

RAILWAY NATIONALIZATION
IN CANADA

LESLIE T. FOUTNIER



Railway Nationalization In Canada The Problem Of The Canadian National Railways

Carl Frederick Wittke



Railway Nationalization In Canada The Problem Of The Canadian National Railways:

Railway Nationalization in Canada Leslie Thomas Fournier,1981 This book analyzes the financial and operating record of the Canadian National Railway System in comparison with its private competitor the Canadian Pacific Railway System The author offers solutions to the problem posed by the uneconomic competition between the two rail lines Rails Across Canada Tom Murray,2011-03-07 Few stories in the annals of railroading are as compelling as the construction evolution and astounding successes of the Canadian Pacific and Canadian National railways This sprawling volume combines two of Voyageur Press most successful Railroad Color History titles into one volume taking in the grand scope of both railroads Author Tom Murray presents fastidiously researched and concisely presented histories of each railroad along with more than 300 photographs including rare archival black and white images and modern and period color photography sourced from national archives and private collections *Railway Nationalization in Canada; The Problem of the Canadian National*

Railways, by Leslie T. Fournier Leslie Thomas Fournier,1935 **The Taft Court: Volume 10** Robert C. Post,2023-11-09 The Taft Court offers the definitive history of the Supreme Court from 1921 to 1930 when William Howard Taft was Chief Justice Using untapped archival material Robert C Post engagingly recounts the ambivalent effort to create a modern American administrative state out of the institutional innovations of World War I He shows how the Court sought to establish authoritative forms of constitutional interpretation despite the culture wars that enveloped prohibition and pervasive labor unrest He explores in great detail how constitutional law responds to altered circumstances The work provides comprehensive portraits of seminal figures such as Oliver Wendell Holmes Jr and Louis Dembitz Brandeis It describes William Howard Taft s many judicial reforms and his profound alteration of the role of Chief Justice A critical and timely contribution The Taft Court sheds light on jurisprudential debates that are just as relevant today as they were a century ago

A History of Transportation in Canada, Volume 2 G.P. de T. Glazebrook,1964-01-15 First published in 1938 Volume two deals with Canadian transportation from 1867 to the late 1930s and includes what is regarded as one of the best short discussions of the Canadian railway problem **The Canadian Annual Review of Public Affairs** John Castell Hopkins,1921 *The Bridge at Québec* William D. Middleton,2001 The Bridge at Quebec provides a full account of the long effort to build a bridge across the St Lawrence at this difficult site with particular emphasis on the extraordinary story of the failure of the first bridge its engineers and their fateful decisions the terrible collapse of August 29 1907 and the human tragedies that accompanied it and the lessons that its story holds even today for engineers and builders as they continue to extend the boundaries of technology Fully illustrated the book makes clear to the general reader and technical audience alike the engineering and technical issues involved in this story of one of the world s greatest bridges BOOK JACKET

University of Michigan Official Publication ,1939 **The Canadian Annual Review of Public Affairs** ,1918

Railway Age ,1924 **A Thousand Blunders** Frank Leonard,2011-11-01 During the first two decades of this century

the Grand Trunk Pacific Railway played an important part in the development of the north central corridor of British Columbia. The GTP which ran from Winnipeg via the Yellowhead Pass and Edmonton to Prince Rupert on the northwest coast was built to supplant the Canadian Pacific line to Vancouver. The B C line was the most expensive and least remunerative of its sections and contributed ultimately to the company's collapse in 1919. In *A Thousand Blunders* Frank Leonard looks at why the Road of a Thousand Wonders failed to live up to the expectations forecast by company president Charles M. Hays and other senior managers. Not only was the railway built through a sparsely settled region which generated little immediate traffic but its economic difficulties were also compounded by the numerous mistakes made by managers at all levels for example their failure to respond adequately to labour shortages caused serious delays and prevented the company from proving Prince Rupert as an effective alternative harbour before World War I broke out. For this book Frank Leonard had access to a wealth of original documents among them the GTP legal department files providing him with insights into the decisions that formed the basis for policies in townsites and on Indian reserves. *A Thousand Blunders* is a provocative account of one of the greatest failures in Canadian entrepreneurial history. Richly detailed and thoroughly documented it makes an important contribution to the fields of railway and business history as well as to the study of the history of northern British Columbia.

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