

Chapter 1 : Amazing Stories Books | Awards | LibraryThing

Juvenile non-fiction mostly on Canadian topics. Some volumes are also designated True Canadian Amazing Stories or True American Amazing Stories.

Cliff and Marion Sherman lived a few hundred metres from the Humber River. Marion was six months pregnant. With them lived their two-year-old toddler, two teenagers and year-old grandfather. The night of October 15, Marion heard a strange noise. She looked out their bedroom window. She saw a 2. Boats could not pass under the bridges in downtown Winnipeg. Bitter winds made whitecaps. They smashed high against the dikes. A huge inland sea of square kilometres strangled the city on two sides. Everyone worked hard to stop the flood. There were , people in Winnipeg. Six thousand had already had to leave. Then, it was just like in In the midst of the worst of it, it snowed. Extreme Canadian Weather is a captivating history of disastrous weather in Canada. The book mixes personal stories of families and communities who have struggled against weather with information on the types of extreme weather that can happen in different parts of Canada. Extreme Canadian Weather describes weather events as far back as the s as well as disasters that many young readers may remember, including the forest fires in British Columbia. The personal perspective increases the drama of the events while the succinct chapters manage to include a lot of information on weather and Canadian history. This book begins with a map of Canada, complete with a legend and symbols for each of the nine different types of weather disasters it discusses- ice storms, dust bowls, blizzards, Wreckhouse winds, Red River floods, hurricanes, hail and firestorms. This provides a clear representation from the very first page of the quantity and diversity of natural disasters in Canada. In addition to the many different types of weather, this book does an excellent job of showing the different situations in which the extreme weather occurs, and how these situations came about. It explains how people helped to bring about the events that caused the firestorms of British Columbia and the dust bowls of Saskatchewan. Extreme Canadian Weather describes the natural mechanisms that determine whether hail the size of golf balls will fall from the sky and how Alberta insurance companies have urged the government to manipulate the hailstorms. The book presents a sufficient explanation for why each catastrophe happened without making the book overly technical or dry. Readers will be able to use Extreme Canadian Weather as a source of information for both history and science classes, but it will also serve as an enjoyable read. The stories inside come from teenagers and retirees, from urban and from rural dwellers. Readers learn how over his year career with the railway, Lockie helped to prevent serious rail accidents on the narrow-gauge rail by "smelling" the winds. The book showcases the jobs of meteorologists, firefighters and other emergency response teams, and discusses disaster planning in current and historical times. This book will appeal to fans of nonfiction who are driven to understand how things work, as well as readers who enjoy feeling personal connections with the people they encounters in books. To comment on this title or this review, send mail to cm.umanitoba. Reproduction for personal use is permitted only if this copyright notice is maintained. Any other reproduction is prohibited without permission.

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Striking It Rich in the Klondike – once again highlighted this glaring snub. Unfairly, the Klondike did have the benefit of terrific public relations due to famous writers like Jack London, Robert W. At its peak, the Klondike only lasted a few years – and produced about Contrast that with booming Timmins with 45, hardy souls who have dug out of the ground about 68 million ounces and counting of the precious metal, since the Porcupine Gold rush of And if you think this is just a Northern Ontario story, you would be very wrong. This is an industry populated with multi-generational families involved in prospecting, underground mining and company building and financing. For instance, the union battles between Mine Mill and Steelworkers in Sudbury during the early s saw car bombs and riots, the failed gold miners strike in Kirkland Lake in helped start the massive unionization of industry during Second World War, while the secretive uranium staking rush of the s created enormous wealth and jobs during the terrifying cold war but also saw the tragedy of silicosis in Elliot Lake miners in the s. But this is what we get when we allow Canadian history to be produced by Hollywood. Needless to say, this is not an easy task with over years of astonishing history to choose from. The list encompasses traditional discoveries as well as certain events or the creation of institutions that have had long-lasting provincial or global impact. Ring of Fire Honorary Mention Before we get to the top ten most significant mining events in Ontario history, I have to make an honorary mention of the Ring of Fire, located about miles northeast of Thunder Bay in the isolated swamplands of James Bay. In , an interesting mix of six geologists and junior mining executives – Richard Nemis, Mac Watson, Neil Novack, Frank Smeenk, John Harvey and Don Hoy – collectively found the most significant mineral discovery in Canada since the Sudbury Basin in and the Timmins gold camp in Several Toronto-based exchanges were founded and closed during the ss until the Toronto Stock Exchange became formally incorporated by an Act of the Ontario Legislature in Various mining exchanges also formed, the last one – the Standard Stock and Mining Exchange in – specifically to deal with the enormous public interest in junior mining issues due to great Cobalt Silver Boom. One of the biggest scandals involved the Timmins staking rush in when a former PDAC president Viola McMillan was found guilty of stock manipulation and served eight months in jail. The Kirkland Lake gold rush began in when prospectors William Wright and Ed Hargreaves became lost and stumbled on a quartz outcrop with clear evidence of gold. In the summer of , two brothers, Lorne and Ray Howey discovered gold under the roots of an upturned tree. This event triggered the last great gold rush in North America at Red Lake. More than 3, people converged on the tiny isolated outpost traveling by dog team or by foot on the frozen rivers and lakes, over the mile gold rush trail. In , Howey Bay, in the heart of Red Lake was the busiest airport in the world, as aircraft of all shapes and sizes, on floats or skis, transported freight and passengers to the area. The world-class Hemlo deposit, located near the pulp and paper town of Marathon, half-way between Thunder Bay and Sault Ste. Initially, they could not convince Toronto financiers to fund exploratory drilling and had to go to Murray Pezim, a flamboyant Vancouver mining stock promoter. Hemlo became one of the biggest claim jumping battles in Canadian mining history between Teck-backed junior miner Corona and Lac Minerals over the ownership of the Williams mine. Kirkland Lake has produced roughly 42 million ounces of gold, Red Lake 26 million and Hemlo 21 million in its short year history. All of these camps are still in production. The community grew from 1, people in to 9, by In the United States, the Wagner Act of guaranteed workers the right to organize into trade unions and conduct collective bargaining. At the time, there was no similar legislation in Canada. On November 18, roughly four thousand workers walked out on strike. The mine owners held firm and Ontario Premier Mitchell Hepburn even sent provincial police to keep the peace which angered and intimidated the workers. The strike came to a humiliating end on February 12, So it is no surprise that the province is a world leader in mine rescue. This global expertise was the result of a horrific fire at the Timmins Hollinger Consolidated Gold Mine on February 10, that tragically claimed 39 men. Roughly carloads of flammable waste were stored in a stope on the foot level. When the fire started, the company or the province did not have the resources and expertise to fight the flames. Mine rescue

teams from Pittsburgh needed about 40 hours to travel the 1, kilometres by railcar, equipped with breathing apparatus and special equipment to put out the fire. Godson headed a Royal Commission into the tragedy and made several recommendations including the removable of all flammable waste to the surface and establishing stench gas systems in mines to alert the men of emergencies. The most significant recommendation was the creation of a provincial mine rescue service which has established well trained teams in Sudbury, Timmins and Kirkland Lake. In , after four miners were trapped and killed in a rock burst at Falconbridge No. However, the high-profile conflict between junior explorer Platinex Inc. Subsequently the province withdrew 23, km² of land that included KI traditional territory from claim staking. Other conflicts with juniors ensued, the most recent being Northern Superior Resources. The Ontario Mining Act has been updated to ensure changes to prospecting procedures and proper Aboriginal consultation by junior explorers but problems remain. The Far North Act which is bitterly detested by Aboriginal communities and supported by southern environmentalists, forces half of the territory in the Far North to be set aside for parks. Without a doubt, most First Nations in northern Ontario want sustainable mining development viewing the sector as a way to create jobs and significantly improve living conditions on most reserves. But the continuing conflicts keep occurring and the present Ontario government seems unable to resolve some fundamental issues that threaten to significantly reduce mining investment in the province, especially in the promising geology of the Far North. This is why Aboriginal conflict and potential involvement in the mining sector have become the sixth most important event in Ontario mining history. In , with a small oil exploration company which was losing money, he decided to buy a half interest in the Renabie gold mine near Wawa and a piece of an Alaskan placer miner which together produced 3, ounces that year. In , he bought Camflo Mines with operations in northwestern Quebec, but more importantly, acquired an experienced mine management team that would help Barrick takeover mines in Ontario, the United States and around the world. A significant success was the Nevada Goldstrike mine in when company President Robert Smith saw its huge potential. While the past few years have not been kind to all gold and base-metal miners, Munk has taken a significant beating in the media for the underperformance of Barrick stock. After the atomic bombs were dropped Hiroshima and Nagasaki to end the Second World War, uranium become one of the most sought after and strategic commodities in the world. Hirshhorn and geologist Franc R. Joubin are responsible for the discovery of the Elliot Lake uranium mines. Both became millionaires and went on to explore, and discover other mineral deposits. The 83 mining claims that entrepreneur Stephen B. Between and , Elliot Lake was the most important supplier of yellowcake uranium to the U. Building one mine in an isolated wilderness “ abet only thirty kilometres from the trans-Canada highway ” would have been quite an accomplishment. Consider the logistics of twelve, eleven with their own mills treating 35, tons of ore a day. In , the United States declared that it would no longer buy uranium from Canada after creating the first of many busts and booms. However, by the early s depleted reserves, competition from much richer deposits in northern Saskatchewan and low prices caused the last mines in the area to close. During the s, uranium miners in Elliot Lake became alarmed about the high incidence of lung cancer and silicosis, and they went on strike over health and safety conditions. In , the Ontario government appointed a Royal Commission to investigate health and safety in mines. James Ham, it became known as the Ham Commission which made numerous recommendations that were adapted by the industry and resulted in the passing of the first Occupational Health and Safety Act in Today the community with roughly 11, people is known as a retirement haven due to extensive marketing and the low cost of homes that were vacated when the mines closed down. It was the first major gold rush in Ontario with three legendary mines discovered by separate prospecting parties a few miles from each other. Unfortunately Hollinger, McIntyre and Wilson never made great fortunes, however Noah and his brother Henry Timmins “ after whom the town is named ” bought the original Hollinger claims and along with other partners built one of the most famous gold mines in the world. Noah Timmins went on to help finance the Noranda Horne smelter in Quebec and many other gold mines throughout the country. Henry Timmins son Jules was the driving force for developing the iron ore mines located in the isolated region of northern Quebec and Labrador. He convinced six American steel companies to form a consortium to fund the project which eventually became the Iron Ore Company of Canada. The Porcupine was the largest gold rush in North

America, far exceeding both the California and the Klondike discoveries. The Porcupine mining camp has produced about 69 million ounces of gold over the past century and new mines are still being found. It is the longest running gold mine in Canada and has produced 15 million ounces to date. The population of Timmins exploded growing from 3, in to 14, in and doubling again during the Depression to a city of 28, by The Kidd Creek Mine is still in production and is considered the deepest base-metal mine in the world at its current depth of 9, feet. Currently, the Timmins gold camp, part of the enormously rich Abitibi greenstone belt that stretches in an east-west direction between northeastern Ontario and Northwestern Quebec is experiencing enormous exploration activity and new gold deposits are being discovered. But if we must make a choice, Sudbury comes in at number two and Cobalt number one, by just a fraction of a second if this was a horse race! The Sudbury Basin, which is still the richest hard rock mining district in North America, was discovered in during the construction of the Canadian Pacific Railway, by blacksmith Thomas Flanagan. He did not gain financially from his good fortune even though the site was turned into a mine by Pembroke merchants, Thomas and William Murray. Thomas Frood, Rinaldo McConnell, Francis Crean, Thomas Cryderman, Henry Ranger, and James Stobie are among the many amateur prospectors who found valuable deposits that would eventually become mines, but most did not become rich from their discoveries compared to many in the silver and gold camps. Sudbury is a polymetallic ore body composed of nickel, copper, platinum group metals, cobalt and other minerals. Due to the complexity of separating these metals, the camp was very quickly dominated by American and European investors due to the high capital costs of development and technologies. Ohio-born businessman Samuel J. Ritchie was the driving force who really started mining production in the basin with the founding of the Canadian Copper Company in A subsequent merger in with the New Jersey-based Orford Copper Company, which had the vital technology to separate the nickel from the copper, lead to the creation of the legendary International Nickel Company. Nickel is an exceptionally strategic metal, used in all forms of military hardware including tanks, battle ships, planes and ordinance. During the s, the metal was in such short demand that the U. The violence included car explosions, riots, fist fights and intimidation. In , the Steelworkers finally triumphed in a very close vote. For years, no other resource community in Canada has impacted the national conscience quite like Sudbury. A devastated local environment that resembled the moon, lengthy strikes, acid rain pollution, U. Today Sudbury boasts a more diversified economy “ primarily from public sector investment in the health, education and tourism fields and a federal tax centre “ however it still has a globally significant cluster of mining supply and service companies, post-secondary mining education and research facilities that have turned the community into an international Silicon Valley of the hardrock mining. Prospectors, mine developers, managers, engineers, financiers and bankers all learned their trade and gained valuable insight from this frenzy of mining activity. In addition, during the first decade of the 20th century, important technological advances in mining and metallurgy were being discovered and applied at Cobalt. There were basically three early discoveries that started the silver rush. The first was by contractors James H. McKinley and Ernest J. Darragh who were providing lumber for the railroad. On August 7, , they were scouting for suitable trees when they noticed a pink stain on a rock cut.

Chapter 3 : Abandoned Plane Wrecks of the North

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Background[edit] The town of Frank was founded in the southwestern corner of the District of Alberta , a subdivision of the Northwest Territories in A location was chosen near the base of Turtle Mountain in the Crowsnest Pass , where coal had been discovered one year earlier. The Canadian Pacific Railway CPR ran special trains that brought over 1, people from neighbouring communities to celebrate the event. It consists of an older limestone layer folded over on top of softer materials such as shale and sandstone. Erosion had left the mountain with a steep overhang of its limestone layer. The engineer instinctively set the throttle to full speed ahead and sped his train to safety across the bridge over the Crowsnest River. It was thought the rockslide was triggered by an earthquake, volcanic eruption or explosion within the mine. Some residents believed that they had left Frank shortly before the slide, though there is no way to be certain. Three had been outside the mine and were killed by the slide. They discovered that the entrance was blocked and water from the river, which had been dammed by the slide, was coming in via a secondary tunnel. Working a narrow tunnel in pairs and threes, they dug through the coal for hours as the air around them became increasingly toxic. Encouraged by their success, the miners cut a new shaft that broke through under an outcropping of rock that protected them from falling debris. Thirteen hours after they were buried, all 17 men emerged from the mountain. Her father was working outside the mine when the slide hit, while her mother and six siblings were buried in their home. Siding with the latter, Haultain ordered the town evacuated, [23] and the Geological Survey of Canada GSC sent two of its top geologists to investigate further. They reported that the slide had created two new peaks on the mountain and that the north peak, overlooking the town, was not in imminent danger of collapse. To their amazement, they discovered that Charlie the horse, one of three who worked in the mine, had survived for over a month underground. The mule died when his rescuers overfed him on oats and brandy. Consequently, parts of Frank closest to the mountain were dismantled or relocated to safer areas. View from the north shoulder of Turtle Mountain. The Frank townsite was where the old road leaves the slide on the left. Frank Lake was created by the slide. Bellevue is at top right. The Interpretive Centre is at left. They found that coal broke from its seam; it was said to have practically mined itself. Geologists speculated that the cold snap and rapid freezing resulted in expansion of the fissures, causing the limestone to break off and tumble down the mountain. Their engineers claimed that the mine bore no responsibility. The south peak is considered the most likely to fall; it would likely create a slide about one-sixth the size of the slide. The "air cushion" theory, an early hypothesis, postulated that a layer of air was trapped between the mass of rock and the mountain, which caused the rock to move a greater distance than would otherwise be expected. Several stories were told of her miraculous escape: Her sisters also survived; they were found unharmed under a collapsed ceiling joist. Her parents and four brothers died. The last survivor of the slide, she died in The province built a roadside turnout in to accommodate the traffic. It was later designated a Provincial Historic Site of Alberta. The community was still part of the Northwest Territories when the incident occurred.

Chapter 4 : 15 amazing survival stories - www.nxgvision.com News

What an absolute tragedy, and while the mine may have had a reasonable safety record, I remember tracking old newspaper stories a few years later stating that the mine was fined less than \$10, I don't think the relatives received anything in compensation for their loss.

Starting with this item shared by Christopher Lennie in Aug. I webmaster spent some considerable time on this, and I did manage to find the story behind this wreckage mainly thanks to the earlier work by one Doug Davidge. First I came up nil: Doug Davidge stated on lswilson. Later, my work took me to Shingle Point and Stokes Point; once camping at Stokes in the mid s for about 6 days. Of late I am trying to track down more information about an Interior Airways DC-3 that crashed in January, en route to or from one of the sites back to Fairbanks. There appears to be all but one photo of this accident site from about , taken by a helicopter pilot who was working with geologists at the time mapping the north Yukon. There is a recent blog on the story prepared by a good friend, Murray Lundberg - explorenorth. Two crew members aboard an Interior Airways DC-3 airplanes which crash landed late last night on the Canadian Arctic coast were alive and unhurt. James Magoffin, president of Interior Enterprises, said here this morning. The plane made a forced landing about 10 p. Magoffin said he had no information on extent of damage to the aircraft. Earl Casellius, pilot, and Roy Morgan, co-pilot, were spotted at 9: Dirk Septer wrote 20Jan as a reaction on the Wordpress article: I was hoping to get some pictures of it on the return flight, but unfortunately the wreckage was obscured by clouds. Apparently it is supposed to be on a "slope of the mountain about 50 feet below its summit". But that did not help me. Magoffin mentions the accident on page and includes a copy of the newspaper story, reporting the accident at the time. He states "In a hair-raising brush with possible tragedy, the plane drifted a bit south of course and, in doing so, scraped the top of a snow-covered ridge. Both crew survived but the plane was badly damaged. Wreck was photographed in by Kit Cain pilot, Klondike Helicopters , but no recent information can be found about the wreck i. He had not been advised that this facility is frequently unreliable at levels due to terrestrial conditions and normal atmospheric disturbances. The aircraft deviated from the planned course and crashed in a ridge, some 50 feet from the top. Doug Davidge shares my theory: Sat imagery using ArcGIS , showing a wingsection on X marks the spot, zooming out from the ArcGIS imagery above. EMAIL me for any more information or photos you may be able to provide regarding this event; thank you. Ken Ettie wrote me in Feb. This involved co-ordinating with the canadian military Search and Rescue out of Trenton and Victoria. While talking with one of the officers from the Victoria unit, he informed me that they have a data bank of most of the Canadian crash sites that have been reported and investigated over the years. Have you ever approached them to see if they would share this information? Apparently there is also a B in a lake, north east of Whitehorse was the subject of a hush-hush recovery attempt about 10 yeras ago, allegedly. It is supposedly quite intact. There is also a Goose or Gosling at the bottom of a pot hole lake near Beaver Creek and was checked out by divers. It apparently still had all of its contents, including unopened bottles of wine. It is frequently reported during search and rescue ops, as are the two DC-3s that have been mentioned on your web site. Ken Ettie also wrote me in june , making me aware of this event: They did not have a permit or permission to salvage or remove wreckage from the area, the RCMP declared. The RCMP and heritage officials agreed to seize the artifact before it could be moved out of the territory. Old airplanes are hot commodities these days. After a year of legal wranglings, the Airacobra was successfully transferred to a US-based restoration facility. The salvaged B was part of a flight of six Siberia-bound aircraft that set out in January The crew was quickly rescued, the wrecked plane was stripped for parts and, when the spring melt came, it broke through the ice and sank to the bottom. Another B crashed in Whitehorse, where it now lies buried under the runway. Only one of the original six Marauders made it safely to Fairbanks. Of the aircraft that came down on the BC-Yukon border, all 3 have found their way into the hands of collectors. The plane crash was on the 23Nov, four people died, seven survived. The photos included following information: Link for images for sale: Doug Davidge sent me this photo and email in June Ken Ettie in I am not sure where this could be? Attached is my most recent photo of a B crash near Coffee Creek, Yukon , at high elevation south of

Dawson City. This photo was taken yesterday 28Jun14 - Webmaster , while working in the area. The location was Wellesley Lake. Maybe someone can correct me on this. I often wonder if the B story was somehow mixed up with the C at Snag story about half way down this page: I was stationed there in with the RCMP. We received an alert regarding this plane and I was a spotter, I believe on a Lancaster, for two days. Snow conditions made it impossible to see. I had a particular interest in the search as the pilot was Robin Hooper, who was a school friend. We both lived in Cowichan Bay, BC. I trust this will help in the confusion weather this was a US or Canadian plane. Ted Stull is mentioned too. There was mining industry nearby. They all walked to the store and then sent a teamster with a team of horses and a sleigh to pick up the baggage and freight. So what happened to Ted Stull? Ted Stull, 52, a well-known figure in Canadian commercial aviation, died here Saturday after a brief illness. No weather reports, no beam flying, no radio, no automatic pilots. They have ten planes now, carrying from four to 12 passengers on regular schedules, but most of their business is freight. They carry everything, from Bibles to tractors. A while ago, a sourdough got hold of Ted Stull and said he had a hunch about a place up along the Sachlgo River. The house and the car, the fellows all around, the bush country with its miners and trappers , Hunyaks, Canucks, breeds, the airplanes coming down on lakes lost from the world. An average of one plane tying up at the dock every six minutes, 16 hours a day, all summer long. Busiest seaplane port in the world! That sure is great country for a man to make a living. George Chomkovski sent this photo to me to help find the background of this situation and Gordon Olafson provided the details, almost a year later Dec. Must have been some time before He had passed over town heading south, but turned back due to the darkness. The Icelandic River was a well know commercial floatplane base at the time. He was landing toward the town southerly direction and on his go-around he turned right degrees and was heading north when he crashed into some tall spruce trees. My uncle was operating a dragline, a kind of digger, which had lights on the long boom so he could work in the dark. He was repairing a ditch and he said the aircraft came very close overhead and crashed into the trees on the other side of the road. He immediately went to help and amazingly there were no serious injuries! He left them at the hospital and came back to Riverton to see people still searching for the plane; many people had heard the aircraft go around with a high power setting, followed by the noise of the crash, followed by silence only a mile north of town and knew it was down Eventually the location of the aircraft, and the fact that the passengers were safely at the hospital, was communicated by word of mouth to the various searchers no cell phones in those days. Myself and a couple of friends were also driving around in my Volkswagen, looking in the fields for the airplane. I went to see the aircraft in the morning: If they had hit open ground they would have more likely suffered serious injuries or worse The aircraft was a total loss; if I remember well, it was nearly new then. I visited it in March and took some pictures. Dakota tribute, crashed 19Apr, while on training exercise. For the crashdate, read on below! The actual crash date seems to be April 20th, though! A few hours later, in thick weather and low on fuel, it was destroyed when it flew into high ground 4 miles north of Port Hardy, British Columbia, as they were making a second final approach after overshooting at Port Hardy Airport. Despite being badly injured he was found the following day wandering through the forest. He died in

Chapter 5 : Frank Slide - Wikipedia

The western Canada that this dinosaur knew was a very different world from the brutally cold, windswept plains I encountered this past autumn. In the nodosaur's time, the area resembled today.

Chapter 6 : Mine Disasters in the United States

Please Note: The majority of the mine accidents found on this site meet the definition of "mine disaster" where 5 or more miners were www.nxgvision.com include all the disasters listed at the CDC/NIOSH web site which can be viewed here.

Chapter 7 : The Amazing Race Canada 3 - Wikipedia

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The Amazing Stories series includes topics drawn from Canadian history, including military history, biography, crime and mystery, disasters and shipwrecks, sports, women's studies, and exploration.

Chapter 8 : Amazing Stories Magazine : Free Texts : Free Download, Borrow and Streaming : Internet Archive

1. *The last fatal duel: On June 13, , John Wilson, a weaver's son, shot Robert Lyon, a law student, in a field outside Perth, Ont. According to contemporary accounts, Lyon had disparaged the.*

Chapter 9 : Lorimer - Amazing Stories

The mining and resources industries affect all of our lives: From the cars we drive, to the cell phones we use, the utensils we eat with, and the money we spend - all rely on the extraction of.