

provement came twin boats, with a central wheel turned, treadmill fashion, by horses. These horses were supplanted by steam, first by Fulton in a ferry to Jersey City, in 1812. Then came single boats with sidewheels, of which the first was the *Hoboken*, built in 1822 by Robert L. Stevens. In that year he introduced at his docks string piles which directed a boat as she entered her pier. One stormy night, Mr. Stevens' attention was called to a pilot as he stood at his wheel, wholly unprotected from beating rain. Mr. Stevens at once planned and built shelters for his pilots, the first to be provided for them.

A thorn in the side of the Stevens family was the monopoly granted by the State of New York to Robert Fulton and his partners, bestowing the exclusive right to steamboat service on the waters of New York. After much preliminary skirmishing, this monopoly was attacked in February, 1824, in the Supreme Court of the United States, by Daniel Webster, in a masterly argument. Mr. Oakley, and Mr. Emmett, who had been a personal friend of Fulton, appeared in defense. Chief Justice John Marshall rendered a decision adverse to the monopoly, holding that the power vested in Congress, to regulate commerce, included power to regulate navigation. Said he: "The power to regulate commerce does not look to the principle by which boats are moved. That power is left to individual discretion. . . . The act demonstrates the opinion that steamboats may be enrolled and licensed in common with vessels having sails. They are, of course, entitled to the same privileges, and can no more be restrained from navigating waters and entering ports, which are free to such vessels, than if they were wafted on their voyage by the winds instead of being propelled by the agency of fire." Thus ended a monopoly which, during seventeen years, held back the progress of steam navigation in America, clearly proving the impolicy of rewarding enterprise by an exclusive privilege.