今日二埠 建在沼澤上

太平洋鐵路 廣人血汗

白骨累累 仍受重褒賞

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Sacrament Chinese People's Hundred Year Life History

Special Feature by Vicki Beaton

The translation to Chinese of California's capital, Sacramento, had several variants, mainly depending on the area you come from. The most common pronunciation was "Sac-rah-mendo", difficult to validate; perhaps it was the early immigrants' language. Another pronunciation was "Sac-rah-men-to", which was more common among the early immigrants. But in China, the most commonly used transliteration was "Sacramento".

Yee Fox, Holy City, Sacramento

It would seem that many translations are not necessary but a few have been added in this account. This is because the word "Yee Fox" is transliterated from Chinese, not English, making it a distinctively Chinese word. It is the name you use, the reason for this translation is because "Sacramento" cannot be pronounced uniformly, for this reason, "Yee Fox" seems more sensible.

San Francisco's Chinatown is indeed well-known around the world, but as many people know the capital, Sacramento, and the adjacent areas have a rich history of Chinese Americans? Speaking of the Chinese contributions to the development of the Sacramento city area or city that is comparable with Sacramento.

The Chinese, according to their constructive contributions to the attention of the Chinese, and careful examination reveals the following factors. It seems that it has been overemphasized the contributions of the Chinese to the development of the land. Therefore, the Chinese were not mentioned in the railroad history. All had become groups, always carried out the most dangerous tasks, and were downgraded the most after the completion of the railroad.

These extremely harshness and hair-wringing work conditions are hard to imagine that the German newspaper Volkskunde world called: "These Chinese were all willing to undergo such a great distress and sacrifice to create the world's most magnificent railroad."

Additionally, it has long been known that the Chinese are industrious and efficient workers. But despite their dedication to their work and the completion of the tasks of the United States, this group was not mentioned in the railroad history. The Chinese laborers were never mentioned in the railroad history. All had become groups, always carried out the most dangerous tasks, and were downgraded the most after the completion of the railroad.

A few years ago, a group of Chinese and their descendants, the Chinese American people, have a rich history of Chinese Americans? Speaking of the Chinese contribution to the development of American cities, San Francisco, Sacramento, from placidly all the way to the High Sierra, the Chinese were there.

The miners from China and those gold-seeking immigrants in the 19th century, left behind their homeland, all hope of digging gold and returning home with riches and honor. Many are still living in the West, but many have returned to Asia. As to the name of their newfound home, little concern or significance is placed on it.

Gold Fever—Swarm of Chinese Flooded In

Gold Miners, Exhilarated by News of whether you are heading toward Southern or Northern California on Highway 5, you will be surrounded by the land of gold. Sacramento is 2,500 miles through city. Highway 4 travels the Mexico in the South and the Canadian border in the North. A total of 2,500 miles, it is also the United States, from the East and the South of the Pacific Ocean in the West. No matter if you are coming from the South or heading to the North, or traveling from the East to the West, you are heading toward Southern or Northern California on Highway 5 or Highway 4, the Railyards project.

The amount of work that they achieved in this year was equivalent to the previous three years combined. The American railroad workforce, aside from a few Irish and Irish immigrants, was composed mainly of Chinese laborers. The Sacramento Chinese People's Hundred Year Life History account of the Chinese laborers' enduring life story in the history of railroad construction. For more detailed information, please refer to the Chinese museum of California.

Sacramento Railyards Project Begins

Once many Chinese participated in the work of the Sacramento railyards and contributed to the city's development. The Sacramento Railyards Project is an important project to protect and preserve Chinese immigration culture and history. The project involves the development of a museum to explore the history of the Chinese laborers who participated in the construction of the Central Pacific Railroad. The museum will be located within the Railyards area and is scheduled to open in 2008. The project is intended to educate visitors about the contributions of the Chinese laborers to the construction of the Central Pacific Railroad and the development of early Sacramento.

According to historic record, someone kept track of Irish workers' wages and earnings. In 1869, the average wage of a Chinese worker was $3.50 per day, which was considerably less than the average wage of a white worker's $5 per day. Despite this low wage, Chinese laborers were willing to take the job and work hard to ensure that the project was completed on time.

In the beginning of 1869, when the linking of the East-West railroad reached its critical moment of closing in, both sides put in extra effort to accelerate their speed, hoping to see the other team's track laying record. The Chinese laborers were the most important part of the railroad workforce.

On September 20, 1869, the Central Pacific completed the last rail laid in the nation's first transcontinental railroad. This rail was laid in the town of Promontory, Utah, marking the completion of the first transcontinental railroad, the Union Pacific and Central Pacific Railroads, which connected the East and West coasts of the United States.

The Sacramento Central Pacific railway workforce, aside from a few Irish foremen and engineers, was composed entirely of Chinese. Both railway companies were undercapitalized, and were dependent on Chinese laborers. The Sacramento Central Pacific railway workforce contributed to the linking of the United States in 1869.

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