

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.