

Certificate of authority, etc.
 Attorney required for outside companies.
Proviso.
 Service on failure to appoint.
 Fees.
 Vol. 31, pp. 1292, 1293.
 Regulations.

State, Territory, or nation where such company or association was organized; also a certificate setting forth that it is entitled to transact business and assume risks and issue policies of insurance therein, and such other information as said superintendent may require; and if its principal office is located outside the District it shall appoint some suitable person, resident in said District, as its attorney, upon whom legal process may be served: *Provided, however,* That should said company or association neglect or refuse to appoint such attorney, or should such attorney absent himself from the District, said legal process may be served upon the superintendent of insurance of the District of Columbia; and the fees for filing with the superintendent such papers as are required by this section shall be ten dollars, to be paid to the collector of taxes, and no other license fee shall be required of such insurance companies or associations except as provided in sections six hundred and fifty-four and six hundred and fifty-five of this subchapter. Said superintendent shall have power to make such rules and regulations, subject to the general supervision of the commissioners, not inconsistent with law, as to make the conduct of each company in the same line of insurance conform in doing business in the District."

Approved, January 17, 1912.

January 22, 1912.
 [S. 2599.]

[Public, No. 57.]

United States courts.
 R. S. sec. 1004, p. 188,
 amended.

Writs of error to
 Supreme Court and
 circuit courts of ap-
 peals.
 Issue by clerks of
 district courts.

CHAP. 12.—An Act To amend section ten hundred and four of the Revised Statutes of the United States.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That section ten hundred and four of the Revised Statutes of the United States be, and is hereby, amended so as to read as follows, to wit:

"SEC. 1004. Writs of error returnable to the Supreme Court or a circuit court of appeals may be issued as well by the clerks of the district courts, under the seal thereof, as by the clerk of the Supreme Court or of a circuit court of appeals. When so issued they shall be as nearly as each case may admit agreeable to the form of a writ of error issued by the clerk of the Supreme Court or the clerk of a circuit court of appeals."

Approved, January 22, 1912.

January 22, 1912.
 [S. 3494.]

[Public, No. 58.]

Snake River,
 Oregon-Washington
 Railroad and Naviga-
 tion Company may
 bridge between Walla
 Walla and Franklin
 counties, Wash.

Vol. 34, p. 84.

Amendment.

CHAP. 13.—An Act To authorize the construction of a bridge across the Snake River, between Walla Walla and Franklin Counties, in the State of Washington, by the Oregon-Washington Railroad and Navigation Company.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Oregon-Washington Railroad and Navigation Company, a corporation existing under the laws of the State of Oregon, its successors and assigns, be, and they are hereby, authorized to construct and maintain a bridge and approaches thereto across the Snake River at a point suitable to the interests of navigation from some point on southerly bank of said river in Walla Walla County to a point on the northerly bank of said river in Franklin County, State of Washington, 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.

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

Approved, January 22, 1912.

CHAP. 14.—An Act To amend an Act entitled "An Act to authorize the construction of a bridge over the Missouri River at or near Sibley, in the State of Missouri," approved July third, eighteen hundred and eighty-four.

January 22, 1912.
[S. 4006.]

[Public, No. 59.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That in the reconstruction by The Atchison, Topeka and Santa Fe Railway Company of the existing bridge constructed under the authority of the Act approved July third, eighteen hundred and eighty-four, entitled "An Act to authorize the construction of a bridge over the Missouri River at or near Sibley, in the State of Missouri," the clear height thereof above extreme high-water mark shall be fixed at forty-eight feet, or at three hundred and fifty-eight and seven-tenths feet above Saint Louis directrix, being a reduction of two feet in present clear elevation; the plans for such reconstruction shall be subject to the approval of the Secretary of War, and such bridge shall be constructed, maintained and operated 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.

Missouri River.
Atchison, Topeka
and Santa Fe Railway
Company may reconstruct bridge over,
at Sibley, Mo.
Vol. 23, p. 67.

Vol. 34, p. 84.

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

Amendment.

Approved, January 22, 1912.

CHAP. 15.—An Act To authorize the Aransas Harbor Terminal Railway to construct a bridge across Morris and Cummings Channel.

January 22, 1912.
[H. R. 15781.]

[Public, No. 60.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Aransas Harbor Terminal Railway and its assigns be, and are hereby, authorized to construct, maintain, and operate a bridge and approaches thereto across the Morris and Cummings Channel at a point suitable to the interests of navigation, at or near Stedman Island, in the county of Nueces, in the State of Texas, in accordance with the provisions of the Act entitled "An Act to regulate the construction of bridges over navigable waters," approved March twenty-three, nineteen hundred and six.

Morris and Cummings Channel.
Aransas Harbor Terminal Railway may bridge, Stedman Island, Tex.

Vol. 34, p. 84.

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

Amendment.

Approved, January 22, 1912.

CHAP. 16.—An Act Authorizing the construction of a bridge across the Connecticut River, in the State of Connecticut, between the towns of East Haddam and Haddam.

January 25, 1912.
[H. R. 14944.]

[Public, No. 61.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the State of Connecticut, acting through the East Haddam and Haddam Bridge Commission, a commission created by the laws of the State of Connecticut, be, and hereby is, authorized to construct and maintain a drawbridge across the Connecticut River, between the towns of East Haddam and Haddam, in the State of Connecticut, at a point suitable to the interests of navigation, 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.

Connecticut River.
Connecticut may bridge, between East Haddam and Haddam.

Vol. 34, p. 84.

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

Amendment.

Approved, January 25, 1912.