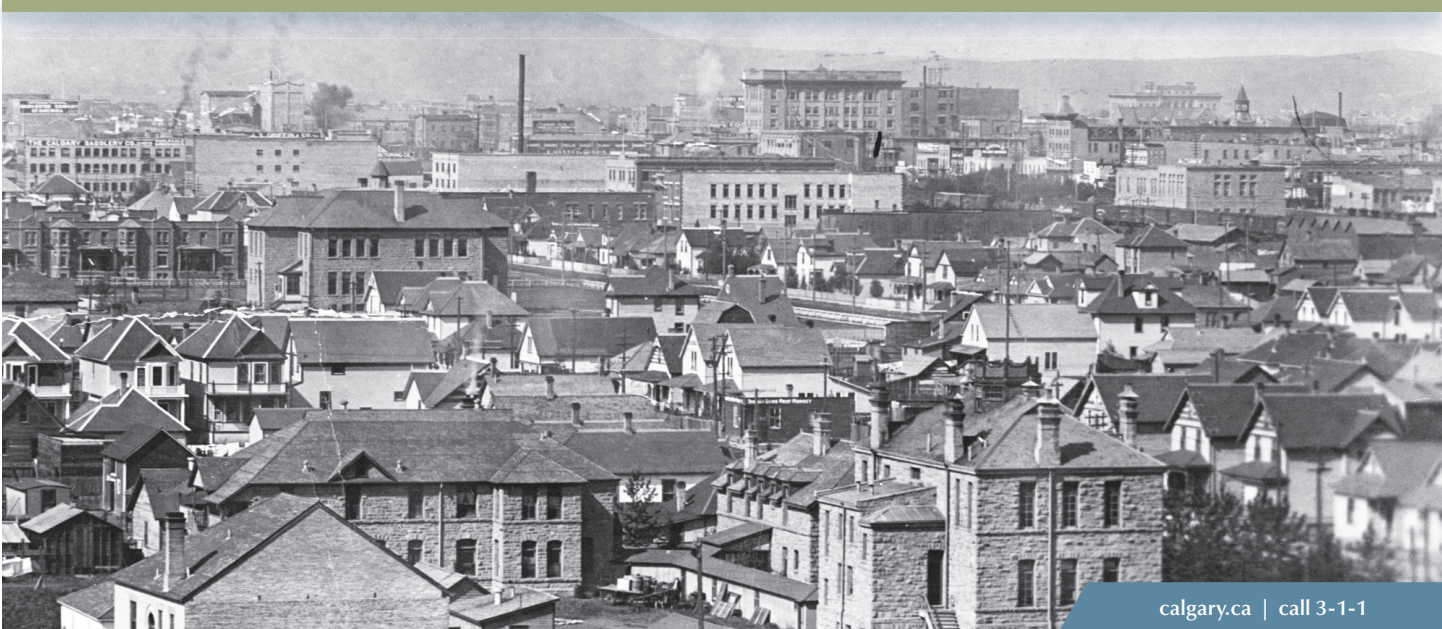




# Ramsay

## Historical Context Paper



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THE CITY OF  
**CALGARY**  
LAND USE PLANNING & POLICY

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## Introduction

The purpose of this context paper is to portray Ramsay's major historical events and persons as well as its diverse aspects of community development in the form of a thematic framework. The themes identified as being significant in Ramsay's development align with the *Parks Canada Systems Plan 2009* and the *Provincial Alberta Thematic Framework (In Time and Place) 2005*. They were uncovered through a detailed research process, including investigation guided by community input, and cover all periods of development from pre-contact history through the early 1990's.

Each theme is represented by specific heritage sites in Ramsay, both existing on the City of Calgary's Inventory of Evaluated Heritage Resources as well as those which are being evaluated as part of this project and will be considered for inclusion on the Inventory. These sites possess heritage value and serve as tangible links to the community's unique history. Ramsay currently has fourteen sites on Calgary's Inventory as well as one Provincial heritage site, listed in Appendix I. An additional twenty priority historic sites will be evaluated as part of the Ramsay Community Heritage project, and are listed in Appendix II. This context paper will also guide the research and writing of Statements of Significance for these sites. A further thirteen sites have been identified as potential priority sites and are included as a Places of Interest List in Appendix III for future research and evaluation. The Places of Interest List is a dynamic priority list to which sites will be added over time. This context paper can be used to identify future opportunities for research and interpretation of places in Ramsay. The absence of a site from the Appendices does indicate the absence of heritage value.

In each section where applicable, the relevant high level provincial level themes have been identified as 'Key Themes'. In addition, existing historic resources or sites currently listed on the Calgary Heritage Authority's *Inventory of Evaluated Historic Resources* which illustrate and/or are associated with the theme have been listed as 'Resource or Inventory site'. Sites that are currently under evaluation or are recommended for future evaluation are identified as 'Under Evaluation' or 'Future sites for evaluation'.

In some cases, where a place no longer exists or does not have sufficient integrity to be on the inventory, there are opportunities for interpretation, for example, through plaques, walking tours or historic street signs. These sites have been listed as 'Potential interpretation'.

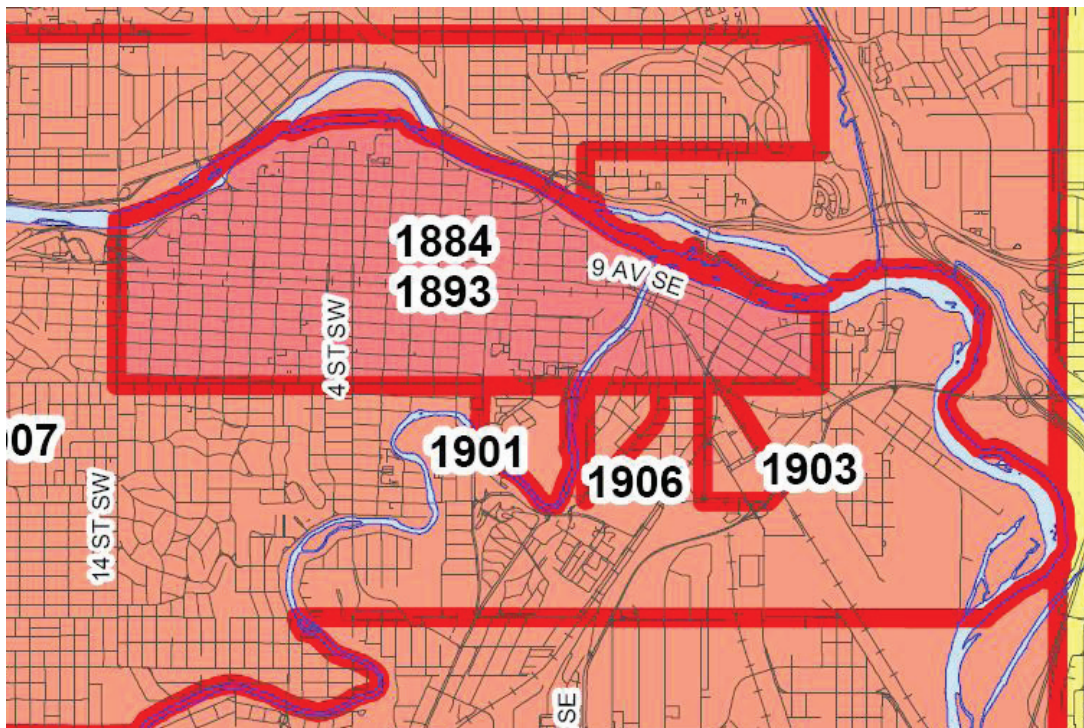
## Overview and Timeline

***“Ramsay was one of Calgary’s earliest civilian settlements, making it one of the most significant cohesive early urban neighbourhoods in existence in the province.”***

***- Avitus Design Inc., the Ramsay Building Inventory, 1994***

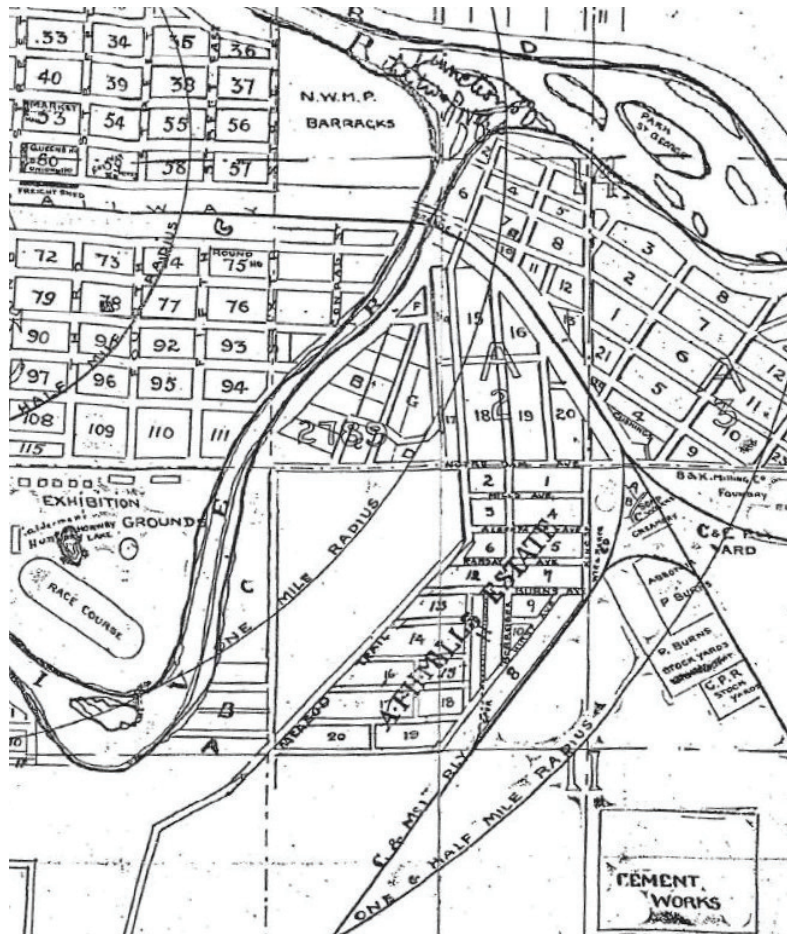
Ramsay is one of the city’s most historic communities. Its earliest settlement began along the Elbow River where the distinctive geography of escarpment, valley and river, attracted herds of migrating bison. The bison, in turn, attracted the First Nations peoples, who followed the bison’s migration path along the valley, once part of a trail they called the Old North Trail. Ramsay’s location is very close to the confluence of the Bow and Elbow Rivers, a major navigational intersection and encampment area. The first peoples, in turn, enabled the earliest businesses, the fur and provisioning trade, providing both a market for the products and the resources on which the trade was based, pemmican and buffalo robes. Former buffalo hunter Métis Louis Roselle was East Calgary’s first settler. He established his farm along the river on part of the escarpment known as Scotman’s Hill. Angus Fraser, during his time as Hudson’s Bay Company manager, also had a homestead around the HBC post, his land claim extending south along the east bank of the Elbow River into Ramsay.

the Canadian Pacific Railway (CPR) main line reached Calgary in 1883 as construction of the transcontinental railway moved westward. The railway rapidly transformed the city which was incorporated as the Town of Calgary by 1884. The northern portion of Ramsay was part of the original townsite, a rare claim for a Calgary community. The CPR would become the largest employer in Ramsay, employing 35% of the first or second residents of Ramsay homes.



**Ramsay annexation dates (Credits: City of Calgary)**

The subdivision plans of Ramsay's early developers defined the layout of the community's residential areas. In 1877, in order to expedite the construction of a traffic bridge crossing the Elbow River, Wesley Orr and John Stewart, both landowners east of the river in today's Ramsay and Inglewood, agreed to subdivide their land. Orr, who had purchased Roselle's claim in 1883, registered his subdivision as plan A2 of East Calgary. In 1904, Orr's daughter, Maggie Beattie, registered Plan 2789. In 1906 the northwest part of Section 11 was annexed, W.T. Ramsay subdivided the escarpment (Grandview Heights) and A.F. Mills began developing the land east of Spiller Road which became known as Mills Estates. The remainder of Ramsay was annexed in 1907.



**1907 McNaughton Map of greater Calgary, showing subdivision Plans A2, 2789 and Mills Estate  
(Credits: City of Calgary archives)**

Industry also had a profound effect on Ramsay's development. Including the CPR, 41% of Ramsay's first or second residents worked for three main industrial employers. The Calgary Brewery employed 1% and Burns and Co. employed 5%. Patrick Burns was the President of the Alberta Stockyards Company, founded in 1887 to handle the increasing southbound cattle shipments required by the CPR. He also founded the Burns packing plant, and his two companies became the nucleus of industry in Ramsay. Industry began to expand from this nucleus, and a small industrial area east of 11th Street S.E. was annexed in 1903. Buildout of Ramsay's residential areas began east of Spiller Road/Bellevue Avenue as homes for industrial workers, including its earliest homes. Few of these early residences remain however one 1890 home and a few others constructed in 1900 are extant. Within this area, the central part between 17th and 21st Avenues was built out first. Over one third of Ramsay's residential building stock was built before 1910. Automobiles and paved streets started appearing at the turn of the century, and utilities such as natural gas heating and street lighting were installed around 1908.

Industry attracted streetcar service, which began in 1911, and which in turn increased residential and commercial development. This growth supported the new sandstone Ramsay Elementary School in 1912. It also supported a long-awaited catholic parish in East Calgary, and in 1913 the Parish of St. Anne, Calgary's second Roman Catholic parish, was established on 21st Avenue S.E. The parish included a church, parish hall, rectory, school and convent as well as the residential area which developed around them. By 1913, following Calgary's first big building boom, almost two thirds of Ramsay's homes were constructed.



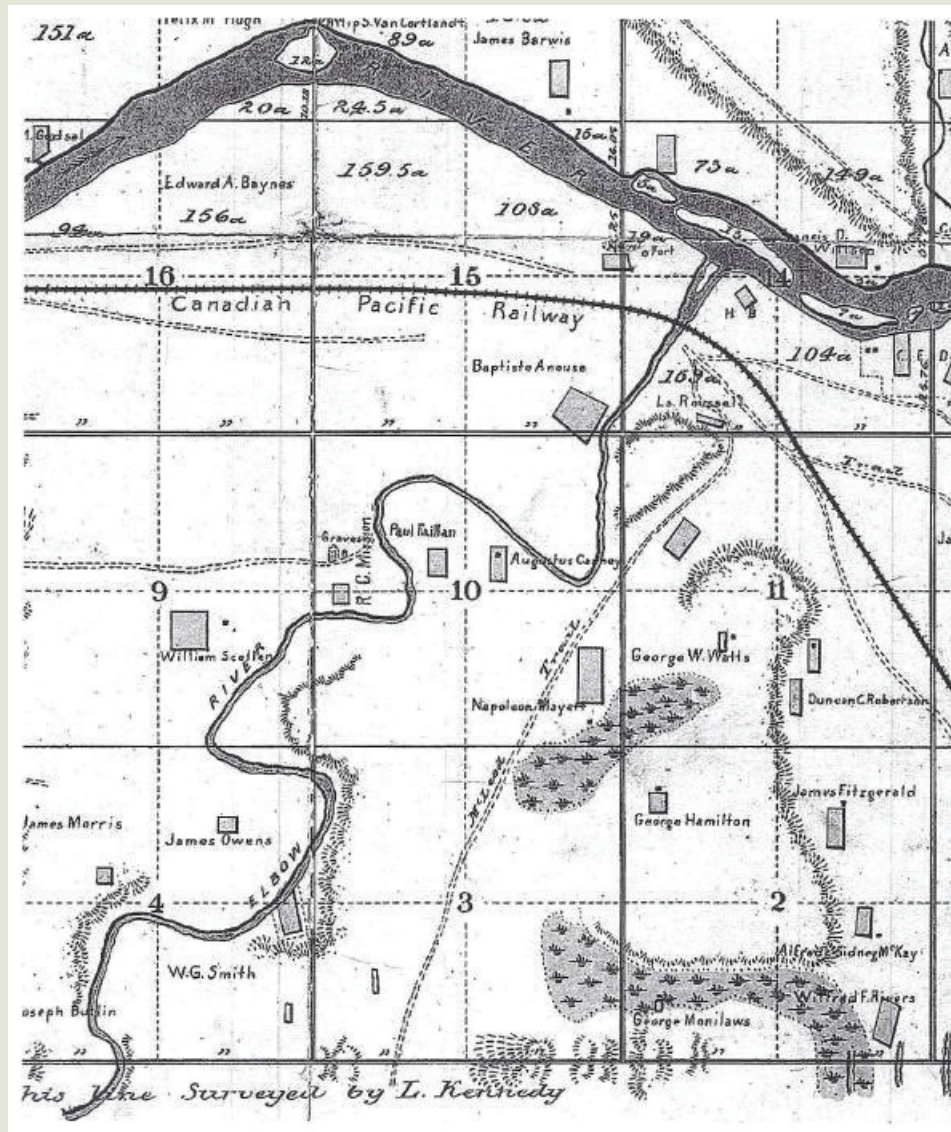
**1924 aerial photograph showing early buildout. (Credits: Department of Energy, Mines and Minerals)**

As with the rest of the world, development in Ramsay was affected by the world wars and depressed economy between 1914 and the mid 1940's. Residential development was modest and limited to the areas already built out. However, during the building boom which followed the 1947 Leduc Oil discovery there was considerable development on the escarpment west of Spiller Road/ Bellevue Avenue. Development in this area, as well as continued build-out in the rest of Ramsay continued through the 1950's into the 1960's. Although sporadic, building through the 1970's and 1980's was focused on community revitalization: investment in duplexes and multi-dwelling units as well as co-op, affordable and senior's housing. Development from the 1990's through present day has been predominantly infill.



### Dominion Land Survey

Like most of Western Canada, Ramsay was settled using the federal government's Dominion Land Survey under the Dominion Lands Act instituted in 1872. The north end of the community of Ramsay lies in the southwest quarter of section 14. The south end lies in the north half of section 11. Typically, the roads which divided sections or quarter sections of land became main routes: 17th Avenue (formerly Notre Dame) is the section line which runs between sections 11 and 14; 11<sup>th</sup> Street S.E. (formerly King Street) divides the northeast and northwest quarters of section 11.



Sections 14 and 11 indicated on this 1883 Plan of Township No.24, Range 1, West of Fifth Meridian, by the Dominion Lands Office, Ottawa, 1883. (Credits: Glenbow Archives)

### Ramsay's Boundaries

Ramsay is bounded to the west by the Elbow River. The northern boundary is the Canadian Pacific Railway's main line which dates to 1883, and the eastern boundary is the 1891 Canadian Pacific Railway's Macleod Line (with the exclusion in recent years of a small portion of industrial land in the southeast). The southern boundary was originally the Canadian National Railway's main tracks laid in 1914, however, since the 1970's the tracks have been removed and the boundary is now 26<sup>th</sup> Avenue S.E.

## Ramsay Timeline

Period (duration)	Date	Event
<b>Pre-contact (pre 1850)</b>	ca 10,000 BC	<ul style="list-style-type: none"> <li>Ramsay's geography, including escarpment to the Elbow River, Scotsman's Hill and valley to east believed formed by glacial lake</li> <li>Bison roam the area, east valley used as migration path</li> </ul>
	pre 1870's	<ul style="list-style-type: none"> <li>First Peoples use migration path as navigation route (part of Old North Trail); area near confluence is important encampment, trading place</li> </ul>
<b>Frontier (1875 to 1884)</b>	1875	<ul style="list-style-type: none"> <li>Fort Calgary established; section of Old North Trail running south to Fort MacLeod becomes a cart trail called MacLeod Trail</li> </ul>
	1880	<ul style="list-style-type: none"> <li>Louis and Angelique Roselle is the first settler in early East Calgary, and held title to a land claim which spanned Ramsay and Inglewood</li> </ul>
	1881	<ul style="list-style-type: none"> <li>Hudson's Bay Company Manager Angus Fraser homesteads 160 acres of land around the post and north of Roselle's homestead</li> </ul>
	ca 1882	<ul style="list-style-type: none"> <li>Footbridge constructed, Ramsay's first bridge</li> </ul>
	1883	<ul style="list-style-type: none"> <li>Canadian Pacific Railway main line arrives in Calgary; forms Ramsay's northern boundary</li> <li>CPR's wooden trestle railway bridge built; flood destroys it and footbridge later same year</li> </ul>
	1884	<ul style="list-style-type: none"> <li>Wesley Fletcher Orr purchases title to Roselle's claim</li> <li>trestle bridge replaced with through truss steel bridge (extant)</li> <li>Calgary's first newspaper offices (Calgary Herald) open in Ramsay</li> <li>the portion of Ramsay located in section 14 incorporated as part of the original Town of Calgary</li> </ul>
<b>Railway/Early Settlement (1885 to 1905)</b>	1887	<ul style="list-style-type: none"> <li>Wesley Fletcher Orr's registers Subdivision Plan A2 for East Calgary; beginning of Ramsay's residential development</li> <li>Burns Stockyards established on Section 13 granted by federal government, just outside Ramsay's southeast boundary</li> </ul>
	1891	<ul style="list-style-type: none"> <li>W.T. Ramsay and Robert Hiram Moody obtained title to 120 acres: LSDs 11, 13 and 14 of section 11</li> </ul>
	1892	<ul style="list-style-type: none"> <li>Canadian Pacific Railway MacLeod Branch built; forms Ramsay's eastern boundary</li> </ul>
	1894	<ul style="list-style-type: none"> <li>Elbow River Quarry established on Ramsay's northeast end by J.G. McCallum</li> </ul>
	1903	<ul style="list-style-type: none"> <li>small industrial area east of 11th Street S.E. within section 11 is annexed</li> </ul>
	1904	<ul style="list-style-type: none"> <li>Subdivision Plan 2789 registered by Orr's daughter Maggie Beattie, Mary Schreiber and A.F.H. Mills</li> </ul>
<b>Pre WW I Boom, Age of Optimism (1906 to 1913)</b>	1906	<ul style="list-style-type: none"> <li>Subdivision Plan 4040N by A.F.H. Mills, part of Mills Estates</li> <li>W.T. Ramsay subdivides some of his land on escarpment area known as Grandview Heights</li> <li>the northwest part of section 11 annexed</li> </ul>
	1907	<ul style="list-style-type: none"> <li>the area east of Spiller Road was annexed</li> </ul>
	1910	<ul style="list-style-type: none"> <li>MacDonald Bridge is built (extant)</li> <li>Over one third of Ramsay homes are built by this date</li> </ul>
	1911	<ul style="list-style-type: none"> <li>Ramsay's Burns Avenue Streetcar Line introduced</li> </ul>
	1912	<ul style="list-style-type: none"> <li>Streetcar service extended to Ogden</li> <li>Ramsay School, community's first school, built on land purchased from W.T. Ramsay (extant)</li> </ul>
	1913	<ul style="list-style-type: none"> <li>Parish of Ste. Ann, Calgary's 2nd Roman Catholic parish, located in Ramsay; separate school constructed and church moved beside it</li> <li>almost two thirds of Ramsay's homes were constructed by this date</li> </ul>

Period (duration)	Date	Event
<b>First World War (1914-18)</b>	1914	<ul style="list-style-type: none"> <li>Canadian Northern Railway line built; forms Ramsay's southern boundary (nationalized to Canadian National Railway in 1918)</li> </ul>
<b>Post War - Stock Market Crash (1919-29)</b>	1920's	<ul style="list-style-type: none"> <li>Sunshine Auto Camp established</li> </ul>
<b>Depression (1930-39)</b>	1930's	<ul style="list-style-type: none"> <li>CJCJ radio transmitter aerial erected</li> </ul>
<b>Second World War (1940-45)</b>		<ul style="list-style-type: none"> <li>Westeel Plant operates for the war effort</li> </ul>
<b>Oil Boom (1946-56)</b>	1947	<ul style="list-style-type: none"> <li>Ogden Streetcar line stops running</li> <li>Significant buildout of the escarpment west of Spiller Road/Bellevue Avenue following Leduc Oil find</li> </ul>
	1955	<ul style="list-style-type: none"> <li>Sunshine Auto Camp purchased by Stampede Board</li> </ul>
<b>Modern (1957-82)</b>	1956	<ul style="list-style-type: none"> <li>Community Association is incorporated, named for Silas Ramsay</li> </ul>
	1967	<ul style="list-style-type: none"> <li>Part of MacLeod Trail re-routed to 2nd Street S.E., road renamed Spiller Road</li> </ul>
	1971	<ul style="list-style-type: none"> <li>Canadian National Railway stops running and tracks later removed; 26th Avenue S.E. becomes Ramsay's southern boundary</li> </ul>
	1970's	<ul style="list-style-type: none"> <li>Major revitalization project and re-investment in existing residences</li> </ul>
<b>1983 onward</b>	1980's, 1990's	<ul style="list-style-type: none"> <li>Numerous commercial buildings and industrial complexes adapted for use as studio space for artists and craftsmen</li> </ul>

## 1.0 Natural Ramsay

### 1.1 Geology and Geography

Ramsay possesses a diverse and distinctive geography largely due to the evolution of the Elbow River which forms its western boundary. During the Ice Age, glaciers scoured the city's landscape and created glacial Lake Calgary when they later melted. When the lake drained, approximately 12,000 years ago, the course of the Bow River shifted via a series of meltwater channels. The Elbow River is thought to be one of these meltwater channels. First created from water draining south from Lake Calgary, the same channel was later deeply eroded by the flow (in a reversed direction) of melting glaciers to the west. On the east bank of the Elbow River as the river nears its mouth, the valley is concave with exposed sandstone along the escarpment, at one time for almost one half mile. More sandstone lay below a cover of alluvial drift. This area became a quarry at the turn of the century.

### 1.2 The Landscape and Views: Scotsman's Hill

Between the steep escarpment along the east bank of the Elbow River and the valley to the east, which is possibly an abandoned meltwater channel, lies Scotsman's Hill, a prominent feature in Calgary's skyline. An early name for this hill was Fraser's Hill for frontier landowner, Angus Fraser. From the earliest days of the Stampede, the hill, which overlooks the grounds across the river, was used as a free vantage point to watch the events and fireworks. The early orientation of the grandstand permitted an excellent view, and the hill developed the nick-name *Scotsman's Grandstand*. It is not known whether the hill is named for Scottish born Fraser or for the economical folks who watched the Stampede without paying. In the middle of the twentieth century the north end of the hill near MacDonald Avenue was removed and used to form part of a dike to control floodwaters near Calgary's Sunnyside community.

This Calgary landmark has provided an opportunity for residential development in the community to be built on the hilltop and on sloping terrain, and to take advantage of remarkable views of the Stampede grounds, downtown and the Rocky Mountains on the western horizon, as well as the railway and industrial activity to the east. However, early development was more practical and took place at the base of the hill which was sheltered and closer to industrial and railway work.

### Glenbow Archives NA-5463-1



Views to the northwest (top) and east (bottom) from Scotsman's Hill ca 1913-15 (Credits: Glenbow archive)

### Glenbow Archives NA-5463-2



**Potential interpretation:** Scotsman (aka Scotchman's and Fraser's) Hill

### 1.3 Natural History

Early resident Elsie Kneeshaw (from 1904) wrote that the original trail which became the MacLeod Trail (now Spiller Road/8<sup>th</sup> Street) ran through a valley formed by a ridge of hills, and that this trail was an old buffalo run; that is, a path made and used by buffalo. The western slope of Scotsman's hill was covered in dense brush with an abundance of wild rose and Saskatoon berry bushes. The rest of the Hill was covered in natural grasses until well into the twentieth century. These grasses had provided fodder for the bison which roamed this area. The painting below depicts the widespread presence of the buffalo on the southern plains in 1853; these vast herds existed as late as the end of the nineteenth century. They were essential to the way of life of the first peoples, and the lands where the bison roamed became the territories of these peoples.



**Prairie covered with buffalo (Lake Jessie area, Dakota Territory, 1853, artwork by John Mix Stanley in the Glenbow Art Collection (Credits: Glenbow Archives))**

## 2.0 First Nations

The earliest people to inhabit today's Ramsay were the Blackfoot peoples, comprising the Siksika (Blackfoot), Kainai (Blood) and the Piikani (Peigan), whose traditional territory extended from southern Montana to Edmonton. The Tsuu T'ina (Sarcee) and Nakoda (Stoney) peoples later migrated to the region. Small family groups traversed the land to gather supplies and hunt for food. For travel to the north, the location near the confluence of the Bow and Elbow Rivers, with the Nose Creek Valley to the north and former Bow River channel to the south, afforded the most gentle, accessible slopes for crossing the Bow River. This significant navigational intersection naturally evolved as an important location for encampments, gathering and trading.

It has often been suggested that the bluff on Scotsman's Hill was a *buffalo jump*. During the period before horses were used by the First Peoples, the bison hunts employed the buffalo jump, a communal hunt where animals were stampeded over cliffs to their deaths. To date, there is no record of archaeological evidence uncovered at the base of the hill which would support the theory of Scotsman's Hill being used in this way. Moreover, the steep escarpment faces west, and buffalo jumps were typically chosen for their north or east orientation, so that the bison could not smell the camps at the base of the cliff.

Just as the first peoples relied upon the buffalo for their existence, the early commercial enterprises depended upon the native communities. They were an important market for the earliest Calgary businesses, the fur and provisioning trade, and they provided the resources on which the trade was based: pemmican and buffalo robes.

**Key Themes:** Prehistoric Alberta, Aboriginal Life

**Potential Interpretation:** Bison Path cultural landscape

### 3.0 Frontier Ramsay

This theme covers the settlement of Ramsay by its earliest landowners and homesteaders, individuals who were involved with the fur trade, ranching and sandstone quarries.

#### 3.1 Angus Fraser Hudson's Bay Company manager and homesteader

Scottish born Angus Fraser was a Hudson's Bay Company (HBC) employee in the early fur trade in Calgary, an early land owner in Ramsay, and the individual for whom Scotsman's Hill may be named. In the winter of 1874-5 he was sent from his base at Rocky Mountain House to open a small outpost in Calgary along the Bow River just above the mouth of the Ghost River. When the RCMP established Fort Calgary in 1875, the post was moved closer to the fort, just across the Elbow River on the east side. John Bunn was the chief trader and Angus Fraser his storeman. Fraser became manager in 1878 upon Bunn's departure, and first focused on the provision trade. This was the collection of trade goods such as buffalo robes and pemmican from the Blackfoot in exchange for trade goods. The Calgary provisions ensured an adequate supply for HBC employees in northern posts. When the buffalo were hunted to near extinction by 1879, the business shifted towards the merchandise trade, the sale of retail goods to non-native locals.

From its establishment the HBC was a squatter at Calgary. This was because there was no post at Calgary in 1870 when Rupert's Land was sold to Canada at which time the HBC was granted the land surrounding its posts. To secure the land, in 1881 Fraser personally homesteaded 160 acres on the east bank of the Elbow River, eventually selling the land to the HBC. The northern part of his land claim where the fort was located was in today's Inglewood and the southern part in Ramsay. Angus was the original owner of the Hunt House, the oldest known house in the city, which is located in Inglewood at the location of the HBC Fort. Fraser left the HBC in 1885. Fraser's Hill is often referenced in early photos and writings and he may be the Scot for whom Scotsman's Hill took its name.



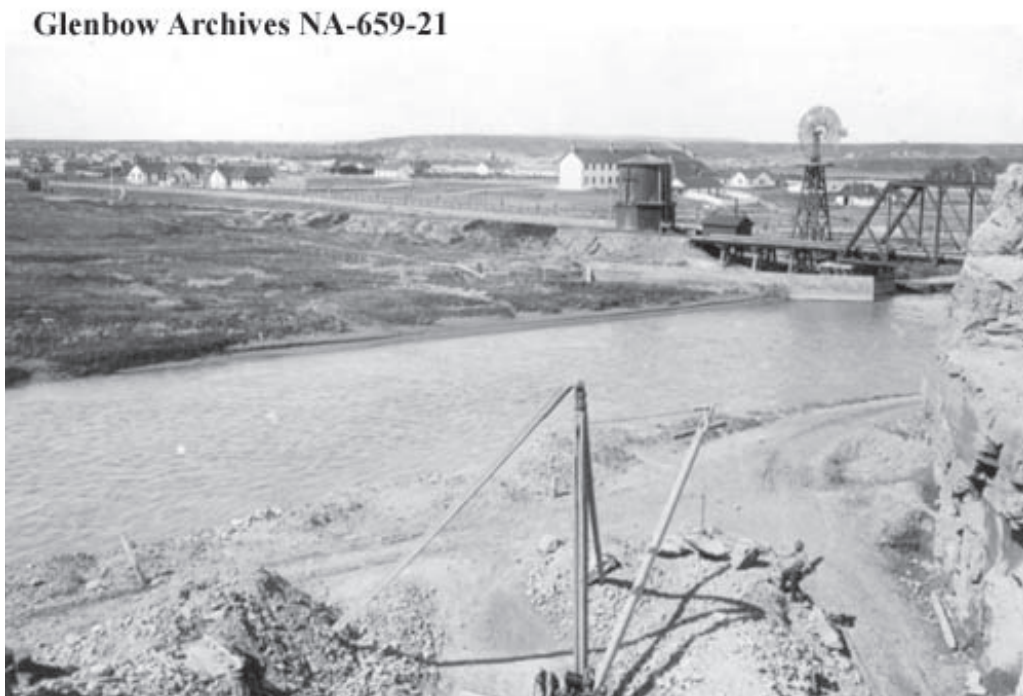
**'View of Calgary from Fraser's Hill' 1884 (Credits Glenbow Archives NA-354-18)**

### 3.2 Louis Roselle aka Roussell, Rosselle (1821-1891), first East Calgary settler

Métis Louis Roselle is important as the first settler in early East Calgary, and held title to a land claim which spanned Ramsay and Inglewood. He and his wife Angelique lived south of the HBC post, on land which was first homesteaded by Métis Antonie Godin in the fall of 1876. Godin sold the claim to George Emerson in 1877 and then to Roselle in 1880. After heading west from Montreal in 1842, Roselle worked for the HBC for twenty-six years, then as a buffalo hunter for one year and finally as an independent freighter. He built dwellings, stables, a corral and a warehouse near 17<sup>th</sup> Avenue S.E. in today's Ramsay area and cultivated three acres of land. The 1888 rancher's directory shows that Louis had a range on the Elbow River and used the LR brand. In the land boom which followed the arrival of the CPR in 1883, Roselle sold the title to his homestead claim to Wesley Orr via Orr's agent Archibald McVittie.

#### 3.2.1 Elbow River Quarry

The Elbow River quarry, located along the southwestern end of the exposed sandstone escarpment at the base of Scotsman's Hill, was opened circa 1894 by John G. McCallum, a contractor who emigrated from Scotland and operated a number of Calgary quarries. The quarry bed varied in thickness, and could yield blocks from one to three feet thick of hard grey sandstone; however, for the most part the exposed properly weathered stone was quickly quarried out. When the Elbow Quarry was surveyed in 1916, it was one of only two accessible quarries in the city. The other, the Oliver (Nimmons) Quarry in Bankview, was still in operation.



**Elbow River Quarry 1899 (Credits Glenbow Archives NA-659-21)**

**Key Themes:** Resource and agriculture development: fur trade, ranch and quarry

**Potential Interpretation:** Interpretive signage in the area closest to the original quarry



## 4.0 Transportation and Communications

### 4.1 Early Trails and Cart Paths (pre-contact and Frontier)

*“There is a well known trail we call the Old North Trail. It runs north and south along the Rocky Mountains. No one knows how long it has been used ... My father told me it originated in the migration of a great tribe ... from the distant north to the south, and all the tribes have, ever since, continued to follow their tracks. The Old North Trail is now becoming overgrown with moss and grass, but it was worn so deeply, by many generations of travellers, that the travois tracks and horse trail are still plainly visible. ... It forked where the city of Calgary now stands.”*

- *“Brings-down-the-Sun”, Piikani leader, 1896 (McClintock 1910)*



**Blackfoot family migrating, southern Alberta 1885 (Credits: Glenbow archives)**

Spiller Road and 8<sup>th</sup> Street S.E. were once part of the Old North Trail, an ancient trail used by First Nations peoples for millennia, and later an important cart trail called MacLeod Trail. The ancient trail followed a former channel of the Bow and may have also been a bison run. The rivers of the western Canadian plains such as the Elbow River were not suitable for travel, but were used as important navigational markers. In 1873, in response to the lawlessness of the whiskey traders and to establish a government presence in the West, the North West Mounted Police force was formed. The troops assembled in Dufferin, Manitoba and marched westward in 1874, with Colonel James MacLeod leading the B, C and F troops. He established the first North West Mounted Police post in western Canada, Fort MacLeod, on the Oldman River. When Fort Calgary was founded the following year, the section of the Old North Trail between the two forts became known as MacLeod Trail. It was a well-used cart trail. Since supplies from the east coast could not be transported to the west on the plains rivers, they were shipped by river boat to Fort Benton, Montana and then north by cart to Calgary.

Early subdivision plans for East Calgary show that Wesley Orr named this part of MacLeod Trail as Orr Street in 1887. As early as ca1911 the main north-south route for Calgary had become 2<sup>nd</sup> Street S.E. In 1967, when this part of MacLeod Trail was re-routed to 2<sup>nd</sup> Street S.E., it was necessary to re-name the stretch of road. Spiller Road was chosen for the south part, to honour Edward Vincent “Ted” Spiller (1878-1970) for his dedication to Calgary’s Boy Scout organization from its first presence in Calgary in 1910. The north end simply became 8<sup>th</sup> Street S.E.

**Existing interpretation:** interpretive plaque for MacLeod Trail

**Potential interpretation:** concrete sidewalk stamps showing the MacLeod Trail name

## 4.2 The Railway (Railway/Early Settlement)

The arrival of the Canadian Pacific Railway (CPR) main line in Calgary in August 1883 was an extremely important event both for the city and Ramsay. This was the first rail service to reach the city as construction of the transcontinental railway moved westward to the Pacific Ocean. It transformed the city from a stopover along the MacLeod Trail oxcart route to a major distribution and maintenance centre with direct links by rail to Montreal and Toronto. The line also forms Ramsay's northern boundary. In the earliest years the railway significantly influenced land development. With clear title to odd-numbered sections along the main line (within a depth of twenty-four miles) the CPR held considerable control over the location of the townsites along the line, including Calgary. In December 1883 the decision was made to locate the main station on section 15, across the Elbow River from land owned by early Ramsay developers including Wesley Orr and Mary Schreiber.

The westward construction of the main line created economic opportunities, permitting Calgary to grow to an incorporated town that had a newspaper, and permanent institutional and commercial buildings within a year. The CPR began construction of the Calgary-Edmonton line in 1890, completing the north line in 1891 and the south branch to Fort Macleod, which forms Ramsay's eastern boundary, in 1892. By the turn of the nineteenth century the CPR was Calgary's main employer and over the next decade expanded that role to include a significant irrigation project, a new train station, the Palliser Hotel, the Ogden Yards and the stockyards. The Canadian Northern (CNoR) and Grand Trunk Pacific Railways transcontinental railways branch lines reached Calgary in 1914, the CNoR line forming Ramsay's southern boundary. By 1918 CNoR, nearly bankrupt, was nationalized to become part of the Canadian National Railway, which ran until 1971.

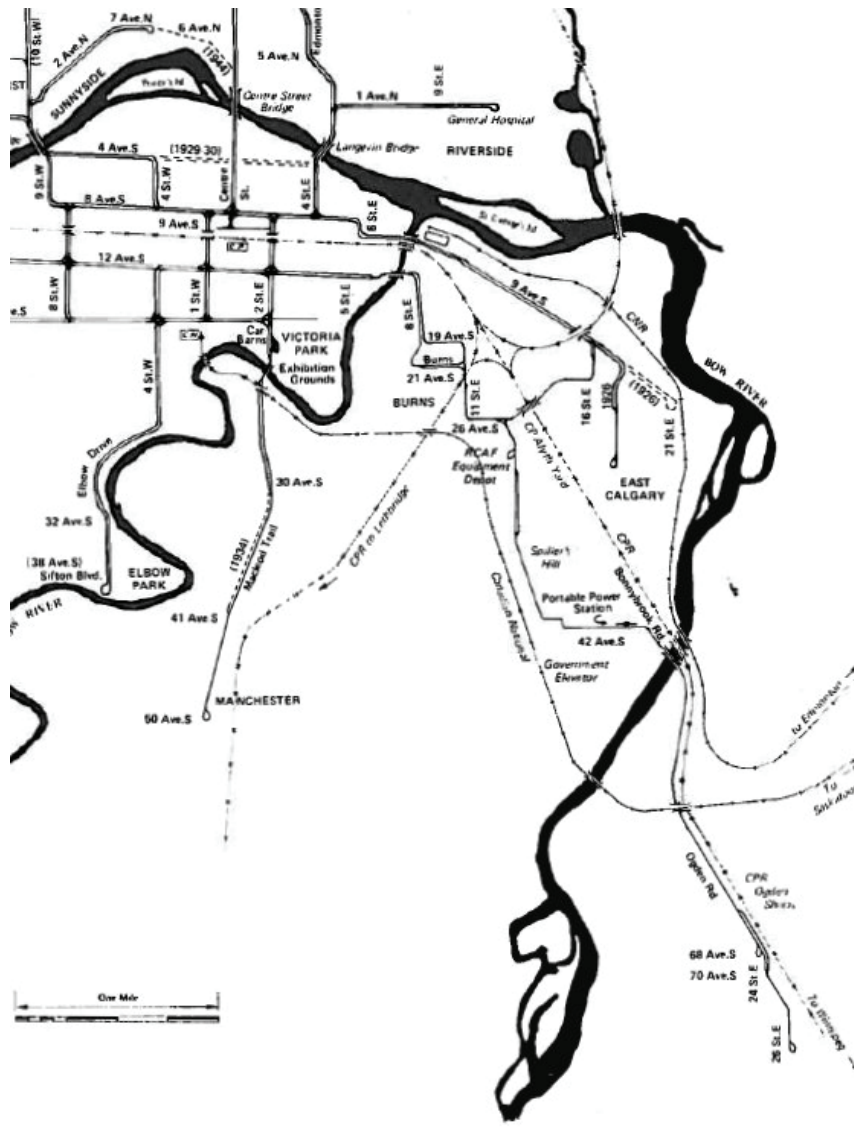


**1883 view across CPR railroad tracks to the north. (Credits: Glenbow Archives)**

## 4.3 Streetcar Service and Commercial Development

Ramsay's former streetcar routes had major influence on the residential and commercial buildout of the community. In 1907, a bylaw was passed to permit funding for a street railway system and Calgary's Street Railway Commission was established. The Calgary Electric Railway was the first service in 1909, the name changing to Calgary Municipal Railway in 1910. Ramsay's Burns Avenue Line was introduced in 1911, running along 8<sup>th</sup> Street N.E., and in 1912, extensions to the Ogden Shops and Sunnyside were implemented. From 1912 to 1947 the Ogden Streetcar line ran east across the MacDonald Bridge and MacDonald Avenue, south along 8<sup>th</sup> Street S.E., east on Burns Avenue (19<sup>th</sup> Avenue S.E. on the return loop) and southeast on 11th Street S.E. to Ogden. In

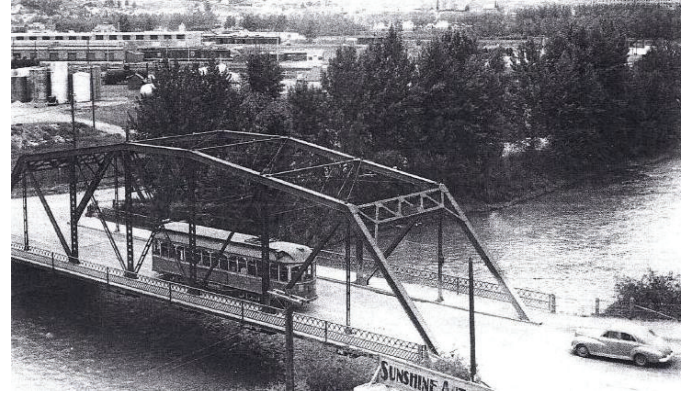
1947 the streetcar service was replaced by trolley bus in Ramsay. Many of Ramsay's homes were constructed to take advantage of the streetcar; almost one third of Ramsay's homes were built between 1910 and 1913, a significant number of them near 8<sup>th</sup> Street S.E., Burns Avenue and 19<sup>th</sup> Avenue S.E.



**Calgary Municipal Railway, 1946 Track Diagram (Credits: Hatcher 1975)**

Ramsay's commercial buildout was also a result of the streetcar, although trends in Ramsay evolved differently from other historic Calgary communities where the streetcar corridors became commercial streets. Because Ramsay was first developed as East Calgary together with Inglewood, they shared a single main commercial street, Atlantic Avenue (today 9<sup>th</sup> Avenue S.E.). This was where Ramsay residents went to do their main shopping. Ramsay resident Alex MacLean, whose family home was 1026 – 8<sup>th</sup> Street S.E., ran MacLean's Auction Market on Atlantic Avenue. Within Ramsay, the commercial presence consisted of corner stores and some commercial/residential buildings which developed along or near the streetcar routes. These include the Beaudry Block, Pop's Grocery, the Black & White Grocery, and the Alberta Corner Store. Although no longer extant, there was a Jenkins groceteria at the corner of 19<sup>th</sup> Avenue and 8<sup>th</sup> Street S.E.

Glenbow Archives NA-2891-26



**Route 8 streetcar on 12th Street Bridge 1940's (left); 12th Avenue S.E., 1947 (Credits: Hatcher, Glenbow Archives)**

**Inventory Sites:** Beaudry Block, 1040 - 8<sup>th</sup> Street S.E.; Black & White Meat and Groceries, 1702 - 8<sup>th</sup> Street S.E.; Frank Block, 1024 - 17<sup>th</sup> Avenue S.E.

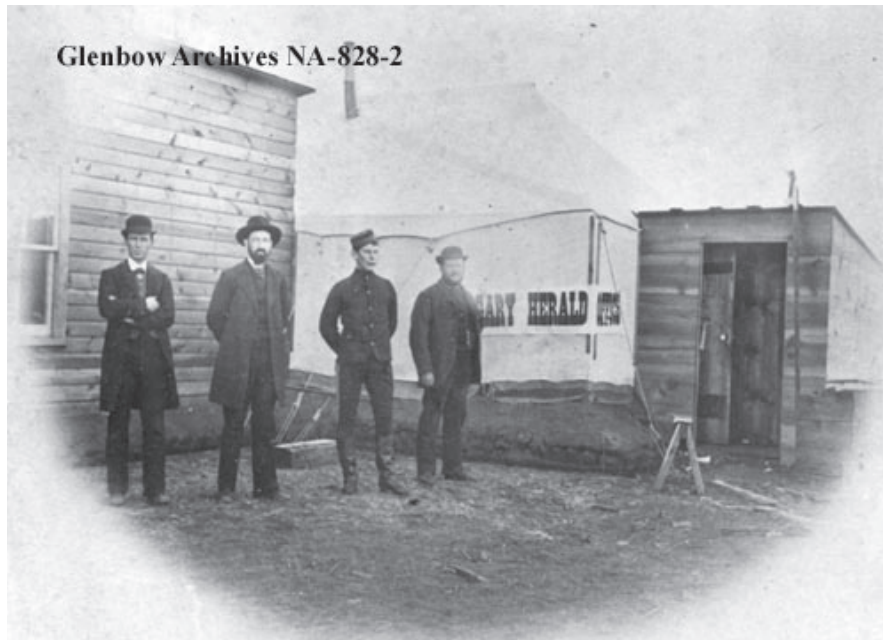
**Under evaluation:** Alberta Corner Store, 922 - 19<sup>th</sup> Avenue S.E.; Beers House, 1001 - 19<sup>th</sup> Avenue S.E.; original sign from Pop's confectionary (building demolished), 815 MacDonald Avenue; Alex MacLean Residence, 1026 - 8<sup>th</sup> Street S.E.

#### 4.4 The East-West Freeway Proposals

Throughout the latter part of the twentieth century, Ramsay was challenged with a series of proposals for multi-lane, high-speed freeways through the community, which would have dominated the small neighbourhood and inhibited access to its historical East Calgary counterpart, Inglewood, and to other parts of the city. The first of these proposals for was a four-lane freeway designed to alleviate downtown traffic congestion. This plan, called the East Calgary Downtown Penetrator, was defeated at council in 1974. In 1982 the proposal was revised as the South Downtown Bypass East-West Connector, based on a three year independent study. It received criticism from numerous inner city communities which would have been adversely affected. The proposal was again revived in 1985, and again defeated. This time it was called the Downtown Bypass/East Calgary, a six-lane highway on the south side of the CPR main line. The Ramsay community raised their concerns regarding the closure of 8<sup>th</sup> Street S.E. as well as the impact a major highway would have on their small neighbourhood, and voiced their preference for a light rail transit system paralleling the CPR tracks. The City's transportation department yet again resurrected the plan in the mid 1990's; however, at that time, unsupported by Council, it did not go far.

#### 4.5 Communications

Ramsay was the location of Calgary's earliest newspaper offices, and Andrew Armour and Thomas Braden were the first editors. They set up a newspaper office in canvass and log buildings near the east bank of the Elbow River and south the of CPR tracks. The city's first issue of its first newspaper, the *Calgary Weekly Herald*, was published at this location on August 31, 1883. These publishers continued to produce the weekly newspaper until November 1884 when it was taken over by Hugh St. Quentin Cayley who established the Herald Printing and Publishing Co. By 1885 the Herald offices were located on Stephen Avenue, however it is not know when the publishers moved from the Ramsay location.



**First office and editors of the Calgary Herald newspaper: Andrew Armour, 2<sup>nd</sup> from left and Thomas Braden, far right (Credits: Glenbow Archives)**

#### **4.6 CJCJ Radio Broadcast Tower**

In the 1930's a tall wooden transmitter aerial was erected on the north tip of Scotsman's Hill (before this end of the hill was removed to create a dike near the Sunnyside community). It broadcast signals for CJCJ (a CKXL ancestor), a commercial radio station run by the Calgary Albertan. Called the *Grandview transmitter*, it broadcast a 100 Watt signal as far as Vegreville, Alberta. It was operated by staff from the downtown studio, including journalist Jack Peach, who would travel each day by bicycle to manually start the generator in the tuning house.

#### **4.7 Art Evans (1920-73), Journalist**

Art Evans is important to Ramsay as a well-known journalist for the Calgary Albertan and the Edmonton Journal who was born and raised in the community. His father, William G. Evans, a Welsh locomotive mechanic, lived at various locations in Ramsay and worked for P. Burns & Co. and the Canadian National Railway. By 1942 the family was living at 1013 - 18<sup>th</sup> Avenue SE. From early childhood, Art spent time at Canadian National's rail yards in Calgary, and trains became a lifelong passion for him. In the late 1930s he tried out unsuccessfully for a Canadian Pacific Railway engineer position. Mr. Evans began working for the Calgary Albertan as a reporter in 1946, living at the 18<sup>th</sup> Avenue address at that time. He moved to Edmonton to work for The Journal in 1948 and on to CFRN in 1953. Art returned to the Albertan in 1960, again to the Journal in 1962, retiring in 1984.

## 5.0 The Elbow River: Connections and Crossings

### 5.1 Crossings

The Elbow River, Ramsay's western boundary, has had a strong influence and significance for the community; its bridges and crossing points hold equal importance for providing access to the Ramsay from the west. In frontier times there was a ford just south of where the MacDonald Bridge is today, but it was not always usable. In the spring, the snow-melt runoff from the Rocky Mountains and the spring rains would create a spike in the water level, sometimes overflowing the river banks. Before the implementation of the Glenmore Dam in 1933 the level of the river fluctuated significantly. A 1911 township report indicated that 'a rise of two feet in six hours [was] not unusual' and early resident Elsie Kneeshaw recalled that the Elbow River 'was always shallow through late summer and early autumn' before the dam construction.

The earliest bridge in Ramsay was a boom footbridge, on the south side of the ford, likely built in the fall of 1882 by James Walker. In October 1883, the bridge was swept downstream lodging against the CPR's wooden trestle railway bridge, at Ramsay's northern tip, destroying both the trestle bridge and footbridge. The trestle bridge was replaced with a through truss steel bridge in the same location in 1884 and a temporary ferry served pedestrian traffic until 1887 when a traffic bridge was constructed at 9<sup>th</sup> Avenue S.E. The Mission and Victoria bridges were also built (in 1887 and 1905), but it was not until 1910 that Ramsay's MacDonald Bridge was erected.



**MacDonald Bridge, 1915 (Credits Glenbow Archives na-5200-67)**

Today there are six bridges which cross the Elbow River along Ramsay's western boundary. One is the 1910 MacDonald Bridge. The second is the current CPR bridge, a through plate girder steel bridge dating from 1911 at the same location as the 1883 and 1884 bridges. It marks an historic crossing of the Elbow River associated with the official entry of the CPR into Calgary. There are also four bridges which connect the Stampede grounds to the Stampede Board's various properties in Ramsay.



Glenbow Archives NA-5093-598

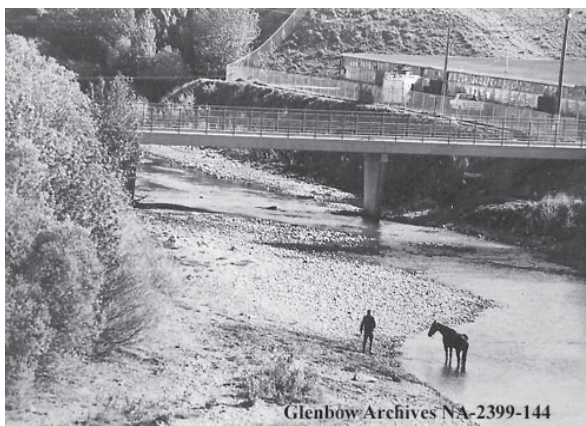


**Stampede Park Truss Bridge (installed some time before 1955 and possibly moved from another location) vehicular steel bridge with wood deck in 1958 and 2012. (Credits: Glenbow Archives na-5093-598, R.K. Williams)**

Glenbow Archives NA-2399-146



**Stampede Race Horse Bridge constructed 1962, pictured above left in 1977. According to a 1984 City bridges report, the bridge at this location is now the Coliseum Bridge (constructed 1982, 2012 image above right). (Credits Glenbow Archives na-2399-146, R.K. Williams)**



Glenbow Archives NA-2399-144

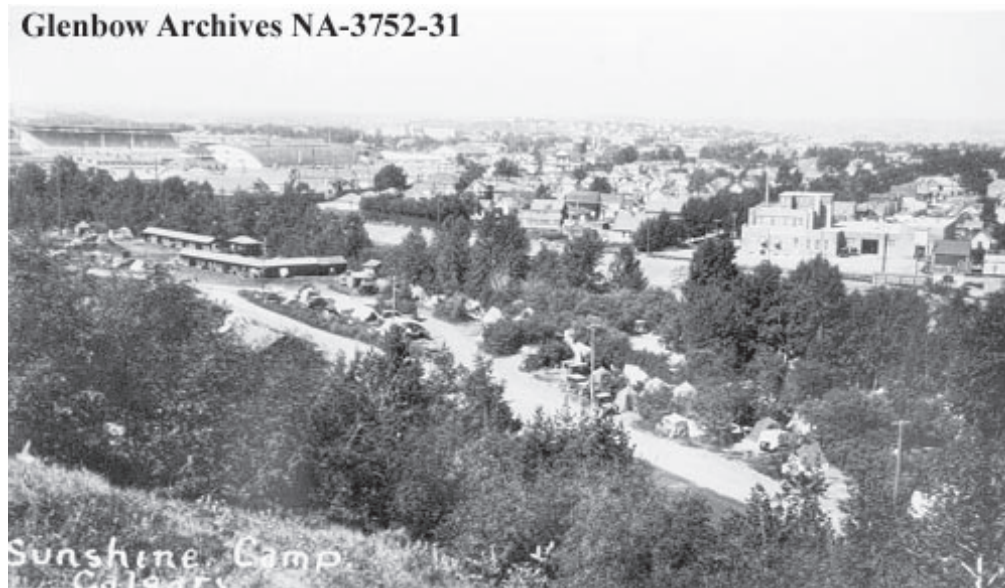


**Stampede Park Horse Barn Bridge (constructed 1971) aka Chuckwagon Bridge in 1977 and 2012 (with 2008 Nat Christie suspension bridge behind). (Credits: Glenbow Archives na-2399-144, R.K. Williams)**

## 5.2 The Sunshine Auto Camp

The western slope of Scotsman's Hill and parts of the flats on the east side were covered in dense brush imprinted with a lattice of narrow paths. They were a favourite playground for Ramsay children until an auto camp was introduced. From 1919 to 1926 the Calgary Auto Club introduced these camps to Alberta as an alternative to hotels. The Sunshine Auto Camp (aka Sunshine Camp and Sunshine Tourist Camp) was established on the flats at the base of Scotsman's Hill and stretched south to 17<sup>th</sup> Avenue S.E. and north almost to the MacDonald Bridge. It was set in a clearing next to the trees fronting the Elbow River. The camp was operated by Abram P. Van Buren [1884-1973], his wife Grace [1901-1984] and their son Peter. It was a popular tourist destination and remained popular even during the depression, the war years and periods of gasoline rationing. It was regularly used by visitors to the Stampede as well as rodeo participants.

The camp was expanded by twenty 'bungalettes' and garages in 1928, and by 1955 there were almost fifty camping spots, including a number of permanent structures. In June of that year the City of Calgary purchased the campground for \$45,000 from owner A.P. Van Buren for the purposes of providing additional parking for the Calgary Exhibition and Stampede. Their plans included re-erecting the former Elboya bridge (dismantled and in storage). A September 1955 newspaper article stated that the Stampede Board favoured a 17<sup>th</sup> Avenue location for the bridge and the retention of the trees along the river bank so that a picnic area could be developed for Stampede patrons.



**Sunshine Auto Camp ca1919-20 (Credits Glenbow Archives na-3752-31)**

## 5.3 The Stampede

Since the first Calgary Stampede in 1912, there has been a relationship between the event and the community of Ramsay. Scotsman's Hill became a popular venue from which to view the fireworks and the grandstand activities from a distance. Some of the Stampede's most devoted fans lived in Ramsay. Elsie Mildred Harris was a loyal advocate for the Stampede for about seven decades, during which she lived on Bellevue Avenue; she was equally passionate about her community. Rodeo participants have been attracted to live in the community, including professional bull rider Tom Simpkins, who moved to Scotsman's Hill, and Brent "Cowboy" Coates, a fourth generation member of a ranching family that has participated in the Stampede since 1919, who purchased the Ramsay Dairy Bar. In contrast, there has been concern over the impact of the Stampede's growth on the local cultural landscapes. Those concerns include the loss of natural park land along the Elbow River to parking for Stampede exhibitors and patrons, as well as the negative impacts of increased pollution and traffic on the small community.

**Inventory Sites:** 1910 MacDonald Bridge, 1911 CPR Railway Bridge

**Potential Interpretation:** Former Sunshine Auto Camp site



## 6.0 Early Landowners, Developers and Builders

Important landowners and developers of Ramsay included Wesley Orr, Mary Schreiber, W.T. Ramsay, R.H. Moody and Adam Francis Mills. Orr was responsible for the earliest subdivision plan in the area, the 1887 Plan A2, and his daughter, Maggie Beattie for the 1904 Plan 2789. W.T. Ramsay subdivided the escarpment (Grandview Heights) and A.F. Mills developed the land east of Spiller Road as Mills Estates.

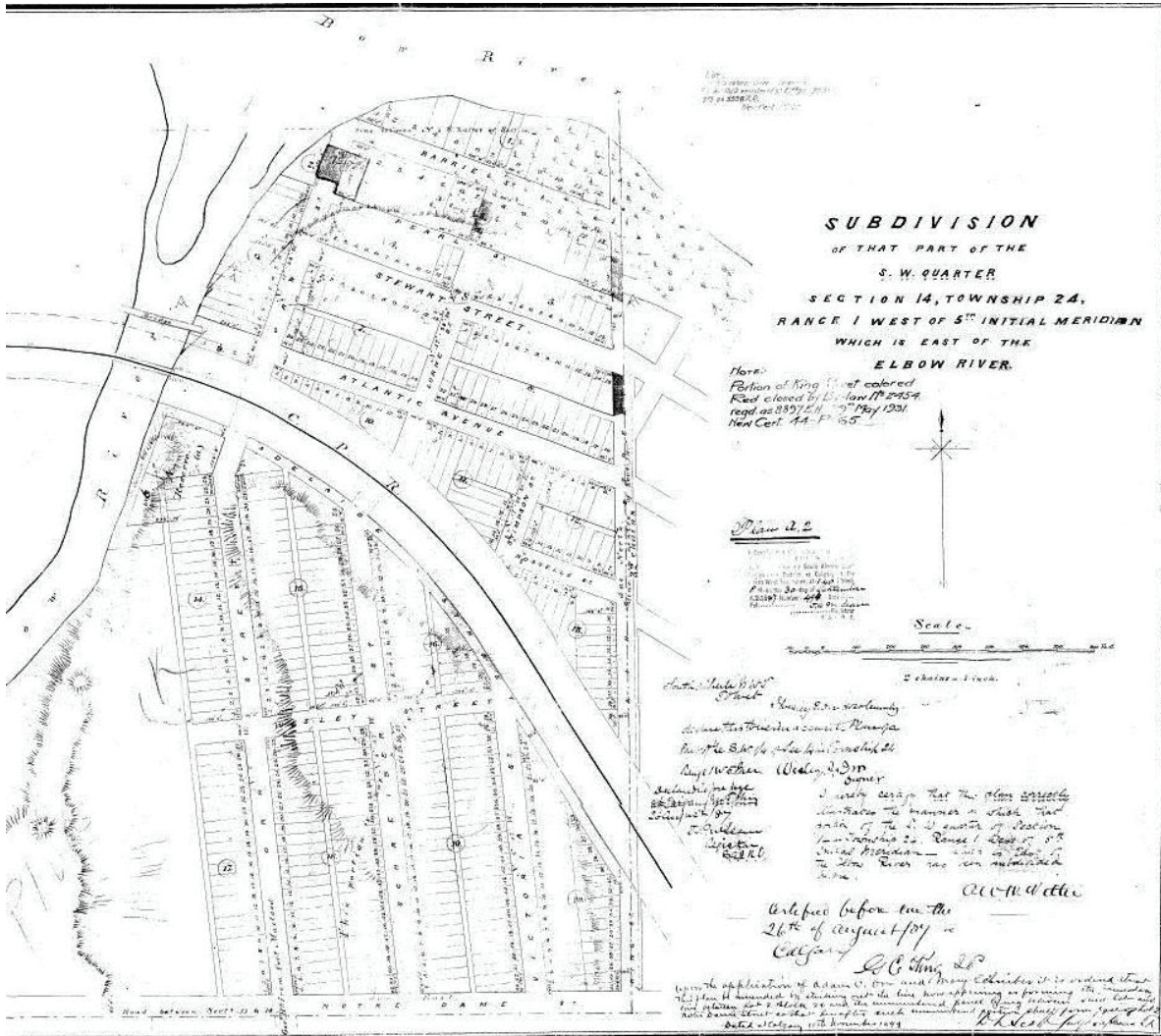
### 6.1 Wesley Fletcher Orr (1831-98) and early East Calgary development

Wesley Orr was a very important landowner and developer in Ramsay, Calgary's eighth mayor and the first mayor to be elected following incorporation as a city. He was instrumental in preparing the city charter and fostered the establishment of an industrial district in East Calgary. Quebec born Orr was an entrepreneur who was very active in politics. Advised to purchase land in Calgary in advance of the Canadian Pacific Railway's arrival, he visited Calgary in 1883 and, together with partner Mary Schreiber, purchased title to a claim for the southwest quarter of section fourteen for \$10,000. The patent for this claim was delayed for two years. He moved to Calgary with his son Lorne and eldest daughter Margaret in 1886 to look after his investment.



#### Wesley Fletcher Orr 1894 (Credits Glenbow Archives na-1953-1)

In 1887, in order to expedite the construction of the 9<sup>th</sup> (Atlantic) Avenue Bridge, east Calgary landowners advanced funds for the purpose, and Orr and John Stewart agreed to subdivide their land within four months of the bridge's completion. In September of that year Orr registered his East Calgary subdivision as plan A2 which extended south from the Bow River to 17<sup>th</sup> Avenue S.E., and east from the Elbow River to 11<sup>th</sup> Street S.E., today located in Inglewood and Ramsay. Many of the streets were named for early landowners and Orr's family, such as Lorne and Roselle in Inglewood, Maggie, Adelaide, and Wesley (now 11<sup>th</sup> Avenue S.E.) in Ramsay, and Orr (now 8<sup>th</sup> Street S.E.) and Schreiber (now 9<sup>th</sup> Street S.E.) spanning both. Adelaide was Wesley's youngest daughter. In 1904, Orr's daughter Margaret, together with Mary Schreiber and A.F.H. Mills filed subdivision plan 2789K for the land west of Maggie Street. Wesley Orr's former agent, Archibald McVittie, filed a separate plan for the land between Maggie Street and Orr Street. A quaint, narrow one-way street fronted with many small garages and cottages, Maggie Street still retains the feel of a village, although altered with some infill development. Adelaide Street winds uphill towards the industrial areas; yet unpaved and flanked by park space it also maintains the feel of an earlier period.



**Wesley Fletcher Orr's 1887 Subdivision Plan A2 (Credits: City of Calgary)**

Orr worked in a variety of positions in Calgary including assistant editor of the Calgary Herald, real estate entrepreneur and quarry manager. From 1888, when Calgary was still a town, Orr served five terms as alderman. As chairman of the committee of public works he oversaw the emergence of town controlled utilities, the construction of the General Hospital and the acquisition of park lands. During his terms as mayor in 1894 (the year Calgary was incorporated as a city), 1895 and 1897, a challenging period due to the North American depression of the mid-1890's, he worked ceaselessly to promote Calgary's image and industry, and to position the city as an important railway centre.

**Potential Interpretation:** Maggie and Adelaide Street Streetscapes, Historic street sign project

## 6.2 William Thomas Ramsay, later development west of Spiller Road

W.T. Ramsay was a prominent estate agent and entrepreneur, and is most significant to the community as the developer of the Ramsay's escarpment area, formerly Grandview Heights. In 1883 the CPR appointed W.T. Ramsay, a real estate agent and entrepreneur, as their land agent to survey, subdivide and sell their land. The Canada Northwest Land Company, a subsidiary of the Canadian Pacific Railway, had been established in 1882 to develop townsites along the main CPR line. In 1891, he and Robert Hiram Moody obtained title to 120 acres: legal subdivisions eleven, thirteen and fourteen of section 11 west of 11<sup>th</sup> Street S.E. Ramsay acquired full ownership by 1893, but it was not until 1906 that he had some of the land subdivided into residential lots. He

sold over 200 lots (as Plan 4040N) to Adam Mills. In 1912 he had his land west of Spiller Road subdivided into residential lots. With East Calgary emerging as a major industrial area, William planned his development to be an upper class neighbourhood for local businessmen and placed caveats on the lots that houses must cost a minimum of \$2,000.00. This subdivision was originally given the grand name of Central Park.

Around 1912 W.T. Ramsay sold property to the school board for \$25,000 to construct a local school which was erected in that year and subsequently took his name. One of the first homes built in W.T. Ramsay's development is a grand Queen Anne residence constructed in 1913 by Oscar Seablom at 2004 Salisbury Street. It was an exception since development in the area was gradual, and buildout did not occur until after the Second World War. Evidence of Ramsay's development exists today with the Ramsay House Provincial Historic Resource on the escarpment and Ramsay school and school grounds along Spiller Road S.E. The streets surrounding the school are named for Ramsay's family: Ramsay, Margaret, Constance, Alexander, Elizabeth, and William.



**W.T. Ramsay 1884, 2<sup>nd</sup> from left (Credits Glenbow Archives na-659-18)**

**Resources:** Ramsay House (1913) Provincial Historic Resource, 2004 Salisbury Street

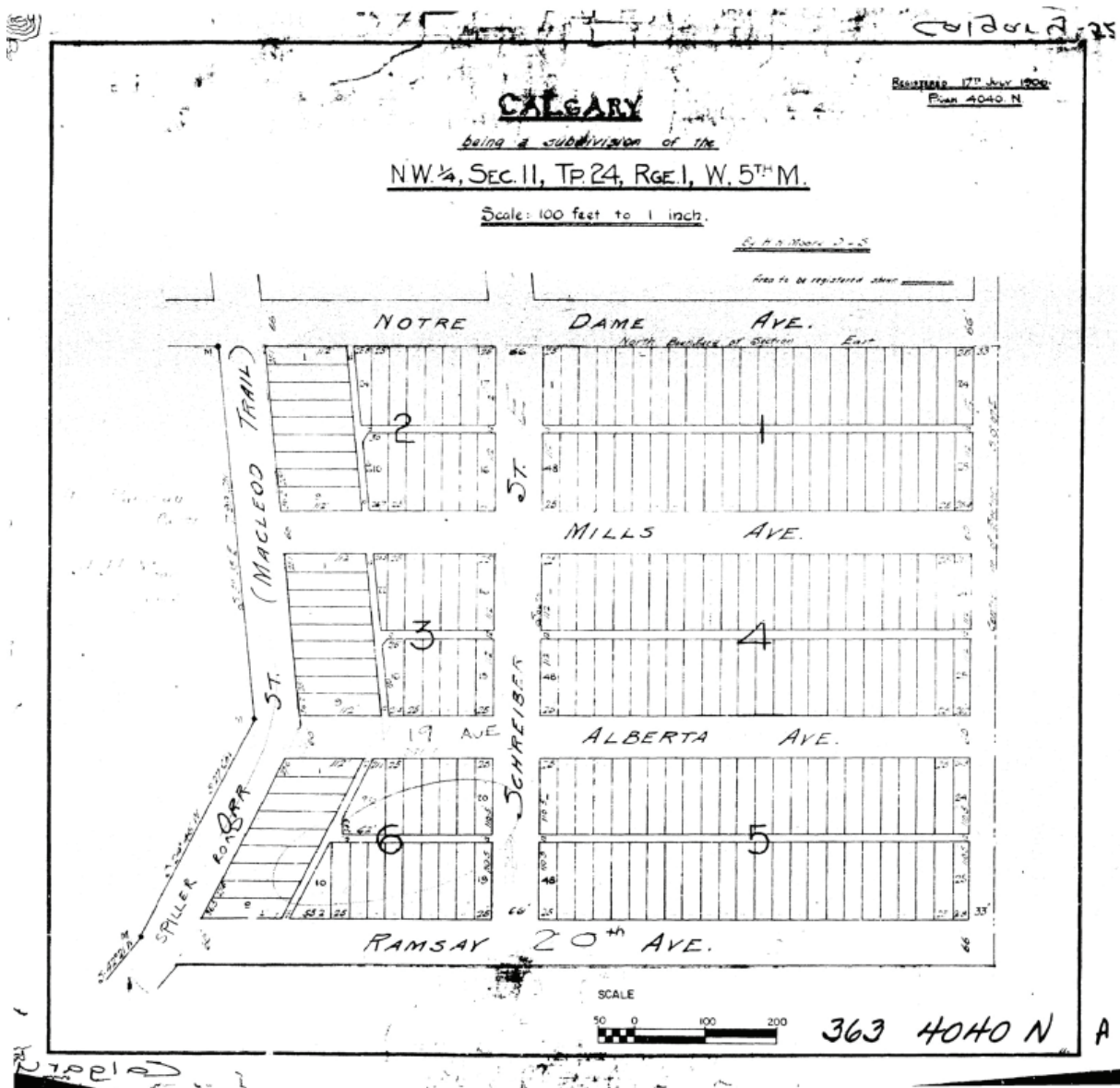
**Potential Interpretation:** Historic street sign project

### 6.3 Adam Francis Hirst Mills (died 1926), Mills Estates developer

Adam Francis Mills was a notable real estate entrepreneur and developer in a number of Calgary neighbourhoods; he developed the Mills Estates subdivision which today comprises a large part of Ramsay east of Spiller Road. Ontario born Mills studied law and articulated in Alberta, and also taught at the Calgary Industrial School for first nations boys before entering into business as a real estate broker. In 1904 he purchased lands from Mary Schreiber. At one point his land extended north of 17<sup>th</sup> Avenue S.E., south to 24<sup>th</sup> Avenue S.E., and between Spiller Road (MacLeod Trail) and 11<sup>th</sup> Street S.E. He also owned land north of 9<sup>th</sup> Avenue S.E. in today's Inglewood, and throughout the city. He is responsible for development in Grandview, Mills Estates and Mount Pleasant. Early street signs in his developments included: Mills, Alberta and Ramsay Avenues, now 18<sup>th</sup>, 19<sup>th</sup> and 20<sup>th</sup> Avenues. Mills owned and built residential and commercial properties throughout the city including the 1921 Mills Block on 7<sup>th</sup> Avenue S.W.



**A.F.H. Mills 1901, far right (Credits Glenbow Archives na-1020-11)**



**A.F.H. Mills' 1906 Subdivision Plan 4040N, part of Mills Estates (Credits: City of Calgary)**

**Potential Interpretation:** Historic street sign project

### 6.4 James Edward Jefferies (1888-1955), Builder

James Edward (Ed) Jefferies is important to Ramsay as a well-known Calgary builder and construction company owner (Jefferies & Sons) and as a long time Ramsay resident who built many homes in the community. Scottish born Jefferies immigrated to Canada in 1907 and moved to Calgary shortly afterward. He worked excavating sewers and basements, and pouring concrete foundations, first with his father and later as his own firm. Early digging and mixing was done by hand. Edward expanded operations to include a gravel crushing plant in 1929 and adopted the name Jefferies & Sons Limited in 1936. By 1950 he had grown to a major operation based in Inglewood which included excavation, general contracting, crushed and graded sand and gravel, and concrete sewer and culvert tile.

He was married in 1911, and he and wife Helen had five sons. His four surviving sons (Edward died in 1947), Ross, Val, Ray and Allan, all joined him in the business. Jefferies was also very active in civic affairs. He served as Vice President of the Calgary zoo, executive of the Calgary Curling Club, and President of the Calgary Gun Club in addition to involvement in numerous other organizations. He was responsible for the Inglewood Bird Sanctuary after 1953. In 1961 the family firm amalgamated with Consolidated Concrete Industries and other companies to become Consolidated Concrete Limited. Ross and Allan were part of its executive team.

**Under evaluation:** Jefferies Residence, 1135 – 10<sup>th</sup> Street S.E.; house built by Jefferies (1912) at 1030 - 20<sup>th</sup> Avenue S.E.; Jefferies Park, 10<sup>th</sup> Street S.E.

## 7.0 Industry, Commerce and Social History

The importance of Ramsay's industrial history to the residential community cannot be overstated. 41% of Ramsay's first or second residents worked for three dominant industrial employers: the Canadian Pacific Railway at 35%, Burns and Co. at 5% and the Calgary Brewery at 1%. These employers were also responsible for Ramsay's earliest industrial history.

### 7.1 Patrick Burns (1856-1937) and Burns Packing Plant and Stockyards

Patrick Burns is significant to Ramsay as the founder of the Burns packing plant and President of the Alberta Stockyards Company, the two companies which were the nucleus of industry in the area. He was an extremely important Ramsay employer and attracted residents and streetcar service to the community. He was also an important Calgary philanthropist, Canadian Senator and one of Canada's most important businessmen. As the head of an international enterprise, and as one of the "Big Four" founders of the Stampede, he secured Calgary's reputation as a centre for the cattle industry.

By 1887 the CPR required stockyards to handle the increasing southbound cattle shipments. The location in section 11 was proposed, being a reasonable distance from the town centre as well as downwind for prevailing winds for the odour to be a problem. Although the Dominion Land Survey called for sections 11 and 29 to be reserved for schools boards they could use this land to trade for more suitable land, or to sell to fund initial school construction. The land was sold to the Town of Calgary for use as a stockyard in 1887, with patent obtained in 1893. The land was used as the Alberta Stockyards as well as being subdivided into industrial lots, and later annexed to the City in 1903. By 1891 the Calgary Edmonton north-south railway lines were constructed and East Calgary, the area where this line intersected the 1883 east-west main line, became an ideal place to locate new industry.

Burn's corporate empire began with a small abattoir during Calgary's golden years of ranching (ca1886-1906). By 1898 demand for beef had increased significantly with railway, mining, and lumber camps, new towns along the railway and the Klondike gold rush, and his business expanded to include a packing house and distribution. By the First World War, he was involved in all aspects of the industry, owned twelve large ranches, had distribution centres and packing plants across Canada, and established offices in Great Britain, Europe and Japan.



**Patrick Burns with Ramsay School in background, 1927 (Credits Glenbow Archives NB-16-151)**



**1914 view of Scotsman's Hill (upper left hand corner) from the southeast with stockyards in foreground. Note Burns Avenue climbs to the top. (Credits: Glenbow Archives NB-16-354)**

The stockyards south of Ramsay were closed several decades ago. Burns Avenue, which runs from the top of Scotsman's Hill to Spiller Road, and originally continued along 21<sup>st</sup> Avenue to 11th Street S.E., bears his name. Areas which border Ramsay to the south and east include Burns Industrial Park and Burnsland Cemetery.

## **7.2 Standard Soap Company aka Royal Crown Soaps, Ltd. (1905)**

Standard Soap Company building (now LocalMotive Crossing) is significant for its association with the early industrial buildout of Ramsay, and for its builders, prominent Canadian businessman and philanthropist, Patrick Burns, and important Calgarian, John Emerson, the city's mayor from 1905-07. As part of Burns strategy to diversify his holdings, he established a soap factory which used animal by-products as a logical expansion to the area. He became President and Mayor Emerson became the Vice President. They constructed the building in 1905 with an expansion in 1907. This site was the Calgary head office with branches across western Canada. In 1908 it was taken over by Royal Crown Soaps Ltd. and again in 1942 by Lever Bros. From 1948-72 it was owned by Woods Manufacturing Co Ltd. which became Woods Bag and Canvass. Of the complex of original buildings over the two-acre site, only the large warehouse remains.

## **7.3 Kemo Inamasu (1879-1958), Hotel, restaurant & Race horse owner**

Kemo Inamasu was a well-known Ramsay resident, hotel and restaurant operator and race horse owner. He and his wife raised their eight children in the community, and children Albert and Mary were among Ramsay's longest term residents. Kemo immigrated to Canada from rural Japan in 1900 and moved to Calgary in 1905 to work at the Alberta Hotel. In 1908 Patrick Burns employed him to cook at his Ramsay meat packing plant. In 1910 he became the operator of the plant's café and later, in 1919 the Stock Yards Hotel and Restaurant. Their home was above the café and all the children were born there.

In the 1920's and Inamasu pursued his interest in horse racing and trained, bred and raced thoroughbreds throughout North America while maintaining his family run restaurant. The most renowned of the horses from Inamasu's Sunrise Stables was the Duchess of York elected to the Canadian Horse Racing Hall of Fame in 1976 based on her career through 1940.



**Kemo Inamasu and the Duchess of York (Credits: Canadian Horse Racing Hall of Fame website)**

When the family was requested to leave the Burns Plant during the Second World War, they moved to 1022 - 19<sup>th</sup> Avenue S.E. near the McKay Lodge. He and the family continued to operate his restaurant in the Alberta Stockyard Exchange building into the 1960's.

#### **7.4 Industrial expansion during Calgary's First Major Boom**

Calgary's first boom was important for the development of Ramsay's industry, although few buildings from this period remain today. Manufacturers William Denby and Phillip Sprung were among the first to purchase a Ramsay industrial lot when they established the bedding department of the Western Tent and Mattress Company in 1903 at 17<sup>th</sup> Avenue and 11<sup>th</sup> Street S.E. Denby, who had moved to Calgary from Ontario in 1899, was the manager of this location and Sprung, who also moved from Ontario circa 1902, managed the canvass and tent department at another location. The Ramsay factory produced iron and brass bed frames, springs and mattresses as well as bedding and remained a mattress factory for several decades, although no longer extant. By 1908 the companies on the east side of the community had expanded. On Adelaide Road there were Bateson's Glass Company and the Vernon Fruit Company, built into the hillside for natural refrigeration. Guy's Factory manufactured door and sash company was located on 10<sup>th</sup> Street S.E. on the site of Jefferies Park, as was a harness and saddle business. All were later destroyed by fire. A few buildings from Ramsay's businesses established during the boom remain: the Calgary Co-op Fur Farmers plant, Woodhall's steel plant and the C.C. Snowdon Oils complex, the latter two discussed below.



## 7.5 Polycarp Spurgeon Woodhall (1872-1945) and the Western Steel Products Plant

P.S. Woodhall was a prominent Calgary industrialist who played an important role in early metal manufacturing in the city, and who developed the Calgary branch plant for Westeel (aka Western Steel Products), one of the most successful companies in the industry. The Western Steel Products Plant, currently the Ramsay Design Centre, designed by Calgary architect George Fordyce, is a landmark in Ramsay. In 1900 Woodhall moved to Calgary from Ontario where he had graduated from business college and worked in the sheet metal business. In 1911 he established the Western Foundry and Metal Company Limited (on 11th Street at 17th Avenue S.E.), manufacturers of furnaces, boilers, radiators, and supplies for steam fitters, tinsmiths and plumbers. Woodhall was president and manager for this business as well as the Woodhall Metal Company later known as the Sheet Metal Manufacturing Company, located in an adjoining building. This was a large enterprise for Ramsay, with two large buildings, 25-30 skilled tradesmen, 8 delivery wagons and 5 travelling salesmen.

In 1918 he moved his sheet metal business a short distance south on 11<sup>th</sup> Street S.E. to a building he constructed at number 1902. By 1921 under Woodhall's management the operation became the Calgary branch plant for Western Steel Products Ltd., an important Winnipeg-based Western Canadian corporation established in 1905 which expanded across Canada in the 1920's and 30's. Woodhall also oversaw significant expansions to his plant. In 1926 architect George Fordyce designed an office and workshop expansion, and March 1930 saw the addition of 10,000 square feet of floor space and fifty employees to the plant. The Westeel trade name was also introduced that year, the company later adopting it as their business name. Woodhall retired in 1934. Westeel handled major wartime contracts during the Second World War, and operated in the building until the 1960's. Woods Bags & Canvass moved to this site in the 1970's.

## 7.6 William Cummins (1890-1933) – harness & saddle business, Shamrock Hotel owner

William Cummins was a notable East Calgary businessman and is important to Ramsay as the owner of the landmark Shamrock Hotel and as a local community sports philanthropist. Dublin-born Bill Cummins was a harness maker who worked for P. Burns & Co. He opened his own enterprise, the East Calgary Harness Shop, the first harness and saddle company in Calgary. William fabricated harnesses for a number of local businesses: Union Milk, Calgary Brewery, Golden West Bakery, and Burns and Co. He later built the Shamrock Hotel in 1924 at the end of Prohibition, maintaining his saddle shop in an adjoining building. Shamrock was the name of a popular line of Burns products; many of his clients were from the Burns meat packing plant. After his death in 1933, his wife Bridgid operated the hotel until 1941 and the family continued to own the building for a number of years after that. The building was renovated and stuccoed in the late 1940's and has undergone successive updates over time.

## 7.7 Campbell Camillus Snowdon (1882-1935) and C.C. Snowdon Oils (1911)

C. C. Snowdon is significant to Ramsay as an important Canadian industrialist who constructed a complex of industrial buildings for his oil business, C.C. Snowdon Oils, at 2010 11<sup>th</sup> Street S.E. (currently a commercial complex). In 1901 Snowdon moved to Western Canada from Montreal as a representative of the Canadian Oil Company, and in 1908 he became their western manager based out of Calgary. Shortly after, he established his own firm, C.C. Snowdon Oils, for refining oil and manufacturing petroleum based products. His first temporary building was a small woodframe shed constructed in Ramsay in 1909. After his move to the current location, the early buildings were constructed in phases from 1911-14 to form a complex of buildings for warehousing, manufacturing and garages.

Snowdon continued to expand to become a national organization which manufactured a wide variety of petroleum products, including lubricant oils, paints, cleaning products and industrial chemicals. At its peak he had branch offices in Winnipeg, Regina, Edmonton, Vancouver and Toronto. Following his death in 1935, his family carried on the business until the 1960's at which time it was sold to V.K. Travis. Travis developed the firm Turbo Resources which used the buildings until 1983.



1914 view of C.C. Snowdon oil, 1810 to 1840 - 11<sup>th</sup> Street S.E. (Credits: Glenbow archives NA-2726-2)

### 7.8 Dominion Bridge/Riverside Iron Works (1927)

The Dominion Bridge/Riverside Iron Works site is significant to Ramsay as a substantial industrial building complex at the south end of the community, including five principal buildings on twenty acres of land, as well as an important business and employer. Frederick Lorne Irving founded his iron works company in Bridgeland in 1913. In 1921 he began expanding his business to meet industry demand from the oil, agriculture and coal sectors when he purchased a seven acre site in Ramsay to establish a larger foundry operation. It officially opened in 1927, employing 225 workers at that time. Irving sold his interest to Montreal based Dominion Bridge Company in 1929, remaining on their board of directors until the Second World War. The plant was expanded with an additional thirteen acres of land and a major steel shop, and further expanded at intervals through the 1970's.

The complex later supported the artistic community of Ramsay when it served as Saddlevue Industrial Art Park, studio and fabrication space for artists and craftsmen. In 1998 it was purchased by two of the long time tenants, a major Canadian set construction company and a metal fabricator, changing its name to Ramsay Crossing. More recently it has been earmarked for mixed-use redevelopment as Ramsay Exchange. Rehabilitation of the historic buildings began in 2007, starting with the original brick Dominion Bridge foundry.

### 7.9 McColl Frontenac Oil Co. Ltd. (1929, now demolished)

McColl Frontenac Oil Co. warehouse was another Ramsay business associated with the expanding oil industry. McColl-Anderson Oil Company, established in Toronto in 1873, merged with Frontenac Oil Refineries in 1927. McColl Frontenac was a Canada-wide corporation which sold the Red Indian product line. Their building was built in 1929 by Fordyce and Stevenson at 1802 11<sup>th</sup> Street S.E., between Westeel and a mattress factory. There was a small service station fronting the street. A few years later the Texas Corporation gained controlling interest in the company, and by 1941 the Texaco name and Sky Chief products were displayed. The building became vacant in 1991 and has since been demolished. The land is currently undergoing reclamation.

**Key Themes:** Business and Industry

**Inventory Sites:** CC Snowdon Oil, 2010 – 11<sup>th</sup> Street S.E.; Dominion Bridge Works, 803 – 24<sup>th</sup> Avenue S.E.; Standard Soap Company (1905), 1240 - 20<sup>th</sup> Avenue S.E.

**Under evaluation:** Calgary Co-op Fur Farmers Building, 1701 – 11<sup>th</sup> Street S.E. (1912), Western Steel Products Plant (1918), 1902 – 11<sup>th</sup> Street S.E.

**Potential interpretation:** Burns Avenue (including 21<sup>st</sup> Avenue S.E. which was formerly part of Burns Avenue) historic street sign Shamrock Hotel

## 8.0 Spiritual, Cultural and Artistic Life

### 8.1 Catholic Parish of St. Anne (aka Ste. Ann)

The Parish of St. Anne is significant as the second Roman Catholic parish to be established in Calgary. Its religious institutional buildings including a church, parish hall, rectory, school and convent on 21<sup>st</sup> Avenue S.E. and the residential area which developed around these buildings, have a substantial physical presence in Ramsay.

In 1883, the Oblate fathers, the first settlers in Calgary dating from their first mission in 1875 at the confluence of the Bow and the Elbow rivers, constructed a small chapel in Ramsay on a plot of land from the southwest quarter of section fourteen on the east bank of the Elbow. The land was offered by Louis Roselle on what Father Lacombe called 'la butte Roussel' (Roussel's ridge). However, when the CPR made their decision to place their station on the west side of the Elbow, the Oblates moved their chapel across the river to the Mission homestead. This was a long trip for the Catholics in East Calgary but eventually, beginning in 1908, a series of small spaces along 9<sup>th</sup> (Atlantic) Avenue S.E. served as their chapels. By 1911 the population could support a small church, first constructed at 8<sup>th</sup> Avenue and 14<sup>th</sup> Street S.E. in Inglewood, and a four room separate school was built at 21<sup>st</sup> Avenue and 9<sup>th</sup> Street S.E. in Ramsay. Father Lestanc, O.M.I. dedicated the parish to Ste. Ann and the parish was entrusted 'in titulo perpetuo' by Bishop Legal to the Priests of St. Mary of Tinchebray (S.M.T.) an order founded in France in 1851. In 1913 the church was moved to Ramsay near the separate school. The Inamasu family were among its congregation, and daughter Mary studied music at the convent.



Glenbow Archives NA-3643-12

#### **Ste. Ann Church before its move to 21<sup>st</sup> Avenue S.E. 1911 (Credits Glenbow Archives NA-3643-12)**

Ste. Ann's monastery/rectory/convent was also constructed in 1913 as the S.M.T. father's rectory. With its mansard roof and quoin detailing, it is a rare Calgary example of French architecture. In 1916 the Tinchebray order was released, along with the other French orders in Calgary, and the parish name anglicized to become St. Anne. When a new rectory was built in 1951, the convent was sold to the Sister Adorers of the Precious Blood, an order founded in Ste. Hyacinthe, Quebec in 1861. This was a cloistered order and Ramsay residents recall the strict confinement of the sisters who were seldom permitted to leave the monastery. The building, continuing its use as a public building, has served as the Crowfoot Sunrise Treatment Centre, and today it is the Raido House Youth Transitional Residence. Residents recall clients of the Sunshine centre playing baseball every night during the 1990's.

## 8.2 Maxwell Bates (1906-1980) and the new St. Anne's Church

In 1958 the church was also replaced by a modernist building designed by prominent Calgary architect Maxwell Bates (1906-1980). Bates, also a renowned artist and writer, was the son of another important Calgary architect, William Stanley Bates, known for his legacy of Catholic buildings. Maxwell first worked in his father's office, and later in London, England where he was chief assistant to J. Harold Gibbons, a restoration architect who worked in the Gothic Revival style. He returned to Calgary in the 1950's, working in partnership with Alfred W. Hodges. Maxwell's best known works are his modernist neo-Gothic ecclesiastical designs, including St. Mary's Roman Catholic Cathedral, St. Martin's Church, and St. Anne's Church. St. Anne's modernist interpretation displays Gothic influences such as the crenulated, square bell tower, corner buttresses and arched windows, as well as the Arts and Crafts-style influenced carved wood double main entrance doors and tall chimney.



**St. Anne's Catholic Church 1960. Credits: Glenbow Archives**

The parish owned lots 36-45 in Block 12 of Mills Estates as well as Lots 2 and 8-10 of Block 16. A small French Catholic area developed around 21<sup>st</sup> Avenue S.E. The parish is remarkable for the number of vocations it produced, twenty-four by the 1970's, including two priests and three nuns from a single family, the Peter Lyons family, who lived at 2109 - 9<sup>th</sup> Street S.E. Clarence Lyons was Calgary's third native-born Catholic priest. Over time the congregation dwindled and was combined with St. Mary's. The separate school has been replaced and expanded through the decades (including additions by Rule, Wynn & Rule Architects in the 1950's) and at one point served as a French-as-a-first-language school. Today, the church serves the Korean Parish, the school operates as the St. Anne Academic Centre for mature students and the Catholic buildings make a significant contribution to the built heritage of the area.

Although constructed as a commercial building, the Frank Block historic resource also served as an Avatamsaka Buddhist monastery from 1987 to 1996.

**Key Themes:** Spiritual Life, the Face of Alberta

**Inventory Sites:** St. Anne's Church, 910 – 21<sup>st</sup> Avenue S.E.; St. Anne's Convent 922 – 21<sup>st</sup> Avenue S.E.

**Under evaluation:** Lyons Residence, 2109 – 9<sup>th</sup> Street S.E.

## 9.0 It takes a Community to raise a child: public places, spaces and revitalization

### 9.1 Education, Schools, library

The Ramsay sandstone school was one of four large sandstone schools erected in 1912 during Calgary's economic boom just before the First World War. Situated in a prominent location on Spiller Road, the school is a landmark in the community. Ramsay School takes its name from landowner W.T. Ramsay who sold property to the school board. It was designed by architect Hugh McClelland, superintendent of public school construction from ca 1908-15. Prior to its opening, the children in Ramsay, many elementary school age, walked to Alexandra School in Inglewood, crossing the railway tracks to get there. When shunters blocked their passage and made them late, it was tempting for the children to scramble under the cars despite warnings from their parents. The Ramsay Parent-Teachers Association was formed in 1921, and E.S. MacGregor, the principal at the time, served as its first president.

In the middle of the twentieth century educators and school associations agitated for permanent library facilities within schools. Ramsay became the home of the city's first school library in 1948, a collaborative effort between the school board and the public library. In the early decades, the school was important to community children for sports and recreation. Track and field Sports Day took place every September on St. George's Island with the Ramsay School children sporting their colours, green and gold. The school also provided interschool hockey and basketball competitions.

Notable alumni include newspaper columnist Art Evans; Charles A. Harrison (Calgary's fire chief, 1964-1972); Bob Harrison (chief inspector for Calgary Police); Ross Jefferies, president of Consolidated Concrete Ltd. and Eddie Wares, National Hockey League player. Early principals at Ramsay School have included E.S. MacGregor (1913-16, 1919-22), C.E. Leppard (1916-19), C.R. Sinclair (1922-28), Harry B. Freeman (1928-50), C.S. McKay (1950-56) and M.G. MacLean (1956-60, 1961-62).

### 9.2 Community Association

During the period of prosperity following the Leduc Oil discovery in 1947, there was increased focus on improved services and infrastructure as well as improving parks and recreation in the city. Around that time a number of Calgary Community Associations were established to provide direction for the latter activity. The Grandview Association was formed in 1948, meeting in St. Anne's church basement. In 1956 the organization applied for a charter as the Grandview Community Association, but an association in Edmonton was already operating under that name. The group reapplied as Ramsay Community Association in honour of Silas Alexander Ramsay, a former Calgary mayor and long serving alderman. This organization included the former communities of Grandview, Mills Estates, Burnsland (to the south near the stockyards) and Brewery Flats near the remaining industrial area.

The objectives of the charter included establishing social programs for adults and children (Social and Sports Committees), supporting worthy causes, conducting business meetings directed toward the "general welfare" of the community, and operating the Ramsay Clubhouse (Building and Rental Committees) at 1138 - 8<sup>th</sup> Street S.E. The City granted land on 8<sup>th</sup> Street near 17<sup>th</sup> Avenue S.E. to the association, and an army hut was moved to that site from S.A.I.T., with later additions to make a functioning hall.

### 9.3 Silas Alexander Ramsay (1850-1942), the community's namesake

Quebec born S.A. Ramsay first came west in 1870 with Lord Wolseley's Red River expedition. During that mission he hunted buffalo in the area which would become Calgary. Returning to Quebec following the expedition, he married Jessie Wilson in 1876 and raised a family of four children. Ramsay again came west to Calgary in 1883 and established himself as an agent for John Elliott & Sons (manufacturers of binder twine and agricultural equipment) and for *Domestic* sewing machines and supplies. In 1885 he briefly served as a government dispatch rider in the North West Rebellion. Ramsay became very active in Calgary's municipal affairs, serving nine terms as Alderman between 1895 and 1907 as well as Mayor from 1904- 05. During that term the CPR irrigation works were initiated, and the numbering system for streets and avenues was introduced. Ramsay was an avid supporter of publicly operated utilities and actively opposed long term franchises to private corporations.

### 9.4 Recreation, sports, playgrounds, skating rinks, parks

The following are some of the significant recreational places and activities for the Ramsay community:

- In 1919 Maude Riley successfully advocated for the provision of community recreation facilities at schools, arguing that it was the taxpayers who owned them. The concept included supervised playgrounds as well as indoor recreation programmes to direct "youthful energy" and develop qualities such as good sportsmanship. The parks department for the first time was allocated a budget of \$1500 for playground supervisors. That summer supervised programmes began at Ramsay and seven other locations, culminating in a final field day for all the locations at Mewata Park.
- William Cummins, owner of the Shamrock Hotel and harness & saddle business, was a devoted sportsman who sponsored football, hockey and lacrosse teams in East Calgary, each team known as the *Shamrocks*. Around 1928 Cummins also enclosed a sports area west of the present hotel where Lacrosse and hockey were played for many years.
- In the early twentieth century Jefferies Park, located between 10<sup>th</sup> Street S.E. and Adelaide Road, was the site of Guy's Sash and Door Factory, later destroyed by fire. Later, it became highly valued green space in the community. Mention of this "small but very precious piece of community property" appears in community histories from the 1970's. Long time Ramsay resident Dawn Ferguson nee Cumiford, the third generation of her family to be raised in Ramsay, recalls that the park (simply called *the field*) "was our second home. We played games until dark. In winter, Ray Jefferies along with Mr. and Mrs. Hamilton used to flood a rink and we played hockey. . . . At night we sat on the hill and watched the steam engines. Many people in the community were train conductors, so we would wave at them." Mr. Jefferies also purchased a floodlight for the rink.
- Other parks in Ramsay include the green space on Hirst Street and also on 8<sup>th</sup> Street as well as the expansive grounds of Ramsay Park. In the 1950's there were two ball diamonds in Ramsay Park used by the Ramsay girls' baseball teams, one for little league and one for more senior players. The teams won several district championships and had a big local following for a decade. They won the City Midget championship in 1957, the Juvenile, Junior and Intermediate City championships for eight years running (1959-66) and the Provincials from 1959-65. The interest in the teams continues with an application to the Alberta Softball Association Hall of Fame, and the collection of memorabilia. Over time a skating rink and change house were added to Ramsay Park. The little league baseball diamond has been replaced with tennis courts, but the other diamond remains in its original location.
- Beginning in the 1950's there were a series of Ramsay Winter Carnivals, complete with sports, festivities and the crowning of the carnival's Queen.



**Grandview Midget Girls fastball team, October 1954. Credits: Glenbow Archives**

## 9.5 Revitalization

During the 1970's, the role of community associations in Calgary changed to address issues such as redevelopment and urban regeneration. The Ramsay and Inglewood communities initiated a joint revitalization project which translated to a 1974 design brief focused on creating a residential area for young families. Calgary architect, alderman and East Calgary resident Jack Long was instrumental in facilitating community involvement and did much of the technical work for the plan. Its four main objectives were:

1. regeneration of the older housing stock with incentive funding, and strict enforcement of the City's minimum standards bylaw;
2. reduction of the negative impacts of industry with firm residential zoning to end the encroachment of industrial sites as well as the relocation of polluting industries;
3. down-zoning of residential properties to discourage speculation;
4. improving public amenities by enhancing Ramsay School as a community facility with public gymnasium-auditorium, and developing the top of Scotsman's Hill into a park with enclosed skating area; and

The results of this initiative were impressive and have had lasting positive effects. The two communities received \$5.6M incentive funding from the Neighbourhood Improvement Program, administered by three levels of government to improve local facilities and about 900 homes. The funding also supported new Ramsay amenities including a rebuilt community hall, restored seniors centre and tennis courts. The corrective zoning stabilized land use, put an end to speculation, retained single family character and allowed a reasonable increase in density without losing the original character of the community. Moreover, residential homes previously earmarked for industrial zoning became eligible for a CMHC mortgage guarantee.

**Key Themes:** Education, Sports

**Inventory Site:** Ramsay Elementary School (1912), 2223 Spiller Road S.E.

**Under evaluation:** Jefferies Park, 10<sup>th</sup> Street S.E.

**Potential Interpretation:** Sports trophies housed in the community association building; historic records from the Ramsay teams; extant senior league baseball diamond in Ramsay Park

## 10.0 Showing its evolution today - Streetscapes and special architecture

Ramsay's special residential streetscapes and distinctive architectural styles “speak of an honest architecture for a working class people who desired to live close to their employment” (Avtus, 1994) while providing good places to raise their families.



**Some of Ramsay's heritage streetscapes (clockwise from top left): 9<sup>th</sup> Avenue S.E., Bison Path, Maggie Street and Adelaide Street today. Credits: City of Calgary**

Located between the downtown and Calgary's main industrial area at the time, Ramsay was home to workers employed in both areas. This explains the dominant styles of houses: the one-storey Edwardian cottage, the Edwardian gable-front homes of one-and-one-half to two storeys, and the one-storey hip-roofed bungalows. Most of the homes would have been built as kit homes, where plans and materials were ordered from catalogues or lumber stores, or as pattern houses, where the designs were taken from popular builders' magazines.

### 10.1 One-storey Edwardian cottage

The one-storey, gable-front Edwardian cottage is one of the most common styles. Within the area east of Spiller Road they comprise over one third of the houses in the central part, and one quarter of the houses north of 17<sup>th</sup> Avenue S.E. as well as south of 21<sup>st</sup> Avenue S.E.





**A picturesque triple-gable variation of the Edwardian cottage. (Credits: City of Calgary 2012)**

## 10.2 Edwardian Gable Front

Almost as prevalent are the Edwardian gable-front houses. Within the area north of 17<sup>th</sup> Avenue S.E. one fifth of the houses are the one-and-one-half storey gable-front style, and in the area mainly west of Ramsay Street and south of Margaret Avenue over one fifth are two-storey gable-front homes. The gable-front style was the result of adapting Victorian taste for picturesque features such as steeply pitched gables and asymmetrical front facades seen in the Queen Anne and Gothic Revivals to the Edwardian trend towards efficient design. Aligning the homes with their narrow façade to the street permitted the subdivision of land into narrow 25 foot lots and achieved higher densities for rapidly expanding urban areas, higher profits for developers and lower costs for those on working class budgets. A typical home would display a symmetrical upper storey and an off centre front entry porch on one side with a bay window on the other side. A variation seen in Ramsay and rather unusual in Calgary is decorative detailing in the gable. This was part of a North American trend in the later decades of the twentieth century to rehabilitate and reinterpret homes with front gables using creative combinations of designs, colours and textures of painted wood trim.



**Top: very early example of gable-front home. Bottom centre: architectural streetscape on the 1100 block of 10<sup>th</sup> Street S.E. (Credits: City of Calgary)**



**Another variation of the gable-front home in Ramsay is the gambrel roof with dual pitched gable; above is the 1000 block of 18<sup>th</sup> Avenue S.E. (Credits: City of Calgary).**

### 10.3 One-storey hip-roofed bungalow

The hip-roofed bungalow is a very common house type in the area just north of Ramsay school and west of Spiller Road. Most of these homes represent Ramsay's mid century buildout and the home styles are similar to many Calgary communities built during the late 1940's-1960's.

**Under evaluation:** Gable-front Residence (1908), 1023 - 17<sup>th</sup> Avenue S.E., Beers Residence Boomtown false front style (1908), 1001 - 19<sup>th</sup> Avenue S.E.

**Potential Interpretation:** Triple-gable streetscape, 1019 - 1025 17<sup>th</sup> Avenue S.E., 1908 gambrel roof streetscape, 18<sup>th</sup> Avenue S.E., Decorative Front Gables streetscape, 10<sup>th</sup> Street S.E.

## Appendix I

### Ramsay Resources and Inventory of Evaluated Historic Sites

<b>Ramsay - City of Calgary Inventory of Evaluated Historic Sites</b>			
1	803 - 24 Avenue S.E.	1927	• Dominion Bridge/Riverside Iron Works
2	2223 Spiller Road S.E.	1912	• Ramsay Elementary School 1912
3	922 - 21 Avenue S.E.	1913	• St. Ann's Convent
4	1024 - 17 Avenue S.E.	1912	• Frank Block
5	2010 - 11 Street S.E.	1912	• CC Snowdon Oils
6	1040 - 8 Street S.E.	1911	• Beaudry Block
7	1016 - 19 Avenue S.E.	1911	• McKay Lodge 1911
8	910 - 21 Avenue S.E.	1958	• St. Anne's Church, Catholic Parish of St. Anne
	815 MacDonald Avenue S.E.	1902	• Pop's Confectionary (demolished)
9	1702 - 8 Street S.E.	1948	• Black & White Meat and Groceries
10	920 - 11 Avenue S.E.	1911	• Nevler (Yorkshire) Block
11	1240 - 20th Ave. S.E.	1905	• Standard Soap Company
12	9th Street S.E. from 17th Avenue to Adelaide Rd.	1929	• Reader Boulevard Cultural Landscape
13	MacDonald Bridge	1910	• Bridge spanning Elbow River
14	CPR Railway Bridge	1911	• Steel bridge spanning Elbow
<b>Ramsay - Province of Alberta Registered Historic Resource site</b>			
1	2004 Salisbury Street	1913	• Ramsay House

## Appendix II



### Ramsay Sites evaluated for the Ramsay Heritage Project

#### Sites under evaluation for the Calgary Heritage Authority Places of Historic Interest (20 Sites)

Address	Date-ca	Comments, References	2012 Photos
904 - 20 Avenue S.E.	1911	<ul style="list-style-type: none"> <li>Sanderson residence, Robert Sanderson (Hardware)</li> <li>Queen Anne style house front on corner lot</li> <li>Identified in Avitus report</li> </ul>	
1902 - 11 Street S.E.	1919	<ul style="list-style-type: none"> <li>Western Steel Products with 1921 and 1926 additions</li> <li>Identified in Sanders walking tour</li> </ul>	
1026 - 8 Street S.E.	1912	<ul style="list-style-type: none"> <li>Home to Alex MacLean (Auction Market) family</li> <li>Identified in Avitus report</li> <li>Queen Anne Revival</li> </ul>	
1102 - 8 Street S.E.	1908	<ul style="list-style-type: none"> <li>Gable front cottage with Early Stick style influences</li> <li>panel under window, angle wood, oversize gable screen</li> </ul>	
814 Bison Path 1914	1912	<ul style="list-style-type: none"> <li>Harrison residence</li> <li>streetscape, prominent home, Foursquare style</li> </ul>	

Address	Date-ca	Comments, References	2012 Photos
1030 - 20 Avenue S.E.	1912	<ul style="list-style-type: none"> <li>• Jefferies &amp; Sons, builders, brick home</li> <li>• Identified in Avitus report</li> <li>• Queen Anne style</li> </ul>	
1023 - 17 Ave S.E.	1908	<ul style="list-style-type: none"> <li>• Triple-Peaks Style</li> <li>• Edwardian cottage</li> </ul>	
1135 - 10 St S.E.	1912	<ul style="list-style-type: none"> <li>• Jefferies &amp; Sons family residence, prominent Calgary businessmen and builders (including Ramsay)</li> <li>• Arts &amp; Crafts style</li> </ul>	
1141 - 10 St S.E.	1909	<ul style="list-style-type: none"> <li>• McCurdy Residence</li> <li>• Edwardian Gable front</li> </ul>	
919 - 11 Avenue S.E.	1900	<ul style="list-style-type: none"> <li>• Early Queen Anne Revival</li> </ul>	
2109 – 9 <sup>th</sup> Street S.E.	1911	<ul style="list-style-type: none"> <li>• Lyons Residence, symbolic of St. Anne's Catholic parish</li> <li>• 2 priests and 3 nuns raised in this family</li> <li>• Foursquare style</li> </ul>	

Address	Date-ca	Comments, References	2012 Photos
1701 - 11 Street S.E.	1912	<ul style="list-style-type: none"> <li>• Calgary Co-op Fur Farmers</li> <li>• Identified in Sanders walking tour</li> <li>• Vernacular industrial style</li> </ul>	
1001 - 19th Avenue S.E.	1908	<ul style="list-style-type: none"> <li>• Beers House with original rear stable, storefront addition</li> <li>• Identified in Sanders walking tour</li> <li>• Vernacular False Front</li> </ul>	
1004 - 19th Avenue S.E.	1903	<ul style="list-style-type: none"> <li>• Vernacular style cottage</li> <li>• First employer Calgary Brewery</li> </ul>	
1044 19th Avenue S.E.	1911	<ul style="list-style-type: none"> <li>• Edwardian cottage</li> </ul>	
1029 20 Avenue S.E.	1910	<ul style="list-style-type: none"> <li>• Edwardian gable front</li> </ul>	
Jefferies Park	TBD	<ul style="list-style-type: none"> <li>• special community greenspace for children</li> <li>• JE Jefferies &amp; sons</li> </ul>	


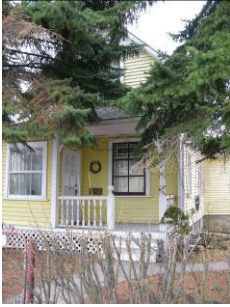



Address	Date-ca	Comments, References	2012 Photos
815 MacDonald Ave S.E.	TBD	<ul style="list-style-type: none"> <li>Ice Cream Sign from Pop's Confectionary (original building demolished)</li> </ul>	
Scotsman's Hill	NA	<ul style="list-style-type: none"> <li>landmark/view/cultural landscape (city-owned part)</li> </ul>	






Credits: Bill Longstaff



## Appendix III Ramsay Places of Interest List

### Potential future evaluation for the Calgary Heritage Authority Places of Historic Interest (23 Sites)

Address	Date ca	Comments, References	2012 Photos
1027 - 8 Street S.E.	1906		
1122 - 8 Street S.E.	1909	<ul style="list-style-type: none"> <li>Restored Homestead 1909</li> </ul>	
1128 - 9 Street S.E.	1902		
1038 - 18 Avenue S.E.	1890	<ul style="list-style-type: none"> <li>oldest extant structure in Ramsay;</li> <li>possible CPR boarding house</li> <li>Identified in Avitus report</li> </ul>	
927 - 20 Avenue S.E.	1902		

Address	Date ca	Comments, References	2012 Photos
827 21 Avenue S.	TBD		
806 22 Avenue S.E.	1912		
831 22 Avenue S.E.	TBD		
1007 22 Avenue S.E.	TBD	<ul style="list-style-type: none"> <li>• Style value</li> </ul>	
1115 8th Street S.E.	TBD	<ul style="list-style-type: none"> <li>• Style value</li> </ul>	

Address	Date ca	Comments, References	2012 Photos
1129 9th Street S.E.	TBD	<ul style="list-style-type: none"> <li>• Style value</li> </ul>	
2204 8 Street S.E.	TBD	<ul style="list-style-type: none"> <li>• wartime, original cladding</li> </ul>	
1043 Maggie Street S.E.	TBD	<ul style="list-style-type: none"> <li>• special street</li> <li>• symbolic of Maggie Beattie's development</li> </ul>	

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