edy unknown to common law, and hence was not among the common law remedies saved to suitors from exclusive federal admiralty jurisdiction by the Judiciary Act of 1789.

Justices concurring: McReynolds, Day, Van Devanter, McKenna, White, C.J.
Justices dissenting: Holmes (separately), Pitney (separately), Brandeis, Clarke

Accord: Clyde S.S. Co. v. Walker, 244 U.S. 255 (1917).

Justices concurring: McReynolds, Day, Van Devanter, McKenna, White, C.J.
Justices dissenting: Holmes, Pitney, Brandeis, Clarke

44. *Accord: Steamship Bowdoin Co. v. Industrial Accident Comm'n of California*, 246 U.S. 648 (1918), as to the inoperative effect of a California Workmen's Compensation Act.

45. *American Express Company v. Caldwell*, 244 U.S. 617 (1917).

Consistent with natural supremacy, a South Dakota law regulating advance of interstate rates could not be applied to changes in intrastate rates which a carrier put into effect pursuant to an order of the Interstate Commerce Commission to abate discrimination against interstate traffic.

Justices concurring: Brandeis, Holmes, Pitney, McReynolds, Day, Clarke, Van Devanter, White, C.J.
Justice dissenting: McKenna

46. *New Orleans & N.E.R.R. v. Scarlet*, 249 U.S. 528 (1919).

Mississippi "Prima Facie" act, relieving plaintiff of burden of proof to establish negligence, could not constitutionally be applied by a state court in suits under the Federal Employees' Liability Act.

Accord: Yazoo & M.V.R.R. v. Mullins, 249 U.S. 531 (1919).

47. *Pennsylvania R.R. v. Public Service Comm'n*, 250 U.S. 566 (1919).

Pennsylvania law, as applied to an interstate train terminated by a mail car, forbidding operation of any train consisting of United States mail, or express, cars without rear end of car being equipped with a platform with guard rails and steps was inoperative by reason of conflict with federal legislation and regulations which preempted the field.

Justices concurring: Holmes, McKenna, Day, Van Devanter, Pitney, McReynolds, Brandeis, White, C.J.
Justice dissenting: Clarke

48. *Postal Telegraph-Cable Co. v. Warren-Godwin Co.*, 251 U.S. 27 (1919).

By virtue of federal legislation preempting the field, Mississippi law could not be applied to determine validity of a contract by a telegraph company limiting its responsibility when its lower rate is paid for unrepeated interstate messages.