



THE CALGARY STAMP E D E

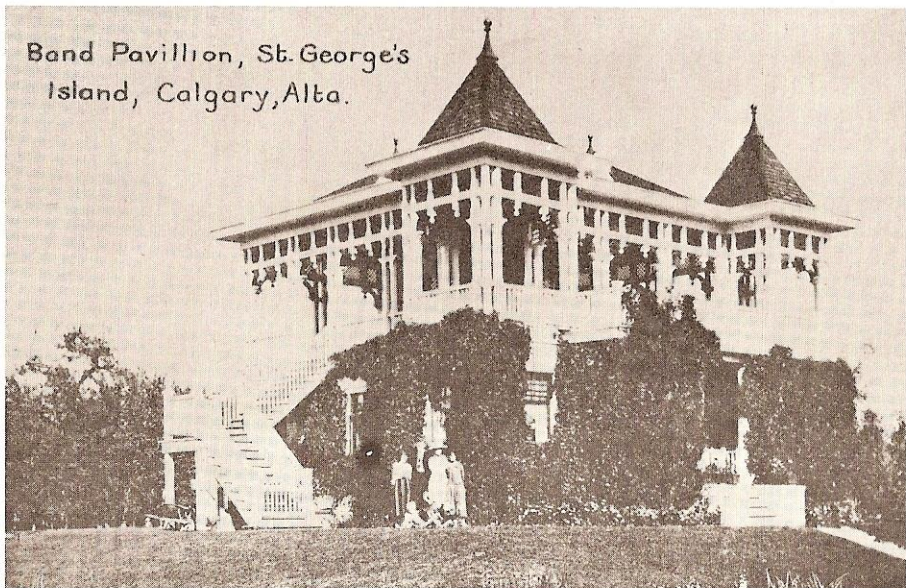
CALGARY PHILATELIC SOCIETY — ESTABLISHED 1922

VOLUME 2, No. 7

SEPTEMBER 1979

WHOLE No. 9

Band Pavillion, St. George's
Island, Calgary, Alta.



BAND PAVILLION, ST. GEORGE'S ISLAND — CALGARY

CIRCA 1928

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Advertising revenue is important to the Club as a means of defraying publication costs, and aiding members in obtaining needed items.

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THE CALGARY STAMPEDE BULLETIN
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CHAPTER No. 66 OF THE ROYAL PHILATELIC SOCIETY OF CANADA

PRESIDENT'S MESSAGE

Another summer has come and gone, and it is now my pleasure, as your incoming president, to welcome all members and perspective members of the Calgary Philatelic Society to the start of the 1979-80 season.

With the help of the new executive and by active participation of the membership as a whole, we can all look forward to a rewarding season of increased philatelic activity within our Club and within Calgary. The executive, directors, and various department heads, devote their time and efforts willingly, often at some personal expense, for the well being of our Club. However, the Calgary Philatelic Society will only prosper with an enthusiastic support of it's general membership.

The policies and actions, which have done much to promote the Club in the past, shall be maintained and improved upon when and where possible. The bylaws are presently being updated. An increased membership is essential, and should be of concern to all members. *Why not bring a friend to the next meeting!* Consideration regarding a new meeting place is of prime importance, to provide a better, more spacious meeting place for larger turnouts. As usual, the editor is in need of original articles for the Bulletin.

From these few comments, it is obvious that there is room for interested members to become actively involved.

The highlight for this season has to be the Club's being host for the Royal Philatelic Society of Canada's annual meeting, to be held here in Calgary next spring. Ed Harris, show chairman, has already being preparing for this event for over one year, together with his various committees.

The Calgary Philatelic Society was established for and continues to promote good will and fellowship for persons interested in stamp collecting. I therefore invite **you** to join in the fun to make your Club prosper, so that your hobby of stamp collecting becomes more pleasurable and rewarding.

Joe Werner

WORLD OF STAMPS '79

The Kamloops Stamp Club are holding their *World of Stamps '79* Bourse Banquet and Exhibition on October 13th and 14th, 1979. Their show will be held at the Stockmen's Hotel, located in downtown Kamloops, B.C. For further information write to:

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CALGARY TOWNSITE AGENCY

by Don Bowen

This important agency was held by Mr. W.T. Ramsay, one of the oldest residents of Calgary, Mr. Ramsay having been sent up to Calgary by the C.P.R. Townsite Trustees, in August 1883, to look after their interests in the Townsite. At that time, Calgary had only a small collection of shacks and tents, and a floating population, consisting chiefly of railway employees, of about 300, all of which were on the east side of the Elbow river. In January, 1884, the C.P.R. put their property on the market, and although there was no boom of any kind, the sale was a great success. Their sales kept improving, and what was the bare prairies only a few years earlier, was now covered with fine stone and brick stores and many handsome residences, with a population of over 3000. Great credit is due Mr. Ramsay for the very creditable manner in which he handled the affairs of the Townsite.

VANCOUVER BOUND?

Vancouver Stamp Bourse Sept 22-23, Sheraton Landmark Hotel
ASDA Annual Vancouver Show . . Nov. 3-5, Sheraton Landmark Hotel

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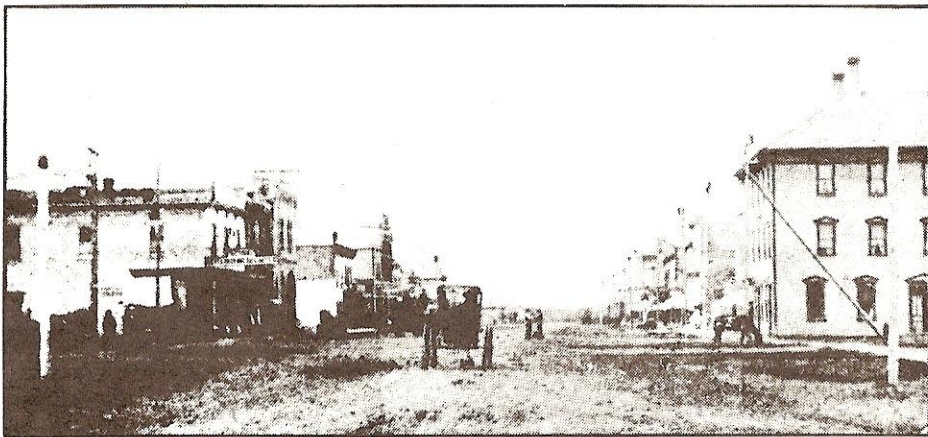
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STRATHCONA 1903

ALBERTA'S TRUE HISTORIANS?

by Don Bowen

If it were not for Alberta's Pioneering Photographers I doubt that we would not be so appreciative of our historic past, for it was those early photographers who recorded the facts the way they really were, without verbal value judgements for future generations to incorrectly read what they wanted between the lines. No historic account of our past would be complete without illustrations from the photographic collections of the following photographers.

C.W. Mathers was Edmonton's first photographer. He came to Edmonton in 1891, working as a photographer until 1907, when he moved to Vancouver.

Ernest Brown arrived in Edmonton in 1904, and after working as Mathers' assistant for three months, he purchased Mathers' portrait studio. In 1913 Brown opened the Pioneer Days Museum *to educate and inspire children and teachers with a sense of the pioneer heritage of Alberta.*

Harry Pollard established his first photographic studio in Calgary in 1899. Pollard spent most of his time compiling a photographic history of Alberta's South Country, and Alberta's oil industry.

Robert Hoare came to Canada from England in 1900. He acquired a homestead property near Bowden, where he opened his photography studio. His collection of photographs presents a unique record of life in that early Alberta village.

The collected works of these four fine photographers has been prepared into the Provincial Museum and Archives' first travelling display. This display is a montage or glimpse of the people and activities that were a part of Alberta at the turn of the century.

A number of factors had contributed to Alberta's sudden growth at the turn of the century. They include the completion of the CPR in 1896 and the development of early maturing strains of wheat. In 1896, Clifford Sifton, then Canada's Minister of the Interior, also started an aggressive advertising campaign for immigration to Western Canada. It was agriculture that provided the base for Alberta's wealth.

Fortunately, much of Alberta's early growth was photographically preserved, and the Provincial Museum and Archives' *Turn of the Century Display* provides Albertans with an informative look at our heritage.

GOING EAST?

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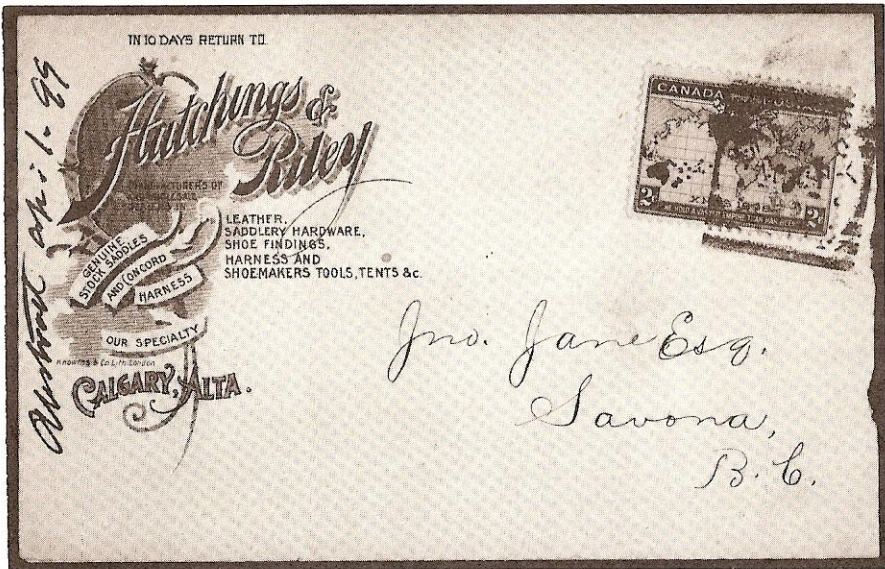
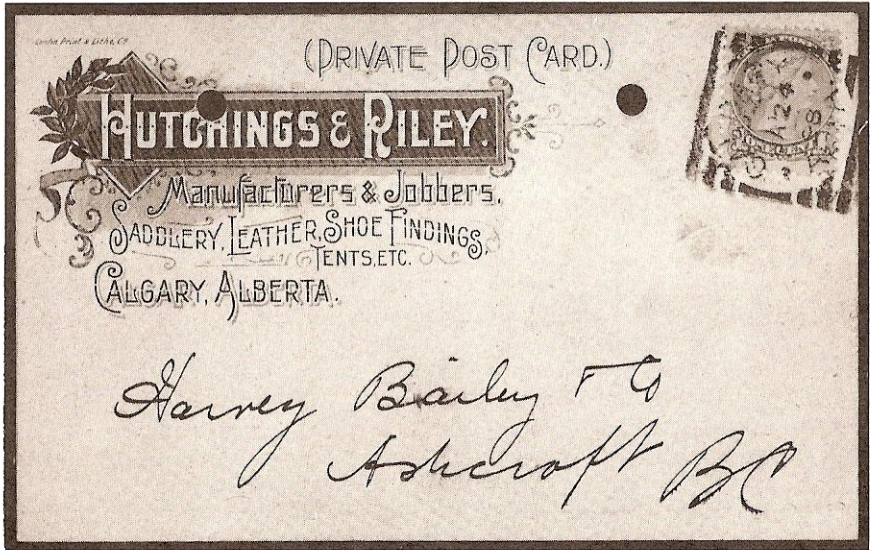
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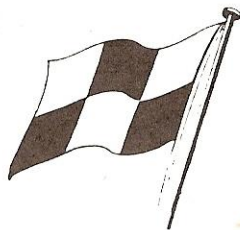
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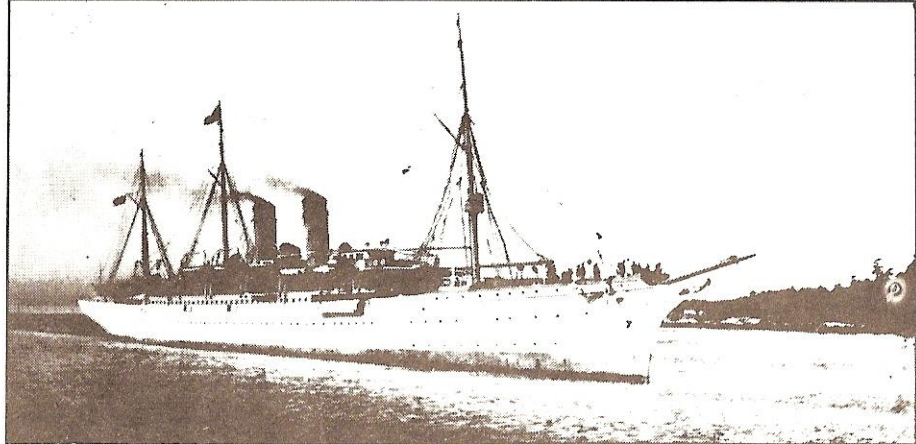
The Canadian Pacific Railway Company was incorporated on the 16th of February, 1881, to build a railway across Canada to link the then separate Provinces and to make the Confederation of 1867 a reality. A famous historian said: "The railway found Canada scarcely a geographical expression and made it a nation."

When only three years old, the Canadian Pacific took to the water and built three vessels for use on the Great Lakes and to assist in the construction of the railway. From this small beginning grew the fleets which made the names *Empress*, *Beaver* and *Princess* synonymous with the Canadian Pacific travel system.

Before the railway line had spanned the continent the far-sighted pioneers envisaged an ocean link on the Pacific to feed the railway with freight and passengers from the Orient — making practical the dream of a Northwest Passage. Accordingly sailing vessels were chartered to bring tea and other commodities from China and Japan. The 800 ton barque *W.B. Flint* left Yokohama on the 19th of June, 1886, and reached Port Moody (near Vancouver) on the 26th of July, only three weeks after the first train had crossed the Continent. The main cargo was tea consigned to cities in Canada and the United States and Europe.

This traffic proved so valuable that the Company decided to establish a regular steamship service. On the 11th of February, 1887, the Canadian Pacific came to an agreement with Sir William Pearce, then in control of the Fairfield Shipbuilding and Engineering Co. and the Guion Line, to operate this route with the *Abyssinia*, *Batavia* and *Parthia*.

Vancouver had replaced Port Moody as the Western terminal of the transcontinental railway line when the *Abyssinia* arrived on the 14th of June, 1887, bringing a pioneer shipment of silk from the Orient. The Company was anxious to build new ships for this route in 1887 but was unable to obtain a mail contract, and it was not until the 12th of October, 1889, that an order was placed with the Naval Construction & Armaments Company of Barrow for three 6,000 ton vessels, *Empress of India*, *Empress of Japan* and *Empress of China*.



EMPRESS OF INDIA

The three white *Emperesses* were the first twin-screw vessels on the Pacific and by contemporary standards were considered large, although today the Company's *Princess* ships on the British Columbia coastal routes are of a similar size. Each carried a figure head and the Japanese dragon from the *Empress of Japan* may be seen in Stanley Park, Vancouver, today.

When the *Empress of India* ran her trials in January 1891, the Company's red and white checkered house flag was unfurled for the first time. Sir William C. Van Horne, President of the Company, said later that he designed the house flag partly to differ from any in use and partly that it might be easily recognised when hanging loose. It had no historical or heraldic significance. Someone suggested that it meant three of a kind, but Sir William said that would not be a big enough hand for the CPR for which a straight flush only would be appropriate. The flag was added to the buff funnels of the ships in 1946.

The maiden voyages of these three famous ships were made via the Suez and the Company advertised tours 'Around the World in 80 days — \$600'!

The mail service started when the *Empress of India* left Hong Kong on the 7th of April 1891. The first mails were delivered in London 26 days after leaving Yokohama, more than two weeks faster than the Suez route.

The value of the steamship service was soon to be proved, as the traffic brought to the railroad by the Pacific *Emperesses* undoubtedly helped save the Canadian Pacific from the disasters which overtook so many American railroads through the depression years 1893/5.

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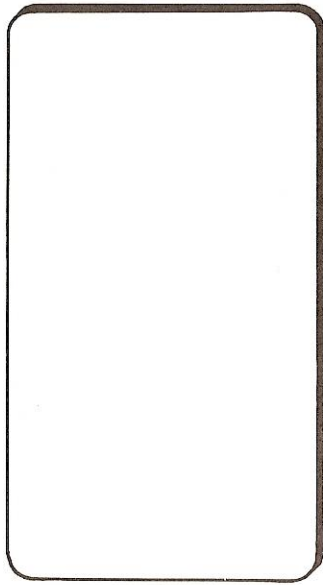


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