previously existed. This formation of union hospital districts establishes a new unit of local government with taxing and spending powers and ensures a strong community interest in the construction and in the maintenance of hospitals.

The Saskatchewan Hospital Services Plan

The extensive post war hospital construction program was aided considerably by the pre-paid hospital insurance plan which commenced operations on January 1, 1947. This Plan, the first in Canada, provides a system of tax supported hospital care insurance for residents of Saskatchewan and now covers almost the entire population of the Province. Participation in the Plan is required of all persons who have resided in the Province for six months. Some groups are excepted whose hospital care is already assured through special federal or provincial programs. The maximum tax for a family under this Plan is forty dollars a year. The Plan is also supported by a 3% education and hospitalization sales tax, one third of the proceeds of which are used for hospitalization purposes.

Hospital Construction Plans

Structures in which sick persons are given care should obviously be designed especially for such use with every reasonable precaution taken for the safety, comfort and convenience of the patients. The development of a hospital in Saskatchewan is a three-way project involving consultation between the hospital board representing the community, the selected architect, and representatives of the Department of Public Health. Until recently, hospitals were designed purely for in-patient care and 99% of our present institutions show this limited aim in their construction. In planning and constructing community hospitals today, serious consideration is given to construction of

units which act as the centre of community health activities rather than to those confining the hospital function to a limited degree of patient care. Rural community health activities become practical only when they are all located under the same roof. The enthusiasm of the public for pre-paid medical care programs and for hospitalization programs is a significant factor which should be considered in planning community hospitals. More patients are being hospitalized and more babies are being born in hospital. In fact, more than 95% of Saskatchewan births occur in hospital. Thanks to our improved preventive services, many more cases of incipient illness are being detected and hospitalized. Close co-operation between private physicians and public health medical officers and the hospitals is undoubtedly resulting in better health care. The horse-and-buggy doctor of former years has now been replaced by a medical team; a team where the physician, dentist, nurse and all those other public health and hospital workers join together in common effort.

Hospital Construction Problems

Three major factors are considered in choosing a new hospital site. Water supply, sewage disposal, and surface water drainage. A level piece of ground of adequate size is no problem – the southern part of the Province is almost entirely flat prairie. However, soil conditions vary to such a great extent in Saskatchewan that proper soil investigations are necessary before construction commences. Water supply and sewage disposal, on the other hand, frequently present a considerable problem. In many small towns sewage and water facilities are not presently available and may not be for some years to come. Under these circumstances the site location should be given careful consideration, both from the standpoint of the present services and also the utilization of municipal systems which might be constructed at some future date. The site should be so located that sufficient area is readily available for future expansion. The location should be as far removed as is practicable from sources of disturbing noises and from dust. Because of the ready availability of construction sites, the tendency in rural Saskatchewan is for the construction of single storey buildings. Only in the urban areas, where the sites are of limited size, are multi-storey constructions being built.

Financing of Hospital Construction

One of the remarkable features of the construction of hospitals in Saskatchewan has been the continued advance despite the rising costs from 1944 to 1954 of from \$4,000 per bed to \$12,000 per bed. This rise in cost also reflects the higher standards of construction now demanded. The cost of hospital care has followed the same pattern and has risen from \$4.36 per patient day to \$10.53. The continued construction of new hospitals would not have been possible without the enthusiasm of the local communities. However, considerable aid has been received in this direction from depreciation payments by the Saskatchewan Hospital Services Plan, as well as from the provincial construction grant program and the federal system of matching grants. In 1944, the Province of Saskatchewan introduced a program of grants to hospitals to assist in

hospital construction. In 1948, the Federal Government introduced a program of grants for hospital construction, based on a federal contribution of \$1,000 per bed and contingent upon a similar contribution by the provincial government. These two construction grant programs are still continuing, but the attitude toward the construction grants has shown a marked change since the inception of the provincial program in 1944. In 1944, it was difficult to encourage the smaller communities to build hospitals, whereas, at the present time, a great deal of care must be taken to avoid the duplication of hospital facilities in neighbouring communities and the over-building of hospital beds at the larger centres.

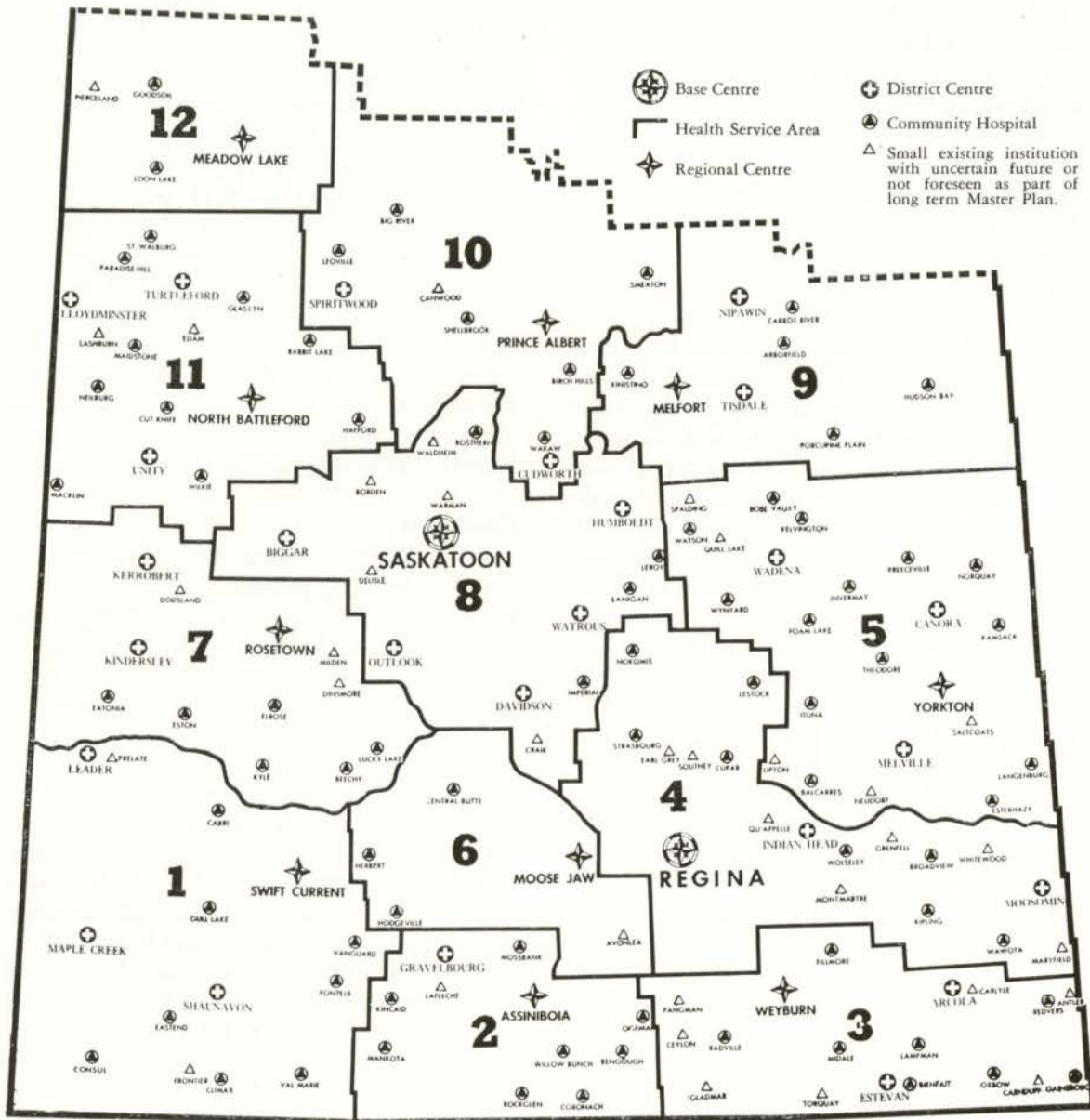
Superficially, it would appear that there are sufficient hospital beds in the Province to meet the need, yet some of the hospitals do not meet present day standards as regards floor area, construction material, and adequate space for services and equipment. During the next few years we can look forward to expanding some of these hospitals and replacing others with new units. It is probable that in some places where duplication of service has occurred and where the existence of the units cannot be justified on social and economic grounds, that they will be discontinued. Plans for the future are for the replacement of sub-standard and obsolete facilities rather than for a general increase in the number of available hospital beds. As a result of improved communication and transportation facilities, it should be possible to proceed toward larger regional and base centres and to eliminate the limited service units.

Development and Operation of Hospitals in Saskatchewan

The development and operation of hospitals in this Province is regulated by the Hospital Standards Act. Under this Act, the Minister of Public Health has the responsibility of approving the general location of hospitals to be erected, the acquisition or use of land sites for hospitals, and the size, construction, equipment, maintenance and repair of hospitals. The actual ownership and operation of the hospital, however, is handled primarily by local groups, including those organized under the Union Hospital Act and by nursing orders of the Catholic Church. A few small outpost hospitals are owned and operated by the Government of Saskatchewan. These are limited to outlying areas where there is no municipal organization.

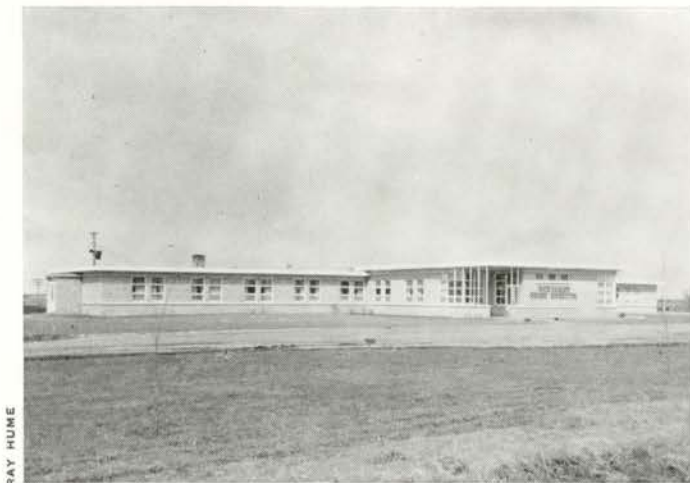
Procedure for Construction

There are various steps in the process of developing a hospital construction project to the point where building may actually commence. Sketch plans are prepared by an architect for the hospital board. These sketch plans are reviewed by the hospital board, medical and administrative staff of the hospital, the Department of Public Health, and the staff of the Fire Commissioner for the Province. All suggested and approved changes are then incorporated into new sketch plans. Estimates of construction costs are then made, usually as the result of information made available by the hospital board, the architect, and the Department of Public Health. These various steps in the project are usually followed with intense interest by the local community involved. During the weeks or months when



Rosthern Union Hospital

Architects, Webster & Gilbert



RAY HUME

Balcarres Union Hospital

Architect and Engineer, H. K. Black



BOB HOWARD

this is in process, the "new hospital" forms the major topic of discussion in the locality concerned. Then the hospital board approaches the Local Government Board who scrutinize the financial end of the project very closely. Following their approval a vote is taken of the people of the community involved. As soon as an approving vote is taken, construction can then proceed according to plan.

Saskatchewan Air Ambulance

Despite the advancement in the construction of highways which has occurred of late, many areas in Saskatchewan are served by poor roads and in winter become inaccessible. For this reason, the Province of Saskatchewan operates a unique service, which is known as the Air Ambulance Service. Each air ambulance is manned by a pilot and a registered nurse, and is used to fly patients from outlying areas to the community hospital, to fly patients from community hospitals to larger hospitals, and, in some cases, to fly medical specialists to the patients. All patients are transported on the basis of medical emergency. Usually the request for transportation comes from the local doctor, but, in many cases, calls have been accepted from clergymen, municipal officers, registered nurses or members of the R.C.M.P. There is an average of about two flights per day throughout the year. Since February 1946, air ambulance crews have flown a total of nearly 16,000 hours and have completed nearly two million air miles. The number of patients who have benefited from the service by transportation to hospitals or other medical facilities is six thousand, four hundred and fifty-six. In connection with this service, many of the hospitals in Saskatchewan have landing fields associated with them. There are for this purpose approximately sixty-eight landing fields throughout the Province, fourteen of which were primarily constructed in close proximity to a hospital.

Help in Operational Problems

Saskatchewan hospitals get much help in their construction and operational problems from the Division of Hospital Administration and Standards of the Department of Public Health. This Division provides a free consultative service to hospitals in a variety of specialized fields. The staff of the Division includes hospital administrators, accountants, nurses, dietitians, x-ray technicians, laboratory technicians, and a pharmacist. This team works closely with the architect and hospital boards during hospital con-

struction, and with the hospital board when the hospital is in operation. This co-operation includes periodic visits to hospitals, assistance with specific problems and the answering of an endless series of questions by mail.

Training Program

In addition to the consultative services program outlined above, the Province contributes directly and indirectly in several training programs to assist hospitals in obtaining qualified personnel, particularly in the rural areas. The Department is probably unique, in Canada at least, in conducting its own course for "combined" laboratory and x-ray technicians. These technicians are given a concentrated six months course which fits them for the operation of laboratory and x-ray services in the smaller community hospitals. This program is recognized by both the laboratory and x-ray technicians professional societies. Time spent in this form of training is recognized to their further qualification as registered technicians.

Conclusion

With improved transportation facilities our eventual aim is to build up regional and base hospitals to be outstanding medical centres. The majority of our rural hospitals are financially sound institutions with well trained staff and adequate equipment. The people of the Province are justly proud of their hospitals; the doctors and nurses do not know how they ever managed in the "bad old days". Saskatchewan's story shows how rural people can provide themselves with modern hospital care and treatment at reasonable cost. Similar services can be available to any rural community that is willing to spend the time and effort required. Modern rural hospitals in Saskatchewan have been constructed from four basic materials—courage, co-operation, determination, and hard work.

The hospital situation in Saskatchewan is dynamic—the picture changing from week to week. Complacency and self-satisfaction are not the besetting sins of the Saskatchewan rural community. The emphasis is constantly for improvement and it is for this reason that the Department of Public Health so frequently sees eye to eye with the public it serves.

This article was prepared by consultants of the Division of Hospital Administration and Standards, Department of Public Health.

ANNUAL DINNER, THE FORTY-EIGHTH ASSEMBLY OF THE RAIC

President: When we were here last fall looking over the land, as it were, Mr Hicks received us most kindly. Despite important appointments he gave us of his time and told us the Province would do all it could for us, and it has. Unfortunately His Worship, Leonard A. Kitz, the Mayor of Halifax, couldn't be here tonight but he sent as his very good representative Alderman O'Malley. We send to the Mayor, through Alderman O'Malley, our special thanks for the splendid reception and luncheon that was given us by the City and Corporation of Halifax Thursday last. In addition to all these Haligonians, we have from outside Mr Philip B. Creer, the Regional Director of the New England District of the American Institute of Architects. With him is Mrs Creer. Mr Creer also represents the President of the American Institute of Architects, who, unfortunately, has at this moment to attend meetings of his own Council preparatory to their own Annual Convention. Mr Clair Ditchy, the President of the AIA has sent his regrets. We certainly welcome Mr and Mrs Creer heartily and ask Mr Creer to convey to his Institute our felicitations and good wishes.

Mr George Savage, the President of the State of Maine Chapter of the American Institute of Architects is also with us and he is most welcome. We ask Mr Savage to convey the good wishes of this Assembly to his Chapter. Representatives of sister professions with us tonight include Dr Ira Macnab and Mrs Macnab. Dr Macnab is a Past President of the Engineering Institute of Canada. He is a resident of Halifax and he represents the President of the Engineering Institute of Canada who could not be present. The Association of Consulting Engineers of Canada is represented by Mr J. G. Frost, a Director. Professor M. L. Baker represents the Association of Professional Engineers of Nova Scotia. Mrs Baker is also with us, also Mr and Mrs Devereaux. Mr Devereaux is the President of the Halifax Branch of the Engineering Institute of Canada. Commodore W. W. Porteous, representing the Flag Officer of the Atlantic Command of the Royal Canadian Navy and Mrs Porteous are also our guests. We wish to convey to the Flag Officer, Admiral Bidwell, through Commodore Porteous, our sincere thanks for the manner in which the facilities of Her Majesty's Royal Canadian Navy were put at our disposal in making the most pleasant and instructive tour of Halifax Harbour earlier in the week. It is only by having such a gathering as this that we can bring to a close this very happy session of the 48th Annual Assembly. I call now upon Mr Robert F. Legget, Director of the Division of Building Research of the National Research Council, to propose the toast to the Profession — Mr Legget.

Mr Legget: It is the custom that, at such functions as this, we should lift our glasses and drink the health of those whom we honour and wish to respect. So in a few minutes I will ask you to join with me, to raise your glasses and drink to the health of the architectural profession in Canada and with that we

shall naturally associate the President of the Royal Institute, Mr Paine. But it is also customary, in order that toasts such as this should be well understood and thus honoured the better, that a few words of explanation should be offered in advance. It is my great privilege and pleasure to offer those words to you tonight in anticipation of the toast which we shall drink together. I only wish, Mr Chairman, that I were worthy of the occasion because this is your first toast, an honoured one and one to a great profession. If I did have the gift of tongue, if I were able to say words tonight that you would take away with you, which would remind you throughout your days of all that the profession has done for Canada, that would be a good thing but it would be in my estimation nothing as compared to the fact that the President of the Royal Institute in seeking for one to voice these words tonight sought a member of another profession, an engineer, and it is therefore as an engineer that I speak to you.

Two years ago the profession was good enough to do me great honour on behalf of my colleagues and myself in permitting me to be one of your number at least in some measure, perhaps because of my affection and regard for your profession. But tonight ladies and gentlemen, I would ask you to please forget this wonderful token which to me is one of the most valuable things that I possess. Would you take your eyes off that and listen rather to the words of a member of a sister profession, an allied profession, the profession that is most closely associated with your own. In speaking of all the professions I can think of no two professions that are so closely connected as architecture and engineering. As some of us know, there are occasions when we may argue privately one with another but when it comes to building, the building of Canada, then we are together and so it is a happy thing for me as an engineer to ask you to join with me in toasting the profession of this evening, the profession of architecture. Before doing that I think it would be fitting, since there are some present, at least the ladies, who themselves are not architects, if we just give a moment's thought to what we mean by the profession. The profession, I think, consists of people — those living, those who have gone — with the legacy they have left behind and we are drinking to their good health. There is no doubt about the health of the architectural profession today, there is no doubt about the health of the architectural profession in the past. We can see from coast to coast the legacies that the architects of former years have left with us. You can think of buildings — I can think of buildings — that are an honour and a delight to the eye and a privilege to this land to possess. I think of churches in Quebec, old houses in Ontario and so on right across the land, finishing up with magnificent houses on Vancouver Island. I think also of building in these Atlantic Provinces. The profession today is represented very largely by those of us who are here, and others missing — architects from coast to coast in private practice and in public service — one of whom

you were good enough to honour yesterday as a further mark of even greater public service and private practice of your profession as of mine. This is the profession that we know, yet it remains to ask ourselves what of the profession of the future. Now here, Mr Chairman, I am on dangerous ground. Those of you who know me as an engineer at heart will wonder what on earth I am going to say. You probably expect me to sound a clarion call for a Canadian style of architecture. I promised not to do that, but I do wish you could get away from building glass lined crates in this country.

It so happens, Mr Chairman, that recently I had the privilege, the unwanted privilege, of a little leisure in which to do some reading and I read a book, a very ancient book written three hundred years ago and in that I found some words that I think I would like to use to publish my final remarks. The words come from an ancient writer, who writing in 1665, mentions the word "Canada", and he has this to say "For he would truly magnify what has been nobly done and fears not to be said what might be done better gives you the true measure of his stability." As I look ahead, I see one thing that building is ceasing to be the central delightful thing that it used to be when a building could be designed by one architect and one draftsman in one small office. It is becoming increasingly complex, calling for team effort, the team effort of architects and engineers, of builders, of suppliers of materials, of experts in many fields such as public health and many others, and it is as the leader of such teams that I see the architect playing his part — and mark that it is an engineer who says this — but the leader of the team is one of the team, and he would be the first to say that he is not the most important member of the team. I think that if we can learn to look ahead to this team effort together, your profession with all its splendid relations of the past, with its vigor of the present and its challenge to the future, then we can surely look forward to increasing our joint contribution and the particular contribution of your profession to the physical well-being of this country upon which alone the future will be founded. With these thoughts in mind, Mr Chairman, Your Honour, Mr Premier, ladies and gentlemen — would you be good enough to join with me as I pledge again the stability that I have for your profession in drinking to the very good health of the architectural profession in Canada.

President: We are certainly greatly indebted to you once again for your kindness. Mr Neil Stewart, would you reply to the toast?

Mr Stewart: I heard Mr Legget's remarks with a great deal of pleasure and I think I can see from the expressions of gratification on your faces that these words were well received. I know he is most sincere in his remarks, not only because he is our guest, but also because Mr Legget is a research scientist. He is trained in close observation and we may assume that his remarks are based on a true consideration of all the pertinent data and that they represent a considered statement of the work and dignity of the profession, and all its members, individually and collectively. Because of the importance to the profession of the work done by the Division of Building Research headed by Mr Legget, because he is a man whom we so much admire, we welcome him and thank him for his complimentary remarks about the architectural profession. From this point of vantage I can see a very distinguished group of people ranged in an attempt at modular co-ordination. (laughter) I ask where, in any other group, can one find such a concentration of talent, ability, artistry and affability as here represented in the architects and their wives. In the post-war upsurge of Canada's industrial and economical development we are fortunate in living our productive years in this country and in this era of great development. We are fortunate in the trust of our profession, which gives us an unrestricted outlet for self-expression — unrestricted, that is, except for the somewhat conflicting demands of economics — but what would make for a happier

life than this engrossing work which demands our passionate interest? It demands confidence in our own ability and our resources of mind; it gives us such rich rewards and satisfaction; it gives us an opportunity to combine beauty and utility, to preserve craftsmanship and individuality in an age of machine production. In these things we are fortunate, and, as we remember our heritage and acknowledge our debt to the past and are alive to the needs and the opportunities of the present, so we look forward with confidence to the future. On behalf of the Royal Institute, Mr Legget, may I thank you. (applause)

President: We will next call on Mr A. F. Duffus, the President of the Nova Scotia Association of Architects, to propose a toast to the Ladies. Mr Duffus.

Mr Duffus: I can assure you that if I have not showed any signs of nervousness in my appearances at the head table I am rapidly reaching that stage. I think I have the most pleasant job to do tonight and is it not a most important toast? I don't know of anyone here who would say otherwise. Now, having said that, I assure you I am going to be very brief because I don't think words can express our feelings towards the subjects of this toast. I think you will agree that our program has gone off very well in the past four days. The only place in which we may have slipped a little has been in arranging for the weather committee to operate satisfactorily, but it is great consolation to know that, even if we have had a bit of dull weather, the sunshine has been here all the time, and, therefore, gentlemen, I am going to ask you to rise and drink a toast to the sunshine of this Assembly — our Ladies. (applause)

Mr J. W. Lovatt Davies, the President of the Architectural Institute of British Columbia replied to the toast.

President: The Immediate Past President of the Ontario Association of Architects will now propose a toast to the guests — Mr Prack.

Mr Prack: It is always a delightful thing to acknowledge the presence of your guests, whether in the home or at formal functions such as this. Our guests have offered a great deal to the success of this Assembly. The President has mentioned the various people who have contributed so much to the good time that we have had here. We should mention Mr Legget and his staff members of the Division of Building Research for the wonderful symposium which they carried on for two days. We must mention, too, the pleasant trip we all had out in the Harbour with the Navy, and we thank Commodore Porteous for that. We are all very cognizant of environment and I think that a great deal of success of this Assembly has been because of the location. Mr Alderman, we appreciate very much what the City of Halifax has offered to us. Without further ado, I would ask you to stand and drink a toast to our guests.

President: If this trouble with the weather hadn't taken the Mayor to Ottawa, he would have been here to respond to the toast as you see his name on the program. However, we are well represented by Alderman O'Malley, who has consented at a moment's notice to respond to the toast. Alderman O'Malley.

Alderman O'Malley: I am most happy to be here tonight representing His Worship, Mayor Leonard A. Kitz. At the outset I would like to put you straight regarding the weather. This is typical Halifax weather. (laughter) Nevertheless I assure you that we can at times provide you with Florida weather in January, and Arctic weather in June. I realize that at the luncheon held on Thursday, Alderman DeWolf extended the greetings of the City of Halifax. I am reminded, of course, that I am speaking on behalf of the guests, but I would like to add a word to Alderman DeWolf, who has already spoken to you. Halifax is an old city, one of the oldest cities in Canada. Some of you may have been here on other occasions, and, no doubt,

on your recent visits you have noted the transformation which has taken place. We have no stability in the weather, but we have a real stability in the people of Halifax. Our people are most anxious to do a job of beautification of Halifax. In that we are most steadfast and I am sure that, as time goes on and we have the opportunity to erase some of our blighted districts, future years will present to you Halifax as the most beautiful city in Canada. I hope you have enjoyed your visit to Halifax. We urge you at the earliest opportunity return again to us. On behalf of the guests, I thank the Royal Institute for this invitation and for the pleasant evening which we have enjoyed.

President: At each of the Annual Meetings, the Chancellor of the College of Fellows is called upon to present the fellowship certificates to the new Fellows of the Royal Architectural Institute of Canada. I will now ask Mr Forsey Page, the Chancellor of the College of Fellows, to present these certificates. Mr Page then presented the new Fellows, Messrs L. Gordon Bridgman, London; Edwin A. Gardner, Ottawa; C. Davis Goodman, Montreal (*in absentia*); Walter N. Moorhouse, Toronto; Alvin R. Prack, Hamilton, and James M. Stevenson, Calgary (*in absentia*) to His Honour, the Lieutenant-Governor of Nova Scotia.



Officers of the College of Fellows (Messrs Page, Durnford and Riddell with Mr Coon, Chancellor-elect and four new Fellows—Messrs Prack, Bridgman, Gardner and Moorhouse).

President: Some three years ago the Royal Architectural Institute of Canada established an Allied Arts Medal to be awarded each year for some outstanding achievement in the field of the arts allied to architecture. So far the medal has been awarded to a sculptor from the Province of Quebec, a landscape architect from Ontario, and this year it was decided to award it to a worker in the field of mural painting. With the unanimous approval of the Executive Committee, Mr Donald Mackay of Halifax was chosen to be the recipient. Mr Mackay is the Principal of the Nova Scotia College of Art and is well known in the Maritimes, especially for his murals which are to be seen in several of public buildings and for his paintings and etchings. He is considered an authority on the old silver of the Province of Nova Scotia and is also well versed in the art of heraldry and book illustration. For his many activities, and, in particular for the work done in the arts allied to architecture, Mr Mackay has been chosen to receive the Allied Arts Medal. I have great pleasure in asking the Premier, Mr Hicks, to present this medal to Mr Mackay.

Mr Hicks: It is indeed a great pleasure and privilege for me to be able to present the Allied Arts Medal to my great friend and associate Mr Donald Mackay and also to commend, if I may



Mr Donald Mackay receiving the Allied Arts Medal for 1955 from the Honourable Henry D. Hicks, Premier of Nova Scotia with Mr Paine looking on. The Honourable Alistair Fraser, Lieutenant-Governor of the Province is seated in the foreground.

trespass on your time for a moment, the Royal Architectural Institute of Canada for its foresight and wisdom in recognizing in this way the association between architecture and the arts. I congratulate you, Mr Mackay, and the Institute on its selection of you to receive this distinction.

Mr Mackay: I would like to mention the words of a man, with whose work you are all familiar. Frank Lloyd Wright — who spoke of music as an art to be appreciated by man's ears, painting by man's eyes, but who said that architecture was something which you had to experience and that it was the very framework of man's existence. We all experience architecture, but I should like to say that the artist who is associated with an architect gains very greatly in one of the most pleasant experiences of our life. Thank you.

President: At the beginning when I introduced the guests I purposely left out one. He is at my right hand. He is known to everyone in Halifax. He is Mr Richard A. Donahoe, Queen's Counsellor and member of the Legislative Assembly. Mr Donahoe is a native of Halifax. He has consented to speak to us tonight, and we are most grateful because it is particularly appropriate that we should have a Haligonian, and I know our choice has been a wise one. I have great pleasure in asking Mr Donahoe to address us. (applause)

Mr R. A. Donahoe, Q.C., M.L., guest speaker at the Annual Dinner.



Mr Donahoe: I suppose that the reason I was invited to speak to this gathering is because, for the last three years, it has been the custom for the Mayor of the City to expound upon the beauties and the history of this City and of this Province on every possible occasion. In this end of the country we believe that, when we are able to entice those who live in the less fortunate parts of Canada to come here and visit with us, they should not be allowed to go away without knowing and understanding something of what they have seen and experienced during their visit to Nova Scotia. Now you all know what Nova Scotia is physically. You all know that it is a peninsula. You know what a peninsula is. It is merely a piece of land that's almost surrounded by water and this particular one is connected to the mainland of Canada by a narrow isthmus called the Isthmus of Chignecto. Because this peninsula happens to jut out into the Atlantic Ocean, it is that part of Canada, at least of the mainland of Canada, which is closest to Europe and to the Old Country. The school geography in describing Nova Scotia tells us that, at one time, it was part of the ocean floor and that at another period it was covered by glaciers. We are told that the depository of this Province bears out both those assertions, but land is land where ever you find it and water is water, whether it is around you or whether it comes from a bottle, except that in this particular place these are so located to make a unique province of the Province of Nova Scotia. I suppose there is not much use in talking about land and water. What you are probably more interested in, at least I hope you are, is what kind of a place this is, and what kind of people make their homes here. I am going to make an assertion and I am going to challenge anybody to start an argument about it. I am going to say that no one can deny that Nova Scotia is beautiful. Its bluffs and its headlands, its beaches and its coastline, its meadows and its orchards form vistas of beauty to charm the eye of any beholder whether he be native or visitor. That this is true, I believe to be a self-evident fact, but tonight I want to direct my thoughts and my remarks particularly to what kind of place Nova Scotia is, what kind of people Nova Scotians really are and what it is that made them what they are. The history of this Province and its background are things that do not change very rapidly and I have made remarks on previous occasions very similar to those I propose to make tonight. On one occasion I made a speech very similar to this to the Engineering Institute of Canada, and I want to say that my only excuse for using almost the same text this evening is that I felt it was most unfair that the architectural profession should not have the full benefit of all the information and knowledge that we in Halifax had volunteered to the engineering profession.

To tell you a little bit of the history of this Province, I want to remind you that you are here in Nova Scotia on the scene of the first permanent white settlement in North America, and that this settlement was in the area which is represented in the Legislature by my friend, the Premier. At Annapolis Royal, in this Province in 1604, the first permanent white settlement in this country was established, and the story of that settlement would be material for a speech in itself. I ask you, ladies and gentlemen, to picture to yourselves those French settlers throwing up rude houses and forts in the midst of a wilderness and then through the long winter months eking out their insufficient rations with the addition of available fish and game, sharing their meals with the Indian chiefs and organizing themselves into the Order of the Good Time, with pomp and ceremony, songs and stories and a different officer in charge of the festivities every evening, whiling away the long winter nights and learning to make life pleasant in a new, and to them, a forbidding land. Just think of those people – a little isolated settlement of persons, the only white persons on this continent with no other white man between them and the North Pole – one must admire their courage and their perseverance. On the other side of the Atlantic, at that period, eyes other than French eyes were looking to this peninsula, and, in 1622, when James the First was King of England, a grant consisting of what is

now part of Quebec, all of New Brunswick and all of Nova Scotia, was made to Sir William Alexander and this territory was christened New Scotland, or Nova Scotia. The experiment of that time of a Scottish settlement in this new land was not a successful one. It left no permanent mark on this country but it did give us a name and we did acquire from it one of our treasured possessions, the flag which dates back to that time and which is the boast and pride of all Nova Scotians.

It is interesting to recall that the methods employed by the Stewart kings to populate this Province, or rather to find funds with which to induce people to populate this Province, was by the sale of baronies. Most of you, perhaps not all of you, will remember that the inception of the baronies of Nova Scotia was done on a piece of soil in the courtyard of Edinburgh Castle, which was designated officially and formally as part of the Province of Nova Scotia and there it is to this day. When you have the pleasure and the opportunity of visiting the old land of Scotland, you may go to Edinburgh Castle and there renew your visit to Nova Scotia. The story of this Province up until the year 1690 is the story of the slow growth of the French population, the Acadie as the French called it. Then came the realization gradually of the New Englanders, that while in French hands it was a detriment to the development to the New England fisheries and a threat to the peace of the English settlement in New England. In that year, Port Royal, for the first time, was captured by the New Englanders under William Phipps. The cession of the country passed from hand to hand until the Treaty of Utrecht in 1713. What is now the mainland of Nova Scotia passed into the permanent possession of the English, while the Island of Cape Breton remained French. There ensued a period of peace for almost thirty years and the French took advantage of that peaceful period to establish and extend their fortifications in Louisburg. That fort was built in such a way, and so splendidly, that it acquired the reputation of being the greatest stronghold in North America and the French said that it was the Dunkirk of America. And then in 1745, that town was dramatically captured by the New Englanders under Sir William Pepperill, and a year later when peace came, it was once again returned to the French. The French determined this time that no one should ever take Louisburg again. They extended and improved their defences, and, in 1749, the decision was made to offset the power of that great French fortress in Cape Breton by the establishment of a military and naval base on the mainland. Halifax was the result of that choice and the unfolding of the years have demonstrated what a wise choice was made.

From Halifax in 1758 sailed the army, under General Wolfe, later the conqueror of Quebec, which succeeded in capturing Louisburg and went on from there to break the power of France in North America. To an audience of architects, it may be interesting to recall that this old City was no come-by-chance development. The site was a selected one. The plans of this City were drawn before the settlement was begun, and the streets of this City were laid out from the very beginning according to an engineer's idea of what a new town should be like. You will notice it as you travel our streets; you may take exception to their width or feel that they are not laid out as good streets should have been. But I want to tell you ladies and gentlemen that it was your spiritual forebears, the engineers and presumably architects, of another day who have to bear the responsibility. The destruction of Louisburg followed for after its capture the English government ordered – "that all the fortifications of Louisburg together with all works and defences whatever belonging either to the said place, the port and the harbour thereof be forthwith totally demolished and razed and all the materials so thoroughly destroyed that no one may hereafter make use of the same." Those instructions were carried out, and, today, Louisburg is merely a restoration of what it was at the time when it finally lost its power and its influence in the affairs of this dominion.

From that time on, from the fall and destruction of Louisburg, the history of Nova Scotia becomes the story of its settle-

ment and its development by those various groups and races which have contributed to the making of its present population. The French, of course, were first and the story of the expulsion of the Acadians in 1755 is one of the most dramatic and most poignant stories in our history. This year, in 1955, the Acadians will celebrate the 200th Anniversary of that expulsion. These simple habitants were gathered together, placed in transports and dispersed along the Atlantic seaboard as far as Louisiana. The story of the return of some of these evacuees is one of the epics of the history of our country. Later, some hundreds of men, women and children came overland on foot from Boston and New York back to their homes in the Province of Nova Scotia, only to find that those homes had been pre-empted by others. Then they passed further on down the coastline of this Province to form settlements which are maintained to this day and in which the people made a very real and very vital contribution to the progress of this Province.

England's policy was to discourage emigration from the British Isles, so that the new flow of settlers that came into this Province were Germans from the Rhine provinces and they settled on the south shore of this Province. They founded Lunenburg, and for years afterwards, they preserved their language, their customs and their Lutheran religion. Today their descendants form a stable energetic part of our population, with their German names and characteristics still predominating in that section of the Province and, curiously enough, those Germans who in their native land were farmers, in this new land turned to the sea for their livelihood. Today they are the finest fishermen in the world and make a very material contribution to the success of the fishing industry of this Province.

In the five years from 1760 to 1765 thousands of New Englanders settled in Nova Scotia. They were attracted, as one would expect New Englanders to be attracted, by offers of land grants and by other advantages, and they came here hoping for better opportunities than New England afforded. They settled in many communities in this Province — in Newport, in Falmouth, in Horton, Cornwallis and Windsor, in Annapolis and Cumberland, in Yarmouth, Barrington, Liverpool and Chester. The settlers were almost exclusively fishermen. In the central part of this Province, the population was provided by a settlement of Ulster Irish who were established in a plantation scheme. You still find in that part of the country names reminiscent of Northern Ireland, such as Londonderry and names reminiscent of Southern Ireland, names like New Dublin. It may be appropriate to mention at this time that Nova Scotia and particularly Halifax, at a somewhat later date, became the home of many thousands of those millions of Southern Irish who, after the famine of 1849 sought to make their homes in the new world, and these people and their descendants, of whom, Your Honour, I am proud to be one, I think it can properly be said, have also made a real contribution to the development of this Province and have proven through the years, that their contribution is not to be overshadowed by that of any other single group. In the same period, a thousand or two Yorkshiremen were brought out to this country and they settled in Cumberland near where the Isthmus of Chignecto links Nova Scotia to New Brunswick and the mainland. And then came the War of Independence, and Nova Scotia received new interest. Thousands of Loyalists came to this Province, in all about thirty thousand, of whom about twenty thousand remained and settled, thus doubling the then population. Most were English, but many were Scotch, Irish and Dutch and two thousand Negroes were among those first settlers. The impact of these new colonists was felt in all the established communities, in many new settlements on the eastern shores of Halifax, in Guysborough, in the strait of Canso — which has so recently been crossed to link the Island of Cape Breton to the mainland of Nova Scotia — and in Cumberland where Parrsboro was founded. These communities all sprang up, and about five hundred of the Loyalists found their way to the Island of Cape Breton. After the Revolutionary War, there came that flood of Highland Scots who have given to Nova

Scotia its Scottish flavour and traditions and who have made such marked contributions to Nova Scotia's growth, education and development. Those Scots settled in the eastern end of this Province in Pictou and Antigonish; they flowed over into Cape Breton and in the period that I have mentioned no fewer than twenty-five thousand settled in the Island of Cape Breton alone. They were all Highlanders, bringing their tartans and their pipes, their clannish spirit and their sturdy independence. They were admirably suited to this new land. Interestingly enough they were almost equally divided in religion, being either Presbyterians or Roman Catholics. They tended to settle in clan formation according to their religion, and the results of that tendency are still marked in eastern Nova Scotia. And there, ladies and gentlemen, in broad outline you have a picture of the people who inhabit Nova Scotia. These are the men and women who established this Province; such were the forces and events which brought them here and from those beginnings have come the Nova Scotians of today, a people who fear God and respect religion, who are intensely loyal, are politically minded and who know and respect the power and value of education. Nova Scotia — listen well you other Canadians — Nova Scotia had representative government as early as 1758. It was the first of all the British colonies to achieve responsible government.

The governments which you enjoy in your respective parts of Canada are modelled upon and stem from the results of the efforts of those far-seeing statesmen of their day, who were responsible for bringing about responsible government in this Province. Nova Scotia has contributed great men to the political life of Canada. I can think of Joe Howe, Sir Charles Tupper, Sir John Thomson, Sir Robert Borden. Most of those men whom I have named were Prime Ministers of Canada. Nova Scotia has sent its sons in their thousands to play a notable part in the development of the rest of Canada. Doctors, lawyers, ministers, priests, engineers and architects, farmers and merchants, have gone out from this Province and have made their mark in central Canada and in the West. Nova Scotians have always demonstrated their love of education. The Universities of Dalhousie, of Kings, of Acadia, St. Francis Xavier, St. Mary's and St. Anne's — all have played their part in developing and in training the youth of this Province and each has on its roll of graduates men who have made their mark either at home or abroad. Since Confederation, a number of forces have worked to deprive Nova Scotia of the same measure of progress that has fortunately visited some other parts of Canada. The transition of the ship building industry from wood to steel, the transference of Capital to central Canada — because after all it was here in this Province that the great banking institutions of this country had their cradle and their foundation — the falling off of sea borne traffic, all of these things have had a cumulative effect far from beneficial upon the economic life of this Province.

But I would not want you to think in spite of what I have just said that in those years since Confederation Nova Scotia has stood still. Far from that; cities and towns have grown and flourished; our fishing industry is a source of wealth which gives promise of providing work and income for hardy Nova Scotians for generations to come. More scientific use of our coal and other natural resources cannot be long delayed; agriculture will continue to be a basic feature of our economy; the establishment of local industries utilizing our natural resources is the next logical step in our development and Nova Scotians, I can assure you, will continue the effort to utilize their advantages to the full. Finally, ladies and gentlemen, Nova Scotia has a great asset in its charm and in its beauty, in its restful quality. It is, I firmly believe, destined to continue to attract tourists in ever increasing numbers, drawn by our delightful summers — and they are delightful in spite of the unfortunate experience that you have had in the last few days — and our glorious autumn, welcomed by our warm-hearted hospitable people. Nova Scotia will continue to offer to the tourist that blend of history and of beauty, of comfort and of

ease, which combine to make it an ideal vacation spot. Those same sturdy, sensible, intelligent and industrious people who carry with them the best characteristics of the racial strain from which their blood is drawn will meet and solve the problems which I have indicated to lie before this Province. They will solve them and overcome the difficulties and Nova Scotia,

Presentation to Mr A. E. Priest by the Nova Scotia Association of Architects. (Mr Michael Brown, Mr A. Duffus and Mr and Mrs Priest.)



The lobster feast at the Shore Club, Hubbards.



MAIL-STAR, CHRONICLE-HERALD

I can assure you, will continue to play its full part so that Canada may grow and prosper as a whole and go on to that great destiny which is undeniably hers. Thank you very much. (continued applause)

Mr Galt Durnford: I am very pleased and very honoured indeed to be able to make an announcement tonight which concerns Mr P. E. Nobbs of Montreal. I think I am right in saying that every member of the RAIC knows Mr Nobbs, if not personally then certainly by name. Mr Nobbs came to Canada from Scotland many years ago, and for his work as Professor of Architecture at McGill University and for his architectural work all across Canada, it gives me very much pleasure to announce that he has been elected an Honorary Fellow of the College of Fellows.

President: Mr Nobbs has retired from practice and we are delighted that this honour has come to him.

I would like to announce the names of the Officers of the College of Fellows for the coming year: Chancellor, Mr Burwell R. Coon; Dean, Mr A. T. Galt Durnford; Registrar, Mr W. Bruce Riddell.

The Officers of the Royal Architectural Institute for the coming year are the same as those of the past year, the term of office being usually two years. — First Vice-President, Mr W. Bruce Riddell; Second Vice-President, Mr A. E. Priest; Honorary Secretary, Mr Maurice Payette; Honorary Treasurer, Mr Douglas E. Kertland and I remain President for another term.

Before bringing this Annual Assembly to a close we must thank a number of people. We thank our guests who have come, many from a great distance, to be with us. They have all helped to make our Assembly the success it has been. We have such a debt to make up to our hosts that I really don't know how to express our thanks. I don't think that we have ever had such a wonderful reception. We have been well looked after, we have been so well entertained and we close our proceedings so happily this evening. Thanks to the members of the Committee who have worked so hard and so arduously. Mr Legget and his team of workers from the Division of Building Research of the National Research Council have helped us so much that we shall be indebted to him and to his associates for a long time. The symposium on masonry construction and particularly that part relating to the Atlantic Provinces, has been well given and so well received. We hope to be able to publish most, if not all of the papers, that were given and they should be in the library or in the files of every architect and every engineer. We thank the hotel and the staff of the hotel for the excellent service here in every way. To my fellow officers and the members of the Executive Committee, who have given of their time, their patience and their efforts to make the affairs of the Royal Institute a success during the past year, I give thanks. With these few comments, ladies and gentlemen, I declare the 48th Annual Assembly of the Royal Architectural Institute of Canada closed.

VIEWPOINT

Do municipal by-laws lag behind practice in your community? Explain how and suggest a remedy.

Municipal by-laws in Toronto are both unduly restrictive and arbitrary because of an outmoded code combined with discretionary powers given their administrator. Expediency prompts the architect to adopt an extremely conservative approach to design as reference to the by-law, rulings of the commissioner and observed precedents give no certain guidance as to what will be found acceptable when completed plans and specifications have been lodged for examination.

This situation could be improved by withdrawing all discretionary powers from the administrative authority and establishing a separate authority charged with the responsibility of keeping the by-law under constant revision to the end that it permits whatever is sound in current methods and materials. Under such a system the architect could move forward with assurance that his plans would be approved without inconvenience to himself or his client.

J. F. Brennan, Toronto

By-Laws must lag for they can only be formed following the changes dictated by accepted practice.

The question then is: how far behind do the by-laws lag, and how extensively is good progress hindered by such a lag?

The size of a community will have large bearing on the extent to which by-law enactment lags. Small centres do not move as quickly as large centres to adopt new measures; first, because the pressures usually are not as immediate, second, because each change of the statutes involves a certain expenditure that is proportionately more costly to the smaller centre. Our community of about 25,000 has not revised its building code since 1926. In fact, today, it is not referred to for any purpose. The lack of a building code offers some pleasant leniency to an architect, but is of great disadvantage to the community at large when much construction is still handled by persons of smaller training and conscience.

City planning here enjoys a much more favourable status in as much as regulations are being kept up to date, enforced and variations considered through the offices of an appointed board whose interest is keen and public spirited. Herein appears to lie the only feasible answer to lagging by-laws, through the active functioning of a board which has a keen and special interest in the specific field and, at the same time, enjoys the confidence of the legislative authorities.

Ian M. Brown, Brandon

The Toronto building by-law is a specification code designed to promote safety in buildings and to encourage the use of durable materials and sound methods in the public interest.

The revolution in materials and methods of the past ten years has not only made the by-law obsolete, but the system of administering the by-law cannot keep pace with the demands of modern practice.

It is now evident that the performance type by-law must be established; the restrictive rule book should be discarded in favour of a continuing procedure for the appraisal of materials, systems, and methods, using the resources of testing organizations both private and public.

A corresponding re-organization is required to administer this new procedure in parallel with prevailing demand. The by-law authority should assume the primary moral obligation in matters of safety, and should also concern itself with the appearance and arrangement of buildings, assisted in this by outside committees of architects and others.

R. Fairfield, Toronto

Practice in the community is governed directly by the by-laws and generally speaking, they go hand in hand. The real problem, I believe, is that the by-laws lag behind the 'need' of the community. Usually building by-laws do not allow for better construction methods until years after their commercial introduction; or zoning by-laws are not enacted in fringe areas soon enough to prevent non-conforming development. The remedy, I believe, lies in adjusting the appointment and powers of authority of the Town Planning Commissions. The Commissions should be made up of qualified people; they should be paid for their services; and have a budget sufficient to establish and maintain a good overall plan. They could then frame up remedial by-laws to correct past errors and protect future development.

Wm. A. Gibson, North Bay

The City of Ottawa building by-law is fairly well up to date in so far as the use of materials is concerned. The use of panel walls is permitted for instance, and it is very seldom that the design of a building is restricted because of the by-law. In some cases, the fireproofing requirements for structural members is somewhat severe in our opinion, but there are arguments for both sides.

The zoning by-laws, or rather lack of them, cause more confusion and uncertainty than the building by-law. It is difficult for a prospective builder to know where he may put up the type of building he requires. The whole question of zoning is at present being studied and new zoning regulations are passed from time to time. Eventually we hope to have an adequate zoning by-law. On the whole, I do not think the municipal by-laws in Ottawa lag too far behind practice.

Wm. H. Gilleland, Ottawa

The obsolete nature of our municipal by-laws has been a serious draw-back to the technical profession for far too many years. A decade of post war building boom and the changed landscape of the Metropolitan Area further intensified the need of a speedy revision and, in the same time, unification of local by-laws within the area and, thereby, ending the chaotic conditions which prevail today. As an example of the absurdity of the situation, I mention the case of a recent housing development which was divided by the township line with the result that, under identical conditions, two quite different types of building had to be designed to satisfy the respective by-laws.

Speedy amendment and the unification of the by-law for the whole Metropolitan Area by the respective building departments in consultation with architects, engineers and contractors should proceed at once. I understand the Toronto Chapter, OAA has already made considerable progress in its efforts to bring this about.

G. K. Pokorny, Toronto

NEWS FROM THE INSTITUTE

ONTARIO

Some time ago we became acquainted with a hand operated system of punch cards offered by the McBee Company for use by libraries. This has been adapted to use in an architect's office and has proven invaluable for organizing requirements on a large building project. These punch cards have so many possibilities that it may be of interest to describe them briefly.

The system consists of cards on which various facts have been written and which are placed in a box with no attempt being made to keep them in sequence. When information on a specific subject is required, a simple sorting drops all cards out which relate to one subject alone. The cards received in this manner then can be sorted a second time to narrow down further the number of cards which must be examined for data.

The cards themselves are sheets of cardboard 5" x 8" which have holes around all four sides. A hand punch is provided which can snip out the margin between any hole and the edge of card. The sorting device resembles an ice pick; if it is shoved through a particular hole in the stack of cards and the cards released, then only the cards which have that particular location punched out are released. All other cards remain on the sorting device and are not referred to.

It is therefore possible on, say, a hospital project, for one group of holes to be assigned to hospital departments, another to building trades, another to sources of material, etc. As an example of the use of this particular group of cards, assume that a vague memory remains in the architect's mind that at an early date certain decisions were made concerning access doors and hatches required for replacement of elevator machinery. The particular card giving this information would have been referenced under various headings, and would come to view under "elevators", or "miscellaneous iron" and also under "plaster and acoustic tile". It therefore can be found readily no matter on which trade the architect is working at the time. It is extremely unlikely that this requirement would be omitted when the drawings and specifications were being prepared. In practice, once a fact is committed to a punch card it can be forgotten; for the proper card re-appears when needed.

Punch cards have a unique feature, namely that they permit anyone sorting the cards for a particular subject to receive not only the cards which he has himself prepared, but also any cards on the same subject which may have been filled out by other members of the office. He therefore discovers information which he had not previously known was available, without the need for the second person to inform him personally.

H. R. Agnew, Toronto

MASSEY MEDALS FOR ARCHITECTURE

Members have already been informed by the Secretary that the next competition for the Massey Medals will be held in November, 1955. The Jury of Selection was not known at the time of the notice and it will be as follows:

A. J. C. Paine (F), FRIBA, Hon. Cor. AIA, Montreal, Quebec, President, RAIC

Gordon S. Adamson (F), ARCA, ACID, Toronto, Ontario, Past President, OAA

Lawrence B. Anderson, Cambridge, Mass., Professor of Architecture, Massachusetts Institute of Technology

Any member not receiving the notice or requiring additional copies should write to the Secretary, RAIC in Ottawa.

CONTRIBUTORS TO THIS ISSUE

Kiyoshi Izumi is a graduate of the School of Architecture, University of Manitoba. In 1950, he won the Fellows' Scholarship of the RAIC which enabled him to go to the School of Planning at the Massachusetts Institute of Technology.

He is now practising in Regina under the firm name of Izumi, Arnott and Sugiyama.

Lewis H. Thomas, Provincial Archivist of Saskatchewan, was born in Saskatoon, Sask. in 1917, and received his early education in Nova Scotia. He later attended the University of Saskatchewan where he was awarded a master of arts degree in history and economics in 1941. He undertook post-graduate work at the Universities of California and Minnesota and received the degree of doctor of philosophy from the latter institution in 1953. Dr Thomas is the editor of the journal *Saskatchewan History* and the author of *The Struggle for Responsible Government in the North-West Territories*, which will be published later this year.

FUTURE ISSUES

August	Japanese Architecture
September	Montreal General Hospital
October	Ottawa
November	Projects on Paper

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Magic casements opening on the foam of perilous seas