

SEC. 7. The Superintendent, his deputy, or duly authorized examiner, is authorized and empowered to examine all records of the rating bureau, companies, and agents, and to require every company to furnish statistical reports of premiums and losses in such form and according to such classifications as the Superintendent shall prescribe and any other information which the Superintendent may deem necessary for the administration of this Act. The Superintendent may require the rating bureau to consolidate the reports of classified experience.

SEC. 8. No rate, premium, schedule, rating method, rule, bylaw, agreement, or regulation shall become effective or be charged, applied, or enforced in the District by the rating bureau, or by any company, agent, or broker governed by the provisions of this Act, until it shall have been first filed with and approved by the Superintendent: *Provided*, That a rate or premium used or charged in accordance with a schedule, rating method, or rule previously approved by the Superintendent need not be specifically approved by the Superintendent. No company, agent, or broker shall issue any form of policy, clause, warranty, rider, or endorsement until such form shall have been filed with and approved by the Superintendent.

SEC. 9. Any company or any agent or broker guilty of violating any of the provisions of this Act shall be subject to the provisions of sections 3 and 36, respectively, and as may be amended, of chapter II, Public, Numbered 824, Seventy-sixth Congress, known as the Fire and Casualty Act, approved October 9, 1940 (54 Stat. 1066 and 1079; D. C. Code, 1940 edition, title 35, secs. 1306 and 1340).

SEC. 10. All laws or parts of laws, insofar as they relate to business affected hereby and in conflict with any of the provisions of this Act, are hereby repealed.

SEC. 11. Should any section or provision of this Act be decided by the courts to be unconstitutional or invalid, the validity of the Act as a whole, or of any part thereof, other than the part decided to be unconstitutional, shall not be affected.

Approved June 1, 1944.

[CHAPTER 233]

AN ACT

To amend section 451 of the Tariff Act of 1930, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That section 451 of the Tariff Act of 1930, as amended (U. S. C., title 19, sec. 1451), is hereby amended by inserting before the period at the end thereof the following: "*Provided*, That the provisions of this section, sections 450 and 452 of this Act, and the provisions of section 5 of the Act of February 13, 1911, as amended (U. S. C., title 19, sec. 267), insofar as such section 5 requires payment of compensation by the master, owner, agent, or consignee of a vessel or conveyance, shall not apply to the owner, operator, or agent of a highway vehicle, bridge, tunnel, or ferry, between the United States and Canada or between the United States and Mexico, nor to the lading or unlading of merchandise, baggage, or persons arriving in or departing from the United States by motor vehicle, trolley car, on foot, or by other means of highway travel upon, over, or through any highway, bridge, tunnel, or ferry. At ports of entry and customs stations where any merchandise, baggage, or persons shall arrive in or depart from the United States by motor vehicle, trolley car, on foot, or by other means of highway travel upon, over, or through any highway, bridge, tunnel, or ferry, between the United States and Canada or between the United States and Mexico, the collector, under such regulations

Examinations.

Filing and approval of rate, etc.

Penalty.

Ante, p. 192.

Repeals.

Saving clause.

June 3, 1944
[S. 1753]

[Public Law 328]

Tariff Act of 1930, amendments.
46 Stat. 715.

19 U. S. C. §§ 1450, 1452.
36 Stat. 901.

Inspection at ports of entry and customs stations.

Assignment of customs officers, etc.

as the Secretary of the Treasury may prescribe, shall assign customs officers and employees to duty at such times during the twenty-four hours of each day, including Sundays and holidays, as the Secretary of the Treasury in his discretion may determine to be necessary to facilitate the inspection and passage of such merchandise, baggage, or persons. Officers and employees assigned to such duty at night or on Sunday or a holiday shall be paid compensation in accordance with existing law as interpreted by the United States Supreme Court in the case of the United States v. Howard C. Myers (320 U. S. 561); but all compensation payable to such customs officers and employees shall be paid by the United States without requiring any license, bond, obligation, financial undertaking, or payment in connection therewith on the part of any owner, operator, or agent of any such highway vehicle, bridge, tunnel, or ferry, or other person. As used in this section, the term 'ferry' shall mean a passenger service operated with the use of vessels which arrive in the United States on regular schedules at intervals of at least once each hour during any period in which customs service is to be furnished without reimbursement as above provided".

SEC. 2. Notwithstanding any provision of law to the contrary, the extra compensation of customs officers and employees heretofore assigned to the performance of inspectional services in connection with traffic over highways or toll bridges, through toll tunnels, or on ferries within the definition of the term "ferry" in section 1 of this Act on Sundays or holidays prior to the date of the enactment of this Act, which is payable on the basis prescribed by the said section 5 of the Act of February 13, 1911, as amended, shall be payable by the United States without reimbursement by the applicants for such services or any other person. Any reimbursement of compensation made payable without reimbursement by this section which has accrued and been collected since January 6, 1941, shall be refunded. The necessary moneys to carry out the provisions of this Act are hereby authorized to be appropriated from the general fund of the Treasury.

SEC. 3. The United States Civil Service Commission is hereby directed to cause an investigation to be made and to report its recommendations to the Congress on or before the expiration of ninety days after the date of the enactment of this Act concerning differences between the compensation of customs officers and employees performing inspectional work and the compensation of other Federal employees performing comparable work under comparable circumstances, and to include in such report recommendations for the equalization of any differences found in such manner as will eliminate any necessity for the assignment of individual customs officers or employees to work regularly on seven days in any week. The Commission shall also include in such report recommendations with respect to the establishment of pay differentials for customs officers and employees who are required to work at nights or on Sundays and holidays in performance of the work to which they are regularly assigned.

Approved June 3, 1944.

[CHAPTER 234]

AN ACT

To provide for the partial construction of the Hungry Horse Dam on the South Fork of the Flathead River in the State of Montana, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That for the purpose of irrigation and reclamation of arid lands, for controlling floods,

Night, Sunday, or holiday duty. Compensation.

"Ferry."

Customs officers, etc., heretofore assigned. Extra compensation.

36 Stat. 901.
19 U. S. C. §§ 261, 267.

Refunds.

Appropriation authorized.

Compensation differences. Report to Congress by C. S. C.

Recommendations.

June 5, 1944
[H. R. 3570]
[Public Law 329]

Hungry Horse Dam, Mont.
Construction, etc., on South Fork of Flathead River.