

cient to complete the said road between York and Wrightsville, and the Wrightsville, York and Gettysburg Rail Road Company do not forthwith proceed to finish the same, then the Baltimore and Susquehanna Rail Road Company, in case it deem it proper so to do, may furnish the remainder of the amount so required, and shall have the same securities, rights and privileges as are mentioned in article 4th, and shall be entitled to a return of said additional sum within two years and be authorised to issue executions or proceed on its mortgage for the additional sum, after the expiration of two years.

Article 7. The Wrightsville, York and Gettysburg Rail Road Company agrees that the locomotive engines and cars and all the means and vehicles employed or used or suffered to be employed, and used by the Baltimore and Susquehanna Rail Road Company and the York and Maryland Line rail road company, or either of them, in the transportation of passengers and cars, may and shall be permitted as soon as the said road or any part thereof is completed from York to Wrightsville and ready for use, to pass from York to Wrightsville and from Wrightsville to York and from any intermediate part of said places, to any other intermediate part without interruption or delay. The said companies to be charged on each passenger and all merchandise, the same rate of toll now charged by the State of Pennsylvania on the Columbia Rail Road for the use of the Columbia Rail Road, and no more. It being understood that this article is to have no effect after a rail road is finished and in operation between York and Gettysburg in Pennsylvania, and that until that time it is to be in full force and operation. It being also understood that all privileges secured to the York and Maryland Line Rail Road Company are to be retained in full force and operation.

Article 8. The Wrightsville, York and Gettysburg Rail Road Company further agrees that the Baltimore and Susquehanna Rail Road Company, and the York and Maryland Line rail road company may erect depots at or near to Wrightsville, and connect with said depots by lateral branches from the main stem, said lateral branches not to pass through the depot lots of the Wrightsville, York and Gettysburg rail road company. This privilege to be in perpetuity. It being understood that nothing contained herein is to be so construed as to lessen or enlarge the rights of the York and Maryland Line rail road company under the charter of the Wrightsville, York and Gettysburg rail road company, to use the road from York to Wrightsville from and after the time when the rail road is completed from York to Gettysburg.

Article 9. The Wrightsville, York and Gettysburg rail road company further agrees, that the Baltimore and Susquehanna rail road company and the York and Maryland Line rail road company may lay a track from the depot of the latter company at York to the Wrightsville, York and Gettysburg rail road at or near York, and may use the ground graded by the Wrightsville, York and Gettysburg rail road company, paying therefor the cost of the