

SEC. 9. That section 4934 of the Revised Statutes be, and the same is hereby, amended to read as follows:

R. S., sec. 4934, p. 954, amended.

"SEC. 4934. The following shall be the rates for patent fees:

Rates for fees.

"On filing each original application for a patent, except in design cases, \$20.

"On issuing each original patent, except in design cases, \$20.

"In design cases: For three years and six months, \$10; for seven years, \$15; for fourteen years, \$30.

"On every application for the reissue of a patent, \$30.

"On filing each disclaimer, \$10.

"On an appeal for the first time from the primary examiners to the examiners in chief, \$10.

"On every appeal from the examiners in chief to the commissioner, \$20.

"For uncertified printed copies of specifications and drawings of patents, 10 cents per copy: *Provided*, That the Commissioner of Patents may supply public libraries of the United States with such copies as published, for \$50 per annum: *Provided further*, That the Commissioner of Patents may exchange copies of United States patents for those of foreign countries.

Uncertified copies.
Providos.
To public libraries.
Exchange for foreign patents.

"For copies of records made by the Patent Office, excluding printed copies, 10 cents per hundred words.

"For each certificate, 25 cents.

"For recording every assignment, agreement, power of attorney, or other paper of three hundred words or under, \$1; of over three hundred and under one thousand words, \$2; and for each additional thousand words or fraction thereof, \$1; for each additional patent or application included or involved in one writing, where more than one is so included or involved, 25 cents additional.

Recording assignments.

"For copies of drawings, the reasonable cost of making them."

SEC. 10. That the provisions of section 4934 as herein amended shall take effect sixty days after the approval of this Act.

Fees effective in 60 days.

Approved, February 18, 1922.

CHAP. 63.—An Act To extend the time for completing the construction of a bridge across the Delaware River.

February 21, 1922.
[H. R. 9931.]
[Public, No. 148.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the time for completing the construction of the bridge authorized by Act of Congress approved August 24, 1912, to be built by the Pennsylvania Railroad Company and the Pennsylvania and Newark Railroad Company across the Delaware River near the city of Trenton, New Jersey, which has heretofore been extended by Congress to August 24, 1922, is hereby extended for a further period of three years from the last-named date.

Delaware River.
Time extended for bridging, at Trenton, N. J., by Pennsylvania Railroad, etc.

Vol. 37, p. 492; Vol. 38, p. 807; Vol. 39, p. 861; Vol. 40, p. 1155.

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

Amendment.

Approved, February 21, 1922.

CHAP. 70.—An Act To amend subdivisions (a) and (c) of section 206 of the Transportation Act, 1920.

February 24, 1922.
[S. 621.]
[Public, No. 149.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That subdivision (a) of section 206 of the Transportation Act, 1920, be, and the same hereby is,

Federal Railroad Control.
Vol. 41, p. 461, amended.

Time allowed for suits against agent of the President, after award of Commission.

Vol. 41, p. 462. amended.

Reparation for damages by violations of interstate commerce laws.

Claims to be filed against agent of the President.

Time limit.

Extended for overcharges.

Jurisdiction of Commission.

amended by striking out the period at the end thereof, substituting a semicolon, and adding the following:

“except that actions to enforce awards made by the commission under the provisions of subdivision (c) against the agent so designated by the President may be brought within one year after the date of the commission's award.”

SEC. 2. That subdivision (c) of said section 206 be, and the same hereby is, amended to read as follows:

“(c) Complaints praying for reparation on account of damage claimed to have been caused by reason of the collection or enforcement by or through the President during the period of Federal control of rates, fares, charges, classifications, regulations, or practices (including those applicable to interstate, foreign, or intrastate traffic) which were unjust, unreasonable, unjustly discriminatory, or unduly or unreasonably prejudicial, or otherwise in violation of the Interstate Commerce Act, may be filed with the commission within one year, or, if so claimed in respect of overcharges above the legal tariff charge, within two years and six months, after the termination of Federal control, against the agent designated by the President, under subdivision (a), naming in the petition the railroad or system of transportation against which such complaint would have been brought if such railroad or system had not been under Federal control at the time the matter complained of took place. The commission is hereby given jurisdiction to hear and decide such complaints in the manner provided in the Interstate Commerce Act, and all notices and orders in such proceedings shall be served upon the agent designated by the President under subdivision (a).”

Approved, February 24, 1922.

February 25, 1922.

[H. R. 9386.]

[Public, No. 150.]

CHAP. 72.—An Act To grant the consent of Congress to the Whiteville Lumber Company to construct a bridge across the Waccamaw River at or near Pireway Ferry, County of Columbus, North Carolina.

Waccamaw River. Whiteville Lumber Company may bridge, Pireway Ferry, N. C.

Construction. Vol. 34, p. 84.

Amendment.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the consent of Congress is hereby granted to the Whiteville Lumber Company, and its successors and assigns, to construct, maintain, and operate a bridge and approaches thereto across the Waccamaw River at a point suitable to the interests of navigation, at or near Pireway Ferry in the County of Columbus, State of North Carolina, in accordance with the provisions of the Act entitled “An Act to regulate the construction of bridges over navigable waters,” approved March 23, 1906.

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

Approved February 25, 1922.

February 25, 1922.

[H. R. 10009.]

[Public, No. 151.]

CHAP. 73.—An Act To authorize the State of Alabama through its highway department to construct and maintain a bridge across the Tombigbee River at or near Moscow Landing, in the State of Alabama.

Tombigbee River. Alabama may bridge, Moscow Landing, Ala. Construction. Vol. 34, p. 84.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the State of Alabama through its highway department be, and is hereby, authorized to construct and maintain a bridge and approaches thereto across the Tombigbee River at a point suitable to the interests of navigation at or near Moscow Landing, about fourteen miles south of the city of Demopolis, in the State of Alabama, in accordance with the provisions of the Act entitled “An Act to regulate the construction of bridges over navigable waters,” approved March 23, 1906.