

THE MEN WHO BUILT THE CPR

LORDS OF THE LINE



DAVID CRUISE
ALISON GRIFFITHS

Lords Of The Line Men Who Built The Cpr

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Lords Of The Line Men Who Built The Cpr:

Lords of the Line David Cruise,1996-10 *Harry Livingstone's Forgotten Men* Dan Black,2019-10-01 During the WWI more than 80 000 Chinese labourers were secretly transported from China across Canada to the Western Front where they built bridges and roads repaired tanks unloaded supplies and then after the war cleaned up the grisly battlefields Though the use of Chinese labourers for the war has been known the story of their journey and their work and the role of Canadians in recruiting and transporting them has not been fully told until now In *Veil of Secrecy* Dan Black describes the perilous journey taken by the Chinese labourers from their remote villages in China across the North Pacific the vast country of Canada from Vancouver to Halifax and across the North Atlantic to the battlefields of Europe and then back again For political reasons and to prevent them from escaping the Chinese labourers were locked into cattle cars and forbidden to disembark during the journey The Canadian public too was kept in the dark about the trains But their experience is indelibly evident in graves across the country from Vancouver Island to Thunder Bay and Petawawa to Halifax One Canadian plays a central role in this story Captain Harry Livingstone a small town doctor from Listowel Ontario Livingstone joined the Canadian Army Medical Corps in 1917 at the age of 28 His first assignment was to go to northeast China to a recruitment depot where he examined poor young Chinese men to ensure they were fit for service He later joined them on their journey across the North Pacific to a quarantine station on Canada s West Coast Drawing on the diaries written by Livingstone and the letters of the Canadian missionaries who served as temporary officers with the corps in Europe Dan Black traces the experience of the Chinese Labour Corps and sheds new light on the mistreatment and racism they faced in Canada and in wartime Europe **The Spiral Tunnels and the Big Hill - An Illustrated Railway History** Graeme Pole,2024-01-18 When the Canadian Pacific Railway CPR built through the Rockies in 1884 it laid track straight down the west slope of Kicking Horse Pass Dropping 1 140 feet in 7 1 railway miles this section of railway was a construction worker s horror and a railroader s nightmare that soon became known as the Big Hill Intended to be temporary the 4 5 percent grade more than 3 miles long saw use for 25 years until completion of the Spiral Tunnels in 1909 The two tunnels unique in North America loop over themselves doubling the length of track and halving the grade Incorporating more than 100 photographs *The Spiral Tunnels and the Big Hill An Illustrated Railway History* describes the construction of the CPR and recounts the tales of daring defiance and disaster on the second steepest mainline track ever operated in North America Maps and diagrams reveal how the Spiral Tunnels create a safer grade for trains The text provides up to date descriptions of today s locomotives and explains the many challenges of operating trains on mountain grades A Canadian bestseller for three decades this revised edition will be informative reading for railfans for travellers in the Rockies and for those with an interest in Canadian history *Immigration and Settlement, 1870-1939* Gregory P. Marchildon,2009 *Immigration and Settlement 1870 1939* includes twenty articles organized under the following topics the Opening of the Prairie West First Nations and the Policy of Containment Patterns of Settlement and

Ethnic Relations and Identity in the New West The second volume in the History of the Prairie West Series Immigration and Settlement includes chapters on early immigration patterns including transportation routes and ethnic blocks as well as the policy of containing First Nations on reserves Other chapters grapple with the various identities preferences and prejudices of settlers and their complex relationships with each other as well as the larger polity

The Duluth, South Shore & Atlantic Railway John Gaertner,2009 The rise and fall of the Duluth South Shore Atlantic Railway from 1887 to its merger with the Soo Line in 1961 is the subject of this thoroughly researched book The DSS A was organized in the hope that it would become a transcontinental link between the Canadian Pacific at the Sault and the Northern Pacific at Duluth with the major route taking passengers from the Twin Ports of Duluth Superior through Northern Wisconsin and the Upper Peninsula of Michigan to St Ignace The line was forced to merge because of competition from more efficient lake vessels on Lake Superior which could carry goods of lower value at much better rates than the DSS A John Gaertner's account draws on a wide array of sources such as the Soo Line records at the Minnesota Historical Society in St Paul the Michigan State Archives at Lansing the Burton Historical Collection in Detroit and local newspaper accounts A compelling read for history buffs and railroad enthusiasts alike

Gravity, Steam, and Steel Graeme Pole,2022-12-19 In 1882 the Canadian Pacific Railway Company committed to building Canada's first trans continental railway across unknown ground in the Selkirk Mountains of southern British Columbia It was a gamble that almost scuttled the project and the promise of the young country During the next three years a small army of surveyors engineers and labourers cleared the grade and built track across Rogers Pass the only break in the Selkirk Mountains a place that defined wilderness Trestles tunnels snowsheds bridges and miles of looping track the Canadian Pacific Railway has since employed them all to reduce the dangers and to make railway operations in Rogers Pass safer and more reliable Gravity Steam and Steel recounts the triumphs and tragedies of building and operating a railway in a place where 40 feet of snow falls each year and where trains routinely run on grades that many other railways would consider impossibly steep

High on a Windy Hill Ray Djuff,Chris Morrison,1999 Since 1927 sitting atop a knoll overlooking Upper Waterton Lake the Prince of Wales Hotel has survived floods fire gales and even closure Built for the Minnesota based Great Northern Railway the hotel initially provided an oasis for thirsty Americans during Prohibition Now a national historic site the lodge receives its rightful tribute in this extensively annotated book Discover why a US railway would build a hotel in Canada 50 miles from its closest line Read the nearly impossible saga of the construction site Uncover the stories of the dedicated people who have worked to preserve and run this classic venue Ray Djuff a former employee of the Prince of Wales Hotel spent 20 years researching this book uncovering facts and details long considered lost Vivid historical photographs bring to life the story of this grand survivor of the golden age of railway resort development

[A Thousand Blunders](#) Frank Leonard,2011-11-01 During the first two decades of this century the Grand Trunk Pacific Railway played an important part in the development of the north central corridor of British Columbia The GTP

which ran from Winnipeg via the Yellowhead Pass and Edmonton to Prince Rupert on the northwest coast was built to supplant the Canadian Pacific line to Vancouver. The B C line was the most expensive and least remunerative of its sections and contributed ultimately to the company's collapse in 1919. In *A Thousand Blunders* Frank Leonard looks at why the Road of a Thousand Wonders failed to live up to the expectations forecast by company president Charles M. Hays and other senior managers. Not only was the railway built through a sparsely settled region which generated little immediate traffic but its economic difficulties were also compounded by the numerous mistakes made by managers at all levels for example their failure to respond adequately to labour shortages caused serious delays and prevented the company from proving Prince Rupert as an effective alternative harbour before World War I broke out. For this book Frank Leonard had access to a wealth of original documents among them the GTP legal department files providing him with insights into the decisions that formed the basis for policies in townsites and on Indian reserves. *A Thousand Blunders* is a provocative account of one of the greatest failures in Canadian entrepreneurial history. Richly detailed and thoroughly documented it makes an important contribution to the fields of railway and business history as well as to the study of the history of northern British Columbia.

The Oxford Handbook of Megaproject Management Bent Flyvbjerg, 2017. This Handbook provides state of the art scholarship in the emerging field of megaproject management. The 25 chapters cover all aspects of megaproject management from front end planning to project delivery including how to deal with stakeholders risk finance complexity innovation governance ethics project breakdowns and scale itself.

Rails Across Canada Tom Murray, 2011-03-07. Few stories in the annals of railroading are as compelling as the construction evolution and astounding successes of the Canadian Pacific and Canadian National railways. This sprawling volume combines two of Voyageur Press most successful Railroad Color History titles into one volume taking in the grand scope of both railroads. Author Tom Murray presents fastidiously researched and concisely presented histories of each railroad along with more than 300 photographs including rare archival black and white images and modern and period color photography sourced from national archives and private collections.

Development Derailed Max Foran, 2013-11-01. In June of 1962 the Canadian Pacific Railway announced a proposal to redevelop part of its reserved land in the heart of downtown Calgary. In an effort to bolster its waning revenues and to redefine its urban presence the CPR proposed a multimillion dollar development project that included retail office and convention facilities along with a major transportation centre. With visions of enhanced tax revenues increased land values and new investment opportunities Calgary's political and business leaders greeted the proposal with excitement. Over the following year the scope of the project expanded growing to a scale never before seen in Canada. The plan took official form through an agreement between the City of Calgary and the railway company to develop a much larger area of land and to reroute or remove the railway tracks from the downtown area a grand design for reshaping Calgary's urban core. In 1964 amid bickering and a failed negotiating process the project came to an abrupt end. What caused this promising partnership between the nation's leading corporation

and the burgeoning city of Calgary to collapse What in economic terms was perceived to be a win win situation for both parties fell prey to a conflict between corporate rigidity and an unorganized ill informed and over enthusiastic civic administration and city council Drawing on the private records of Rod Sykes the CPR's onsite negotiator and later Calgary's mayor Foran unravels the fascinating story of how politics ultimately undermined promise *Lord Strathcona* Donna McDonald,2002-09-01 Donald Smith known to most Canadians as Lord Strathcona was an adventurer who made his fortune building railroads He joined the Hudson's Bay Company at age eighteen and went on to build the first railway to open the Canadian Northwest to settlement As his crowning achievement he drove the last spike for the nation building Canadian Pacific Railway In 1896 Smith became Canada's High Commissioner in London and was soon elevated to the peerage He became a generous benefactor to Canadian institutions This eminently readable biography brings to light new information including details about Strathcona's personal life and his scandalous marriage *Blood, Iron, and Gold* Christian Wolmar,2010-03-02 The opening of the world's first railroad in Britain and America in 1830 marked the dawn of a new age Within the course of a decade tracks were being laid as far afield as Australia and Cuba and by the outbreak of World War I the United States alone boasted over a quarter of a million miles With unrelenting determination architectural innovation and under gruesome labor conditions a global railroad network was built that forever changed the way people lived From Panama to Punjab from Tasmania to Turin Christian Wolmar shows how cultures were enriched and destroyed by one of the greatest global transport revolutions of our time and celebrates the visionaries and laborers responsible for its creation **Lords of the Line** David and Griffiths Cruise (Alison),1988 [The Sweet Sixteen](#) Linda Kay,2012-03-09 In 1904 sixteen women travelled together by train to cover the St Louis World's Fair The Sweet Sixteen traces the fateful ten day trip that resulted in the formation of a professional club for the advancement of Canadian newspaper women Drawing upon letters journals interviews and most significantly newspaper stories written by the women themselves Linda Kay narrates the journey to St Louis with evocative detail Delving into the group dynamics and individual experiences of these women Kay explores the cultural divide between the Anglophone and Francophone members of the group and provides compelling biographical sketches of each woman's life and work The Sweet Sixteen documents the struggles of a group of tenacious and talented women who in 1904 did not have the right to vote were not regarded as persons under the law and were credentialed as journalists at a time when marriage and motherhood were considered a woman's one true calling Their legacy the Canadian Women's Press Club is a testament to their daring *Leo* Leo Kolber,L. Ian MacDonald,2003-10-27 For thirty years Kolber was chairman of Cemp Investments the Bronfman trust and Cadillac Fairview Corporation one of the largest real estate firms in North America He charts his directorship of Dupont and other companies in which the Bronfmans held an important interest and reveals the inner workings of mega deals including the Bronfman acquisition of MGM in the 1960s The memoir also offers a sobering look at Edgar Bronfman Jr's disastrous decision to sell Seagram's 25 percent interest in DuPont in

order to buy MCA Universal Studios a deal that Kolber strongly opposed and which signalled the dissolution of a great business empire Boosters, Hustlers, and Speculators Jocelyn Wills, 2005 A business history of Minneapolis and St Paul in the nineteenth century tracing their explosive growth from remote outposts to full fledged cities **Last Canadian Knight** Gordon Pitts, 2025-09-19 From a small town law office in Nova Scotia to the pressure cooker boardrooms of London England where he was Margaret Thatcher's privatization ace lawyer and businessman Sir Graham Day has earned an international reputation as a tough minded but charming negotiator After a rocky educational start in Halifax Day found his motivation at Dalhousie Law School and established the contacts and experiences that would guide him through the world of global business With an impressive resume including troubleshooting roles for large companies Canadian Pacific Limited British Shipbuilders Cadbury Schweppes around the world often during controversial times Day solidified his position as an internationally sought after change maker In The Last Canadian Knight award winning business journalist Gordon Pitts chronicles Day's meteoric rise and explores the lessons Day gleaned from a lifetime spent in and out of the world's boardrooms **Policing Canada's Century** Greg Marquis, 1993 This study examines the origins and development of the CACP an important but little studied non governmental organization reflecting the interests principally of municipal police administrators within the broader political and social context of the 20th century a period of dramatic changes in the r
Canadian Book Review Annual ,1988

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