

# Merchants Farmers And Railroads Railroad Regulation And New York Politics 1850 1887

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**American Railroads** John F. Stover 2008-04-15 Few scenes capture the American experience so eloquently as that of a lonely train chugging across the vastness of the Great Plains, or snaking through tortuous high mountain passes. Although this vision was eclipsed for a time by the rise of air travel and trucking, railroads have enjoyed a rebirth in recent years as profitable freight carriers. A fascinating account of the rise, decline, and rebirth of railroads in the United States, John F. Stover's American Railroads traces their history from the first lines that helped eastern seaports capture western markets to today's newly revitalized industry. Stover describes the growth of the railroads' monopoly, with the consequent need for state and federal regulations; relates the vital part played by the railroads during the Civil War and the two World Wars; and charts the railroads' decline due to the advent of air travel and trucking during the 1950s. In two new chapters, Stover recounts the remarkable recovery of the railroads, along with other pivotal events of the industry's recent history. During the 1960s declining passenger traffic and excessive federal regulation led to the federally-financed creation of Amtrak to revive passenger service and Conrail to provide freight service on bankrupt northeastern railroads. The real savior for the railroads, though, proved to be the Staggers Rail Act of 1980, which brought prosperity to rail freight carriers by substantially deregulating the industry. By 1995, renewed railroad freight traffic had reached nearly twice its former peak in 1944. Bringing both a seasoned eye and new insights to bear on one of the most American of industries, Stover has produced the definitive history of railroads in the United States.

**Railroads and the Granger Laws** George Hall Miller 1971

**Merchants, Farmers and Railroads** Lee Benson 2003-01

*Greenback Era* Irwin Unger 2015-12-08 The Greenback Era is not a financial history; rather, it is an attempt to locate the source of political power in the crucial Reconstruction years through a socio-economic study of American financial conflict during the years 1865 to 1879. Originally published in 1964. The Princeton Legacy Library uses the latest print-on-demand technology to again make available previously out-of-print books from the distinguished backlist of Princeton University Press. These editions preserve the original texts of these important books while presenting them in durable paperback and hardcover editions. The goal of the Princeton Legacy Library is to vastly increase access to the rich scholarly heritage found in the thousands of books published by Princeton University Press since its founding in 1905.

**The Passage and Repeal of Iowa's Granger Law, 1868-1878** Elaine Byassee Bailey 1974

**Merchants, Farmers, and Railroads** Lee Benson 1969

**A History of American Law, Revised Edition** Lawrence M. Friedman 2010-06-15 A History of American Law has become a classic for students of law, American history and sociology across the country. In this brilliant and immensely readable book, Lawrence M. Friedman tells the whole fascinating story of American law from its beginnings in the colonies to the present day. By showing how close the life of the law is to the economic and political life of the country, he makes a complex subject understandable and engrossing. A History of American Law presents the achievements and failures of the American legal system in the context of America's commercial and working world, family practices and attitudes toward property, slavery, government, crime and justice. Now Professor Friedman has completely revised and enlarged his landmark work, incorporating a great deal of new material. The book contains newly expanded notes, a bibliography and a bibliographical essay.

*The Texas Railroad Commission* William R. Childs 2005 Before OPEC took center stage, one state agency in Texas was widely believed to set oil prices for the world. The Texas Railroad Commission (TRC) evolved from its founding in 1891 to a multi-divisional regulatory commission that oversaw not only railroads but also a number of other industries central to the modern American economy: petroleum production, natural gas utilities, and motor carriers (buses and trucks). William R. Childs's unprecedented study of the TRC from its founding until the mid-twentieth century extends our knowledge of commission-style regulation. It focuses on the interplay between business and regulators, between state and national regulatory commissions, and among the three branches of government through a process of "pragmatic federalism." Drawing on extensive primary research, Childs demonstrates that the alleged power of regulatory commissions has been more constrained than most observers have recognized. As he shows, the myth of power was devised by the agency itself as part of building a civil religion of Texas oil. Together, the myth and the civil religion enabled the TRC to convince Texas oil operators to follow production controls and thus stabilized the American oil industry by the 1940s. The result of this fascinating study is a more nuanced understanding of federalism and of regulation, the forces shaping it, and its outcomes.

*Federal Regulation of Railroad Rates, 1880-1898* John Horace Churchman 1976

**The Surface Transportation Board and Regulations Related to the Freight Railroad Industry** United States. Congress. Senate. Committee on Commerce, Science, and Transportation. Subcommittee on Surface Transportation and Merchant Marine Infrastructure, Safety, and Security 2012

**The Best Transportation System in the World** Mark H. Rose 2010-07-08 The Best Transportation System in the World focuses on the centrality of government in organizing the nation's transportation industries. As the authors show, over the course of the twentieth century, transportation in the United States was as much a product of hard-fought politics, lobbying, and litigation as it was a naturally evolving system of engineering and available technology. For example, in the mid-1950s, President Eisenhower, concerned about a railroad industry in decline, asked Congress to grant railroad executives authority to modify prices and service even as he introduced the legislation that provided for the national highway system. And as early as the 1960s, presidents across the political spectrum, including Johnson, Nixon, Ford, and Carter, sought broad deregulation of the transportation industry in order to prime the economic pump or, in the 1970s, reverse stagflation. At every turn, the authors contend, political considerations served to shape the businesses and infrastructure that Americans use to travel.

*Merchants, Farmers, and Railroads* Lee Benson 1969

**History of Johnson County, Iowa** Brookhaven Press 2000

**The Oxford Handbook of New York State Government and Politics** Gerald Benjamin 2012-09-20 The Oxford Handbook of New York State Government and Politics brings together top scholars and former and current state officials to explain how and why the state is governed the way that it is. The book's thirty-one chapters assemble new scholarship in key areas of governance in New York, document the state's record in comparison to other U.S. states, and identify directions for future research.

**Alternative Tracks** Gerald Berk 1997-07-23 Berk concludes that our understanding of historical political economy must take markets, technologies, and organizational forms as the contingent outcomes of such constitutional politics, rather than as premeditated contexts for state and economic development.

**Government Regulation of Railway Rates** Hugo Richard Meyer 1905

**Letters, Power Lines, and Other Dangerous Things** Ryan Ellis 2020-03-03 An examination of how post-9/11 security concerns have transformed the public view and governance of infrastructure. After September 11, 2001, infrastructures—the mundane systems that undergird much of modern life—were suddenly considered “soft targets” that required immediate security enhancements. Infrastructure protection quickly became the multibillion dollar core of a new and expansive homeland security mission. In this book, Ryan Ellis examines how the long shadow of post-9/11 security concerns have remade and reordered infrastructure, arguing that it has been a stunning transformation. Ellis describes the way workers, civic groups, city councils, bureaucrats, and others used the threat of terrorism as a political resource, taking the opportunity not only to address security vulnerabilities but also to reassert a degree of public control over infrastructure. Nearly two decades after September 11, the threat of terrorism remains etched into the inner workings of infrastructures through new laws, regulations, technologies, and practices. Ellis maps these changes through an examination of three U.S. infrastructures: the postal system, the freight rail network, and the electric power grid. He describes, for example, how debates about protecting the mail from anthrax and other biological hazards spiraled into larger arguments over worker rights, the power of large-volume mailers, and the fortunes of old media in a new media world; how environmental activists leveraged post-9/11 security fears over shipments of hazardous materials to take on the rail industry and the chemical lobby; and how otherwise marginal federal regulators parlayed new mandatory cybersecurity standards for the electric power industry into a robust system of accountability.

**Recasting American Liberty** Barbara Young Welke 2001-08-13 This 2001 book considers the role railroads and streetcars played in transforming the conditions of individual liberty in America.

*Railroads Triumphant* Albro Martin 1992-01-02 Chronicles the history of the railroads, emphasizes their significance in the development of the United States, and defends their enduring importance to American economic life.

**Rail Freight Transportation Issues in Montana** United States. Congress. Senate. Committee on Commerce, Science, and Transportation. Subcommittee on Surface Transportation and Merchant Marine 2000

*Democracy and the Origins of the American Regulatory State* Samuel DeCanio 2015-01-01 "Political scientist Samuel DeCanio examines how political elites used high levels of voter ignorance to create a new type of regulatory state with lasting implications for American politics. Focusing on the expansion of bureaucratic authority in late-nineteenth-century America, DeCanio's exhaustive archival research examines electoral politics, the Treasury Department's control over monetary policy, and the Interstate Commerce Commission's regulation of railroads to examine how conservative politicians created a new type of bureaucratic state to insulate policy decisions from popular control"--Back cover.

**Bonds of Enterprise** John Lauritz Larson 2010-09-13

**The Railroad Builders; a Chronicle of the Welding of the States Volume 38** John Moody 2013-09 This historic book may have numerous typos and missing text. Purchasers can usually download a free scanned copy of the original book (without typos) from the publisher. Not indexed. Not illustrated. 1919 edition. Excerpt: ... CHAPTER XII THE AMERICAN RAILROAD PROBLEM During the last fifty years the railroad has perhaps been most familiar to the American people as a "problem." As a problem it has figured constantly in politics and has held an important position in many political campaigns. The details that comprise this problem have been indicated to some extent in the preceding pages -- the speculative character of much railroad building, the rascality of some railroad promoters, the corrupting influence which the railroad has too frequently exerted in legislatures and even in the courts. The attempts to subject this new "monster" to government regulation and control have furnished many of the liveliest legislative and judicial battles in American history. Farmers, merchants, manufacturers, and the traveling public have all had their troubles with the transportation lines, and the difficulties to which these struggles have given rise have produced that problem which is even now apparently far from solution. Railroads had been operating for many years in this country before it dawned upon the farmers that this great improvement, which many had hailed as his greatest friend, might be his greatest enemy. It had been operating for several decades in the manufacturing sections before the enterprising industrialist discovered that the railroad might not only build up his business but also destroy it. From these discoveries arose all those discordant cries of "extortion," "rebate," "competition," "long haul and short haul," "regulation," and "government ownership," which have given railroad literature a vocabulary all its own and have written new chapters in the science of economics. The storm center of all this agitation concerned primarily one thing -- the amount...

*Railroads and Regulations, 1877-1916* Gabriel Kolko 2015-12-08 This examination of the relationship of the economy to political process in the United States from 1877 to 1916 shows how the railroad industry encouraged and relied on national politics to solve its economic problems, and created a precedent for government regulation of the economy in the twentieth century. The continuity in governmental regulation from 1877 to 1900, in the Progressive Era, and in the administrations of Roosevelt, Taft, and Wilson are pointed out. The origin of each major federal railroad act and contending forces is analyzed. Federal regulation of the railroads, probably the most important example of federal intervention in the economy from the Civil War to World War I is used as a key in reassessing the motives behind Progressivism. Originally published in 1965. The Princeton Legacy Library uses the latest print-on-demand technology to again make available previously out-of-print books from the distinguished backlist of Princeton University Press. These editions preserve the original texts of these important books while presenting them in durable paperback and hardcover editions. The goal of the Princeton Legacy Library is to vastly increase access to the rich scholarly heritage found in the thousands of books published by Princeton University Press since its founding in 1905.

**Merchants, Farmers & Railroads** Lee Benson 1969

**Capital City** Thomas Kessner 2004-04-07 Describes the emergence of post-Civil War New York City, as it evolved from a port city to metropolis via the birth of capitalism, and how such moguls as Rockefeller, Carnegie, and J. P. Morgan helped define the foundation of twentieth-century financial institutions. By the author of Fiorello H. LaGuardia and the Making of Modern New York. Reprint. 15,000 first printing.

**Government Regulation of Railway Rates** Hugo Richard Meyer 1905

**A History of American Law** Lawrence M. Friedman 2019 Renowned legal historian Lawrence Friedman presents an accessible and authoritative history of American law from the colonial era to the present day. This fully revised fourth edition incorporates the latest research to bring this classic work into the twenty-first century. In addition to looking closely at timely issues like race relations, the book covers the changing configurations of commercial law, criminal law, family law, and the law of property. Friedman furthermore interrogates the vicissitudes of the legal profession and legal education. The underlying theory of this eminently readable book is that the law is the product of society. In this way, we can view the history of the legal system through a sociological prism as it has evolved over the years. **Internal Improvement** John Lauritz Larson 2002-11-25 When the people of British North America threw off their colonial bonds, they sought more than freedom from bad government: most of the founding generation also desired the freedom to create and enjoy good, popular, responsive government. This book traces the central issue on which early Americans pinned their hopes for positive government action--internal improvement. The nation's early republican governments undertook a wide range of internal improvement projects meant to assure Americans' security, prosperity, and enlightenment--from the building of roads, canals, and bridges to the establishment of universities and libraries. But competitive struggles eventually undermined the interstate and interregional cooperation required, and the public soured on the internal improvement movement. Jacksonian politicians seized this opportunity to promote a more libertarian political philosophy in place of activist, positive republicanism. By the 1850s, the United States had turned toward a laissez-faire system of policy that, ironically, guaranteed more freedom for capitalists and entrepreneurs than ever envisioned in the founders' revolutionary republicanism.

*Nature's Metropolis: Chicago and the Great West* William Cronon 2009-11-02 A Finalist for the Pulitzer Prize and Winner of the Bancroft Prize. "No one has written a better book about a city...Nature's Metropolis is elegant testimony to the proposition that economic, urban, environmental, and business history can be as graceful, powerful, and fascinating as a novel." —Kenneth T. Jackson, Boston Globe

**Rich Harvest** Dennis Sven Nordin 1974

*The Supreme Court under Morrison R. Waite, 1874-1888* Paul Kens 2012-10-15 In The Supreme Court under Morrison R. Waite, 1874-1888, Paul Kens provides a history of the Court during a time that began in the shadow of the Civil War and ended with America on the verge of establishing itself as an industrial world power. Morrison R. Waite (1816-1888) led the Court through a period that experienced great racial violence and sectional strife. At the same time, a commercial revolution produced powerful new corporate businesses and, in turn, dissatisfaction among agrarian and labor interests. The nation was also consolidating the territory west of the Mississippi River, an expansion often marred with bloodshed and turmoil. It was an era that strained America's thinking about the purpose, nature, and structure of government and ultimately about the meaning of the constitution. Challenging the conventional portrayal of the Waite Court as being merely transitional, Kens observes that the majority of these justices viewed themselves as guardians of tradition. Even while facing legal disputes that grew from the drastic changes in post-Civil War America's social, political, and economic order, the Waite Court tended to look backward for its cues. Its rulings on issues of liberty and equality, federalism and the powers of government, and popular sovereignty and the rights of the community were driven by constitutional traditions established prior to the Civil War. This is an important distinction because the conventional portrayal of this Court as transitional leaves the impression that later changes in legal doctrine were virtually inevitable, especially with respect to the subjects of civil rights and economic regulation. By demonstrating that there was nothing inevitable about the way constitutional doctrine has evolved, Kens provides an original and insightful interpretation that enhances our understanding of American constitutional traditions as well as the development of constitutional doctrine in the late nineteenth century.

**Local Interests and Railroad Regulation in Nineteeth Century California** Ward Merner McAfee 1965

**Harvard Guide to American History** Frank Burt Freidel 1974 Notes on research methods and materials accompany a one-volume reference guide to publications dealing with America's historical development

**Building a New American State** Stephen Skowronek 1982-06-30 Examines the reconstruction of institutional power relationships that had to be negotiated among the courts, the parties, the President, the Congress, and the states in order to accommodate the expansion of national administrative capacities around the turn of the twentieth century.

*The Fallen Colossus* Robert Sobel 2000

**Rail Freight Transportation** United States. Congress. Senate. Committee on Commerce, Science, and Transportation. Subcommittee on Surface Transportation and Merchant Marine 1999

*Modern Corporation and American Political Thought* Scott Bowman 2010-11-01

**Merchants, Farmers and Railroads, Railroad Regulation and New York Politics, 1850-1887. Lee Benson** Lee Benson 1955

**Merchants, Farmers & Railroads** Lee Benson 1955