

Chapter 1 : Robert Dollar - Wikipedia

Robert Dollar, also known as Captain Robert Dollar () was a Scots-American industrialist born in Bainsford, Falkirk, calendrierdelascience.com title "Captain" was honorary and he was called the "Grand Old Man of the Pacific".

Egmont Timber Company Heitz and Kaufman [32] Robert Dollar had interests in China that included land, buildings, and wharves for his ships. He had a school built on the property in and rebuilt after a fire in In gave 42 acres of pasture land as a Christmas gift. In a fire destroyed the main building and Robert and Mrs. Dollar donated the Dollar Dickson Memorial building in memory of their daughter who had died in In Lynn T. After the sermon the minister and Robert had several discussions and both agreed to disagree. White was astounded when Robert endowed the Margaret S. White be installed as the first professor. White held the professorship until he retired in Dollar donated the 13 chime carillon in that was placed in Montgomery Hall. They were moved to Geneva Hall in He provided money that bought Dollar Park and Arnotdale House, which he gave to the town, in person. He also paid for a drinking fountain that commemorates the First Battle of Falkirk; the first town library at the YMCA; the bells that were made in Baltimore and now hang and are regularly played in the tower of the ancient "Faw Kirk" Parish Church in the town centre, which is still in use. The town gave him the keys to Falkirk at a special ceremony to mark the occasion. This new Robert Dollar Centre is intended to reflect his life and achievements. Founded a school for the blind in China. Built a public library in Falkirk , Scotland. Dollar Park in Falkirk, Scotland. It would have been nothing short of a crime for me to have retired when I reached the age of sixty, because I have accomplished far more the last twenty years of my life than I did before I reached my sixtieth birthday I was put in this world for a purpose and that was not to loaf and spend my time in so-called pleasure I was eighty years old when I thought out the practicability of starting a passenger steamship line of eight steamers to run around the world in one direction I hope to continue working to my last day on earth and wake up the next morning in the other world. Dollar did continue to work until his final days. The community of Dollarville, Michigan , where Dollar once worked as general manager of the logging camp, is named for him. In this world all we leave behind us that is worth anything is that we can be well regarded and spoken of after we are gone, and that we can say that we left the world just a little better than we found it. Many people erroneously speak of a man when he is gone as having left so much money. That, according to my view, amounts to very little. Although he was not feeling well, he insisted in walking in the academic procession and as President of the Board of Trustees gave a congratulatory message to the graduating class. Government sent a dirigible over the scene of the funeral, and flowers were dropped from the sky. Over 3, people were in attendance. Stanley Dollar and Kenneth D. Carol Publishing Group, p.

Chapter 2 : Der Hauptmann () - IMDb

Captain Robert Dollar (originally spelt Dolour) was the founder of Dollarton and its first major employer with hundreds of local residents working at the Dollar Mill. He was a very visionary individual who could see North Vancouver's potential in terms of international trade and commerce.

Help the MHRS keep these historic treasures on the air! Your generous donations are greatly appreciated. History shows that he and his family were in Bracebridge, Ontario in and then they moved to Upper Michigan in and then on to San Francisco in , selecting a residence in San Rafael. Learning there was a market for huge pine timbers in England, he sent a cargo of timber on a chartered sailing ship then departed on a faster vessel and sold his lumber in England to buyers in Manchester and Liverpool. Another deck, to carry passengers and freight, was quickly added to the Grace Dollar and the ship chartered to a group of gold-seekers. Because the charter money was paid in advance, this vessel gained the distinction of paying a dividend to her stockholders before she ever went to sea. The Robert Dollar Company was incorporated December 10, He remembers the Simpson patents that R. Stanley bought, and how he got Heintz and Kaufman to build the radio equipment at their little shop on Natoma Street in San Francisco. This equipment was installed in the first Dollaradio station built at Mussel Rock in During the 7,mile flight. This was the first time constant communication had been maintained over such a vast distance. After he reached Little America, and set up hjs radio station 30 feet below the snow, he began communication with the Dollaradio station at Mussel Rock. Night after night the operator on duty would copy material from Admiral Byrd for relay to the New York Times for publication in the morning newspaper. Captain Robert Stanley Dollar died May 19, He moved with his parents to Michigan on his second birthday. Six years later the Dollar family came to California and settled in San Rafael. This was the first of a long line of Dollar ships that Captain Robert Dollar and his sons built and bought during the next forty years. First they were small wooden steam schooners, then great steel freighters, and eventually palatial ocean liners plying across the Pacific and around the world. With WW I to win, American shipyards began turning out ships at their capacity, but more ships were needed. Foreign shipyards out of the war zone were called upon. In the U. All the material used in these ships was purchased in the United States and shipped to China. Early in Mr. Corbaley was sent to China to supervise the completion of the four ships. In fact the Diana Dollar was the first privately owned United States freighter to ever engage in around the world service. These were the first ships to carry the American flag around the world on regular schedules. This was too expensive for the major portion of the company business, and it had to go by letter which took 30 days to cross the Pacific. They were at California Street, 3rd floor. Ralph Heinz had established a small manufacturing facility on Natomas Street in San Francisco and was very active in providing experimental high frequency radio equipment. Many Hams worked Fred. The word spread rapidly and of course R. Stanley Dollar was listening. Stanley Dollar went to Washington, D. This was before the FCC was established, and the Department of Commerce had jurisdiction of the wave lengths. Dollar explained how essential it was that he have radio communication with his ships sailing around the world, and his offices in the Orient, he was given exclusive use of certain wave lengths for experimental purposes. The transmitters were housed in a small wooden building about 20 feet square, and receiving operations were conducted in a similar structure feet away. Here the radio operators worked, slept and ate. It was the duty of the operators at Mussel Rock: Stanley Dollar was also aboard. That trip of the President Taft in was history making, for R. Two days out of Honolulu en route to the Orient, he was the first San Franciscan to establish contact with the Graf Zeppelin on its round-the-world flight. Dollar wirelesslyed the commander, Dr. Eckener chatted back and forth through the ether. The Dollar Line vessels were stretched around the globe at regularly spaced intervals corresponding in point of time to two weeks between ships. Radio contact from the offices of the company to any ship anywhere was almost instantaneous, either directly or by relay. It was possible to know the exact position of the ships in the Red Sea with the same ease that the company could determine the location of craft between San Francisco and Honolulu. This was of inestimable value to the company in planning port facilities, handling passenger reservations, etc. In addition to being President of Globe Wireless Ltd. Stanley Dollar was also president of

the Robert Dollar Co. This was approximately 20 miles airline distance from Mussel Rock. This was necessary to provide more space for diversity spaced receiving antennas for point-to-point plus providing space for large KTK receiving antennas. In there was a disappointing U. This did not reduce the Globe Ship radio traffic a great deal as most of the ship radio operators had been closely associated with the Globe stations. Army for the duration. However some researchers, amateur radio enthusiasts and experimenters were establishing short wave communications firsts during this period. Most radio communication systems both U. In Armstrong developed the regenerative receiver which immediately launched a patent squabble with DeForest. But the receiver survived and was an important achievement in the technological struggle to develop better receiving devices. In rules were issued for all Amateur Radio operators. These rules restricted amateur transmitters to meters or shorter. This move was supposed to eliminate interference by Amateurs to the long wave Government and Commercial stations. Also Amateurs were required to have operating and station licenses, call signs, and were limited to 1 kw of transmit power. By there were approximately Amateur Radio Stations and their ranks were growing rapidly. This was important to the development of short wave as numerous amateurs achieved firsts in that part of the spectrum. In two manufacturers brought out regenerative receivers. But note that the demands of war are usually a growth period for technology, radio was no exception. WW I ended November All prewar radio services were gradually restored. Immediately there was a huge demand for power radio tubes but no manufacturer was turning them out yet. When WW I ended the Government had a large tube stockpile and some of these found their way into the hands of a fortunate few. Power tubes did not become commercially available until We now turn to the communication needs of the ocean going vessels. Illustrates the extensive use of long wave in the year Among other stations heard all over the Pacific were EAA, Aranjuez, Spain a quenched spark which worked daily schedules with LP, Konigwusterhaven, Germany with rough spark on about meters. These ships were named the Cathay, Celestial, Oriental and Mandarin. Long distances were achieved with relatively little power and the mighty spark contingent were starting to give way to the, newcomer " Short Wave. In the Hoover Radio Conference assigned amateurs bands at 20, 40 and 80 meters. The viability of short wave had been established and the Government found it necessary to license all frequency assignments. This is significant since it shows the growth into the short waves and as we will see, Ralph Heintz, of the Consulting Firm bearing his name, was actively participating in this new radio short wave field. The Dollar Steamship Lines started the around the world service in , with a shipdeparting San Francisco every two weeks. Stanley Dollar made a trip to Washington, D. The call sign was 6XBB. Few contacts were made. Roger Bunce was sent to Seattle to look at the radio equipment aboard the ship. He was joined in Seattle by Neil Brown. They found the transmitter was not loading into the ships antenna properly and made the necessary changes. When the Taft sailed again Roger was aboard as one of the Radio Operators. They consistently kept in contact with MR clear to Manila. They continued the rest of the trip consistently keeping in contact with MR. With the above success Ralph Heintz put into action plans to manufacture a large quantity of the MC Marine Combination transmitters. In early construction of the Mussel Rock Transmitting Building on a point above the two shacks got underway, the site consisted of 13 acres. The Receiving building, similar to the above transmitting building, was built on a cliff overlooking the ocean. The receiving building was completed in late Roger Bunce acted as Chief Operator during his absence. The Manila installation was handled by an installation crew sent from San Francisco. One of the first operators at Manila was Al Lusey. I believe he said it was late or early when Manila was installed and he also told me the names of other operators at that time but somehow I have misplaced that information. The Point-to-Point frequencies, such as Cypress, California to Mussel Rock was assigned separate call signs for each frequency used.

Chapter 3 : Celebrate Theatre

Dollar shipping vessels were registered in Vancouver, B.C. Captain Dollar travelled extensively and headed a movement among businessmen of the United States to foster foreign commercial relations. Among his lumbering interests was the settlement of 'Dollarton', Burrard Inlet, six miles from Vancouver.

Looking for a place to feel inspired and challenged? Like to share a smile or a laugh? Interested in becoming more familiar with Canadian writers who have a Christian worldview? We are writers who live in different parts of Canada, see life from a variety of perspectives, and write in a number of genres. Tuesday, May 12, Captain Robert Dollar: Thirty-two hundred homes later, it seemed time to visit the connecting community of Dollarton. The more that I have learned about Robert Dollar, the more fascinating I find his life-story. Captain Robert Dollar originally spelt Dolour was the founder of Dollarton and its first major employer with hundreds of local residents working at the Dollar Mill. Leaving school at age 12 to work in Canadian logging camps, he saved up enough cash to buy into the lumber trade itself. Last, but most important, fear God and keep his commandments. His first boat became a huge success because of the number of people making their way to the Alaska Gold Rush. During his lifetime he made some 30 voyages to Asia, being the first to bring North American lumber to Asia. While in China, Dollar built a Y. Dollar was on the cover of the March 19th, Time magazine, and written up in the Saturday Evening Post in Dollar was a family man with a strong work ethic and solid faith. His granddaughter remembers visiting her grandpa, saying: Grandfather read a passage from the bible each morning and we joined in Grandfather sat at the end of the table and said grace before each meal. At festive occasions he would tell us a story about his life in the Canadian north woods and have us all spellbound and laughing. Out of his family pain, Dollar developed four principles to which he clung to: Do not be lazy. I was put in this world for a purpose and that was not to loaf and spend my time in so-called pleasure I was eighty years old when I thought out the practicability of starting a passenger steamship line of eight steamers to run around the world in one direction I hope to continue working to my last day on earth and wake up the next morning in the other world. Some of his final words were: Many people erroneously speak of a man when he is gone as having left so much money. That, according to my view, amounts to very little.

Chapter 4 : SF Public Library -- Historical Photographs

Robert Dollar. 49 likes. Robert Dollar, also known as Captain Robert Dollar was a Scots-American industrialist born in Bainsford, Falkirk, Scotland. The.

When the 29th Congress passed the Mail Steamer Bill , mail delivery was authorized to be routed by ship from the Eastern Seaboard to the Pacific Coast via the Isthmus of Panama , with two steamship routes operating: In January , the company ordered three mail steamers from the shipyard of William Henry Webb: Two steamships are shown, both of which are in Trans-Pacific service at this time. In , while it already owned the Ann McKim, which was regarded as the fastest ship afloat, the firm built the Rainbow , which was even faster. The Rainbow is considered to be the first of the extreme clippers, which were the racehorses of the sea. The next year, the company had the Sea Witch built, which set a speed record from China to New York which still stands. Also, faster speed meant that the vessel could complete more voyages in a given time period, which also helped make up for the diminished cargo capacity. In April the rivalry was ended when an agreement was made between the companies, the U. Pacific Mail also ordered four new ships, designed to meet the needs of trade to and from California, and opened ship depots at Panama City and Benicia, California. Aspinwall invested in the Panama Railroad Company , which would replace old wagon trails across the Isthmus, cutting travel time from four days to four hours. In George Law went into partnership with Aspinwall and developed its eastern terminal next to the wharf at Aspinwall , Columbia, then sold his interest in This line was completed in , and coordination between steamships and this line meant the travel time from San Francisco to New York was cut to 21 days. In , Aspinwall retired from the position of president of the Pacific Mail Company, with the former secretary , William H. Davidge, taking the presidency. However, at the same time, the contract of the U. Mail Steamship Company also expired. This company had been providing the ships for the New York to Panama route and went out of business in A through service was deemed necessary and profitable , and the company bought three new ships: However, competition from the other Atlantic steamship lines was fierce, and within a few years, the route on the Atlantic side was pulled. By the end of the war , under the new presidency, Pacific Mail purchased its competitor, Atlantic Mail Steamship Company, which at this point was providing service from New York to the Isthmus. This in turn meant that, at last, Pacific Mail was able to provide complete service from New York to the West Coast via the Isthmus, without competition. In , the U. The Colorado was outfitted with a mizzen mast and more coal storage for the voyage, and in , became the first steamship to run a regular service across the Pacific Ocean, running from San Francisco to Yokohama , Japan and onward to Hong Kong. Pacific Mail also ordered four new ships to run on this route: This ran thrice monthly. This route also ran thrice monthly, except for the latter, which ran once monthly. This ran once monthly. This linked with the Pacific Line. This also ran once monthly, linking with the China Line. Through these links, freight could be moved from New York to Yokohama in 42 days, to Shanghai in 47 days and Hong Kong in 50 days, including all detentions. In this same year, the company owned 25 ships, with a combined tonnage of 61, tons. However, in , the U. Therefore, in , Pacific Mail took delivery of the first of 11 iron hulled , screw-powered steamships, the City of Peking. In , the Southern Pacific Co. These ships were the largest and fastest passenger-freight ships in the Pacific, the latter two measuring more than 13, gross tons, larger than any other ship the company owned at the time. Dollar was born in Falkirk , Scotland in , moving to Canada at the age of 11, where he worked in a lumber camp. Following this, in , he purchased his own sawmill on the Pacific Coast. However, due to unreliable shipping timetables, he found it hard to ship his lumber from the Pacific Northwest down the coast towards California. This led to the establishment of the Dollar Steamship Company commonly known as "Dollar Line" on August 12, , which soon grew to have a large fleet of schooners transporting lumber to market. He began to acquire a number of ships, and began his trans-Pacific shipping with a chartered voyage to Yokohama, Japan and the Philippines, marking his entry into international shipping. These were all named after US presidents , a tradition that Dollar Shipping continued until its end. This naturally caused troubles for Pacific Mail, and it was taken over by Dollar Shipping the same year, although Dollar had ordered his sons to begin buying stock of the company in In the Dollar Line

also acquired the Admiral Oriental Line and renamed it the American Mail Line, making Dollar one of the most profitable shipping companies in the world. The Merchant Marine Act of also known as the Jonesâ€”White act also helped Dollar Line, allowing it to sign a lucrative new mail contract and requiring it to build new ships to meet demand. The faltering Dollar companies were now faced with sharply increased operating costs. In December President Hoover ran aground off the east coast of Taiwan , and was written off as a constructive total loss. Stanley Dollar and Joseph R. Sheehan as the new president of the line. The first item of business was an amendment to the corporate charter, renaming the line as "American President Lines". Reynolds and reorganized as an independent company. With that the Dollar Steamship, a long potent force in American shipping, became part of maritime history. Stanley Dollar, son of Robert Dollar, initiated court proceedings in the form of the Dollar case, in an attempt to force the return of the company from the government to his family. This case would last seven years, with the government continuing the operation of APL in the meantime. These included C-4 class cargo ships. Also, a settlement was finally reached in the Dollar case. Rather than the Dollar family taking back the company, it was sold to a group of investors led by Ralph K. In , the company began investigating the possibility of containerization , and sent research teams into 28 major ports. By , the company had begun launching ships capable of container transport, the first two of these being the combination break-bulk - container vessels SS President Tyler and SS President Lincoln. Ports also began adapting to the new container-based system, although many potential customers were still wary. By the end of the decade, the company was still launching combination ships rather than fully cellular container ships as already employed by several U. During the early s, the company converted many of its traditional break-bulk freight and combination ships into more efficient container-only ships, and ordered four new-built container ships. However, in the line pulled back from worldwide freight service to focus on purely trans-Pacific routes. In , the company began work on the concept of seamless integrated intermodal service in the U. By , APL started the LinerTrain, [22] [24] [25] a direct rail land-bridge service transporting containers from Los Angeles to New York using its own rail cars, leading to the most reliable delivery of containers of the time. At the same time, the company built its three largest vessels to date: This involved using double-stack rail cars that could carry containers stacked one on top of another rather than carrying just a single level of containers. Each rail car had a well that held the bottom container, thereby lowering the two stacked containers to reduce their combined height to fit within rail line clearances, hence the common name for double stack cars: Another benefit was created by permanently joining five cars in a set. This reduced the number of couplers, which reduced slack action. Slack is created in any train by the couplers between the cars being stretched and compressed, and in long, heavy trains this can be quite a powerful force. By reducing slack action, the damage caused to the freight transported in containers is also reduced. APL also started a door-to-door service, known as the Red Eagle service. Another initiative was to introduce larger container sizes: Also in , the company developed post- Panamax vessels, those too large to transit the Panama Canal. It still clung to the tradition of naming ships after US presidents, and it had a fleet of 20 fully containerized ships at this point with a combined capacity of 20, TEUs. In , APL started stack train service from Chicago to Mexico, serving Chrysler auto plants, as well as providing general service. The company also invested heavily in information technology , using this to keep track of its ever-growing fleet of trains, containers and ships. This has been continually upgraded ever since. The company became the first shipper to open a website in , and offered on-line shipment transactions. This may have been the largest maritime shipping loss in history. Acting CEO Ron Widdows began a campaign of cost-cutting and sped up decision making, and since , the company has been making money again. The accident occurred because APL Denver had crossed the path of Wan Hai while it was moving through the separation scheme.

Chapter 5 : California Street: Robert Dollar Building | History

Captain Robert Dollar Better. MAY 10, Continue reading the main story Share This Page. Continue reading the main story. About the Archive. This is a digitized version of an article from The.

The more that I have learned about Robert Dollar, the more fascinating I find his life-story. Captain Robert Dollar originally spelt Dolour was the founder of Dollarton and its first major employer with hundreds of local residents working at the Dollar Mill. Leaving school at age 12 to work in Canadian logging camps, he saved up enough cash to buy into the lumber trade itself. Last, but most important, fear God and keep his commandments. His first boat became a huge success because of the number of people making their way to the Alaska Gold Rush. During his lifetime he made some 30 voyages to Asia, being the first to bring North American lumber to Asia. While in China, Dollar built a Y. Dollar was on the cover of the March 19th, Time magazine, and written up in the Saturday Evening Post in Dollar was a family man with a strong work ethic and solid faith. His granddaughter remembers visiting her grandpa, saying: Grandfather read a passage from the bible each morning and we joined inâ€“Grandfather sat at the end of the table and said grace before each meal. At festive occasions he would tell us a story about his life in the Canadian north woods and have us all spellbound and laughing. Out of his family pain, Dollar developed four principles to which he clung to: Do not be lazy. Some of his final words were: Many people erroneously speak of a man when he is gone as having left so much money. That, according to my view, amounts to very little. You can even read the first two chapters for free to see if the book speaks to you. Nook gives a sample of the book to read online. Indigo also offers the paperback and the Kobo ebook version. You can also obtain it through iTunes as an IBook. Be sure to list your mailing address.

Chapter 6 : Robert Dollar | calendrierdelascience.com

In , Captain Robert Dollar acquired his first single steam schooner called Newsboy, to transport his lumber from the Sonoma Coast to San Francisco. He continued buying vessels to ship lumber and by had established the Dollar Steamship Company.

Chapter 7 : Who was Captain Robert Dollar anyways? | Edhird's Blog

The Dollar Companies were established by Captain Robert Stanley Dollar. His native country was Falkirk, Scotland, he gave a Park to Falkirk and it was named "Dollar Park". Capt. Robert Dollar's life was filled with daring adventure, hard work and brilliant achievements.

Chapter 8 : Robert Dollar â€“ Biography & Facts

March 19, 11" x 14" Cover. 11" x 14" Cover. Select your cover.

Chapter 9 : TIME Magazine Cover: Captain Robert Dollar - Mar. 19, - Ships - Transportation - Business

Keith pulled out the book 'Echoes Across the Inlet' published by the Deep Cove and Area Heritage Association, and said to me: "You need to write an article about Captain Robert Dollar. He was a sparkplug for this whole area".