

to law. But shall have no effect whatever upon the validity or invalidity of the deed or paper so recorded, and shall be no evidence of constructive notice to any persons not actually knowing the contents.

Validity of deed, etc., not affected.

SEC. 2. That the Commissioner of Indian Affairs is hereby empowered and directed to continue to make and keep a record of every deed executed by any Indian, his heirs, representatives, or assigns, which may require the approval of the President of the United States or of the Secretary of the Interior, whenever such approval shall have been given, and the deed so approved returned to said office.

Records of all deeds by Indians to be kept.

SEC. 3. That the Commissioner of Indian Affairs shall cause a seal to be made and provided for the said office, with such device as the President of the United States shall approve, and copies of any public documents, records, books, maps, or papers belonging to or on the files of said office, authenticated by the seal and certified by the Commissioner thereof, or by such officer as may, for the time being, be acting as or for such Commissioner, shall be evidence equally with the originals thereof.

Seal to be made.

Certifications.

SEC. 4. That the Commissioner of Indian Affairs shall have the custody of said seal, and shall furnish certified copies of any such records, books, maps, or papers belonging to or on the files of said office, to any person applying therefor who shall comply with the requirements of said office, upon the payment by such parties at the rate of ten cents per hundred words, and one dollar for copies of maps or plats, and the additional sum of twenty-five cents for the Commissioner's certificate of verification, with the seal of said office; and one of the employes of said office shall be designated by the Commissioner as the receiving clerk, who shall give bond in the sum of one thousand dollars, and the amounts so received shall, under the direction of the Commissioner, be paid into the Treasury of the United States; but fees shall not be demanded for such authenticated copies as may be required by the officers of any branch of the Government or by any Indian who shall satisfy the Commissioner by satisfactory legal evidence that he or she is not able, by reason of poverty, to pay such fees, nor for such unverified copies as the Commissioner in his discretion may deem proper to furnish.

Furnishing certified copies of records.

Fees.

Receiving clerk.

No fees for copies for official use., etc.

Approved, July 26, 1892.

**CHAP. 257.**—An act authorizing the payment of a certificate of indebtedness of the District of Columbia, numbered forty-nine hundred and eighty seven.

July 26, 1892.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the sum of one hundred and seven dollars is hereby appropriated, one-half out of any money in the Treasury not otherwise appropriated and the other half out of the revenues of the District of Columbia, for the redemption, with interest, of a certificate of indebtedness numbered four thousand nine hundred and eighty-seven, issued by authority of section seven of the legislative assembly of the District of Columbia, approved June twenty-sixth, eighteen hundred and seventy-three, dated July first, eighteen hundred and seventy-three.

District of Columbia. Appropriation to pay a certificate of indebtedness.

Approved, July 26, 1892.

**CHAP. 264.**—An act to extend the privileges of the transportation of dutiable merchandise without appraisement to the port of Dunkirk, New York.

July 27, 1892.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the privileges of the seventh section of the act approved June tenth, eighteen hundred and eighty, governing the transportation of dutiable merchandise without appraisement, be, and the same are hereby, extended to the port of Dunkirk, in the State of New York.

Dunkirk, N. Y. Immediate transportation privileges to. Vol. 21, p. 174

Approved, July 27, 1892.

July 27, 1892.

**CHAP. 265.**—An act to authorize the construction of a bridge across the Savannah River.

Middle Georgia and Atlantic Railway Company may bridge Savannah River to Hutchinson Island, Georgia.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the assent of the United States of America is hereby given to the Middle Georgia and Atlantic Railway Company, a corporation incorporated by the laws of the State of Georgia, its successors and assigns, and such other persons as may be associated with it, to construct and maintain a bridge over the Savannah River from the main land to Hutchinson Island, in the county of Chatham.

Construction.

Secretary of War to approve plans, etc.

**SEC. 2.** That the bridge shall be so constructed, by draw-span or otherwise, that a free and unobstructed passage may be secured to all vessels and other water craft navigating said river. That any bridge constructed under this act shall be built and located under and subject to such regulations for the security of navigation of said river as the Secretary of War shall prescribe; and to secure that object the said company shall submit to the Secretary of War, for his examination and approval, the design and drawings of the bridge, piers, and approaches, and a map of the location, giving, for the space of at least one mile above and one mile below the proposed location, the topography of the banks of the river, the shore lines at high water and at low water, and the direction and strength of the currents at all stages, and the soundings, accurately showing the bed of the stream, and the location of other bridge or bridges, wharves, landings, or ferries, and shall furnish such other information as shall be required for a full and satisfactory understanding of the subject; and until said plan and location of the bridge are approved by the Secretary of War the bridge shall not be commenced or built, and after such approval by the Secretary of War the approved plans and designs for the bridge shall not be deviated from or added to either during the construction or after the completion of the bridge until the proposed change shall have been submitted to the Secretary of War and received his approval; and the said bridge shall be at all times so kept and managed as to offer reasonable and proper means for the passage of vessels through or under said bridge, and if said bridge be built with a draw said draw shall be opened promptly upon reasonable signal for the passage of boats or other craft, and the said company or corporation shall maintain, at its own expense, from sunset to sunrise, such lights or other signals on said bridge as the Light-House Board shall prescribe; and if at any time the navigation of said river shall in any manner be obstructed or impaired by the bridge authorized by this act to be constructed, the Secretary of War shall have authority, and it shall be his duty, to require said company to alter and change said bridge, at its own expense, in such manner as may be proper to secure free and complete navigation without impediment; and if upon reasonable notice to said company, its successors or assigns, to make such change or improvements, the said company fails to do so, the Secretary of War shall have authority to make the same, and shall thereupon institute proceedings in the circuit court of the United States in and for the district in which any part of said bridge may be located for the recovery of the cost thereof: *Provided, also,* That nothing in this act shall be so construed as to repeal or modify any of the provisions of law now existing in reference to the protection of the navigation of rivers, or to exempt this bridge from the operations of the same.

Opening draw.

Lights, etc.

Unobstructed navigation.

Litigation.

Proviso.

Existing laws not affected.

Lawful structure and post-route.

**SEC. 3.** That any bridge built under this act and subject to its limitations shall be a lawful structure and shall be recognized and known as a post-route, upon which also no higher charge shall be made for the transmission over the same of the mails, the troops and munitions of war of the United States, or passengers or freight over said bridge than the rate per mile paid for the transportation over the railroads or public highways leading to said bridge, and it shall enjoy the rights and privileges of other post roads of the United States. And equal