

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 twoWashington 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

streets to render the same accessible: *And provided further*, That each subdivision, together with any buildings, building materials, or other property thereon shall be appraised and offered separately, at public outcry, to the highest bidder, and in case any subdivision or subdivisions shall remain unsold, the sale shall be postponed from time to time until the entire tract shall be disposed of as hereinbefore provided.

Subdivisions to be sold separately.

Postponement of sales.

Approved, March 3, 1875.

CHAP. 175.—An act to amend an act entitled “An act to revive with amendments an act to incorporate the medical society of the District of Columbia” approved July seventh eighteen hundred and thirty-eight.

March 3, 1875.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the act entitled “An act to revive with amendments an act to incorporate the medical society of the District of Columbia” which was approved July seventh, eighteen hundred and thirty-eight, be amended in the third section thereof by striking out the word “gentlemen” and inserting instead thereof, the word “persons.”

1838, c. 26, s. 3, v. 6, p. 222, amended.

Approved, March 3, 1875.

CHAP. 176.—An act authorizing the Wisconsin Central Railroad Company to straighten the line of their road.

March 3, 1875.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the consent and approval of Congress are hereby given to the Wisconsin Central Railroad Company to build that portion of their road which lies between Portage City and Stevens Point on the line adopted by the act of the legislature of Wisconsin, approved February tenth, eighteen hundred and seventy-five, instead of the line adopted by the act of the legislature of Wisconsin, April ninth, eighteen hundred and sixty-six, chartering the Portage and Superior Railroad Company: *Provided*, That no portion of the lands belonging to said grant situated south of Stevens Point, and which may be found outside of the ten-mile limits, measured from the modified line of said road, shall pass to said company under its grant, but such lands shall revert to the United States and become part of the public domain, to be disposed of as other public lands, and the acceptance of the provisions of this act by said company shall be held to be a relinquishment of the same; *And provided further*, That this act shall not be construed as increasing said grant, or as granting to said company and lands whatever.

Wisconsin Central Railroad Company may change line.

Lands outside of ten miles limit of modified line.

No new grant by this act.

Approved, March 3, 1875.

CHAP. 177.—An act amendatory of the act approved March, 3, 1873 entitled “An act authorizing the construction of a bridge across the Mississippi River at Saint Louis, in the State of Missouri”

March 3, 1875.

1873, c. 302, v. 17, p. 616.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Saint Clair and Carondelet Bridge Company be, and the same is hereby, authorized and empowered, in constructing the bridge authorized by the act of which this act is amendatory, to erect over the main channel of said river two straight continuous spans of not less than four hundred and fifty feet each in the clear, of the pier, at low water mark, the said two spans to be placed over the main channel instead of “the two spans over the main channel of the river” required by the act of which this act is amendatory; *provided*, That any bridge built under the provisions of

Saint Clair and Carondelet Bridge Company.

Spans, how to be constructed.