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July 23, 1894.

CHAP. 148.—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.

Bellevernon Bridge Company may bridge Monongahela River, Pa.
Vol. 27, p. 475.

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.

Secretary of War to approve plans, etc.

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.

Repeal.

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 That any Act of Congress or part of an Act inconsistent herewith, so far as it affects the same, is hereby repealed.

Submission of design, etc.

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

Change.

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: *Provided*, That the channel span of said bridge shall be in length not less than three hundred and fifty feet in the clear and shall be elevated at least fifty-four feet above the surface of the river at pool full.

Proviso.
Channel span.

Aids to navigation.

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; and there shall be displayed on said bridge by the owners thereof, from sunset to sunrise, such lights or other signals as the Light-House Board may prescribe; and such changes shall be made from time to time in the structure of said bridge as the Secretary of War may direct, at the expense of the said bridge company, in order the more effectually to preserve the free navigation of said river.

Lights, etc.

Commencement and completion.

SEC. 6. That this Act shall be null and void if actual construction of the bridge herein authorized be not commenced within one year and completed within three years from the date hereof.

Amendment, etc.

SEC. 7. That the right to alter, amend, or repeal this Act is hereby expressly reserved.

Approved, July 23, 1894.