

The commerce clause

Law



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The Commerce Clause Every in America operates autonomously with their government systems not entirely answerable to the federal government. In several instances, the states have their independent bylaws governing their operations independent of other states. However, the US as a nation has constitutional provisions that regulate socio-economic, political, and legal perspectives of its states. Furthermore, in several instances, states enact laws in line with the national constitution; some of the laws, however, conflict sharply with the provisions of the constitution.

Georgia is no difference from other states pursuing conflicting laws to those of the federal government. The state's statute establishes that all trucks and trailers that are entering and operating within the state's soil and roads must have contoured rear-fender mudguards and explicitly illegalizes trucks and trailers using straight mudguards. In so doing, the Georgian state government deliberately barred and interfered with trade and commerce across states by enacting a law legalizing unstandardized truck mudguards. The state contravened Article 1, Section 8 of the American constitution that gave congress authority to regulate commerce and trade with foreign nations and between states (TA 102). When Georgia singles itself out to have its legal recommendation for trucks and trailers' mudguards, it becomes a situation of business and commerce seclusion from other states.

Georgia also contravened the legal tradition established and held by the Supreme Court in 1824 that the American government possesses the legal authority to regulate commerce if other states are substantially affected, as well. Georgia sought to single itself out at the expense of other states.

However, there was a possibility of the impacts rebound back to it in 1824, that and trailers unstandardized

