

**CHAP. 158.**—An act to narrow California avenue, within Bellair Heights, District of Columbia.

February 24, 1893.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That that part of California avenue which lies within Gardiner G. Hubbard's subdivision, known as Bellair Heights, in the District of Columbia, be, and the same hereby is, narrowed, by equal reduction from each side of said avenue, from one hundred and twenty and fifteen one-hundredths feet in width to ninety and fifteen one-hundredths feet in width; and that all right and title that may now be in the United States or in the District of Columbia in and to the strip of land of fifteen feet in width so cut off by said reduction from each side of said avenue within said subdivision be, and the same hereby is, surrendered and released unto and vested in the present owners of the abutting lots, to each the part directly in front of his or her lot.

California avenue,  
D. C.  
Narrowing authorized.

Release of land to  
owners of abutting  
lots.

Approved, February 24, 1893.

**CHAP. 159.**—An act authorizing the construction of a bridge over the Monongahela River at the foot of Main street, in the borough of Bellevernon, in the State of Pennsylvania.

February 24, 1893.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Bellevernon Bridge Company, a corporation duly authorized under the laws of the Commonwealth of Pennsylvania, its successors and assigns, be, and they hereby are, authorized and empowered to construct, maintain, and operate a bridge over the Monongahela River, between a point at or near the foot of Main street, in the borough of Bellevernon, Fayette County, to a point in Washington County on the opposite side of said river, all within the State of Pennsylvania.

Bellevernon Bridge  
Company may bridge  
Monongahela River,  
Pa.

SEC. 2. That the said Bellevernon Bridge Company, its successors and assigns, shall not begin the construction of its bridge, piers, abutments, causeways, and other works over, in, or on said river until the location and plan of the same shall have been submitted to and approved by the Secretary of War.

Secretary of War to  
approve plans, etc.

SEC. 3. That any act of Congress or part of an act inconsistent herewith, so far as it affects the same, is hereby repealed.

Repeal of incon-  
sistent laws.

SEC. 4. That any bridge authorized to be constructed under this act shall be built and located under and subject to such regulations for the security of the navigation of said river as the Secretary of War shall prescribe, and to secure that object the said company or corporation shall submit to the Secretary of War, for his examination and approval, a design and drawing of the bridge and a map of the location, giving, for the space of one-half mile above and one-half mile below the proposed location, the high and low water lines upon the banks of the river, the direction and strength of the currents at low and at high water, with the soundings accurately showing the bed of the stream, and the location of any other bridge or bridges, such map to be sufficiently in detail to enable the Secretary of War to judge of the proper location of said bridge, and shall furnish such other information as may be required for a full and satisfactory understanding of the subject, and until the said plan and location of the bridge are approved by the Secretary of War the bridge shall not be commenced or built; and should any change be made in the plans of said bridge during the progress of its construction, such changes shall be subject to the approval of the Secretary of War.

Map, etc., to be sub-  
mitted to Secretary of  
War.

Approval.

SEC. 5. That said bridge herein authorized to be constructed shall be so kept and managed at all times as to afford proper means and ways for the passage of vessels, barges, or rafts, both by day and by night;

Aids to navigation.