

March 3, 1875. **CHAP. 172.**—An act for the further security of navigation on the Mississippi River.

Shear-booms on  
bridge-piers on  
Mississippi.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Secretary of War be, and he is hereby, authorized and directed to inquire into the expediency of causing shear-booms to be placed on the upper end of all or any bridge-piers on the Mississippi River, for the better security and convenience of the navigation of said river for rafts of logs and timber, with specific report in each case.

Approved, March 3, 1875.

March 3, 1875. **CHAP. 173.**—An act to amend an act entitled "An act to incorporate the Washington and Georgetown Railroad Company", approved May seventeenth, eighteen hundred and seventy two

Washington and  
Georgetown Rail-  
road Company, ex-  
tension of.

Coincidence of  
route with Anacos-  
tia and Potomac  
River Railroad,  
one track.

Terms of joint  
use.

How track in  
common to be used.

Grade of track.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Washington and Georgetown Railroad Company may extend its tracks in Washington City, District of Columbia, from Seventh street west, down Water street, to the intersection of P street south; thence along said P street to the west side of the Arsenal gate: *Provided,* That wherever the foregoing route may coincide with the route of the Anacostia and Potomac River Railroad, on Water street or elsewhere in the District, or connect portions of such route, but one set of tracks shall be used by both companies; which are hereby authorized and empowered to use such tracks in common, upon such fair and equitable terms as may be agreed upon by said companies; and in the event the said companies fail to agree upon satisfactory terms, either of said companies may apply by petition to the supreme court of the District of Columbia, which shall provide for proper notice to and hearing of all parties interested, and shall have power to determine the terms and conditions upon which, and the regulations under which, the company hereby incorporated shall be entitled so to use and enjoy the tracks of such other street railroad company, and the amount and manner of compensation to be paid therefor: *And provided further,* That neither of the companies using such track in common shall be permitted to make the track so used in common the depot or general stopping place to await passengers, but shall only be entitled to use the same for the ordinary passage of their cars, with the ordinary halts for the taking up and the dropping of passengers; *And provided further,* That said railroad track shall conform to the grade established by the board of public works of the District of Columbia

Approved, March 3, 1875.

March 3, 1875. **CHAP. 174.**—An act to provide for the sale of the buildings and grounds known as the Detroit Arsenal, in the State of Michigan.

Detroit arsenal,  
Michigan, to be  
sold.  
Manner and  
terms of sale.

Subdivision of  
the property.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Secretary of War be, and he is hereby, authorized and directed to transfer to the custody and control of the Secretary of the Interior, for sale for cash, according to the existing laws of the United States relating to the public lands, after appraisal, to the highest bidder, after giving not less than ninety days' notice of the time and place of such sale in three of the most prominent newspapers published in said State, and at not less than the appraised value, the buildings and grounds known as the Detroit Arsenal in the State of Michigan: *Provided,* That the Secretary of the Interior shall cause the said property to be subdivided into tracts of not more than forty acres each, or into town lots with proper