

Emperor Of Industry Lord Armstrong Of Cragside

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William George Armstrong, 1st Baron Armstrong CB FRS was an English engineer and industrialist who founded the Armstrong Whitworth manufacturing concern on Tyneside. He was also an eminent scientist, inventor and philanthropist. In collaboration with the architect Richard Norman Shaw, he built Cragside in Northumberland, the first house in the world to be lit by hydroelectricity. He is regarded as the inventor of modern artillery. Armstrong was knighted in 1859 after giving his gun patents to th

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All this was the work of one man - Lord Armstrong of Cragside. Born in 1801 he was one of the most influential men in the North East during the Victorian era. This pioneering engineer was also a great philanthropist. His generosity helped to establish many institutions that still thrive in Newcastle today.

[Emperor of Industry: Lord Armstrong of Cragside: Amazon.co ...](#)

The Life of Lord Armstrong A public lecture by Ken Smith, author of Emperor of Industry, Lord Armstrong of Cragside and several other illustrated books about the history of Tyneside. As Ken Smith explains, although Armstrong's company produced deadly weapons of destruction, his life story, by contrast, is that of a man who did much to help his fellow human beings through numerous charitable donations.

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Cragside is a Victorian country house near the town of Rothbury in Northumberland, England. It was the home of William Armstrong, 1st Baron Armstrong, founder of the Armstrong Whitworth armaments firm. An industrial magnate, scientist, philanthropist and inventor of the hydraulic crane and the Armstrong gun, Armstrong also displayed his inventiveness in the domestic sphere, making Cragside the first house in the world to be lit using hydroelectric power. The estate was technologically advanced;

Cragside - Wikipedia

William Armstrong started a small factory on the riverside at Elswick in 1847 making hydraulic machinery. In time the works expanded to encompass armaments and shipbuilding, and had extended more than a mile along the river bank by the opening of the 20th century.

Elswick, Armstrong's Elswick and Scotswood Works ...

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William George Armstrong, 1st Baron Armstrong, CB, FRS(26 November 1810 – 27 December 1900) was an English industrialist who founded the Armstrong Whitworth manufacturing concern on Tyneside. He was also an eminent scientist, inventor and philanthropist.

William Armstrong, 1st Baron Armstrong - Infogalactic: the ...

Ken Smith, Emperor of Industry, Lord Armstrong of Cragside; Newcastle University Robinson Library, Special Collections. External Links: Allenheads Trust; Allenheads Heritage Centre; www.northumberlandlife.org; Allenheads engine in action (YouTube Video) Geology and landscapes around Allenheads: a 3 mile walk

Object #40 - Armstrong Hydraulic Engine

Emperor of industry : Lord Armstrong of Cragside, 1810-1900 by Ken Smith (Book) Down Elswick slipways : Armstrongs ships and people, 1884-1918 by Richard E Keys (Book)

This is the story of Lord W.G. Armstrong of Cragside (1810-1900) inventor of the hydraulic crane and the Armstrong Gun.

In the past three centuries the ship has developed from the relatively unsophisticated sail-driven vessel which would have been familiar to the sailors of the Tudor navy, to the huge motor-driven container ships, nuclear submarines and vast cruise liners that ply our seas today. Who were the innovators and builders who, during that span of time, prompted and instigated the most significant advances? In the past three centuries the ship has developed from the relatively unsophisticated sail-driven vessel which would have been familiar to the sailors of the Tudor navy, to the huge motor-driven container ships, nuclear submarines and vast cruise liners that ply our seas today. Who were the innovators and builders who, during that span of time, prompted and instigated the most significant advances? In this new book the author describes the lives and deeds of more the 120 great engineers, scientists, philosophers, businessmen, shipwrights, naval architects and inventors who shaped ship design and shipbuilding world wide. Covering the story chronologically, and going back briefly even to Archimedes, such well-known names as Anthony Deane, Peter the Great, James Watt, Robert Fulton and Isambard Kingdom Brunel share space with lesser known characters like the luckless Frederic Sauvage, a pioneer of screw propulsion who, unable to interest the French navy in his tests in the early 1830s, was bankrupted and landed in debtor's prison. With the inclusion of such names as Ben Lexcen, the Australian yacht designer who developed the controversial winged keel for the 1983 America's Cup, the story is brought right up to date. Concise linking chapters place all these innovators in context so that a clear and fascinating history of the development of ships and shipbuilding emerges from the pages. An original and important new reference book.

William George Armstrong was a visionary inventor, scientist and businessman who bestrode the 19th-century world like a colossus, bringing global renown to his Elswick works at Newcastle upon Tyne, which employed 25,000 people in the manufacture of hydraulic cranes, ships and armaments. He created Cragside in Northumberland, and planted in its grounds seven million trees; his guests at Cragside included the Shah of Persia, the King of Siam, the Prime Minister of China and two future British kings. Magician of the North is much more than the life of one man, however. It is the story of Britain at the

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height of empire, riding the crest of industrial and technological success. The Queen and the Prince Consort played a vital role in fostering the scientific ferment, but so did characters such as Michael Faraday, Charles Darwin and Thomas Huxley.

In London's East End, a corpse tumbles from a ship. Tangled in tarpaulin, it has lain forgotten for years. A scrap of paper in its pocket reads 'Roxbury'. The shadows of European machinations loom over the capital. For Sergeant Campbell Lawless, fears become reality as a series of explosions tear across the country. Home Office anxieties lead Lawless to Roxbury House, where the Earl of Roxbury, the country's foremost weapons manufacturer, resides with a cavalcade of innovative scientists and researchers. Lawless places his best agent, ex-street urchin Molly, in the Earl's home as he races to find those behind the attacks before the tinderbox of Europe is ignited.

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This book revisits the long contested negotiation between the Thatcher administration and Nissan for the latter's first green-field plant in Europe. From the very beginning, the plant took Britain's EC/EU membership and tariff-free access to the single market as a token. A considerable amount of aid including component supplies was provided to attract Japanese investment and to prevent its transfer to the continent. The successful launch of Sunderland highlighted improved Anglo-Japanese relations and put an end to the Japan-EC/EU trade conflict. But the price was paid by Nissan's slump and fall, and by trade unions in both countries failing to keep counterchecks on management. Brexit and the fall of Carlos Ghosn were a double blow to Anglo-Japanese relations which are in a state of drift and need redefinition.

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