

Justices concurring: Harlan, Gray, Brown, Shiras, White, McKenna, Peckham

Justices dissenting: Brewer, Fuller, C.J.

144. *Norwood v. Baker*, 172 U.S. 269 (1898).

The exaction, as authorized by Ohio law, from the owner of property, via special assessment, of the cost of a public improvement in substantial excess of the benefits accruing to him amounted to a taking of property for public use without compensation, and violated due process.

Justices concurring: Harlan, Brown, White, Peckham, McKenna, Fuller, C.J.

Justices dissenting: Brewer, Gray, Shiras

145. *Dewey v. City of Des Moines*, 173 U.S. 193 (1899).

An Iowa statute deprived a nonresident owner of property in Iowa of due process by subjecting him to personal liability to pay a special assessment when the state did not acquire personal jurisdiction via service of process.

146. *Lake Shore & Mich. So. Ry. v. Smith*, 173 U.S. 684 (1899).

A Michigan act that required railroads to sell 1,000-mile tickets at a fixed price in favor of the purchaser, his wife, and children, with provisions for forfeiture if presented by any other person in payment of fare, and for expiration within two years, subject to redemption of unused portion and collection of 3 cents per mile already traveled, effected a taking of property without due process and a denial of equal protection.

Justices concurring: Peckham, Harlan, Brewer, Brown, Shiras, White

Justices dissenting: Fuller, C.J., Gray, McKenna

147. *Houston & Texas Cent. R.R. v. Texas*, 177 U.S. 66 (1900).

Subsequent repeal of a Texas statute that permitted treasury warrants to be given to the state for payment of interest on bonds issued by a railroad and held by the state, with accompanying endeavor to hold the railroad liable for back interest paid on the warrants, impaired the obligation of contract.

148. *Cleveland, C.C. & St. L. Ry. v. Illinois*, 177 U.S. 514 (1900).

An Illinois law that required all regular passenger trains to stop at county seats for receipt and discharge of passengers imposed an invalid burden on interstate commerce when applied to an express train serving only through passengers between New York and St. Louis.