

# DOWNLOAD PDF GUIDE TO THE FISHING AND HUNTING RESORTS IN THE VICINITY OF THE GRAND TRUNK RAILWAY OF CANADA

## Chapter 1 : Pontiac Pacific Junction Railway | Revolvly

*Guide to the fishing and hunting resorts in the vicinity of the Grand Trunk Railway of Canada [microform]: containing particulars of fish, game, hotels, livery and general facilities.*

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, , 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. 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 s 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 , were uncomfortably close to the giant Union Army and faced terrorist attacks during the midth 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, , with the opening of the first Victoria Bridge at Montreal replaced by the present structure in ; the bridging of the Niagara River between Fort Erie, Ontario and Buffalo, New York ; and the construction of a tunnel beneath the St. 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. 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 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 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, , 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 to 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 , the entire system was

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nationalized. The Grand Trunk lines, however, kept its distinctive name. The Grand Trunk legacy seeped into 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.

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## Chapter 2 : Rockland Railroad Station - WikiVisually

*Guide to the fishing and hunting resorts in the vicinity of the Grand Trunk Railway of Canada: containing particulars of fish, game, hotels, livery and general facilities [Anonymous] on calendrierdelascience.com \*FREE\* shipping on qualifying offers.*

Despite never being finished, large amounts of grading and construction were done, including many large concrete supports. History The railroad, conceived by GTR president Charles Melville Hays to break the near-monopoly of the New Haven Railroad in southern New England, was chartered in April , and was to be built as a completely grade-separated air line , having low grades and long high bridges over valleys. However, all work stopped in November , ostensibly due to an inability of worldwide bond markets to finance further GT expansion, although pressure from the New Haven, at the time closely allied with financier J. Pierpont Morgan , was widely suspected. Construction soon resumed in Massachusetts so that contractor John Marsch, who threatened litigation against the GT for breach of contract , could be paid for the work. However, construction in Rhode Island, being the responsibility of a different contractor, did not restart. Thus, by , almost all the grading and concrete work in Massachusetts was completed, although no steelwork other than on highway overpasses was ever erected. World War I was seen as only a temporary financial setback to construction, which, however, never resumed. Several reasons have been given for the abandonment of the SNE project in addition to the war: Some concrete abutments were removed for highway projects starting as early as , and several washouts later compromised the right-of-way, particularly during hurricanes in and in . Also of crucial importance to the Grand Trunk was avoiding Connecticut. The company purposely had not sought a charter to build through the home state of the rival New Haven, which Charles M. Hays assumed would mount significant opposition to the SNE in the Connecticut legislature. Several full-height supports were built as well as several partial supports in the river. The two above trestles were built for steel; however, one major trestle was made of wood and was actually built: For reasons of cost, the trestle was intended to be permanent. Typical of railroad construction at the time, the SNE also built many semi-permanent wooden trestles, around which fill would be dumped to create embankments. The main route would have gone through Woonsocket, Rhode Island to downtown Providence , with a branch around the west side to the docks south of downtown. The former route, leading into Providence Union Station , was planned to pass through a tunnel under Smith Hill , on which little if any construction was undertaken before cessation of work in Rhode Island. Some of the plans included a branch to Boston or a separate route to Boston from the Central Vermont, but they never reached the construction stage. Current status An official Massachusetts railroad map shows the entire right-of-way in the state as being of "abandoned" type, and of "unknown" ownership. Many sections have passed into private ownership and have been built over by modern developments. Still, many of the old concrete bridge abutments are still visible. Two sections of the right-of-way have been improved as a public trails open to non-motorized vehicles. Retrieved 29 July Larry Lowenthal, Titanic Railroad:

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## Chapter 3 : Grand Trunk Railway of Canada | The Canadian Encyclopedia

*Guide to the fishing and hunting resorts in the vicinity of the Grand Trunk Railway of Canada [microform]: containing particulars of fish, game, hotels, livery and general facilities by Grand Trunk Railway Company of Canada.*

Many men are taller and stronger than their king, yet they cannot match a good king for his authority, his majesty or the respect he commands. As with men, so with mountains. Mount Robson is not the tallest peak in the world, or the continent, or the country—or even the province. But it does indeed command authority and respect, its sheer vertical pre-eminence providing a jaw-dropping, soul-enthraling sight. As Milton and Cheadle recorded in *Growing up in the small town of Valemount, just twenty minutes south of this mountain, I was always fascinated with Robson and the provincial park surrounding it. I remember the specific bend in the Yellowhead highway where we could first see its stunning rugged outline on a sunny day. So it is with great delight that I attempt to put together a few geographic and historic facts that will help others appreciate this mighty peak. Most residents of the Robson Valley will likely know most if not all of this information already but I hope they too will enjoy this little blog along with folks who have not yet known the magic of Mt. Robson is not the tallest mountain in Canada or even British Columbia; it is however the tallest peak in the Canadian Rockies mountain range and by far the most spectacular mountain in the province to behold. It is part of the Rainbow Range of the Rockies and is the second tallest peak in B. Waddington of the Coast Mountains. However, there are many factors that set Mt. Robson apart from other taller summits. Robson is classified as an Ultra Prominent mountain and is ranked as the th most prominent mountain in the entire world and the single most prominent in the North American Rockies Range. So what does that mean? They built lodges and fish drying racks near the confluence of the Fraser and McLennan rivers. Spiral Lines on Mt. One theory suggested in the book Mount Robson: Robertson who was his employer at the time in The first reference to a name for the mountain is found in the diary of fur trader George McDougall in “ he referred to it as Mt. Robson and therefore the summit is often hidden by clouds. Thus another name for it is Cloud Cap Mountain. Robson Provincial Park is the second oldest park in B. It was the tenacity of A. Robson area a protected park. Within this treasured park, one not only finds the majesty of Mt. Robson but many other wonders not the least of which is the headwaters of the mighty Fraser River. It begins on the Pacific slope of the Continental Divide in the area of Mt. The Park is home to four biogeoclimatic zones, valued wetland habitat, species of animals and the historic Yellow Head Pass. To scale this mountain became a bit of an obsession with Kinney and in he headed out on his own to claim the peak before a rumoured group of foreigners could reach it. Donald "Curly" Philips, Peakfinder: The controversy as to whether they had indeed reached the peak simmers to this day although the consensus seems to be that they mistakenly stopped just 60 vertical feet short of it. Some say he was pressured to say it though. At any rate George Kinney was sincere in his belief that he had reached the summit and the two men had accomplished a truly amazing feat: At one point he even donated a skin graft to a young girl in Keremeos who had suffered severe burns. He sat next to the girl and comforted her while the doctor removed 24 square inches of skin from his leg with no anaesthetic. Robson days and always kept an ice axe and climbing boots hanging in his house. Robson camp of the Alpine Club of Canada was in and included both Kain and Kinney but it was mainly an exploratory mission “ although Kain did manage to scale both Whitehorn and Resplendent mountains. In fact Conrad Kain, an Austrian immigrant, made climbs in Europe and Siberia and is credited with 69 first ascents in Canada and another 30 in New Zealand. He is a mountaineering legend in Canada and the world over. Mount Robson is one of the most dangerous expeditions I have made. The dangers consist in snow and ice, stone avalanches, and treacherous weather. She was also the first woman to reach the peak of Mt. Her family moved to B. While saving him, she lost her own balance and he in turn held on to her. Then there was the incident in which Phyllis chased a grizzly bear who was chasing Don. In , on only the third expedition of its kind, Conrad Kain led a group with two women in it to the peak of Mt. Here is the top of Mount Robson! You are the first*

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woman on this peak – the highest of the Canadian Rocky Mountains. In their second year of marriage Phyllis gave birth to their daughter, Edith, and at 11 months carried her to the top of Crown Mountain. In she received The Order of Canada for her pioneering work in the girl guides, St. She passed away in , a female legend. Robson Ranch There were many hearty guides and outfitters in the Mt. Robson area in the early parts of the 20th century. It is the Hargeaves brothers, specifically Roy and the Mt. Robson ranch, though that this section will focus on. In , he constructed the Berg Lake Chalet on Berg Lake now known as the Hargeaves Shelter restored in and just recently where many a weary hiker has sought refuge - including myself! In Roy married a Jasper school teacher named Sophie Maclean and in the operation of the ranch was resumed by their daughter Ishbel and her husband Murray Cochrane. Bridge over the Fraser River Robson and is world renowned for its beauty. The flying trestle bridge. Photo credit Alberta On Record The trail is 22 kilometres with 7 campgrounds and a suspension bridge. It rises metres and crosses through 3 biogeoclimatic zones. At the top , of course, is the beautiful turquoise Berg Lake named for the large chunks of ice that calve from the 3 glaciers that feed the lake and then proceed to float in the lake. This trail also allowed such famous artists as A. Jackson and Lawren Harris of the famed Group of Seven to explore and paint these wonders of nature. Copyright Joe Harder May be stored or copied for personal or instructional use.

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## Chapter 4 : Kootenay Rockies Travel Guide and Business Listing British Columbia, Canada

*Title / Author Type Language Date / Edition Publication; 1. Guide to the fishing and hunting resorts in the vicinity of the Grand Trunk Railway of Canada: containing particulars of fish, game, hotels, livery and general facilities.*

These subjects are always relevant but hopefully this blog will make them interesting too. Monarch of the Canadian Rockies B. Many men are taller and stronger than their king, yet they cannot match a good king for his authority, his majesty or the respect he commands. As with men, so with mountains. Mount Robson is not the tallest peak in the world, or the continent, or the country or even the province. But it does indeed command authority and respect, its sheer vertical pre-eminence providing a jaw-dropping, soul-enthraling sight. As Milton and Cheadle recorded in Growing up in the small town of Valemount, just twenty minutes south of this mountain, I was always fascinated with Robson and the provincial park surrounding it. I remember the specific bend in the Yellowhead highway where we could first see its stunning rugged outline on a sunny day. So it is with great delight that I attempt to put together a few geographic and historic facts that will help others appreciate this mighty peak. Most residents of the Robson Valley will likely know most if not all of this information already but I hope they too will enjoy this little blog along with folks who have not yet known the magic of Mt. Robson is not the tallest mountain in Canada or even British Columbia; it is however the tallest peak in the Canadian Rockies mountain range and by far the most spectacular mountain in the province to behold. It is part of the Rainbow Range of the Rockies and is the second tallest peak in B. Waddington of the Coast Mountains. However, there are many factors that set Mt. Robson apart from other taller summits. Robson is classified as an Ultra Prominent mountain and is ranked as the th most prominent mountain in the entire world and the single most prominent in the North American Rockies Range. So what does that mean? They built lodges and fish drying racks near the confluence of the Fraser and McLennan rivers. Spiral Lines on Mt. One theory suggested in the book Mount Robson: Robertson who was his employer at the time in The first reference to a name for the mountain is found in the diary of fur trader George McDougall in " he referred to it as Mt. Robson and therefore the summit is often hidden by clouds. Thus another name for it is Cloud Cap Mountain. Robson Provincial Park is the second oldest park in B. It was the tenacity of A. Robson area a protected park. Within this treasured park, one not only finds the majesty of Mt. Robson but many other wonders not the least of which is the headwaters of the mighty Fraser River. It begins on the Pacific slope of the Continental Divide in the area of Mt. The Park is home to four biogeoclimatic zones, valued wetland habitat, species of animals and the historic Yellow Head Pass. To scale this mountain became a bit of an obsession with Kinney and in he headed out on his own to claim the peak before a rumoured group of foreigners could reach it. Donald "Curly" Philips, Peakfinder: The controversy as to whether they had indeed reached the peak simmers to this day although the consensus seems to be that they mistakenly stopped just 60 vertical feet short of it. Some say he was pressured to say it though. At any rate George Kinney was sincere in his belief that he had reached the summit and the two men had accomplished a truly amazing feat: At one point he even donated a skin graft to a young girl in Keremeos who had suffered severe burns. He sat next to the girl and comforted her while the doctor removed 24 square inches of skin from his leg with no anaesthetic. Robson days and always kept an ice axe and climbing boots hanging in his house. Robson camp of the Alpine Club of Canada was in and included both Kain and Kinney but it was mainly an exploratory mission " although Kain did manage to scale both Whitehorn and Resplendent mountains. In fact Conrad Kain, an Austrian immigrant, made climbs in Europe and Siberia and is credited with 69 first ascents in Canada and another 30 in New Zealand. He is a mountaineering legend in Canada and the world over. Mount Robson is one of the most dangerous expeditions I have made. The dangers consist in snow and ice, stone avalanches, and treacherous weather. She was also the first woman to reach the peak of Mt. Her family moved to B. While saving him, she lost her own balance and he in turn held on to her. Then there was the incident in which Phyllis chased a grizzly bear who was chasing Don. In , on only the third expedition of

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### Chapter 5 : Browse subject: Fishing -- Great Lakes (North America) | The Online Books Page

*Guide to the fishing and hunting resorts in the vicinity of the Grand Trunk Railway of Canada containing particulars of fish, game, hotels, livery and general facilities. By: Grand Trunk Railway Company of Canada.*

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

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utilizing an "audit office account" to cook their books. The manipulations depended on whether they were 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 6 : History and Stuff: October

*Guide to the fishing and hunting resorts in the vicinity of the Grand Trunk Railway of Canada [electronic resource]: containing particulars of fish, game, hotels.*

Its original purpose was the construction of a transcontinental railway, a promise to British Columbia upon its entry into Confederation. The railway "completed in " connected Eastern Canada to BC and played an important role in the development of the nation. Built in dangerous conditions by thousands of labourers including 15, Chinese temporary workers, the railway facilitated communications and transportation across the country. Over its long history, CPR diversified, establishing hotels, shipping lines and airlines, and developed mining and telecommunications industries. In , Canadian Pacific separated into five separate and independent companies, with Canadian Pacific Railway returning to its origins as a railway company. CP, as it is branded today, has over 22, km of track across Canada and the United States. Freight train moving along Bow river in Canadian Rockies. Canadian Pacific Railway locomotive no. In order to construct the railway and encourage future settlement, the government considered it necessary to extinguish Aboriginal title to the land see Indigenous Territory. Bound by the terms of the Royal Proclamation, Canada was responsible for the protection of its Indigenous people and promised to preserve their rights to unceded traditional territories. In exchange for their traditional territory, government negotiators made various promises to Indigenous peoples " both orally and in the written texts of the treaties " including special rights to treaty lands and the distribution of cash payments, hunting and fishing tools, farming supplies, and the like. These terms of agreement are controversial and contested. To this day, the Numbered Treaties have ongoing legal and socioeconomic impacts on Indigenous communities. National Imperative Competition for the lucrative contract for the railway was bitter, and in , shipping magnate and railway promoter Sir Hugh Allan was awarded the charter. Macdonald returned to power in , with the completion of the railway as one facet of his National Policy. The contract was finally awarded to interests led by Donald A. These terms were loudly denounced by opposing interests at the time and remained contentious with the development of the Prairie West. However, in the face of American expansion westward, Macdonald and the federal Conservatives considered completion of the railway a national imperative. Construction Under the management of W. Van Horne, construction was rapidly pressed across the plains. Sandford Fleming had recommended a route through the Yellowhead Pass but a more southerly route through Kicking Horse Pass was decided upon late in Construction through the rock and muskeg of the Canadian Shield almost equalled in difficulty the engineering feats of construction through the mountains of British Columbia. Previous Next The difficulty in obtaining an adequate work force in British Columbia led to the controversial importation of thousands of Chinese workers. Around 15, Chinese labourers helped to build the Canadian Pacific Railway " working in harsh conditions for little pay, they suffered greatly and historians estimate that at least died. Their employment caused controversy, particularly in British Columbia, where politicians worried about the potential economic and cultural impact of this influx of Chinese workers. Smith at the ceremony marking the last spike to be driven into the Canadian Pacific Railway on 7 November Macdonald announcing the completion of the Canadian Pacific Railway, 8 November During construction, the CPR became involved in the sale and settlement of land, acquisition of the Dominion Express Company and the acceptance of commercial telegraph messages. The company provided its own sleeping and dining cars on trains and constructed tourist hotels e. This foothold on the tourist industry benefited the CPR later in its international development of hotels, steamships and airlines see Hotel ; Tourism. Developing Business Following construction, the greatest challenge facing the CPR was to develop business to make the line self-sustaining. Though settlement proceeded rapidly in the wake of the rail lines, population in western Canada was insufficient to sustain the line fully for many years. To increase business, the corporation became very active in promoting trade in the Pacific. Within days of the arrival of the first train on the west coast in , sailing

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vessels chartered by the CPR began to arrive from Japan, bringing tea, silk and curios. By 1877, the company had secured a contract from the British government to carry the imperial mails from Hong Kong to Britain via Canada. The result was the purchase of three ocean passenger-cargo vessels, forerunners of the present-day fleet. Other services expanded simultaneously. Rail Construction Attempts to capture traffic from the western American states were made with construction of a line to North Dakota and control which remains today of what is now the Soo Line Railroad Company in the United States. Branch lines were greatly extended to feed traffic to the East-West main line. Rapid settlement followed construction of branches in southern Manitoba , in Saskatchewan from Regina to Prince Albert , and in Alberta from Calgary North to Strathcona Edmonton in Mining Expansion into the Kootenay mining region of southern British Columbia involved the acquisition of a railway charter that included a smelter at Trail, BC. Expansion and Competition Between 1880 and 1890, the CPR increased its trackage from approximately 11, km to 17, km. More than half of the new track was in the Prairie provinces, and it was intended both to provide branch lines into areas of need and to ensure that the CPR would remain competitive in relation to the developing transcontinental lines of the Canadian Northern Railway and the Grand Trunk Pacific Railway. The widespread expansion of the company, much of it under the presidency of T. Shaughnessy , placed a heavy drain on company resources, but continuance of the National Policy , with its substantial tariffs, meant continuing high freight rates in the West. Attacks on these rates in 1896 helped to bring about the defeat of the Conservatives. In addition, charters were granted to the Canadian Northern Railway to develop the huge area of northern prairie left vacant by the CPR. During the Second World War it provided not only transportation, but also the production of armaments and materiel in its own shops. During the conflict, much of its merchant fleet was commandeered for military transport purposes, resulting in the loss of 12 vessels. It was later expanded with the purchase of Wardair. A rigorously competitive market and government regulation caused significant changes to the airline industry in the 1930s. CAI was taken over by Air Canada in 1937. Beginning around this time, management embraced a policy of full diversification by making each operation fully self-supporting. Thus, operations that had been handled by specific departments in the railway corporate structure were set up as enterprises in their own right; e. Non-transportation interests were vested in a holding company, Canadian Pacific Enterprises Limited, founded in 1937, leaving the railway, air, ship and highway transportation fields under the jurisdiction of the parent company. Restructuring In 1972, the company was restructured, with Canadian Pacific Railway becoming a subsidiary of the company rather than a division in effect, CPR would operate independently, with no cross-subsidies from the other divisions. The company also sold a number of its enterprises, including Marathon Realty and its interest in Laidlaw Inc. In 1982, the company separated into five independent companies: The restructuring meant that CPR was once again purely a rail company. Fording Coal was purchased in 1982 by Teck Cominco. Gibbon, Steel of Empire:

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*Canada; a short treatise on tourist, fishing and hunting resorts reached by the Grand Trunk Railway System () ().jpg*  
*Click here to view book online to see this illustration in context in a More information can be.*

Reporting mark “ A reporting mark is an alphabetic code of one to four letters used to identify owners or lessees of rolling stock and other equipment used on certain railroad networks. In North America the mark, which consists of an code of one to four letters, is stenciled on each piece of equipment. The Association of American Railroads assigns marks to all carriers, under authority granted by the U. Under current practice, the first letter must match the initial letter of the railroad name, as it also acts as a Standard Carrier Alpha Code, the reporting mark cannot conflict with codes in use by other nonrail carriers. In another example, the mark for state-funded Amtrak services in California is CDTX because the state transportation agency owns the equipment used in these services. This often resulted in five-letter reporting marks, an option not otherwise allowed by the AAR, the standard ISO covers identifiers for intermodal containers. When the owner of a mark is taken over by another company. For example, when the Union Pacific Railroad acquired the Chicago and North Western Railway in the s, some companies own several marks that are used to identify different classes of cars, such as boxcars or gondolas. If the acquiring company discontinues the name or mark of the acquired company, occasionally, long-disused marks are suddenly revived by the companies which now own them. Some of these still retain their temporary NYC marks. Because of its size, this list has been split into subpages based on the first letter of the reporting mark, railinc, a subsidiary of the AAR, maintains the active reporting marks for the North American rail industry. Railinc offers a free online look-up of reporting marks and other industry reference files through the Railincs Freight Rail website, a railway vehicle must be registered in a national vehicle register using a digit number derived from the old UIC system of vehicle numbering. The number contains the country in the third and fourth digit. The VKM must not contain special signs or digits, the VKM is preceded by the code for the country, where the vehicle is registered and a hyphen. Track gauge “ In rail transport, track gauge is the spacing of the rails on a railway track and is measured between the inner faces of the load-bearing rails. All vehicles on a network must have running gear that is compatible with the track gauge, as the dominant parameter determining interoperability, it is still frequently used as a descriptor of a route or network. There is a distinction between the gauge and actual gauge at some locality, due to divergence of track components from the nominal. Railway engineers use a device, like a caliper, to measure the actual gauge, the nominal track gauge is the distance between the inner faces of the rails. In current practice, it is specified at a distance below the rail head as the inner faces of the rail head are not necessarily vertical. In some cases in the earliest days of railways, the company saw itself as an infrastructure provider only. Colloquially the wagons might be referred to as four-foot gauge wagons, say and this nominal value does not equate to the flange spacing, as some freedom is allowed for. An infrastructure manager might specify new or replacement track components at a variation from the nominal gauge for pragmatic reasons. In addition, there are constraints, such as the load-carrying capacity of axles. Narrow gauge railways usually cost less to build because they are lighter in construction, using smaller cars and locomotives, as well as smaller bridges, smaller tunnels. Narrow gauge is often used in mountainous terrain, where the savings in civil engineering work can be substantial. Broader gauge railways are generally expensive to build and require wider curves. There is no single perfect gauge, because different environments and economic considerations come into play, a narrow gauge is superior if ones main considerations are economy and tight curvature. For direct, unimpeded routes with high traffic, a broad gauge may be preferable, the Standard, Russian, and 46 gauges are designed to strike a reasonable balance between these factors. In addition to the general trade-off, another important factor is standardization, once a standard has been chosen, and equipment, infrastructure, and training calibrated to that standard, conversion becomes difficult and expensive. This also makes it easier to adopt an existing standard than to invent a new one and this is true of many technologies, including railroad

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gauges. The reduced cost, greater efficiency, and greater economic opportunity offered by the use of a common standard explains why a number of gauges predominate worldwide 3. Railway electrification system

â€” A railway electrification system supplies electric power to railway trains and trams without an on-board prime mover or local fuel supply. Electrification has many advantages but requires significant capital expenditure, selection of an electrification system is based on economics of energy supply, maintenance, and capital cost compared to the revenue obtained for freight and passenger traffic. Different systems are used for urban and intercity areas, some electric locomotives can switch to different supply voltages to allow flexibility in operation, Electric railways use electric locomotives to haul passengers or freight in separate cars or electric multiple units, passenger cars with their own motors. Electricity is typically generated in large and relatively efficient generating stations, transmitted to the railway network, some electric railways have their own dedicated generating stations and transmission lines but most purchase power from an electric utility. The railway usually provides its own lines, switches and transformers. Power is supplied to moving trains with a continuous conductor running along the track usually takes one of two forms. The first is a line or catenary wire suspended from poles or towers along the track or from structure or tunnel ceilings. Locomotives or multiple units pick up power from the wire with pantographs on their roofs that press a conductive strip against it with a spring or air pressure. Examples are described later in this article, the second is a third rail mounted at track level and contacted by a sliding pickup shoe. Both overhead wire and third-rail systems usually use the rails as the return conductor. In comparison to the alternative, the diesel engine, electric railways offer substantially better energy efficiency, lower emissions. Electric locomotives are usually quieter, more powerful, and more responsive and they have no local emissions, an important advantage in tunnels and urban areas. Different regions may use different supply voltages and frequencies, complicating through service, the limited clearances available under catenaries may preclude efficient double-stack container service. Possible lethal electric current due to risk of contact with high-voltage contact wires, overhead wires are safer than third rails, but they are often considered unsightly. These are independent of the system used, so that. The permissible range of voltages allowed for the voltages is as stated in standards BS EN These take into account the number of trains drawing current and their distance from the substation, railways must operate at variable speeds. Until the mid s this was only practical with the brush-type DC motor, since such conversion was not well developed in the late 19th century and early 20th century, most early electrified railways used DC and many still do, particularly rapid transit and trams 4. Toronto

â€” Toronto is the most populous city in Canada and the provincial capital of Ontario. A global city, Toronto is a centre of business, finance, arts, and culture. Aboriginal peoples have inhabited the area now known as Toronto for thousands of years, the city itself is situated on the southern terminus of an ancient Aboriginal trail leading north to Lake Simcoe, used by the Wyandot, Iroquois, and the Mississauga. Permanent European settlement began in the s, after the broadly disputed Toronto Purchase of , the British established the town of York, and later designated it as the capital of Upper Canada. During the War of , the town was the site of the Battle of York, York was renamed and incorporated as the city of Toronto in , and became the capital of the province of Ontario during the Canadian Confederation in The city proper has since expanded past its original borders through amalgamation with surrounding municipalities at various times in its history to its current area of While the majority of Torontonians speak English as their primary language, Toronto is a prominent centre for music, theatre, motion picture production, and television production, and is home to the headquarters of Canadas major national broadcast networks and media outlets. Toronto is known for its skyscrapers and high-rise buildings, in particular the tallest free-standing structure in the Western Hemisphere. The name Toronto is likely derived from the Iroquois word tkaronto and this refers to the northern end of what is now Lake Simcoe, where the Huron had planted tree saplings to corral fish. A portage route from Lake Ontario to Lake Huron running through this point, in the s, the Iroquois established two villages within what is today Toronto, Ganatsekwyagon on the banks of the Rouge River and Teiaiagonon the banks of the Humber River. During the American Revolutionary War, the region saw an influx of British settlers as United Empire Loyalists fled

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for the British-controlled lands north of Lake Ontario, the new province of Upper Canada was in the process of creation and needed a capital. Simcoe decided to move the Upper Canada capital from Newark to York, the York garrison was constructed at the entrance of the town's natural harbour, sheltered by a long sandbar peninsula. The town's settlement formed at the end of the harbour behind the peninsula, near the present-day intersection of Parliament Street. In 1793, as part of the War of 1812, the Battle of York ended in the town's capture, the surrender of the town was negotiated by John Strachan. US soldiers destroyed much of the garrison and set fire to the parliament buildings during their five-day occupation, the sacking of York was a primary motivation for the Burning of Washington by British troops later in the war.

5. It had a capitalization of 32 billion CAD in 2007. CN was government-owned, having been a Canadian Crown corporation from its founding to its privatization in 1995, Bill Gates was, in 2007, the largest single shareholder of CN stock. On November 17, 2008, the government privatized CN. Over the next decade, the company expanded significantly into the United States, purchasing Illinois Central Railroad and Wisconsin Central Transportation, now primarily a freight railway, CN also operated passenger services until 2000, when they were assumed by Via Rail. Railways, until the rise of the automobile and creation of taxpayer-funded all-weather highways, were the only viable long-distance land transportation available in Canada for many years. As such, their operation consumed a great deal of public, in the early 20th century, many governments were taking a more interventionist role in the economy, foreshadowing the influence of economists like John Maynard Keynes. This political trend, combined with broader geo-political events, made nationalization an appealing choice for Canada, the Winnipeg General Strike of 1919 and allied involvement in the Russian Revolution seemed to validate the continuing process. The need for a rail system was paramount in a time of civil unrest. When Canadian Northern was nationalized in 1918 and amalgamated into Canadian National Railways in 1919, CN Telegraphs began co-operating with its Canadian Pacific owned rival CPR Telegraphs in the 1920s, sharing telegraph networks and co-founding a teleprinter system in 1925. In the 1930s the two services were amalgamated into a joint venture CNCP Telecommunications which evolved into a telecoms company, CN sold its stake of the company to CP in 1987. This led to the creation of a network of CNR radio stations across the country, as anyone in the vicinity of a station could hear its broadcasts the network's audience extended far beyond train passengers to the public at large.

6. Goodyear manufactures tires for automobiles, commercial trucks, light trucks, motorcycles, SUVs, race cars, airplanes, farm equipment, the company was named after American Charles Goodyear, inventor of vulcanized rubber. The first Goodyear tires became popular because they were easily detachable, Goodyear is also known for the Goodyear Blimp. Though Goodyear had been manufacturing airships and balloons since the early 1900s, today it is one of the most recognizable advertising icons in America. The company is the most successful tire supplier in Formula One history, with 20 starts, 10 wins. Goodyear is a component of the Dow Jones Industrial Average. The company opened a new headquarters building in Akron in 1997. The first Goodyear factory opened in Akron, Ohio, in 1890, the thirteen original employees manufactured bicycle and carriage tires, rubber horseshoe pads, and poker chips. The company grew with the advent of the automobile, in 1901 Frank Seiberling provided Henry Ford with racing tires. In 1906, Paul Weeks Litchfield was granted a patent for the first tubeless automobile tire, by 1910 Ford was outfitting his Model T with Goodyear tires. In 1912 Goodyear manufactured its first aircraft tire, in 1913 Goodyear started experimenting with airship design. It later manufactured airships and observation balloons for the United States Army Air Service during World War I, the transport and reconnaissance capabilities that Goodyear provided contributed significantly to the Allied victory. In 1917, Litchfield found land in the Phoenix area suitable for growing long-staple cotton, the 36,000 acres purchased were controlled by the Southwest Cotton Company, formed with Litchfield as president. In 1918, Litchfield, as Goodyear Vice President, forged a joint venture with the German Luftschiffbau Zeppelin Company to form the Goodyear-Zeppelin Corporation, by 1920 Goodyear was the largest rubber company in the world. Only four years earlier it was forced to halt production of racing tires due to heavy competition. Nevertheless, the popularity of the Goodyear tire on the circuit led to a popular demand for the return of the brand.

Sawmill – A sawmill or lumber mill is a facility where logs are cut into lumber. Prior to the invention of the sawmill, boards were rived and planed, the earliest known

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mechanical mill is the Hierapolis sawmill, a Roman water-powered stone mill at Hierapolis, Asia Minor dating back to the 3rd century AD. Other water-powered mills followed and by the 11th century they were widespread in Spain and North Africa, the Middle East and Central Asia, the circular motion of the wheel was converted to a reciprocating motion at the saw blade. Generally, only the saw was powered, and the logs had to be loaded and moved by hand, an early improvement was the development of a movable carriage, also water powered, to move the log steadily through the saw blade. Scrap lumber from the mill provided a source of fuel for firing the boiler, the arrival of railroads meant that logs could be transported to mills rather than mills being built besides navigable waterways. Besides the sawn timber, use is made of all the by-products including sawdust, bark, wood chips, a sawmills basic operation is much like those of hundreds of years ago, a log enters on one end and dimensional lumber exits on the other end. After trees are selected for harvest, the step in logging is felling the trees. Branches are cut off the trunk, logs are taken by logging truck, rail or a log drive to the sawmill. Logs are scaled either on the way to the mill or upon arrival at the mill, debarking removes bark from the logs.

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## Chapter 8 : Grand Trunk Railway - Wikipedia

*BARRIE ON - Grand Trunk Railway station (later CNR) - Italiante - Romanesque Styles architecture OL -. Magnificent Norman tower, Queen Anne Curve - Fred Cumberland- designed station on picturesque Kempenfeldt Bay, with Allandale in the distance.*

Ottawa, photo by W. Construction gang in the s reducing an embankment courtesy PAO. In the 20th Century, the British-owned railroad would stretch from the Atlantic to the Pacific. After a period of bankruptcy it would eventually become part of Canadian National Railways. The English firm of Peto, Brassey, Jackson and Betts was awarded the construction contract in return for agreeing to promote the company. Much of the financing for both construction and expansion had to be raised in Great Britain. Work proceeded vigorously from town to town. Navvies, or labourers, from England swelled the workforce at one time 14, men and 2, horses were employed in Canada West alone. The line avoided many of the challenges that plagued the Canadian Pacific Railway in the mountains, and achieved at least one notable engineering feat with construction of the tubular Victoria Bridge across the St. The 2, meter- iron tube rested on two abutments and 24 piers designed to resist the crushing ice of the river; it was opened to traffic in December Expansion Despite financial difficulties, the GTR grew steadily, often leasing existing railways as a means of expansion. The takeover of the Great Western Railway in enabled the GTR to eliminate its main competitor and to add another 1, kilometers of track in Canada West and Michigan. Additional links to the United States rail system were established with the International Bridge across the Niagara River , and the impressive St. Clair Tunnel beneath the St. By the late s it had grown to more than locomotives, cars, 60 post-office cars, baggage cars, 18, freight cars and 49 snow plows. Debt, Disaster and Rebuilding The cost of construction, absentee management its head office was in London, England and the failure to generate anticipated levels of traffic left the company debt ridden and unable to upgrade its equipment. It also suffered bad publicity in the wake of several accidents. The GTR later made headlines around the world on 15 September when Jumbo, the famous circus elephant charged one of its trains near St. Thomas , Ontario and was killed. The scale of these investments was such that no major upgrades were needed until after the Second World War. It was placed under the management of the Canadian National Railways on 30 Jan

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### Chapter 9 : History and Stuff: 8 Fascinating Facts About Mount Robson: Monarch of the Canadian Rockies

*By this time the Grand Trunk Railway, Canada's second transcontinental rail line, had been built and made reaching the base of Robson much easier. It was A.O. Wheeler (see #3 The Park) who organized the ACC camp of and on July 31 st of that year Conrad Kain led W.W. (Billy) Foster and Albert McCarthy up the Robson Glacier to the Dome.*

As of the census, the city population was 7, and it is the county seat of Knox County. Abenaki Indians called it Catawamteak, meaning landing place. In , John Lermond and his two brothers from Warren built a camp to produce oak staves and pine lumber, thereafter known as Lermonds Cove, it was first settled about . When in Thomaston was incorporated, Lermonds Cove became a district called Shore village, on July 28,, it was set off as the town of East Thomaston. Renamed Rockland in , it was chartered as a city in , Rockland developed rapidly because of shipbuilding and lime production. In alone, the city built eleven ships, three barks, six brigs and four schooners, the city had twelve lime quarries and lime kilns, with upwards of vessels to transport the mineral to various ports in the country. By , shipbuilding was surpassed by the business, which had twelve manufacturers employing 1, workers. Nevertheless, Rockland had three or more shipyards, a railway, five sail lofts and two boatbuilders. Fleets of Friendship Sloops sailed between the harbor and fishing grounds across Penobscot Bay, the opening of the Knox and Lincoln Railroad in brought an influx of tourists. Inns and hotels were established to accommodate them, with the grandest being The Bay Point Hotel in , with a commanding view near the breakwater, the resort offered every luxury and amusement. Renamed The Samoset Hotel in , it was successful until the Great Depression, in the age of automobiles, travelers were no longer restricted to the limits of train service, but were free to explore elsewhere. Closed in , the Victorian hotel burned in , a new Samoset Resort opened in . In , the new superdreadnought USS Nevada conducted tests and completed her running trials just off the shore from Rockland, today, Rockland is an officially designated micropolitan area. Since the early s, Rockland has seen a shift in its away from the fishery. It has also seen an increase in tourism and the downtown has transformed into one of unique shops, boutiques, fine dining. Rockland is the center of the midcoast Maine region, with many historic inns, a coffee roaster, a food co-op, a community radio station WRFR-LP 2. Maine Eastern passenger trains connected with the Amtrak Downeaster passenger train, the state of Maine did not renew the operating contract with MERR, which effectively ended operations at the end of . In September , the Maine Department of Transportation selected the Central Maine, commodities moved in freight service include cement, plate steel, and perlite. Side platform “ A side platform is a platform positioned to the side of a pair of tracks at a railway station, tram stop, or transitway. Dual side platform stations, one for direction of travel, is the basic station design used for double-track railway lines. Side platforms may result in a wider overall footprint for the station compared with a platform where a single width of platform can be shared by riders using either track. In some stations, the two platforms are connected by a footbridge running above and over the tracks. While a pair of platforms is often provided on a dual-track line. Where the station is close to a crossing the platforms may either be on the same side of the crossing road or alternatively may be staggered in one of two ways. With the near-side platforms configuration, each platform appears before the intersection, in some situations a single side platform can be served by multiple vehicles simultaneously with a scissors crossing provided to allow access mid-way along its length. Normally, the facilities of the station are located on the Up platform with the other platform accessed from a footbridge. However, in cases the stations main buildings are located on whichever side faces the town or village the station serves. Larger stations may have two platforms with several island platforms in between. Some are in a Spanish solution format, with two platforms and an island platform in between, serving two tracks 4. The population was 1, at the census, the village of Newcastle is located in the western part of the town, on the Damariscotta River. Together with the village of Damariscotta linked by the Main Street bridge, originally called Sheepscot Plantation, Newcastle was first settled in the s by fishermen and around 50 families. Around , John Mason purchased a tract of land from the sachems Chief Robinhood. The territory was claimed in by the

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Duke of York, renamed New Dartmouth, the plantation was attacked and destroyed in during King Philips War. When the war was over, some of the inhabitants returned, but it was destroyed again in during King Williams War, and the village was not reoccupied for about 40 years. It includes 51 buildings in the Italianate, Greek Revival, and Federal styles, on 12, acres. According to the United States Census Bureau, the town has an area of Newcastle is situated beside the Damariscotta River, the town is crossed by U. Route 1 and state routes and It borders the towns of Jefferson to the north, Edgcomb to the south, separated by water, it is near the towns of Wiscasset to the southwest, and Nobleboro, Damariscotta, Bristol and South Bristol to the east. As of the census of , there were 1, people, households, the population density was There were housing units at a density of The racial makeup of the town was In the town, the population was out with The median age was 45 years, for every females there were For every females age 18 and over, there were It consists of offices, service centers, healthcare, retail, restaurants, theater. Brunswick Station is also a hub for city buses, taxis. The development is split into two parts, the West and East sides, the west side will consist mostly of residential apartments and homes, along with some retail and commercial office space. The east side consists of retail and commercial office space. The east side is also the location of the train station. This development was built on the vacant lots surrounding the junction between Portland, Lewiston, Augusta, and Rockland. The first steps of the project began on August 20,, not until did the town begin to consider creating a commercial development around a train station. On May 28,, the board approved the final plan for Maine Street Station. The plan, developed by JHR Development of Maine, was submitted on January 15,, the current plan was scaled down from the original proposal. Ground was broken for the station on October 18,, a branch of the Bowdoin College bookstore opened in one of the buildings constructed as part of phase I of the development on October 30, Construction of Building Three was completed in , along with work and preparation for the other buildings, including Building Four. Pan Am Railways began work on the line in spring , the station serves as a terminus for Amtraks Downeaster service. The station is staffed by volunteers, in , Amtrak built a longer high-level platform in preparation for the extension of Downeaster service. Service to Freeport and Brunswick began on November 1,, Maine Eastern Railroad operated passenger service between Brunswick and Rockland from to 6. National Register of Historic Places “ The National Register of Historic Places is the United States federal governments official list of districts, sites, buildings, structures, and objects deemed worthy of preservation. The passage of the National Historic Preservation Act in established the National Register, of the more than one million properties on the National Register,80, are listed individually. The remainder are contributing resources within historic districts, each year approximately 30, properties are added to the National Register as part of districts or by individual listings. For most of its history the National Register has been administered by the National Park Service and its goals are to help property owners and interest groups, such as the National Trust for Historic Preservation, coordinate, identify, and protect historic sites in the United States. While National Register listings are mostly symbolic, their recognition of significance provides some financial incentive to owners of listed properties, protection of the property is not guaranteed. During the nomination process, the property is evaluated in terms of the four criteria for inclusion on the National Register of Historic Places, the application of those criteria has been the subject of criticism by academics of history and preservation, as well as the public and politicians. Occasionally, historic sites outside the proper, but associated with the United States are also listed. Properties can be nominated in a variety of forms, including individual properties, historic districts, the Register categorizes general listings into one of five types of properties, district, site, structure, building, or object. National Register Historic Districts are defined geographical areas consisting of contributing and non-contributing properties, some properties are added automatically to the National Register when they become administered by the National Park Service. Initially, the National Register consisted of the National Historic Landmarks designated before the Registers creation, approval of the act, which was amended in and , represented the first time the United States had a broad-based historic preservation policy. Department of the Interior, hartzog, Jr. Murtagh, an architectural historian. During the Registers earliest years in the late s and early s, organization was lax and SHPOs were

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small, understaffed, and underfunded. A few years later in , the NPS history programs affiliated with both the U. National Parks system and the National Register were categorized formally into two Assistant Directorates. In February , the two assistant directorates were merged to promote efficiency and recognize the interdependency of their programs, Jerry L. Rogers was selected to direct this newly merged associate directorate.

7. United States – Forty-eight of the fifty states and the federal district are contiguous and located in North America between Canada and Mexico. The state of Alaska is in the northwest corner of North America, bordered by Canada to the east, the state of Hawaii is an archipelago in the mid-Pacific Ocean. It is one of the world's most ethnically diverse and multicultural nations, Paleo-Indians migrated from Asia to the North American mainland at least 15,000 years ago. European colonization began in the 16th century, the United States emerged from 13 British colonies along the East Coast. On July 4, 1776, during the course of the American Revolutionary War, the war ended in with recognition of the independence of the United States by Great Britain, representing the first successful war of independence against a European power. The current constitution was adopted in 1787, after the Articles of Confederation, the first ten amendments, collectively named the Bill of Rights, were ratified in 1791 and designed to guarantee many fundamental civil liberties. During the second half of the 19th century, the American Civil War led to the end of slavery in the country. By the end of the century, the United States extended into the Pacific Ocean. The end of the Cold War and the dissolution of the Soviet Union in 1991 left the United States as the sole superpower. It ranks highly in several measures of performance, including average wage, human development, per capita GDP.

Class I railroad in central and southern Maine and it was chartered in 1842 and began operations in 1843. At the end of 1860 it operated 1,000 miles of road on 1,000 miles of track, the Maine Central remained independent until 1900, when it became part of what is now the Pan Am Railways network. As a result of its connection with the Grand Trunk, the Maine Central initially operated on a gauge of 5 ft 6 in known as Canadian or Portland gauge. By 1900, the Maine Central completed its conversion to standard gauge to facilitate interchange of cars, the MEC established rail service to the Penobscot Bay in 1900 by leasing the then just-completed mile of track built by the Belfast and Moosehead Lake Railroad. This line was an important rail route for Canadian war material heading to the port of Saint John for shipment overseas to Europe. Maine Central also operated a line southeast from Bangor along the coast through Machias to Calais, with branches to Bucksport, Bar Harbor and Eastport. Maine Central gained stock control of the Sandy River and Rangeley Lakes Railroad in 1900 and the Bridgton and Saco River Railroad in 1901, and operated both as narrow gauge branch lines. The Maine Central was at its height by 1918 when it became nationalized during World War I under the United States Railroad Administration, having trackage which extended over 1,000 miles. As of the 1920 census, the city population was 7,000.