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Chapter 1 : Grand Trunk Railway

Report on the Great Western railway, Canada West, to the president and directors *Report on the Great Western railway, Canada West, to the president and directors.*

For more than a decade Hubby had led this regional powerhouse as it solidified its financial grip on the Bee Line component railroads. In May Hubby had assumed the presidency of the successor railroad that, for the first time, combined the Bee Line components roads into a single legal entity: Unfortunately, his near-death experience effectively sidelined Hubby until he officially resigned his role in September. Into this leadership vacuum stepped a new duo of recently ensconced Bee Line board members. They could not have written a more perfect script. His Cleveland-centric banking business included numerous Cleveland Clique clients. Soon he was part of the group. The Railway Age Publishing Company, These had been abstracted, and the money lost in speculation. The cashier had ended his own life in a painfully tragic manner, and Mr. Hurlbut was permitted to retire. Such businesses were immensely profitable and important extensions of the railroads they served in the post-Civil War era. The Railway Equipment and Publication Company, The long railroad career of David Kilgore came to an end in February. And with his departure went the last vestige of the Hoosier Partisans. Courtesy of Erin Greb Cartography. Only one significant transregional railroad would be constructed during the Civil War. Courtesy of Kent Ohio Historical Society. Exploiting his role as proxy for these complacent capitalists, McHenry seized control of the road Ohioan Marvin Kent had brought to life in the s. Now, he needed an outlet to St. Louis to complete his domination of railroads extending from New York City to the West. The Story of Erie. He had used some of those funds to insert Peter H. Watson as president of the Erie Railway in Hurlbut and the Bee Line. The result is embraced in the conditional agreement made by you with Mr. Hurlbut convinced members of the Cleveland Clique to sell their shares before word of an impending takeover became public. He then conveyed the acquired shares, and others from the Bee Line treasury, to McHenry. Devereux, soon to become a key player in the final destiny of the Bee Line, painted a more colorful picture. By January he was bumped up a notch to president while still heading the rival Bee Line! The Bee Line shareholders had had enough. The opposition candidate slate included several former Cleveland Clique members, New York investors, and one Hoosier: The revelation tipped the balance. The opposition suffered a narrow defeat. There would be no Hoosier Partisan revival. At that time William H. Devereux had taken control of the linchpin to Cincinnati: By the Bee Line and the Indianapolis and St. Louis Railroad it controlled between Indianapolis and St. Louis would be folded into another Vanderbilt-controlled railroad and emerge as the Big Four route. Louis Railway, c A week later Devereux resigned. Route Map of the Erie Railroad, c The die was now cast for the future of the Bee Line as well. Smith, Courtesy of the Indiana Historical Society. It had been a long journey since, when Oliver H. Smith challenged the citizens of east central Indiana to avoid being bypassed by the technological marvel of the age. Interested in the Bee Line?

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Chapter 2 : Grand Trunk Railway - Wikipedia

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The GTR arrived in the mid s with the opening of a much-needed line between Montreal and Toronto. To raise capital, the railway issued bonds which came attached with annual interest payments. Initially revenue was poor and the railway was often cash strapped. Following the government bailout, the bonds were converted to preferred shares and the GTR bounced right back. By , according to some sources, it was the largest railway in the world. The directors chose to play it safe by sticking with established routes that ran adjacent to major waterways. Growth was focused on immediate sources of revenue, rather than on building for the future. The federal government had other obligations. The GTR was approached and turned the offer down flat. The company preferred to lay down tracks where the traffic was already flowing. The complaints fell on deaf ears. Hickson scored his greatest triumph in by outsmarting the Vanderbilts and gaining access to Chicago. From the GTR solidified its hold in Ontario by adding another 15 railways to its network including its major rival, the Great Western Railway. Hickson was regarded as a shrewd negotiator however his main focus was not on Canada, but rather the United States, where he wanted more control over the Great Lakes. On the downside however, its infrastructure was aging and it was still not profitable. Hays accepted the challenge. Hays spent money but spent wisely. He began with major upgrades to the infrastructure which included double tracking between Montreal and Toronto. Within a few short years, his efforts had translated into reduced costs and increased revenue, much to the delight of the shareholders. He followed up in by building an elegant new head office in Montreal. Determined to beat the CPR at its own game, he then began to lay plans for the construction of five lavish new hotels. The final piece called for expansion into western Canada which he believed was the only route to continued growth. Although the railway always managed to cover its operating costs, it had not been profitable until Hays took over. The GTR, which for years had focused all its attention on Ontario and the northern US, was now being squeezed on all sides with no room to expand. Meanwhile the government wanted to expand rail service through northern Ontario and Quebec in order to drive more shipping to Quebec City and the Maritimes, home to their primary political base. Leasing costs were to be based on a percentage of the construction costs. The deal went sour almost from the very start. Construction began in Hays had insisted on building the railway to the highest possible standards. By the chief engineer was reporting serious cost overruns. By the GTP was running out of money. Hays had blundered badly. In March , accompanied by his wife, daughter, and son-in-law, he made a trip to London to meet with the board of directors. It was to be his last. Eager to return in time for the opening of the Chateau Laurier, Hays booked passage home on the ill-fated Titanic. Tragically, both Hays and his son-in-law lost their lives in the disaster. Travel brochure for Algonquin Park, Source: He also had the infuriating ability to inflame an already tense situation by levelling provocative accusations of mismanagement towards the government. By then the GTR was in serious financial trouble. He mistrusted the railway and while in opposition, had argued extensively against the deal. His earlier concerns were validated when in the railway, citing costs as a factor, reneged on the agreement to run the NTR. The GTR was cooked. It was just a matter of time. At the same time the railway was paying off its greedy shareholders, it was borrowing heavily from the Canadian government just to survive. The majority opinion two out of three held that due to the vast amount of assistance received from the Canadian government, the people of Canada were the rightful owners and the railway should be turned over to them. The government swooped in and placed the GTP into receivership. It was quickly nationalized. The following year the GTR was placed under government management. The British shareholders were furious and demanded compensation. During the arbitration and valuation process, a few embarrassing facts came to light. In particular there were some notable discrepancies between the financial reports released to the shareholders and those provided to the Railway Department. It turned out that from the GTR had been utilizing an "audit office account" to cook their books. The manipulations depended on whether they were

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planning to pay dividends or going after government aid. Sir Thomas White, one of the arbitrators, summed it up by writing; "It would be difficult to imagine a more misconceived project than that to which the Grand Trunk committed its credit in this unfortunate enterprise. It was to no avail. It has been said that the shareholders never forgave the Canadian government for "stealing our railway. Absentee management, negligent planning, limited corporate vision, supreme arrogance, and a rigid financial structure all played a part. All text, content, original photographs and any other media on this site are protected under Canadian copyright legislation. Content on this site cannot be reproduced without the written permission of the copyright holder. Please view our copyright statement for more information.

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Chapter 3 : Report on the Great western railway, Canada West, to the president and directors / - CORE

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Total 32 This is the best record of any previous years, as it clearly shows that some 33 per cent. Scandinavia, the colony on the Manitoba and North-Western Railway, near the city of Minnedosa, has got 47 souls the past season. This colony which was organized in has now a good number of Scandinavian settlers, and the letters from said colony, published in the "Scandinavian Canadian," testify to the satisfaction of the settlers regarding their selection of land and to the good crops they had last season. New Stockholm colony on the Canadian Pacific Railway main line, miles west of Winnipeg, got some 33 souls in This colony which was founded by me in , consists of fractional Townships 18 and 19 A, Ranges 1, 2 and 3 west of the 2nd meridian. The people in this settlement consist chiefly of emigrants brought out by me from Scandinavia and some from the United States. The directors are Emanuel Ohlen, honorary president, Chas. Stensen, secretary, and Wilhelm Soderbery, treasurer. The society has resolved on the organization of a school district and made arrangements with the Scandinavian congregation of Winnipeg for a semi-monthly visit of a Swedish missionary. Letters of inquiry from intending immigrants to said society are answered by the secretary and myself. Some letters have been written by me in about that colony alone. A post office named "Ohlen" has been established in the centre of the colony and was formally opened on the 1st of October last. Up to the 31st of December, [sic], the number of quarter-sections entered for was The total number of souls are There is a little colony of Scandinavians near Medicine Hat, N. A Swedish gentleman, Louis Sand, from Michigan, has erected a saw mill at Medicine Hat and gives employment to a good number of his fellow countrymen. Some 10 Scandinavians passed through Winnipeg in to settle near Medicine Hat. Past season some 12 souls came direct from Denmark to join their fellow countrymen at Carberry. These people are renting farms as there are no homesteads to be got. There is also a Scandinavian settlement near West Selkirk, in the parishes of St. Some of the settlers have been there since Altogether some 9 settlers, making 22 souls, are said to be in there. I have personally spoken with several of the settlers and they seemed very satisfied. They are especially interested in stock-raising. Along the Canadian Pacific Railway main line there are besides those mentioned, to be found Scandinavian farmers at nearly every station. The total number of Scandinavians in the Province of Manitoba and the North West is said to be some 3, Most of the people arriving from the Scandinavian Kingdoms accept work for the first year or two before they take up land. It is a good thing for the Scandinavians that they have roadmasters of their own nationality on the Canadian Pacific Railway, and it speaks well of the men, too. A Swede roadmaster, C. Panser, has charge of the Winnipeg, Brandon division, and a Norwegian roadmaster, O. Johnson, of the Canadian Pacific Railway southern branch. Both these gentlemen have a large number of section foremen and labourers of the Scandinavian nationalities in their employ, and these men give all possible assistance to newly arrived countrymen. In Winnipeg there are some Scandinavian residents, some of whom are earning their bread by manual work and quite a number indulge in different kinds of business. The Scandinavian congregation of Winnipeg, which was organized in , built in a nice frame church with a sitting capacity for about persons. The congregation has now a permanent clergyman, who also visits the Scandinavian settlements out west. The congregation is also voluntarily assisting sick and poor countrymen. There is also a large number of Scandinavian servant girls in Winnipeg, and they are generally getting the highest wages any domestic servants receive. The Scandinavian monthly journal, "Den Skandinaviske Canadiensarin," issued by me, has met with pretty good success, and is well received all over. The journal contains every month five or seven testimonies from actual Scandinavian settlers in Manitoba and the North-West, and gives full information about the homestead law and the country, setting forth Manitoba and the North-West as a field for Scandinavian immigration. Its circulation is 4, copies every month, which are

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distributed all over the Dominion, the United States and the Scandinavian Kingdoms. This winter four Scandinavians have gone to the old countries, to return early next spring with some immigrants. Of these men, two are Swedes, settled at New Stockholm, N. There is no doubt that these "return men," as well as the journal, and the good crop in the past year, will bring a proportional share of the Scandinavian immigration for to the western part of the Dominion. In the interest of the Scandinavian immigration, I beg to respectfully say, that the main thing is not to bring out a larger or smaller number of emigrants and then leave them to take care of themselves, but to get the newcomers comfortably settled, well provided for, and properly looked after and assisted from time to time; then they will surely find themselves "at home" and feel satisfied, and the consequence will be that the newcomers will send satisfactory letters to their friends in the old countries, and induce them to come out and settle. I respectfully beg to solicit your patronage for my people, in whom I know you take great interest, and beg you kindly to assist me in taking care of my fellow-countrymen the Scandinavians. I have the honour to be, Sir, Your obedient servant,.

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Chapter 4 : Great Western Railway

*Report On The Great Western Railway, Canada West, To The President And Directors [Charles Beebe Stuart] on www.nxgvision.com *FREE* shipping on qualifying offers. This is a reproduction of a book published before*

First incorporated as the London and Gore Railroad Co. During construction the railway had been plagued by major cost overruns and delays. Brydges, appointed at the tender age of 27, made the call to open the railway despite serious deficiencies which included a poorly constructed roadbed without proper ballast and flimsy rolling stock. Its safety record of 19 major accidents and 52 fatalities during its first year of operation was nothing short of horrific. Regardless, the railway was an instant success. Only a small minority of shares were held by Canadians. The company established a board of directors in Canada with the responsibility to promote and operate the railway. The London Corresponding Committee in England looked after finance and the investors. Similar to problems experienced by the GTR, it was found that the British-made locomotives and iron rails could not withstand the Canadian climate. The GWR replaced all the iron rails with steel and in began the switchover to standard gauge. By the GWR was carrying more than , passengers in and out of Toronto, which led to the opening of a new downtown terminal, far more elaborate than anything offered by its competitors. In addition to maintenance and upgrades of its rolling stock and infrastructure, the GWR continued its expansion efforts. The GWR also added a handful of small short lines to its roster. Most of these acquisitions were not cost-effective and executed for the sole purpose of keeping competitors at bay. The elation ended with a bang in September caused by a major financial crash, followed by a four year recession. Rates and revenues nosedived as railways in both Canada and the US struggled to survive. Childers, a British businessman and politician. Childers brought in Frederick Broughton as general manager. Broughton ruthlessly sliced and diced everything in his path. By the time he was finished, he was the most hated man in the company but he had turned the GWR into one of the most efficiently run and well regarded railways in North America. Petty squabbles, traffic diversions, unfair solicitations, competition with US railways, and so on were generally met with rate-cutting battles that were harmful to the bottom line of both companies. Besides the battles on the field, the GTR was also dealing with disgruntled shareholders who had no realistic concept of the cutthroat competition in North America. In they ditched President Richard Potter and replaced him with Sir Henry Tyler, widely regarded as one of the best railwaymen in the business. Tyler immediately set his sights on the GWR and began making overtures to Childers which focused on the competitive advantages to both railways. Just when it looked like Childers was beginning to come around, he abruptly resigned to be replaced by Colonel Francis D. Grey, a military man whose instincts were to soldier on. At first it looked like Grey would be vindicated. As economic conditions improved, things were once again looking up for the GWR. Tonnage and revenue were both up substantially, debentures and preference stock had climbed to par, and business prospects were looking more promising with the construction of new factories in southern Ontario. Establishing an aggressive and competitive battleground with the GTR appeared inevitable. Like a giant awakening from a deep sleep, the GTR suddenly roared to life. After years of dithering and inaction from the government, they never believed it would be built. Tyler was determined to get control of the GWR as quickly as possible before it started to get too friendly with the CPR. Purchase or amalgamation both carried potential drawbacks for the GTR. Appealing to the GWR shareholders was a much safer route. Tyler then began to lay the groundwork for what turned into a hostile takeover. He began by sowing the seeds of discontent from within the ranks of the GWR shareholders. He picked up proxies from disaffected shareholders and made one final offer to lease the GWR, which was turned down by Grey. His proposal to the shareholders offered a lease in perpetuity, 30 per cent of the assets and guaranteed dividends of 5 per cent for preference shareholders and 3 per cent for common. By the time the semi-annual meeting rolled around in April , the shareholders had been whipped into a frenzy. By the end of the meeting, the board had resigned and an interim board was appointed to open negotiations. When the shareholders met two months later to table

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their vote, they found the offer had been drastically altered. It turned out a lease was not legal. The offer was therefore changed to amalgamation and absorption. Under this type of arrangement, existing GTR shareholders had full rights to object to any proposal that gave GWR securities an enhanced status. GTR agent, William Abbott, had gathered up 80, pounds in proxies that were good for this one vote only. Despite excellent arguments to the contrary, which included the fact that the proxies had been obtained on terms that were no longer valid, and the loss of the guarantees on annual dividends, the GWR shareholders voted overwhelmingly for amalgamation. The GTR, with almost total control of the province of Ontario, and substantial holdings in Quebec, the New England states and Chicago, could now play with ease among the big boys. Although many of the GWR properties in south west Ontario have since been abandoned or sold, a portion of the original GWR remains in operation and forms part of the CN main line. A number of later stations, built in the s, still stand and several continue to be used by VIA Rail as passenger terminals. All text, content, original photographs and any other media on this site are protected under Canadian copyright legislation. Content on this site cannot be reproduced without the written permission of the copyright holder. Please view our copyright statement for more information.

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Chapter 5 : Catalog Record: Great Western Railway of Canada from Niagara | Hathi Trust Digital Library

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Lawrence River at or near Laprairie. This is the first Canadian railroad charter. Andrews to lower Canada. This is the oldest charter of a Canadian Pacific constituent. Operation was not commenced until spring, The inaugural train was pulled by the locomotive the "Dorchester". In the Champlain and St. Lawrence became part of the Montreal and Champlain Railroad which was leased to the Grand Trunk in and now forms part of the Canadian National system. This railway originally had wooden rails surmounted by iron straps. The first train was driven by W. Hackett who also took the first locomotive into Kansas City. Lawrence Railway giving access to Portland, Maine. The Great Western went on to build, lease or buy other railways throughout Southern Ontario, and it can be claimed to be the first Canadian system. The original wooden trusses were replaced by steel in This was the oldest constituent of the Dominion Atlantic Railway. Grand Trunk Railway opens from Guelph to Stratford. It was opened in sections as follows: Montreal to Brockville - November 17, Oshawa to Toronto - August 11, Brockville to Oshawa - October 27. The first through train, consisting of 3 first class and 3 second class coaches, ran from Montreal Point St. Charles to Toronto Don Station and a similar train made the journey in the opposite direction. Departure was at The trains passed in the vicinity of Kingston Junction where a stop of 30 minutes occurred for lunch. The journey took 14 hours. It was intended, by its American supporters, to be a fast rail-link for commercial shipping between the recently-completed Erie Canal Albany and New York City to Buffalo and the Great Lakes route to Chicago and the mid-West. The first passenger train crossed the structure on December 17, and it was formally opened by the Prince of Wales, later to become King Edward VII, on August 25, The original structure was a single-track iron tubular bridge. The tube, when first constructed, was entirely enclosed and there were ventilation problems. Later a slit 20" wide was cut in the tube the full length of the bridge to permit the emission of smoke. George Pullman saw this car and in obtained a US patent for a sleeping car. The first Pullman sleeping car was produced in The line became part of the Intercolonial Railway on July 1, The special train of two coaches and an open observation car, was hauled by Northern Railway locomotive "Cumberland" and was in charge of Superintendent of Motive Power James Tillinghast with Engineer L. This was the first railway tunnel in Canada. One of the conditions of Confederation was the building of a railway by the newly constituted Dominion Government to connect Halifax with the St. Lawrence at or near Quebec. One of the conditions of entry is that the Dominion Government should, within two years from the date of union, commence the construction of a railway from the Pacific towards the Rocky Mountains and from a point east of the Rocky Mountains towards the Pacific to connect the seaboard of British Columbia with the railway system of Canada. Sir Sandford Fleming was appointed Engineer-in-Chief of this railway which was to be completed by The actual work was done in 18 hours. One of the conditions was that the Dominion Government take over and complete the Prince Edward Island Railway which had been commenced in The track work was completed in 24 hours and occasioned but 16 hours interruption in the use of the main line. One of the owners was Gardiner G. Hubbard who was the father in law of Alexander Graham Bell who installed two telephones to control train movements. Boniface on a barge towed by the steamer "Selkirk". It was brought in by the contractor Joseph Whitehead to work on the Selkirk - Emerson line and was the first locomotive in Manitoba and on the Prairies. Previously this function had been covered by the Department of Public Works. Haggart is taken over the ice of the Red River into Winnipeg by the contractor Joseph Whitehead to start construction westwards across the Prairies in the spring of A railway track was placed on large timbers laid on the ice of the St. An ice railway was laid each winter until Lawrence at Montreal and Quebec and the Atlantic at Portland. A Royal Charter pursuant to the Act was granted on February 16th - this incorporated the company. Van Horne succeeded in laying miles of track across the Prairies in the summer of This line which was built

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by John R. Booth was extended, within a period of 20 years, into a system stretching from Georgian Bay to the Vermont border. Johns and Harbour Grace. The last spike was driven by Prince George, later to become King George V, who was at the time visiting Newfoundland as a midshipman aboard H. Van Horne moves troops to the west through northern Ontario entirely over Canadian soil. This efficient military movement demonstrated the advantages to Canada of a completed transcontinental railway and prompted the government to grant temporary aid to the CP to enable completion of the line. The Colonel and his men were on their way to put down the Second Northwest Rebellion. It was struck from behind while being lead along the track to be loaded into his car. The Globe and Mail of 26 October had the following commentary: Arnum, retired veteran train dispatcher, said today, in breaking a long silence on the tragedy. Arnum was night operator for the Grand Trunk at the time and is the only one of the 38 railway witnesses who gave evidence at the inquiry in New York City, still living. He was there for two weeks giving his testimony. Arnum said a circus official disregarded specific instructions given him not to start loading the circus animals until after 9: The locomotive of a westbound freight struck Jumbo in he east yards at 8: Arnum said that when Jumbo saw his danger he reared up on his rear legs and struck at the locomotive with such force that he cut off the smokestack. Van Horne makes his famous fifteen-word speech "All I can say is that the work has been well done in every way". Work on this double track, standard gauge railway, conceived by New Brunswick engineer Henry George Cloppers Ketchum, commenced in but was abandoned, three quarters completed, when the funds ran out in the summer of The line became part of Canadian Pacific in The first train is pulled by Port Moody based locomotive No. This is the first such use in Canada. The railway completed the conversion of its entire passenger fleet in October thus becoming the first railway in Canada to use steam exclusively to heat its passenger rolling stock. The work was completed in Marie where connection was made not only with the American railway system but also with the CP steam ships. Clair tunnel under the St. Clair River is opened by the Grand Trunk Railway. Construction had commenced in upon this tunnel which connects Sarnia with Port Huron. The upper floor of the new structure is leased to the Grand Trunk Railway. This is achieved through a series of leases and running rights agreements with the Grand trunk Railway. The original tube had been replaced by a double track steel bridge. William Mackenzie and Donald Mann then proceeded to expand the Canadian Northern system so that by the system comprised 9, miles of trackage. This was built with subsidies afforded by the Crows Nest Pass Agreement of which also set fixed rates on grain traffic. In order to expand into Western Canada the Grand Trunk Railway agrees to build a line from Moncton, New Brunswick to Quebec, then on a more northerly route than on any other transcontinental line to a point on the British Columbia Coast, which was to become Prince Rupert. The part between Moncton and Winnipeg was to be known as the National Transcontinental Railway and was to be built by the government. This is the longest running train in Canada having operated continuously over the same mile route. The last spike, a silver one, was driven by the Lieutenant-Governor of Alberta. The change involved considerable alteration in crossovers, switches and semaphore signals. Lawrence at Quebec falls killing 75 men. Clair Tunnel between Sarnia and Port Huron. This ended steam operation which had asphyxiated several crew members. A formal inspection and opening ceremony took place on November The escaping steam scalded the crew who were forced off the locomotive. The train brake was applied by a brakeman but it hit the stop blocks at around 25 mph. There were six fatalities. This is the highest railway bridge in Canada. The bridge was opened to traffic on 3 November although it had been used by construction trains before this. The bridge was illuminated to celebrate its th anniversary.

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Chapter 6 : Great Western Railway Company (Canada) | Open Library

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Macdonald 1st Canadian Ministry. British Columbia , a four-month sea voyage away from the East Coast, had insisted upon a land transport link to the East as a condition for joining Confederation initially requesting a wagon road. Macdonald saw it as essential to the creation of a unified Canadian nation that would stretch across the continent. Moreover, manufacturing interests in Quebec and Ontario wanted access to raw materials and markets in Western Canada. The first obstacle to its construction was political. The logical route went through the American Midwest and the city of Chicago, Illinois. To ensure this routing, the government offered huge incentives including vast grants of land in the West. Because of this scandal, the Conservative Party was removed from office in 1857. The new Liberal prime minister, Alexander Mackenzie , ordered construction of segments of the railway as a public enterprise under the supervision of the Department of Public Works led by Sandford Fleming. Surveying was carried out during the first years of a number of alternative routes in this virgin territory followed by construction of a telegraph along the lines that had been agreed upon. Macdonald confirmed that Port Moody would be the terminus of the transcontinental railway, and announced that the railway would follow the Fraser and Thompson rivers between Port Moody and Kamloops. The contract was awarded to Andrew Onderdonk , whose men started work on 15 May 1858. The Montreal-based syndicate officially comprised five men: George Stephen , James J. Angus and John Stewart Kennedy. Smith [4] and Norman Kittson were unofficial silent partners with a significant financial interest. On 15 February 1858, legislation confirming the contract received royal assent , and the Canadian Pacific Railway Company was formally incorporated the next day. The large subsidy also needed to compensate the CPR for not constructing the line in the future, but rather right away even though demand would not cover operational costs. The Canadian Pacific Railway began its westward expansion from Bonfield, Ontario previously called Callander Station , where the first spike was driven into a sunken railway tie. That was the point where the Canada Central Railway extension ended. It then proceeded cross-country towards its final destination of Bonfield. Worthington continued on as the construction superintendent for the CPR past Bonfield. He remained with the CPR for about a year after which he left the company. It was presumed that the railway would travel through the rich "Fertile Belt" of the North Saskatchewan River Valley and cross the Rocky Mountains via the Yellowhead Pass , a route suggested by Sir Sandford Fleming based on a decade of work. This route was more direct and closer to the Canada-US border, making it easier for the CPR to keep American railways from encroaching on the Canadian market. However, this route also had several disadvantages. One was that the CPR would need to find a route through the Selkirk Mountains in British Columbia while, at the time, it was not known whether a route even existed. The job of finding a pass was assigned to a surveyor named Major Albert Bowman Rogers. Rogers became obsessed with finding the pass that would immortalize his name. He discovered the pass in April [16] [17] and, true to its word, the CPR named it " Rogers Pass " and gave him the cheque. However, he at first refused to cash it, preferring to frame it, saying he did not do it for the money. He later agreed to cash it with the promise of an engraved watch. This difficulty was overcome when a missionary priest, Albert Lacombe , persuaded the Blackfoot chief Crowfoot that construction of the railway was inevitable. In return for his assent, Crowfoot was famously rewarded with a lifetime pass to ride the CPR. A more lasting consequence of the choice of route was that, unlike the one proposed by Fleming, the land surrounding the railway often proved too arid for successful agriculture. The CPR may have placed too much reliance on a report from naturalist John Macoun , who had crossed the prairies at a time of very high rainfall and had reported that the area was fertile. This was over four times the maximum gradient recommended for railways of this era, and even modern railways rarely exceed a two-percent gradient. However, this route was far more direct than one through the Yellowhead Pass and saved hours for both passengers and freight. Despite these measures, several serious runaways still occurred

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including the first locomotive, which belonged to the contractors, to descend the line. CPR officials insisted that this was a temporary expediency, but this state of affairs would last for 25 years until the completion of the Spiral Tunnels in the early 20th century. By the end of , the railway had reached the Rocky Mountains, just eight kilometres five miles east of Kicking Horse Pass. The construction seasons of and would be spent in the mountains of British Columbia and on the north shore of Lake Superior. Many were European immigrants. In British Columbia, government contractors hired workers from China, known as " coolies ". They did the most dangerous construction jobs, such as working with explosives to clear tunnels through rock. The victims of sickness and accidents were not given proper funerals. Most of the remains were buried into the railroad and the families of the Chinese who were killed received no compensation, or even notification of loss of life. Many of the men who survived did not have enough money to return to their families in China, although Chinese labour contractors had promised that as part of their responsibilities. Yet the Chinese were hard working and played a key role in building the Western stretch of the railway; even some boys as young as twelve years old served as tea-boys. In , the Canadian government issued a formal apology to the Chinese population in Canada for their treatment both during and following the construction of the CPR. The bill received royal assent on 6 March . Some sections of track were incomplete or had not been used before, but the trip to Winnipeg was made in nine days and the rebellion quickly suppressed. This money was desperately needed by the CPR. However, this government loan later became controversial. This was due to Sir John A. Macdonald putting pressure on George Stephen for additional benefits. Macdonald announcing the completion of the Canadian Pacific Railway, November 7, . On 7 November , the last spike was driven at Craigellachie, British Columbia , making good on the original promise. Four days earlier, the last spike of the Lake Superior section was driven in just west of Jackfish, Ontario. While the railway was completed four years after the original deadline, it was completed more than five years ahead of the new date of that Macdonald gave in . The successful construction of such a massive project, although troubled by delays and scandal, was considered an impressive feat of engineering and political will for a country with such a small population, limited capital, and difficult terrain. It was by far the longest railway ever constructed at the time. It had taken 12, men and 5, horses to construct the Lake section alone. However, had these shortcuts not been taken, it is conceivable that the CPR might have had to default financially, leaving the railway unfinished. This train consisted of two baggage cars, a mail car, one second-class coach, two immigrant sleepers, two first-class coaches, two sleeping cars and a diner several dining cars were used throughout the journey, as they were removed from the train during the night, with another one added the next morning. The first official train destined for Vancouver arrived on 23 May , although the line had already been in use for three months. The CPR quickly became profitable, and all loans from the Federal government were repaid years ahead of time. In , a branch line was opened between Sudbury and Sault Ste. Marie where the CPR connected with the American railway system and its own steamships. That line opened on 12 June . The connection with Saint John on the Atlantic coast made the CPR the first truly transcontinental railway company in Canada and permitted trans-Atlantic cargo and passenger services to continue year-round when sea ice in the Gulf of St. Lawrence closed the port of Montreal during the winter months. By , competition with the Great Northern Railway for traffic in southern British Columbia forced the CPR to construct a second line across the province, south of the original line. Although temporarily suspended during the First World War , it was not until that the " Crow Rate " was permanently replaced by the Western Grain Transportation Act which allowed for the gradual increase of grain shipping prices. The Crowsnest Pass line opened on 18 June , and followed a complicated route through the maze of valleys and passes in southern British Columbia, rejoining the original mainline at Hope after crossing the Cascade Mountains via Coquihalla Pass. The local passenger service was re-routed to this new southerly line, which connected numerous emergent small cities across the region. Independent railways and subsidiaries that were eventually merged into the CPR in connection with this route were the Shuswap and Okanagan Railway , the Kaslo and Slocan Railway , the Columbia and Kootenay Railway , the Columbia and Western Railway and various others. Practically speaking, the CPR had built a railway that operated mostly in

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the wilderness. The usefulness of the prairies was questionable in the minds of many. The thinking prevailed that the prairies had great potential. Proving already to be a very resourceful organization, Canadian Pacific began an intense campaign to bring immigrants to Canada. Canadian Pacific agents operated in many overseas locations. Immigrants were often sold a package that included passage on a CP ship, travel on a CP train and land sold by the CP railway. During the first decade of the 20th century, the CPR continued to build more lines. Previously, westbound traffic originating in southern Ontario took a circuitous route through eastern Ontario. Several operational improvements were also made to the railway in Western Canada. In the CPR completed two significant engineering accomplishments. The Spiral Tunnels opened in August. It is 1, metres 5, feet long and, at its maximum, 96 metres feet high, making it one of the longest railway bridges in Canada. In , the CPR replaced its line through Rogers Pass , which was prone to avalanches the most serious of which killed 62 men in with the Connaught Tunnel , an eight-kilometre-long 5-mile tunnel under Mount Macdonald [32] that was, at the time of its opening, the longest railway tunnel in the Western Hemisphere. By then, the CPR had competition from three other transcontinental lines, all of them money-losers. In , these lines were consolidated, along with the track of the old Intercolonial Railway and its spurs, into the government-owned Canadian National Railways. Lawrence River with the loss of 1, lives, of which were passengers. Aiding the war effort meant transporting and billeting troops; building and supplying arms and munitions; arming, lending and selling ships. Fifty-two CPR ships were pressed into service during World War I, carrying more than a million troops and passengers and four million tons of cargo. Twenty seven survived and returned to CPR. CPR also helped the war effort with money and jobs. As a lasting tribute, CPR commissioned three statues and 23 memorial tablets to commemorate the efforts of those who fought and those who died in the war. The Great Depression , which lasted from until , hit many companies heavily.

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Chapter 7 : Dates in Canadian Railway History

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In the GTR purchased the St. Lawrence Railroad through to the harbour facilities at Portland. In the same year it purchased the Toronto and Guelph Railroad, whose railway was already under construction. By July, 1825, the section from Sarnia to Toronto opened, and the section from Montreal to Toronto opened in October of that year. By a ferry service was established across the St. Lawrence. The original colonial economy structured along the water route from the Maritimes up the St. Lawrence River and the lower Great Lakes was greatly expanded by the duplicate route of the Grand Trunk. The explosive growth in trade during the 1820s within the United Province of Canada and further east by water to the Maritimes demanded that a railway link the entire geopolitical region together. Colonists in the United Province of Canada, some who experienced their territory being attacked by the United States only 40 years earlier in the War of 1812, were uncomfortably close to the giant Union Army and faced terrorist attacks during the mid-century in the form of Fenian raids. Such security concerns led to demands for a year-round transportation system that British reinforcements could use should their territory be attacked during winter when the St. Lawrence River was frozen, and the only railway for British reinforcements to use would be the Grand Trunk connection at Portland, in the United States. Many citizens thought that the only way to finish the Grand Trunk "and protect the country" would be to unite all the colonies into a federation so that they could share the costs of an expanded railway system. Several impressive construction feats were associated with the GTR: Lawrence River on August 25, 1825, with the opening of the first Victoria Bridge at Montreal replaced by the present structure in 1859; the bridging of the Niagara River between Fort Erie, Ontario and Buffalo, New York; and the construction of a tunnel beneath the St. Lawrence. The latter work opened in August and replaced the railcar ferry at the same location. To overcome the gauge difference, the GTR experimented with a form of Variable gauge axles called "adjustable gauge trucks", but these proved unreliable. Clair River being operated as the GTW. The company also sold the line along the St. Lawrence. By the early 20th century, GTR desired to operate in Western Canada, particularly given the virtual monopoly of service that CPR maintained and the lucrative increasing flows of immigrants west of Ontario. His death is speculated to have contributed to poor management of GTR over the ensuing decade, and also contributed to the abandonment of the uncompleted Southern New England Railway to Providence, Rhode Island, begun in 1848. The first indication the arrangement with the government was faltering came when GTR refused to operate the NTR, citing economic reasons. With the enormous cost of building the GTPR and the limited financial returns being realized, GTR defaulted on loan payments to the federal government in 1868. GTR underwent serious financial difficulties as a result of the GTPR, and its shareholders, primarily in the United Kingdom, were determined to prevent the company from being nationalized as well. Eventually on July 12, 1868, GTR was placed under control of another federal government Board of Management while legal battles continued for several more years. Legacy[edit] Former Grand Trunk corporate headquarters in London, England The GTR was a private company headquartered in England that received heavy Canadian government subsidies and was never profitable because of competition from shipping and American railways. Inflated construction costs, overestimated revenues, and an inadequate initial capitalization threatened bankruptcy for the Grand Trunk. Sir Joseph Hickson was a key executive from 1825 to 1868 based in Montreal who kept it afloat financially and formed an alliance with the Conservative party. The government had guaranteed a very large loan and had enacted legislation authorizing debt restructuring. These arrangements allowed the company to float new bond issues to replace existing debt and to issue securities in lieu of interest. Hays was the architect of the great expansion during a colourful and free-spending era. The government built and the Grand Trunk operated the National Transcontinental to link the main Grand Trunk with its Pacific subsidiary. The very expensive subsidiary was far north of major population centres and had too little traffic. Nearing bankruptcy in 1868, the entire system was nationalized. The Grand Trunk lines, however, kept its distinctive name. The Grand Trunk legacy seeped into

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late 20th century popular culture, when a hard rock trio from Flint, Michigan , called itself Grand Funk Railroad in Following deregulation of the railway industry in Canada and the United States, CN has abandoned or sold many former GTR and GTW branch lines in recent decades, including the former Portland -Montreal main line which had instigated the development of the system to a large degree. As well, a part of the original Torontoâ€™Sarnia routing via St. CN sold off the Central Vermont in when CN became a public traded company instead of a crown corporation.

Chapter 8 : Canadian Pacific Railway - Wikipedia

Excerpt from Report of the Directors of the Great Western Railway of Canada: For the Half-Year Ending 31st July, , With Statements of Accounts, &C That the thanks of the Meeting be given to the Chairman and his col leagues for their attention to the interests of the Company.

Chapter 9 : Atlantic and Great Western Railway Company â€™ The Indiana History Blog

"Report on the Great Western Railway Canada West to the President and Directors", by Charles Stuart, Chief Engineer. 47 pages. Colored folding map at beginning very good, map at rear damaged. Pamphlet disbound, measures x 8".Free shipping for this item within the continental US.