

18. *Western Union Tel. Co. v. Massachusetts*, 125 U.S. 530 (1888).

Massachusetts law, authorizing an injunction to restrain tax delinquents from doing business until payments are made, could not be validly invoked to restrain a telegraph company operating lines over United States military and post roads pursuant to federal authorization.

19. *Harman v. City of Chicago*, 147 U.S. 396 (1893).

A Chicago ordinance imposing a license tax on tug boats licensed under federal authority and engaged in interstate commerce held invalid.

20. *Gulf, C. & S. F. Ry. v. Hefley*, 158 U.S. 98 (1895).

Texas statute regulating railroad rates, when applied to interstate freight transportation, was held to conflict with Interstate Commerce Act.

21. *Ohio v. Thomas*, 173 U.S. 276 (1899).

Ohio statute which regulated the use of oleomargarine in the state held void as applied to a soldiers' home in Ohio created by Congress and administered as a federal institution.

22. *Home Savings Bank v. City of Des Moines*, 205 U.S. 503 (1907).

An Iowa law levying a tax on a state bank, assessed on its shares measured by the value of its capital, surplus, and individual earnings, was void insofar as the assessment embraced federal bonds owned by the bank and was in conflict with a federal enactment exempting such bonds from state taxes.

Justices concurring: Moody, Brewer, White, McKenna, Holmes, Day
Justices dissenting: Fuller, C.J., Harlan, Peckham

23. *Northern Pacific Ry. v. Washington*, 222 U.S. 370 (1912).

Consistent with doctrine of national supremacy and preemption, state laws, including one of the State of Washington, regulating hours of service embracing employees of interstate carriers, became inoperative immediately upon the adoption of the Federal Hours of Service Law notwithstanding that the latter did not go into effect until a year after its passage.

24. *Southern Ry. v. Reid*, 222 U.S. 424 (1912).

A North Carolina statute requiring carriers to transport interstate freight as soon as it was received was unenforceable due to conflict with § 2 of the Hepburn Act of 1906 (34 Stat. 584), forbidding interstate railway carriers to make shipments until rates had been fixed and published by the Interstate Commerce Commission, which had not yet acted on this matter.