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Easements to United States on company's property.

ing easements along or upon the entire right of way of the company now owned or hereafter acquired: (a) For the construction of a Government telegraph line and Government telephone line, using, if desired for such purposes, the standing poles of the company, and (b) of a water-pipe line for Government use; but all such construction, and the operation and maintenance thereof, shall be so conducted as to interfere as little as possible with the construction, operation, and maintenance of the railroad. And said company shall, upon written notice from the Secretary of War, and within a reasonable time, construct, operate, and maintain all such spur and side tracks as may be necessary to serve the reserve storehouses to be built upon the Fort Shafter Reservation by the United States adjacent to said company's line of road, and shall also operate its cars thereto upon any tracks constructed by the United States, and shall erect and maintain on said reservation a suitable passenger shelter and a local freight shelter at such points as may be designated by the Secretary of War. Upon the construction by the United States of such reserve storehouses the said Pearl Harbor Traction Company (Limited) will construct, on a right of way to be acquired by it for the purpose, an extension of its lines to connect with the Government tracks on the Fort Kamehameha Military Reservation, and will operate its cars on such Government tracks, subject to such rules and regulations in the interests of good order, police, sanitation, and discipline as the department commander may from time to time prescribe. In the construction of the railroad upon the Fort Shafter Reservation such earth or other material excavated and not needed therefor shall be deposited on the reservation at such places as may be designated by the commanding officer at Fort Shafter. The said company shall transport free of charge upon its regular passenger cars between the passenger station at Fort Shafter and the terminus on such reservation of the present street car system of Honolulu all through passengers coming from or going to any point on the lines of the said system.

Sidings, etc., to reservation.

Extension of lines.

Transporting passengers.

Use of tracks by other company.

SEC. 2. That Congress may permit any other person or corporation hereafter acquiring a franchise for the operation of a steam, electric, or other railroad on the island of Oahu, Territory of Hawaii, to use the tracks, spurs, sidings, and other construction herein authorized on said reservation upon payment to the Pearl Harbor Traction Company (Limited) of just compensation for such use. And whenever said right of way hereby granted shall cease to be used by said company the same shall revert to the United States.

Compensation.

Duration.

SEC. 3. That the powers herein granted are limited to a period of fifty years, unless sooner altered, amended, or repealed by Congress.

Amendment.

SEC. 4. That Congress reserves the right to alter, amend, or repeal this Act.

Approved, August 24, 1912.

August 24, 1912.
[S. 7409.]
[Public, No. 324.]

CHAP. 377.—An Act To constitute a commission to investigate the purchase of American-grown tobacco by the Governments of foreign countries.

Tobacco.
Joint Congressional commission to investigate purchase by foreign Governments of American-grown.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That a commission consisting of three Senators, to be chosen by the President of the Senate, and three Members of the House of Representatives, to be chosen by the Speaker, is hereby created; such commission is empowered to investigate the conditions under which the Governments of foreign countries purchase American-grown tobacco, and whether there is any combination or understanding between the representatives of said foreign Governments with a view of depressing the price of American-grown tobacco. The commission shall report the results

of its investigations to the Congress. The sum of ten thousand dollars to defray the expenses of the commission, including the expenses of witnesses and clerical work, is hereby appropriated, to be paid out of the Treasury.

Appropriation.

Approved, August 24, 1912.

CHAP. 378.—An Act To authorize the Carolina, Clinchfield and Ohio Railway to construct bridges across the Big Sandy River and the branches thereof in the States of Virginia and Kentucky.

August 24, 1912.
[S. 7410.]
[Public, No. 325.]

Be it enacted by the Senate and House of Representatives of the United of America in Congress assembled, That the Carolina, Clinchfield and Ohio Railway, a corporation created, organized, and existing under the laws of the State of Virginia, its successors and assigns, be, and they hereby are, authorized to construct, maintain, and operate bridges, with single or double tracks, and approaches thereto, over and across the Big Sandy River and the branches thereof, in the States of Virginia and Kentucky, at such points as it may now or hereafter be desired, for the passage of railway engines, cars, and trains, in accordance with the provisions of the Act entitled "An Act to regulate the construction of bridges over navigable waters," approved March twenty-third, nineteen hundred and six.

Big Sandy River. Carolina, Clinchfield and Ohio Railway may bridge, in Virginia and Kentucky.

Vol. 34, p. 84.

SEC. 2. That the right to alter, amend, or repeal this Act is hereby expressly reserved.

Amendment.

Approved, August 24, 1912.

CHAP. 379.—An Act To authorize the Clinchfield Northern Railway, of Kentucky, to construct bridges across the Big Sandy River and the branches thereof in the States of Kentucky and Virginia.

August 24, 1912.
[S. 7411.]
[Public, No. 326.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Clinchfield Northern Railway, of Kentucky, a corporation created, organized, and existing under the laws of the State of Kentucky, its successors and assigns, be, and they hereby are, authorized to construct, maintain, and operate bridges, with single or double tracks, and approaches thereto over and across the Big Sandy River and the branches thereof, in the States of Kentucky and Virginia, at such points as it may now or hereafter be desired, for the passage of railway engines, cars, and trains, in accordance with the provisions of the Act entitled "An Act to regulate the construction of bridges over navigable waters," approved March twenty-third, nineteen hundred and six.

Big Sandy River. Clinchfield Northern Railway may bridge, in Kentucky and Virginia.

Vol. 34, p. 84.

SEC. 2. That the right to alter, amend, or repeal this Act is hereby expressly reserved.

Amendment.

Approved, August 24, 1912.

CHAP. 380.—An Act Setting apart a certain tract of land for a public highway, and for other purposes.

August 24, 1912.
[H. R. 16611.]
[Public, No. 327.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That a tract of land sixty-six feet wide and about three-fourths of a mile in length, situate in Caddo County, State of Oklahoma, described as follows, to wit: Beginning at the point where the south line of the right of way of the Chicago, Rock Island and Pacific Railway crosses the section line between sections fourteen (14) and fifteen (15), township numbered seven (7) north, range ten west, of the Indian meridian, thence south along

Public lands. Donation of strip for highway in Caddo County, Okla.