

Justice dissenting: Pitney

32. *St. Louis, S. F. & T. Ry. v. Seale*, 229 U.S. 156 (1913).

When the Federal Employers' Liability Act was applicable, by reason that the injured employee was engaged in interstate commerce, a Texas law affording a remedy for said injuries was superseded by reason of the supremacy of the former.

Justices concurring: Van Devanter, McKenna, Holmes, Day, Lurton, Hughes, Pitney, White, C.J.

Justice dissenting: Lamar

33. *New York Cent. R.R. v. Hudson County*, 227 U.S. 248 (1913).

Congress having expressly included ferries used in connection with interstate railroads in its legislation regulating interstate commerce, two New Jersey municipal ordinances fixing passenger rates for travel on ferries between New Jersey and New York points were superseded and therefore invalid.

34. *Chicago, B. & Q. R.R. v. Hall*, 229 U.S. 511 (1913).

An attachment, under Iowa law, of a railroad worker's wages, which was obtained less than four months prior to the worker's having been adjudicated bankrupt, conflicted with a provision of federal bankruptcy law that nullified liens obtained within four months prior to the filing of a petition in bankruptcy and hence was not entitled to full faith and credit in Nebraska courts.

35. *Erie R.R. v. New York*, 233 U.S. 671 (1914).

Congress's having completely preempted the field by its Hours of Service Act of 1907, notwithstanding that the act did not take effect until 1908, a New York labor law of 1907 regulating hours of service of railroad telegraph operators engaged in interstate commerce was invalid.

36. *Globe Bank v. Martin*, 236 U.S. 288 (1915).

Attachments and liens on real estate of a bankrupt, acquired pursuant to Kentucky laws within four months prior to the filing of a petition in bankruptcy under federal law, were null and void, and distribution of the proceeds from the sale of such real estate was governed by federal rather than by state law.

37. *Southern Ry. v. Railroad Comm'n*, 236 U.S. 439 (1915).

An Indiana statute requiring railway companies to place grab-irons and hand-holds on the sides and ends of every car having been superseded by the Federal Safety Appliance Act, penalties imposed un-