

Washington University Law Review

Volume 18 | Issue 3

1933

Editorial Notes

The Editors

Follow this and additional works at: http://openscholarship.wustl.edu/law_lawreview



Part of the [Law Commons](#)

Recommended Citation

The Editors, *Editorial Notes*, 18 ST. LOUIS L. REV. 227 (1933).

Available at: http://openscholarship.wustl.edu/law_lawreview/vol18/iss3/3

This Editorial Notes is brought to you for free and open access by the Law School at Washington University Open Scholarship. It has been accepted for inclusion in Washington University Law Review by an authorized administrator of Washington University Open Scholarship. For more information, please contact digital@wumail.wustl.edu.

ST. LOUIS LAW REVIEW

Edited by the Undergraduates of Washington University School of Law,
St. Louis. Published in December, February, April, and June at
115 East Fifth Street, Fulton, Missouri.

Subscription Price \$2.00 per Annum. Seventy-five Cents per Copy.

A subscriber desiring to discontinue his subscription should send notice to
that effect. Otherwise it will be continued.

STAFF

GEORGE W. SIMPKINS, *Editor-in-Chief*
ALFRED W. PETCHAFT, *Associate Editor*
STANLEY M. RICHMAN, *Associate Editor*
HERBERT H. GRIMM, *Business Manager*

LON HOCKER, JR., *Assistant Business Manager*

HARRY W. JONES
VICTOR P. KEAY

HERBERT K. MOSS
NORMAN PARKER
PHILIP RASHBAUM

LOUIS SHANFELD
HYMAN A. WALTUCH

RALPH F. FUCHS, *Faculty Adviser*
ISRAEL TREIMAN, *Faculty Adviser*

BOARD OF TRUSTEES

WALTER D. COLES
FRANKLIN FERRISS

CHARLES NAGEL
JAMES A. SEDDON

THEODORE RASSIEUR

ADVISORY COMMITTEE

R. W. CHUBB, *Chairman*

C. H. LUECKING, *Secretary*

R. L. ARONSON
F. P. ASCHMEYER
G. A. BUDER, JR.
R. S. BULL
J. M. DOUGLAS
S. ELSON

J. J. GRAVELY
A. M. HOENNY
J. M. HOLMES
H. W. KROEGER
W. MCCALES
R. H. MCROBERTS
D. L. MILLAR

M. OPPENHEIMER
R. R. NEUHOFF
R. B. SNOW
K. P. SPENCER
M. R. STAHL
M. L. STEWART

Editorial Notes

CONTRIBUTORS TO THIS ISSUE

EDWARD S. STIMSON, who is the author of *Jurisdiction Over Foreign Corporations*, received an S.J.D. degree from the Law School of the University of Michigan and is a Professor in the School of Law.

TYRRELL WILLIAMS, whose annotations to the *Restatement of the Law of Contracts* of the American Law Institute are continued in this issue, is a Professor in the School of Law. This work is being done under the auspices of the American Law Institute and the Missouri Bar Association.

Notes

STATE CONTROL OVER CONTRACT MOTOR CARRIERS

The overlapping of transportation facilities in the United States has long been one of the classic illustrations of the waste incident to the operation of individualistic competitive industry. Duplication of service has been the consequence of speculative overdevelopment, with results harmful to the efficiency of the service itself and disastrous to the interest of the investor in transportation securities. Destructive competition between parallel railroads serving virtually the same territory, as well as between railroads and shippers by water routes, has long been deplored by those familiar with the carriage situation. In comparatively recent years, however, this condition has been further disordered by the emergence of a new giant in the struggle, motor transportation. Enjoying competitive advantages of elasticity of operation and cheapness of cost, highway carriers have diverted a great volume of business from established railroad interests, until those interests have, with some justification, placed upon this new competitor much of the responsibility for their own financial collapse.

It is recognized that in the field of transportation the ultimate goal of regulation is a working coordination of the several transportation agencies.¹ It is with the end in view of coordinating motor transportation facilities into some comprehensive scheme that state legislatures have for some time experimented with plans of regulation of the motor carrier. With one phase of this regulation this note concerns itself.

Obviously there was little difficulty, even at the outset, in formulating a system of control for motor common carriers.

¹ Regulation of the Contract Motor Carrier under the Constitution, LaRue Brown and Stuart N. Scott (1931) 44 Harvard Law Review 530. "The question of economics which is posed is how to work out the relationship of these—and other—competing forms of transportation so as to provide the maximum of public service at the least cost to shipper and consumer and with fair compensation to the labor and capital employed."