

of the said Company duly called, in a form approved by the Governor and Attorney General of this State, with the State of Maryland, and the Chesapeake and Ohio Canal Company, whereby the said Baltimore and Ohio Railroad Company shall bind itself, its successors and assigns, to permit any Railroad Company, now incorporated, or to be hereafter incorporated under the laws of this State, to connect its railroad with the railroad or railroads of said Baltimore and Ohio Railroad Company, at any point, at or near Cumberland, in this State, and also at any point west of Cumberland, on the line or lines of said Baltimore and Ohio Railroad Company, within this State, the point or points of junction to be designated by the Railroad Company or Companies desiring to make such connection, subject, however, to the approval of the Board of Public Works of the State of Maryland, in case of any dissent on the part of the said Baltimore and Ohio Railroad Company as to the point or points so designated; and the said Baltimore and Ohio Railroad Company shall, also, in the contract aforesaid, bind itself, its successors and assigns, to receive and transport over its main stem, and the branches thereof, now constructed, or hereafter to be constructed, and to deliver at the basins of the Chesapeake and Ohio Canal Company, at or near Cumberland, or within four miles thereof, on the line of the said Baltimore and Ohio Railroad, the points of delivery in said basins to be designated by the said Chesapeake and Ohio Canal Company, or by the shippers, all coal, lumber, pig-iron, ores of all kinds and stone, intended for shipment on said Chesapeake and Ohio Canal, or for the use of the said Chesapeake and Ohio Canal Company, which may be offered to it at any point on its main stem, or the branches thereof, now constructed, or hereafter to be constructed, in bulk or in loaded cars, as the same may have been originally offered to said Railroad Company, on its main stem, or any branch thereof, as aforesaid, without re-loading or re-shipment, at a uniform rate of charge of two and one-half cents per ton, of two thousand pounds per mile, for tolls and transportation, for all distances under twenty miles, counting west from the basins of the Chesapeake and Ohio Canal, at Cumberland, Maryland, and at a uniform rate of one and three-fourth cents per ton, of two thousand pounds per mile for tolls and transportation for all distances exceeding twenty miles, and not exceeding twenty-eight miles, counting west from the said basins at Cumberland, Maryland, and at the same rate from Piedmont Station, on the said Baltimore and Ohio Railroad, to the said basins at Cumberland, Maryland, and at a uniform rate of one and one-quarter cents per ton,