

Law And English Railway Capitalism 1825 1875

Lawyering for the RailroadThe Cambridge Economic History of Modern BritainLines of the NationLabour History ReviewLaw in History (Vol. 2)An Honest CallingThe Edinburgh law reviewTort LawEssays in the History of Canadian LawThe Dispossessed StateTrustLaw Books in Print: Subject index A-IThe journal of corporate law studiesLaw Books PublishedPrivityTort, Contract, and Other Common Law Problems in the Substantive Law of Parent and Subsidiary CorporationsRailways in Modern IndiaThe Origins of Modern Financial CrimeCausing Psychiatric and Emotional HarmThe Evolution of Modern CapitalismThe journal of legal studiesLaw and English Railway Capitalism, 1825-1875NegligenceNew York University Journal of International Law & PoliticsThe Oxford Handbook of Law and HumanitiesThe Oxford Companion to British Railway History from 1603 to the 1990sCurrent Law IndexOn the Wrong LineEdgeworkThe Development of Traffic LiabilityEssays in the History of Canadian LawCreating CapitalismOttley's Bibliography of British Railway History. Second Supplement 12957-19605Railroad HistoryDalhousie Journal of Legal StudiesThe Northern Ireland legal quarterlyThe Railway and Corporation Law JournalTraveling ModernityIndustrializing English LawEnglish Private Law

Lawyering for the Railroad

Presents a comprehensive appraisal of the law practice of Abraham Lincoln drawn from documentation of over 5,600 of his cases throughout Illinois.

The Cambridge Economic History of Modern Britain

Law firms are important economic institutions in this country: they collect hundreds of millions of dollars annually in fees, they order the affairs of businesses and of many government agencies, and their members include some of the most influential Canadians. Some firms have a history stretching back nearly two hundred years, and many are over a century old. Yet the history of law firms in Canada has remained largely unknown. This collection of essays, Volume VII in the Osgoode Society's series of Essays in the History of Canadian Law, is the first focused study of a variety of law firms and how they have evolved over a century and a half, from the golden age of the sole practitioner in the pre-industrial era to the recent rise of the mega-firm. The volume as a whole is an exploration of the impact of economic and social change on law-firm culture and organization. The introduction by Carol Wilton provides a chronological overview of Canadian law-firm evolution and emphasizes the distinctiveness of Canadian law-firm history.

Lines of the Nation

What do skydiving, rock climbing, and downhill skiing have in common with stock-trading, unprotected sex, and sadomasochism? All are high risk pursuits. Edgework explores the world of voluntary risk-taking, investigating the seductive nature of pursuing peril and teasing out the boundaries between legal and criminal behavior; conscious and unconscious acts; sanity and insanity; acceptable risk and stupidity. The distinguished contributors to this collection profile high risk-takers and explore

their experiences with risk through such topics as juvenile delinquency, street anarchism, sadomasochism, avant-garde art, business risks, and extreme sport.

Labour History Review

Today there is much talk of a 'crisis of trust'; a crisis which is almost certainly genuine, but usually misunderstood. *Trust: A History* offers a new perspective on the ways in which trust and distrust have functioned in past societies, providing an empirical and historical basis against which the present crisis can be examined, and suggesting ways in which the concept of trust can be used as a tool to understand our own and other societies. Geoffrey Hosking argues that social trust is mediated through symbolic systems, such as religion and money, and the institutions associated with them, such as churches and banks. Historically these institutions have nourished trust, but the resulting trust networks have tended to create quite tough boundaries around themselves, across which distrust is projected against outsiders. Hosking also shows how nation-states have been particularly good at absorbing symbolic systems and generating trust among large numbers of people, while also erecting distinct boundaries around themselves, despite an increasingly global economy. He asserts that in the modern world it has become common to entrust major resources to institutions we know little about, and suggests that we need to learn from historical experience and temper this with more traditional forms of trust, or become an ever more distrustful society, with potentially very destabilising consequences.

Law in History (Vol. 2)

Law and English Railway Capitalism, 1825-1875 is the first large scale historical treatment of the relationship between English law and the rise of a leading sector of 19th century industrial enterprise. The book examines the impact of English common law and lawyers on the early steam railway industry. Grounded in a wide variety of legal and industrial source materials, the study's eight analytical narrative chapters examine a range of interactions between early railway capitalism and the evolving culture, doctrine, and procedures of Victorian lawyers. Subjects considered in depth include the legal ramifications of the great railway manias, law and the infiltration of the English countryside, railway accidents, corporate monopolism, and the organization of England's first corporate legal departments. Each chapter contributes to the book's ambitious general interpretation of the profound but ambiguous engagement of an antiquated but powerful legal system with a dynamic new industry.

An Honest Calling

The Edinburgh law review

Tort Law

Essays in the History of Canadian Law

The recent global financial crisis has been characterised as a turning point in the way we respond to financial crime. Focusing on this change and 'crime in the commercial sphere', this text considers the legal and economic dimensions of financial crime and its significance in societal consciousness in twenty-first century Britain. Considering how strongly criminal enforcement specifically features in identifying the post-crisis years as a 'turning point', it argues that nineteenth-century encounters with financial crime were transformative for contemporary British societal perceptions of 'crime' and its perpetrators, and have lasting resonance for legal responses and societal reactions today. The analysis in this text focuses primarily on how Victorian society perceived and responded to crime and its perpetrators, with its reactions to financial crime specifically couched within this. It is proposed that examining how financial misconduct became recognised as crime during Victorian times makes this an important contribution to nineteenth-century history. Beyond this, the analysis underlines that a historical perspective is essential for comprehending current issues raised by the 'fight' against financial crime, represented and analysed in law and criminology as matters of enormous intellectual and practical significance, even helping to illuminate the benefits and potential pitfalls which can be encountered in current moves for extending the reach of criminal liability for financial misconduct. Sarah Wilson's text on this highly topical issue will be essential reading for criminologists, legal scholars and historians alike. It will also be of great interest to the general reader. *The Origins of Modern Financial Crime* was short-listed for the Wadsworth Prize 2015.

The Dispossessed State

The growth of joint-stock business in Victorian Britain re-evaluated, showing in particular the resistance to it.

Trust

The book addresses three key questions in Victorian studies—property, the state, and national identity—and will interest scholars of the period as well as those in Irish studies, postcolonial theory, and gender studies.

Law Books in Print: Subject index A-I

The journal of corporate law studies

Law Books Published

Lines of the Nation radically recasts the history of the Indian railways, which have long been regarded as vectors of modernity and economic prosperity. From the design of carriages to the architecture of stations, employment hierarchies, and the construction of employee housing, Laura Bear explores the new public spaces and social relationships created by the railway bureaucracy. She then traces their

influence on the formation of contemporary Indian nationalism, personal sentiments, and popular memory. Her probing study challenges entrenched beliefs concerning the institutions of modernity and capitalism by showing that these rework older idioms of social distinction and are legitimized by forms of intimate, affective politics. Drawing on historical and ethnographic research in the company town at Kharagpur and at the Eastern Railway headquarters in Kolkata (Calcutta), Bear focuses on how political and domestic practices among workers became entangled with the moralities and archival technologies of the railway bureaucracy and illuminates the impact of this history today. The bureaucracy has played a pivotal role in the creation of idioms of family history, kinship, and ethics, and its special categorization of Anglo-Indian workers still resonates. Anglo-Indians were formed as a separate railway caste by Raj-era racial employment and housing policies, and other railway workers continue to see them as remnants of the colonial past and as a polluting influence. The experiences of Anglo-Indians, who are at the core of the ethnography, reveal the consequences of attempts to make political communities legitimate in family lines and sentiments. Their situation also compels us to rethink the importance of documentary practices and nationalism to all family histories and senses of relatedness. This interdisciplinary anthropological history throws new light not only on the imperial and national past of South Asia but also on the moral life of present technologies and economic institutions.

Privity

This 2000 book addresses the discrepancy between the developing economy of England and the stagnant legal framework of business organization between 1720 and 1844.

Tort, Contract, and Other Common Law Problems in the Substantive Law of Parent and Subsidiary Corporations

This work has become a key point of reference on English private law for lawyers in the UK and throughout the world. Packed within its 2,000 pages users will find a lucid, concise yet immensely authoritative account of all of the key areas of private law. Each section is written by an acknowledged expert, bringing to bear their experience and understanding to provide a clear distillation and analysis of the relevant subject. The second supplement, included in this set, fully updates the main volumes with all developments affecting English Private Law up to January 2004.

Railways in Modern India

This is the first encyclopaedia of British railways to deal comprehensively with their impact on British life from the 17th century to privatization in the mid 1990s. Over 600 entries by 88 expert contributors describe all aspects of operation, working, and management, including the social, technical, economic, and geographical changes the railways brought and continue to bring about.

The Origins of Modern Financial Crime

This book traces the history of civil liability for mental harm and offers a new legal framework.

Causing Psychiatric and Emotional Harm

The Evolution of Modern Capitalism

The journal of legal studies

This Major Reference series brings together a wide range of key international articles in law and legal theory. Many of these essays are not readily accessible, and their presentation in these volumes will provide a vital new resource for both research and teaching. Each volume is edited by leading international authorities who explain the significance and context of articles in an informative and complete introduction.

Law and English Railway Capitalism, 1825-1875

Negligence

Lawyering for the Railroad provides the first full account of railroad monopoly power, tracing its sources and effects in the southern political economy. Issues touching on railroad development were major components of politics in the days of both Populism and Progressivism, and railroad attorneys -- often in their role as lobbyists -- were always in the middle of the action. They distributed free passes to legislators, retained the best counsel for their clients, laid out the legal agreements to form monopolies, and instituted practices to ensure quick and favorable settlements for the railroads. In this intriguing work, William G. Thomas introduces the southern attorneys who represented railroads between 1880 and 1916, closely examining their role in the political economy of the South during the Gilded Age and the Progressive Era, a period in which the region experienced sharp change, explosive growth, and heated political contests. Thomas tells his fascinating story with legal department records from some of the largest interstate railroad companies in the South. With the help of these records, he demonstrates how the railroads tried to use the law and the legal process to mold the southern political economy to their ends and what kind of opposition they faced. Standing at the crossroads of business, law, and politics, Lawyering for the Railroad gives context, depth, and specificity to what have been cursory glimpses into the shady world of corporate power in the Gilded Age. From small-town lawyers to big-city firms, the story of the railroad attorneys brings into focus the many ways the interstate railroad transformed the South.

New York University Journal of International Law & Politics

Publisher Description

The Oxford Handbook of Law and Humanities

How does materiality matter to legal scholarship? What can affect studies offer to legal scholars? What are the connections among visual studies, art history, and the knowledge and experience of law? What can the disciplines of book history, digital humanities, performance studies, disability studies, and post-colonial studies contribute to contemporary and historical understandings of law? These are only some of the important questions addressed in this wide-ranging collection of law and humanities scholarship. Collecting 45 new essays by leading international scholars, The Oxford Handbook of Law and Humanities showcases the work of law and humanities across disciplines, addressing methods, concepts and themes, genres, and areas of the law. The essays explore under-researched domains such as comics, videos, police files, form contracts, and paratexts, and shed new light on traditional topics, such as free speech, intellectual property, international law, indigenous peoples, immigration, evidence, and human rights. The Handbook provides an exciting new agenda for scholarship in law and humanities, and will be essential reading for anyone interested in the intersections of law and humanistic inquiry.

The Oxford Companion to British Railway History from 1603 to the 1990s

An examination of the legal responses across Western Europe to the problems of rail and road accidents from 1850-2000.

Current Law Index

Christian Wolmar's acclaimed Broken Rails charted the disastrous privatisation of the British railway system in the mid-1990s. Now, in an updated and expanded version of the book, Wolmar highlights the failure of New Labour to get to grips with the legacy it inherited. The railways now absorb more taxpayers' money than ever before, while performance has reached an all-time low. Wolmar suggests that the railways may soon be under threat from a massive round of cuts and closures - or that debts, already at USD10bn, will mount up with catastrophic effect. But he argues that there is a third option: a return to a rational railway in which the disparate pieces are reassembled into a functioning network.

On the Wrong Line

Edgework

The Development of Traffic Liability

Contributed articles on Indian railways in colonial times.

Essays in the History of Canadian Law

Creating Capitalism

Ottley's Bibliography of British Railway History. Second Supplement 12957-19605

This new Text, Cases and Materials adopts a modern approach to the law of tort, presenting the key cases and statutes alongside a selection of the most important critical writings on the law. A variety of critical perspectives (economic, leftist, feminist, etc) are explored. The aim throughout is to present tort law as a living entity, responding to contemporary stimuli at each stage of its development. Each section begins with a textual introduction by the authors; more detailed commentary follows the extracts. It will be useful both as a stand-alone coursebook and also as a traditional sourcebook supplementing an independent text. Tort Law is easier to follow and more suitable for use as a stand-alone coursebook than many of its competitors for several reasons. First, it includes a higher proportion of text to extracts; it also incorporates a greater number of extracts from critical writings on the law, thus representing a wider range of critical perspectives than are found in rival sourcebooks

Railroad History

Dalhousie Journal of Legal Studies

The Northern Ireland legal quarterly

The Railway and Corporation Law Journal

Traveling Modernity

Privity is an extensive analysis of the theoretical issues raised by the question of third-party rights in contract. More than just an examination of the practical problems of the Privity rule itself, it questions whether contract is to be seen as a matter of public regulation or private justice.

Industrializing English Law

English Private Law

The essays in this volume deal with the legal history of the Province of Quebec, Upper and Lower Canada, and the Province of Canada between the British conquest of 1759 and confederation of the British North America colonies in 1867. The backbone of the modern Canadian provinces of Ontario and Quebec, this

geographic area was unified politically for more than half of the period under consideration. As such, four of the papers are set in the geographic cradle of modern Quebec, four treat nineteenth-century Ontario, and the remaining four deal with the St. Lawrence and Great Lakes watershed as a whole. The authors come from disciplines as diverse as history, socio-legal studies, women's studies, and law. The majority make substantial use of second-language sources in their essays, which shade into intellectual history, social and family history, regulatory history, and political history.

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