

roads for transporting the mails and all service by the railroads in connection therewith.

The existing law for the determination of mail pay, except as herein modified, shall continue in effect until the Interstate Commerce Commission under the provisions hereof fixes the fair, reasonable rate or compensation for such transportation and service.

Existing law continued until action of Commission.

That the appropriations for inland transportation by railroad routes and for railway post-office car service for the fiscal year ending June thirtieth, nineteen hundred and seventeen, are hereby made available for the purposes of this section.

Current appropriations available.

That it shall be unlawful for any railroad company to refuse to perform mail service at the rates or methods of compensation provided by law when required by the Postmaster General so to do, and for such offense shall be fined \$1,000. Each day of refusal shall constitute a separate offense.

Penalty for refusal to perform service, etc.

SEC. 6. If the Postmaster General shall find on experience that the classification of articles mailable, as well as the weight limit, or the rates of postage, zone or zones, and other conditions of mailable, under section eight of the Act approved August twenty-fourth, nineteen hundred and twelve, or any of them, are such as to prevent the shipment of articles desirable, or to permanently render the cost of the service greater than the receipts of the revenue therefrom, he is hereby authorized to re-form from time to time such classification, weight limit, rates, zone or zones, or conditions, or either, in order to promote the service to the public or to insure the receipt of revenue from such service adequate to pay the cost thereof: *Provided, however*, That before any change is hereafter made in weight limit, rates of postage, or zone or zones, by the Postmaster General, the proposed change shall be approved by the Interstate Commerce Commission after thorough and independent consideration by that body in such manner as it may determine.

Parcel post service. Authority to re-form classification, etc. Vol. 37, p. 557.

Proviso. Approval by Interstate Commerce Commission necessary.

Approved, July 28, 1916.

**CHAP. 262.**—Joint Resolution Authorizing the acceptance of the gift of the Berkshire Trout Hatchery, Berkshire County, Massachusetts.

July 28, 1916.  
[H. J. Res. 218.]

[Pub. Res., No. 27.]

*Resolved by the Senate and House of Representatives of the United States of America in Congress assembled*, That the United States of America hereby accepts from Mrs. Mary E. Scully, as a memorial to her husband, title to the lands known and to be known as the Berkshire Trout Hatchery, located in Berkshire County, Massachusetts, together with the buildings, ponds, and other improvements located thereon and the water and other rights pertaining thereto, and the Secretary of Commerce is hereby authorized to receive from Mrs. Mary E. Scully a deed for the said property. The title to said property is accepted upon the terms and conditions prescribed by the donor, namely, that it shall be used by the United States Bureau of Fisheries, Department of Commerce, as a fish hatchery and for experimental work in fish culture.

Berkshire Trout Hatchery, Mass. Gift of Mrs. Mary E. Scully accepted.

Approved, July 28, 1916.

**CHAP. 263.**—An Act Further extending appropriations for the necessary operations of the Government and of the District of Columbia under certain contingencies.

July 31, 1916.  
[H. R. 17172.]

[Public, No. 170.]

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled*, That the provisions of the Act entitled "An Act extending appropriations for the necessary operations of the Government and of the District of Columbia and

Extension of appropriations not provided for, through August. Ante, p. 242.

for the payment of pensions under certain contingencies," approved June thirtieth, nineteen hundred and sixteen, are extended and continued in full force and effect for and during the month of August, nineteen hundred and sixteen.

Approved, July 31, 1916.

August 1, 1916.  
[H. R. 9525.]

[Public, No. 171.]

Hawaii National  
Park.  
Established on is-  
lands of Hawaii and  
Maui.

Description.  
On Hawaii.

CHAP. 264.—An Act To establish a national park in the Territory of Hawaii.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the tracts of land on the island of Hawaii and on the island of Maui, in the Territory of Hawaii, hereinafter described, shall be perpetually dedicated and set apart as a public park or pleasure ground for the benefit and enjoyment of the people of the United States, to be known as Hawaii National Park. Said tracts of land are described as follows:

First. All that tract of land comprising portions of the lands of Kapapala and Keauhou, in the district of Kau, and Kahaualea, Panaunui, and Apua, in the district of Puna, on the island of Hawaii, containing approximately thirty-five thousand eight hundred and sixty-five acres, bounded as follows: Beginning at a point on the west edge of the Keamoku Aa Flow (lava flow of eighteen hundred and twenty-three), from which point the true azimuth and distance to Government survey trigonometrical station Ohaikea is one hundred and sixty-six degrees twenty minutes, six thousand three hundred and fifty feet, and running by true azimuths: (First) Along the west edge of the Keamoku lava flow in a northeasterly and northwesterly direction, the direct azimuth and distance being one hundred and ninety-eight degrees ten minutes, fourteen thousand seven hundred feet; (second) two hundred and fifty-six degrees, eleven thousand four hundred feet, more or less, across the land of Kapapala and Keauhou to a marked point on the Humuula trail; (third) three hundred and twenty-eight degrees fifteen minutes, eight thousand seven hundred and twenty-five feet, across the land of Keauhou to the top of the fault north of the Kau road; (fourth) along the fault in a northeasterly direction, the direction azimuth and distance being two hundred and fifty-one degrees and thirty minutes, four thousand three hundred and thirty feet; (fifth) two hundred and forty-five degrees, six thousand feet, to a point near the southwest boundary of the land of Olaa; (sixth) three hundred and thirty-seven degrees ten minutes, eight thousand six hundred and fifty feet, more or less, to the junction of the Hilo and Keauhou roads; (seventh) three hundred and thirty-three degrees and twenty minutes, three thousand three hundred feet, more or less, to the southwest corner of the land of Keaau; (eighth) three hundred and thirty-two degrees and ten minutes, seven thousand feet, along the land of Kahaualea; (ninth) two hundred and eighty-one degrees, thirty thousand three hundred and seventy-five feet, more or less, across the land of Kahaualea, passing through the north corner of the land of Panaunui, to the north corner of the land of Laeapuki; (tenth) thirty-one degrees thirty minutes, thirteen thousand two hundred feet, more or less, along the land of Laeapuki and across the land of Panaunui; (eleventh) eighty-nine degrees and ten minutes, thirty-two thousand nine hundred feet, more or less, across the land of Panaunui, Apua, and Keauhou to "Palilele-o-Kalihipaa," the boundary point of the Keauhou-Kapapala boundary; (twelfth) fifty-one degrees and thirty minutes, five thousand and five hundred feet, across the land of Kapapala; (thirteenth) one hundred and two degrees and fifty minutes, nineteen thousand one hundred and fifty feet, across the land of Kapapala to a small cone about one thousand five hundred feet