

and that silence on the part of the Congress shall not be construed to impose any barrier to the regulation or taxation of such business by the several States.

Subject to State laws.

SEC. 2. (a) The business of insurance, and every person engaged therein, shall be subject to the laws of the several States which relate to the regulation or taxation of such business.

Effect of Federal laws.

(b) No Act of Congress shall be construed to invalidate, impair, or supersede any law enacted by any State for the purpose of regulating the business of insurance, or which imposes a fee or tax upon such business, unless such Act specifically relates to the business of insurance: *Provided*, That after January 1, 1948, the Act of July 2, 1890, as amended, known as the Sherman Act, and the Act of October 15, 1914, as amended, known as the Clayton Act, and the Act of September 26, 1914, known as the Federal Trade Commission Act, as amended, shall be applicable to the business of insurance to the extent that such business is not regulated by State law.

26 Stat. 209.
15 U. S. C. §§ 1-7
38 Stat. 730.
15 U. S. C. §§ 12-27,
44; Supp. IV, § 16 note;
18 U. S. C. § 412;
28 U. S. C. §§ 381-383,
386-390; 29 U. S. C.
§ 82.
Post, p. 306.
38 Stat. 717.
15 U. S. C. §§ 41-58.

SEC. 3. (a) Until January 1, 1948, the Act of July 2, 1890, as amended, known as the Sherman Act, and the Act of October 15, 1914, as amended, known as the Clayton Act, and the Act of September 26, 1914, known as the Federal Trade Commission Act, as amended, and the Act of June 19, 1936, known as the Robinson-Patman Anti-discrimination Act, shall not apply to the business of insurance or to acts in the conduct thereof.

49 Stat. 1526.
15 U. S. C. §§ 13-13b,
21a.

Boycotts, etc.

(b) Nothing contained in this Act shall render the said Sherman Act inapplicable to any agreement to boycott, coerce, or intimidate, or act of boycott, coercion, or intimidation.

49 Stat. 449.
29 U. S. C. §§ 151-
166.
52 Stat. 1060.
29 U. S. C. §§ 201-
219; Supp. IV, §§ 207,
211.
41 Stat. 988.
46 U. S. C. § 861
note; Supp. IV, § 865
et seq.

SEC. 4. Nothing contained in this Act shall be construed to affect in any manner the application to the business of insurance of the Act of July 5, 1935, as amended, known as the National Labor Relations Act, or the Act of June 25, 1938, as amended, known as the Fair Labor Standards Act of 1938, or the Act of June 5, 1920, known as the Merchant Marine Act, 1920.

Separability of provisions.

SEC. 5. As used in this Act, the term "State" includes the several States, Alaska, Hawaii, Puerto Rico, and the District of Columbia.

SEC. 6. If any provision of this Act, or the application of such provision to any person or circumstances, shall be held invalid, the remainder of the Act, and the application of such provision to persons or circumstances other than those as to which it is held invalid, shall not be affected.

Approved March 9, 1945.

[CHAPTER 24]

AN ACT

March 13, 1945
[S. 217]
[Public Law 16]

To authorize an exchange of lands between the city of Eastport, Maine, and the United States, and the conveyance of a roadway easement to the city of Eastport, Maine.

Eastport, Maine.
Exchange of lands
on Moose Island.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of War be, and he is hereby, authorized to transfer, under such conditions as may be approved by the said Secretary, to the city of Eastport, Maine, without cost to the city of Eastport, Maine, all right, title, and interest in and to the following parcels of land situated on Moose Island, Washington County, Maine, metes and bounds descriptions of which are on file in the War Department:

Property to be transferred by U. S.

Parcel 1.

Parcel 1. A parcel of land containing eight and ninety-four one-hundredths acres, more or less, adjacent to and lying south of the southerly shore line of Carrying Place Cove, being that parcel of land formerly owned by Andrew J. Malloy and being bounded on the

south by the northerly right-of-way line of Deep Cove or Barrett Road, on the east by a parcel of land formerly owned by Mrs. E. B. Townsend and on the west by a parcel of land formerly owned by David C. MacNichol.

Parcel 2. A parcel of land containing nine and eighty-one one-hundredths acres, more or less, adjacent to and lying south of the southerly shore line of Carrying Place Cove, being that parcel of land formerly owned by Mrs. E. B. Townsend and being bounded on the south by the northerly right-of-way line of Deep Cove or Barrett Road, on the east by the westerly right-of-way line of said road, and on the west by the easterly line of a parcel of land formerly owned by Andrew J. Malloy.

Parcel 2.

Parcel 3. A parcel of land containing nine and fifty-eight one-hundredths acres, more or less, adjacent to and lying between the southwesterly right-of-way line of the Maine Central Railroad Company and Maine State Highway Numbered 190, being bounded on the northeast by said right-of-way line and on the northwest by two parcels of land now or formerly owned by C. H. Bishop and W. J. Murphy, respectively.

Parcel 3.

SEC. 2. The Secretary of War, in consideration of the transfer hereinabove authorized, is further authorized, on behalf of the United States, to accept from the city of Eastport, Maine, without cost to the United States, all right, title, and interest of the city in and to the following-described parcels of land situated on Moose Island, Washington County, State of Maine, metes and bounds descriptions of which are on file in the War Department.

Conveyance by city.

Parcel 1. A parcel of land containing five acres, more or less, adjacent to the northerly shore line of Carrying Place Cove, being bounded on the east by a tract of land now or formerly owned by R. C. Emery and on the west by a tract of land now or formerly owned by Melinda Taylor.

Parcel 1.

Parcel 2. A parcel of land containing fifteen and twenty-five one-hundredths acres, more or less, adjacent to and lying west of the westerly right-of-way line of the Maine Central Railroad Company and east and south of a large parcel of land now owned by the United States of America.

Parcel 2.

Parcel 3. A parcel of land containing four acres, more or less, lying between the easterly right-of-way line of the Maine Central Railroad Company and the westerly right-of-way line of Indian or Carlow Island Road.

Parcel 3.

Parcel 4. A parcel of land containing nine and five-tenths acres, more or less, adjacent to and lying easterly of that parcel of land described in section 3 hereof as parcel 1, being bounded on the north by the southerly shore line of Passamaquoddy Bay, on the west by a parcel of land belonging to the United States of America, and on the southwest by the northeasterly right-of-way line of Indian or Carlow Island Road.

Parcel 4.

SEC. 3. The Secretary of War is further authorized to transfer, under such conditions as may be approved by the said Secretary, to the city of Eastport, Maine, without cost to the city, a permanent easement for roadway purposes, in, over, and across the following-described parcel of land situated on Moose Island, Washington County, Maine, a metes and bounds description of which is on file in the War Department:

Roadway easement.

Parcel 1. A parcel of land containing twelve and eighty-three one-hundredths acres, more or less, lying in the northwesternmost corner of Moose Island, and being formerly owned by heirs of Anderson.

SEC. 4. The right to alter, amend, or repeal this Act is hereby expressly reserved.

Approved March 13, 1945.