

# 枫骨中华魂

# CANADIAN STEEL CHINESE GRIT

纪念百年前  
修建加拿大铁路的中国人

A tribute to the Chinese  
who worked on Canada's  
railroads more than a century ago

李宁玉 编著

Compiled and edited by  
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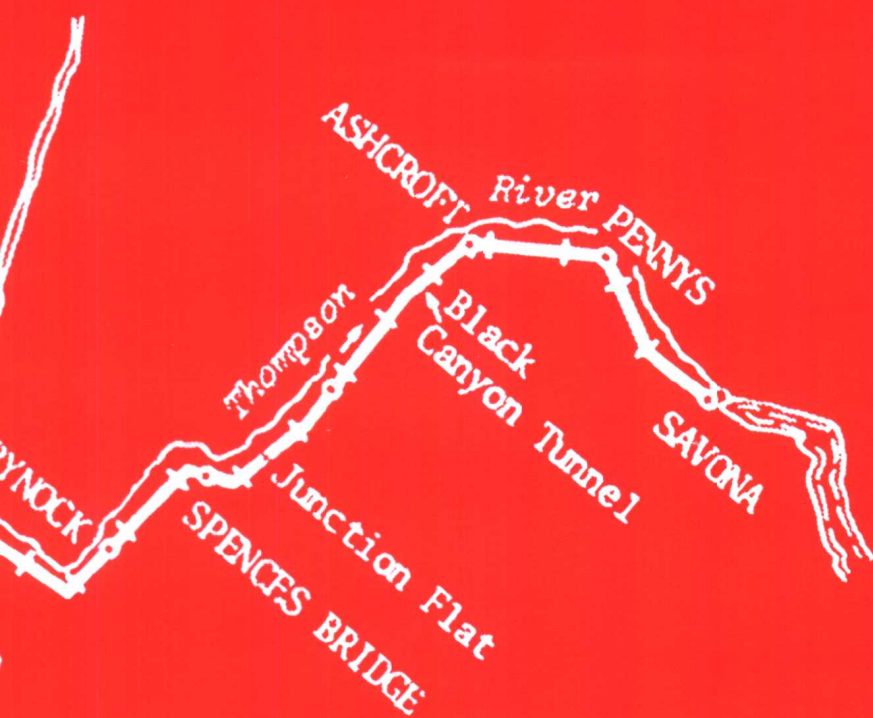
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## 前言

这是一本浓缩了的加拿大华裔华侨奋斗史的书。

130年前，刚刚建国的加拿大为确保地大物博的领土完整、国家统一，不惜远隔重洋招募华工帮助修建从大西洋到太平洋横贯加拿大的太平洋铁路，万名华工因此漂洋过海，而且数以千计的华工为此献出生命。这个悲壮而苍凉的故事，我们第一次竟是从大鼻子的洋人那里知道的，我们深深为当年华工们敢于冒着沉入大海的危险远涉重洋在异国他乡空手掘金山的勇气所打动，为他们客观上对加拿大的领土完整、繁荣昌盛做出的贡献所鼓舞，同时也为一批批华工后代走出他们祖辈、父辈泥泞的小路而直接参与到加拿大的主流社会生活中成为国会议员、著名建筑师、工程师、医生、教授、律师而自豪，于是有了记录这段历史的纪录片，有了这本铁路华工的画册。

作为电视纪录片的制作，数十位被采访的人贯穿于八集中频频出现，突出了视听互补的综合效果；作为历史图片集的编辑，考虑到阅读的连贯性，将原八集电视纪录片改为“漂洋过海、艰难岁月、生存权利、沉默奉献、华工精神、文明潮流”六个部分，每一部分都有华工后代叙述的“我们家的故事”并独立成篇，被采访人的精彩话语依旧保留，只是不出现在画册的正文中。

加拿大华裔华侨的奋斗史，原本是一卷卷厚重的书，因不由自主地失去了封面而被搁置、被冷落。当我们努力地去找回那失落的东西时，更强烈的愿望油然而生：将这卷卷厚重的书代代相传，并续写出更新更美的篇章。

# Preface

This album presents a short but rich record of the struggles of Chinese immigrants and their descendants in Canada.

One hundred and thirty years ago, in order to secure the national unity and territorial integrity of this vast and bountiful country which had only recently been formed, with little heed to the distance involved, Chinese workers were recruited from a nation half a world away to help build the Canadian Pacific Railroad, which stretches from the shores of the Atlantic in the east to the waters of the Pacific Ocean in the west. In total, about 17,000 Chinese workers braved the ocean crossing, and thousands of them gave their lives. Ironically, we were first apprised of their tragic, desolate story by a foreigner. We were deeply moved by the courage of those workers who dared face the dangerous ocean crossing to dig for their golden dreams with little more than their bare hands, and we were inspired by their very real contributions to the prosperity and territorial integrity of Canada. At the same time, we are also proud of the descendants of the railway workers who left the narrow, muddy paths of their fathers and grandfathers to become directly involved in mainstream Canadian society as members of parliament, renowned architects, engineers, physicians, professors, and lawyers. This is what led us to produce a television documentary recording this segment of history, and this photo-illustrated album paying tribute to those Chinese railway workers.

Through the combination of pictorial image and the spoken word, the frequent appearances through all eight episodes of the documentary of the many people interviewed during its production give the film a strong feeling of unity and coherence. Concerned about establishing the same sense of unity for its readers, the editors of the photo-illustrated pictorial album cut the original eight episodes down to six, "Braving the Ocean," "A Hard Time," "A Right to Live," "The Quiet Contribution," "The Spirit of the Chinese Workers," and "The Thrust of Civilization." Every section has descendants of railway workers recounting events from the lives of their ancestors in a feature titled "Our Family's Story," as well as independent material. In this way, the lively comments of the people in interview are preserved, although they do not appear in the general text.

The history of the struggle of the overseas Chinese and their descendants in Canada is a long and complex story of many volumes, but without anyone consciously so willing it, it had lost its cover, been put aside, and suffered neglect. When we set ourselves to the hard job of recovering these lost things, an even more ardent dream emerged: that this long and complex story will be carried from generation to generation, and be recorded in ever fresher and more beautiful words.



## 代 序 一

在1881年至1885年期间，15000多名中国人来到加拿大帮助修建加拿大太平洋铁路。在这4年中，工人们铺设了一条从东到西的铁轨，越过“加拿大地盾”的岩石与沼泽，穿过卑诗省几乎通不过的山脉。当“最后一颗钉”在葛哲拉池钉下的时候，一个梦想实现了，横穿大陆的铁路联合了我们的国家，巩固了我们的联邦。

建造加拿大太平洋铁路是加拿大历史上最令人震惊和自豪的功绩。今天，铁路仍然是最有影响的开拓精神的象征。这种精神有助于我们建设我们的国家，成千上万的中国人的努力及劳动将通过这部电视片被确认，我们向他们表示感谢。

作为总督，我很高兴地祝贺《枫骨中华魂》的制片人，把吃尽千辛万苦的华工载入史册，展示他们当年的勇气与决心是很重要的。我希望电视系列片能取得最大的成功，让许许多多的加拿大人有机会看到它，同时开始理解我们历史的这部分。

——加拿大总督 勒布朗



Roméo LeBlanc

# Foreword 1

Between 1881 and 1885, more than 15,000 Chinese people arrived in Canada to help build the Canadian Pacific Railway. During those four years, workers laid down a ribbon of steel from coast-to-coast, across the rock and muskeg of the Canadian Shield and through the seemingly impassable mountains of British Columbia. When the "last spike" was driven in Craigellachie, a dream was realized. The transcontinental railway united our country and solidified Confederation.

The construction of the Canadian Pacific Railway is one of the most astounding and proud engineering feats in Canadian history. Today, the railway remains a powerful symbol of the pioneering spirit that helped shape our country. The efforts and work of the thousands of Chinese people who laboured on the project are being recognized, and rightly so. We owe them our thanks.

As Governor General, I am pleased to congratulate the makers of *Canadian Steel, Chinese Sinew*. It is important that the hardships Chinese workers faced be recorded and their courage and determination celebrated. I hope the series will be a great success and that many Canadians will have an opportunity to view it and to begin to understand this part of our history.



Romeo LeBlanc

Governor General



Romeo LeBlanc

BRIDAL FALLS  
OTTAWA



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## 代 序 二

几世纪前,加拿大被来自各种各样背景——地理的、文化的和语言的多姿多彩的移民建造。移民们对建设加拿大以及形成加拿大的版图做出了重要贡献。100多年前,加拿大铁路工人们建造的铁路,不仅仅形成了连接大西洋到太平洋的交通动脉,而且联合了加拿大各省使其成为一个政治经济整体。很明显,铁路工人们的贡献和他们的遗产在加拿大历史上有着特定的地位。

《枫骨中华魂》是一部重新审视这段历史以及对华裔社区各个层面进行社会透视的电视纪录片。铁路华工们为加拿大做出了巨大的个人牺牲,通过直接采访数位为先辈的历史贡献而自豪的华工后代,体现出人类社会的延续和发展。

作为加拿大文化遗产部部长,我祝贺中国的制片人和加拿大赞助人的合作,你们的高瞻远瞩、专业技能和财力支持,使这部电视片成为加中项目的一个优秀典范。这部以中文、英文、法文三种语言制作的电视纪录片,将作为公共教育的内容展示给所有的加拿大人。我骄傲地支持这一真正歌颂我们加拿大遗产的独一无二的项目。

——文化遗产部部长 希拉·考普斯

  
Sheila Copps



## Foreword 2

Over the centuries, Canada has been built by a rich diversity of immigrants from a variety of backgrounds——geographic, cultural and linguistic. Immigrants to Canada have made significant contributions in the building and shaping of Canada. Over a hundred years ago, the Canadian railroad workers constructed the rail line that not only established the transportation artery linking our Atlantic and Pacific coasts, it also connected the provinces as a political and economic unit. Clearly, the contribution of the railroad workers and their legacy has a special place in Canadian history.

*Canadian Steel, Chinese Grit* is a documentary film which re-examines the history of the period and the social perspectives of the community and political leaders. It brings out the human interest through interviews with several direct descendants of the Chinese immigrants, who are all proud of the historical contributions of these dedicated pioneers who made tremendous personal sacrifices for Canada.

As Minister of Canadian Heritage, I congratulate the partnership of the Chinese producer with Canadian sponsorship. Your vision, technical skills and financial support make this documentary film an excellent example of Sino-Canadian projects. The film, which will be presented in Chinese, English and French, can serve as a public education tool for Canadians of all ages. I am proud to support this unique project which truly celebrates our Canadian heritage.

  
Sheila Copps

Minister of Canadian Heritage



Over the centuries, Canada has been built by a rich diversity of immigrants from a variety of backgrounds — geographic, cultural and linguistic. Immigrants to Canada have made significant contributions in the building and shaping of Canada. Over a hundred years ago, the Canadian railroad workers constructed the rail line that not only established the transportation artery linking our Atlantic and Pacific coasts, it also connected the provinces as a political and economic unit. Clearly the contribution of the railroad workers and their legacy has a special place in Canadian history.

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Sheila Copps

漂洋过海

**BRAVING THE OCEAN**



1

1. 东部是家园——1863年加拿大建国前蒙特利尔的繁荣景象。

1. *The east was the home-land —— the booming city of Montreal in 1863, before confederation.*

国土面积占世界第二位、人口只有2900万的加拿大，是一个富饶而美丽的国家。在这个奉行多元文化的国家里，来自世界各地的移民，如今在这里和睦相处，共同建设着美丽的家园。

在这片土地上，生活着大约100万华裔侨民，主要分布在东部的多伦多和蒙特利尔、中部的温尼伯和卡尔加里、西部的温哥华。加拿大华人100多年的生活史，充满曲折和艰辛，有很多故事，就埋藏在那厚厚的枫叶下面。

加拿大是个年轻的国家。虽然15世纪末叶哥伦布发现美洲大陆时，英国探险家约翰·卡博就已到达加拿大登陆纽芬兰岛，可是直到200年后欧洲殖民者才从大西

洋那边乘风远航，顺圣·劳伦斯河向美洲内部深入，一直到达美加边境的五大湖地区。

2





2

Canada, with the world's second largest national territory, and a population of only 29 million, is a rich and beautiful country. In this country which practises multiculturalism, immigrants from all over the world now live in harmony, building a beautiful home together.

About a million people of Chinese descent live in this land, mainly in Toronto and Montreal in the east, Winnipeg and Calgary in the centre, and Vancouver in the west. Over the past hundred years and more, the lives of these Chinese Canadians have been filled with many stories of setback and bitter hardship.

Canada is a young country. Toward the end of the fifteenth century, at about the same time Columbus reached the American continent, John Cabot first set foot on what is now Canada's island province of Newfoundland. It was not until two hundred years later that European immigrants made their way from the opposite shore of the Atlantic Ocean and sailed up the Saint Lawrence River, to penetrate deeply into the American continent to the region of the Great Lakes on the border between the United States and Canada.

2. 西部待开发——温哥华 1886年建市。图中所示为1867年加拿大西部温哥华岛上的纳耐莫镇。

2. *The west awaited development — Vancouver was incorporated in 1886. A view of Nanaimo on Vancouver Island in 1867.*





3

3. 1869年5月10日美国北太平洋铁路建成，这一事件直接影响着卑诗地区是否加入1867年刚刚建国的加拿大联邦。

3. On May 10, 1869, the Northern Pacific Railroad in the United States was completed. This event had a direct influence on whether or not British Columbia would join the new nation of Canada, confederated only in 1867.

美洲东部的5个面积巨大的淡水湖，分别为休伦湖、安大略湖、密歇根湖、伊利湖和苏必利尔湖。将这5个名字的第一个字母拼写起来，正好是一个英文字母：HOMES，也就是家的意思。名副其实，这里是欧洲殖民者最初的家园。只要看看从东部海岸到五大湖地区的都市、蒙特利尔、渥太华、多伦多、纽约、费城、华盛顿、教堂林立、楼房遍地，就会感受到东部地区的重心地位。

加拿大西部的英属不列颠哥伦比亚地区，也就是现在的卑诗省，对于幅员辽阔的加拿大东部

来说，其间因为横亘着美洲最大的山脉落基山，显得离东部中心很远。峰峦险阻，水远山长，这片尚未开发的荒原、岛屿和海湾，却是土著印第安人与欧洲人做皮毛交易、捕鱼和狩猎的天堂，这个小天堂就像挂在院墙外沿的一块奶酪，随时都会被太平洋的风浪卷走。如果这块奶酪丢失，它会到哪里去呢？

卑诗地区北有阿拉斯加州，南有华盛顿州，夹在美国中间。由于落基山的阻隔，当时卑诗人到加拿大的中部和东部去，远不如绕道美国的繁华城市西雅图更为

方便。特别是美国于1869年完成了北太平洋铁路后，卑诗人多次表示出加入美国的意愿。如果卑诗地区成为美国的一个州，加拿大就将无缘和美丽的太平洋亲近，她将是落基山脉以东的一个国家，看上去就像放在美国椅子上的一块点心。那样的版图，对于加拿大人来说，实在是坐失了半壁江山。

于是，有远见的政治家开始为此事焦虑。

4



These five gigantic freshwater lakes, located in the eastern part of the continent, are Lake Huron, Lake Ontario, Lake Michigan, Lake Erie, and Lake Superior, which gives us the acronym "HOMES." And, indeed, this region was the initial home for early European immigrants. Think of all the well-known cities in this area—Montreal, Ottawa, Toronto, New York, Philadelphia, Washington—and all the churches, buildings and houses, and you can't help but realize the importance of this eastern region.

Situated on the west coast of Canada, the province of British Columbia, or B.C., was a far distant land in the minds of those who lived in the population centres of the east, separated from them by the Rockies, the most formidable chain of mountains on the North American continent. This province, with its dangerous peaks and long stretches of water, its undeveloped wastelands, and its islands and bays, was a heaven for the indigenous Indian peoples who fished, hunted and traded furs with Europeans. This little heaven was like a round of fine cheese hanging just outside the outer wall, one that could be swept away by the winds and waves of the Pacific Ocean at any time. But, if it were lost, where would it go?

B.C. is sandwiched between two American states, Alaska to the north. Washington to the south. Because of the huge obstacle created by the Rocky Mountains, if a resident of B.C. in those days wished

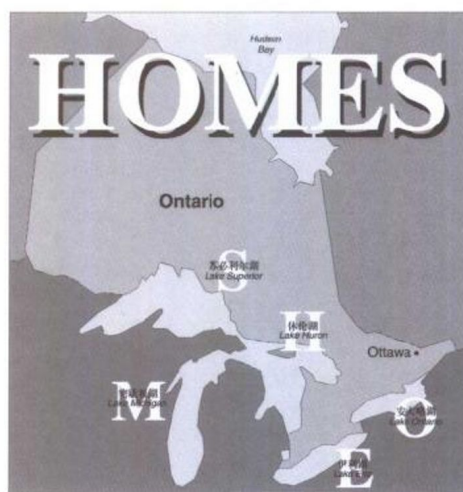
to travel to central or eastern Canada, it made far greater sense to start the trip from the prosperous city of Seattle. Ever since the Americans had completed the building of their Northern Pacific Railway in 1869, B.C. had on numerous occasions expressed the wish to join the United States. If B.C. were to become an American state, then Canada would have no access to the beautiful Pacific Ocean. She would be a country east of the Rockies, looking on the map rather like a piece of Canadian cake placed upon a huge U.S. chair. For Canadians, it truly would have been a galling loss of a large part of their territory. And politicians with foresight were getting increasingly concerned about this.

4. 美国、加拿大边境五大湖示意图。

4. *The Great Lakes are situated on the border between Canada and the United States.*

5. 加拿大卑诗地区的地理位置——夹在美国华盛顿州与阿拉斯加州之间。

5. *Canada's British Columbia is wedged between the American states of Washington and Alaska.*



## 采访实录 Interview



联合一些小殖民地成为一个大国的核心是建一条铁路，从东到西的太平洋铁路。如果没有这条铁路，就当时南北的倾向性来说，很多人相信不列颠哥伦比亚地区将成为美国北部的一个州\*。

——卑诗省省长 简嘉年

*The key to bringing those separate colonies together into one country was the building of the east-west railway, the Canadian Pacific Railway. If they hadn't built that railway, the natural tendency would have been north-south; in fact, many people believe that British Columbia would have become part of the United States.\**

——Glen Clark, Premier of British Columbia

\* 所有用于书边页的人及语录均根据采访录像整理。

\* All sidebars in this book are taken from taped interviews.

6. 被誉为“加拿大自治领之父”、“加拿大铁路之父”的加拿大第一任总理麦当劳。

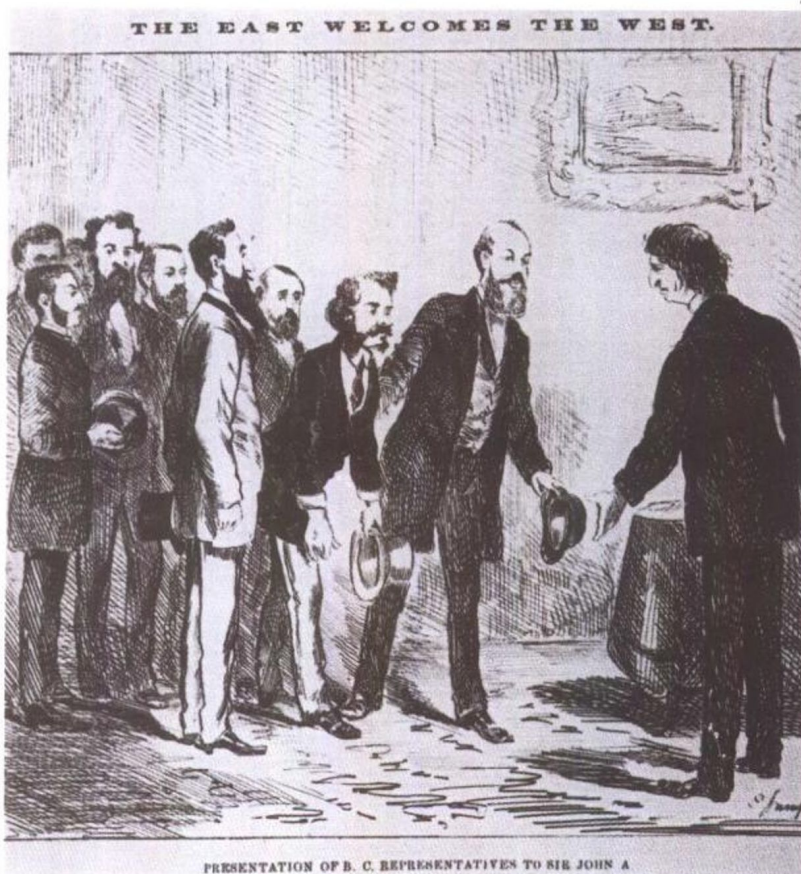
6. *Sir John A. MacDonald, Canada's first prime minister, was praised as "the father of the Dominion of Canada" and "the father of the Canadian Railway."*



6

7. 1870年卑诗地区派代表到达加拿大首都渥太华与总理麦当劳谈判。

7. *In 1870 British Columbia sent a delegation to Ottawa, the national capital, to negotiate terms for the region's entry into Canada.*



7

加拿大名义上一直是英国所属的一个自治领。直到1867年，这个以印第安人的一个小村命名的大国，才获得独立的立法权。当时的加拿大联邦只有奴瓦斯考沙、纽布朗斯维克、魁北克和安大略4个省，马尼托巴省随后于1870年加入。第一任总理麦当劳力劝卑诗人加入加拿大，卑诗人于1870年派代表到达首都渥太华说，除非修建一条像美国那样的铁路贯穿落基山，不然就要加入美国；而且，10年之内不动工，协议作废。麦当劳满口答应。就是在这种条件下，卑诗地区于1871年成为加拿大的第六个省。在太平洋铁路全线通车后，艾伯塔、萨斯喀彻温等地区加入了加拿大，形成了加拿大现在地大物博的版图。





8

8. 1866 年加拿大联邦之父开会讨论成立联邦。

8. In 1866 the father of Canadian federation called a meeting to discuss establishment of the confederation.

Canada, named after an Indian village, was a dominion of the British Empire until 1867, when it gained its own independent legislature. At that time there were only four provinces in the Canadian confederation: Nova Scotia, New Brunswick, Quebec and Ontario. Manitoba joined confederation in 1870. The first Canadian Prime Minister, Sir John A. MacDonal, tried very hard to persuade British Columbia to join. A British Columbia delegation sent to Ottawa in 1870, said that unless Canada started to build a transcontinental railroad through the Rocky Mountains as the United States had done, B.C. would join the United States. Moreover, if the conditions

of this agreement were not met within ten years, the agreement would be annulled. The Prime Minister accepted. It was under this condition that B.C. joined Canada in 1871 becoming her 6th province. After the railway was completed, Alberta and Saskatchewan joined confederation, thus extending Canada across the entire North American continent.

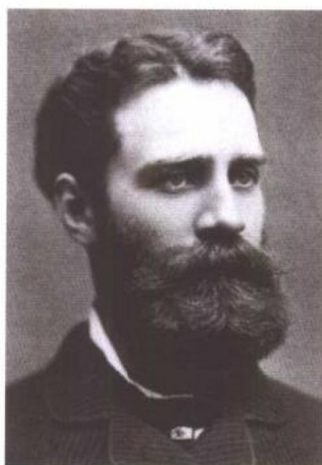
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9. 承包加拿大太平洋铁路西段并雇佣大批中国劳工的美国工程师安德东克。

9. The American engineer Onderdonk, won the contracts to build the western section of the CPR, and hired a large force of Chinese labourers for the job.

10. 安德东克的合同。

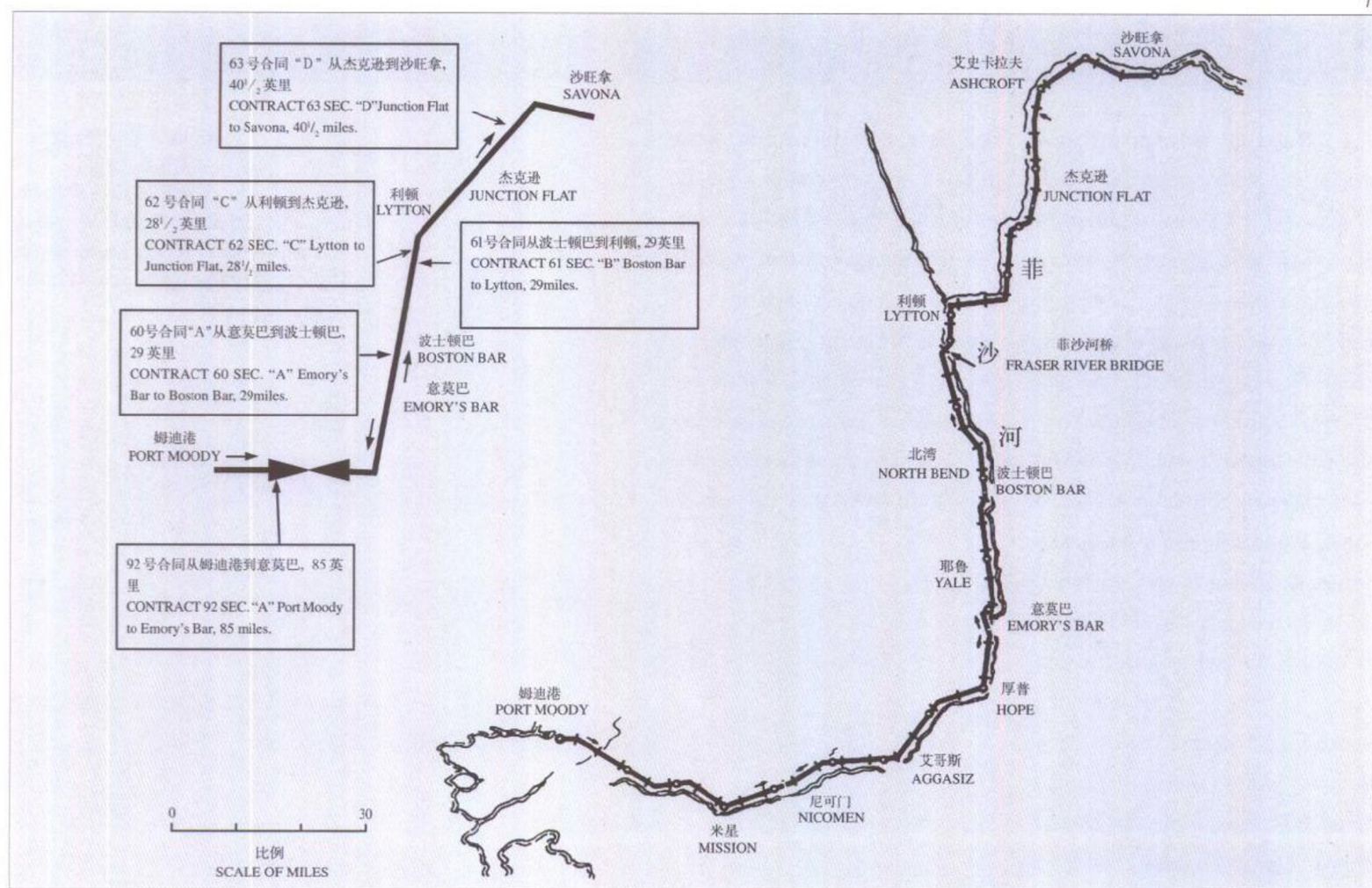
10. Onderdonk's contracts.



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被誉为“加拿大铁路之父”的麦当劳要想兑现对卑诗人的诺言，惊天动地，当时的加拿大，人口只有400万，年财政收入不足两亿元。麦当劳的政敌攻击他“好大喜功”、不切实际、劳命伤财。麦当劳不为所动，始终忠于用铁路去征服西部的理想，1873年麦当劳最终被反对派击败。新上任的总理对太平洋铁路不闻不问，9年过去了，麦当劳答应这项工程仍然没能启动。卑诗人再次要求脱离联邦，加入美国。1878年卷土重来、第二次当选总理的麦当劳毅然决定，不管该铁路的中段什么时候开工，马上开始修建太平洋铁路的西段，这是全线通车的关

键，同时也是安抚卑诗人，他们等待的实在是太久了！麦当劳将这段铁路分为4项工程进行招标，有过建筑美国北太平洋铁路经验的美国工程师安德东克投标获胜，拿下了全部4项工程的修建权。



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