

billing, false or incorrect classification, false weight or weighing, false representation of the contents of a package or false report or statement of weight, or by any other device or means, whether with or without the consent or connivance of the common carrier or any of its officers, agents or employees.

An. Code, sec. 430. 1910, ch. 180, sec. 18 (p. 360).

368. Every common carrier is required to afford all reasonable, proper and equal facilities for the interchange of passengers, freight and property traffic between the lines owned, operated, controlled or leased by it and the lines of every other common carrier, and for the prompt transfer of passengers and for the prompt receipt and forwarding of freight and property to and from its said lines; and no common carrier shall in any manner discriminate in respect to rates, fares or charges, or in any respect, to any service, or in respect to any charges or facilities for any such transfer in receiving or forwarding between any two or more other common carriers or between passengers, freight or property destined to points upon the lines of any two or more other common carriers, or in any respect with reference to passengers, freight or property transferred or received from any two or more other common carriers. This section shall not be construed to require a common carrier to permit or allow any other common carrier to use its tracks or terminal facilities. Every common carrier, as such, is required to receive from every other common carrier, at a connecting point, freight cars of proper standard, and haul the same through to destination, if the destination be upon a line owned, operated or controlled by such common carrier, or if the destination be upon a line of some other common carrier, to haul any car so delivered through to the connecting point upon the line owned, operated, controlled or leased by it, by way of route over which such car is billed, there to deliver the same to the next connecting carrier. Nothing in this section shall be construed as in any wise limiting or modifying the duty of a common carrier to establish joint rates, fares and charges for the transportation of passengers, freight and property over the lines owned, operated, controlled and leased by it and the lines of other common carriers, nor as in any manner limiting or modifying the power of the commission to require the establishment of such joint rates, fares and charges. A railroad corporation and a street railroad corporation shall not be required to interchange cars except on such terms and conditions as the commission may direct.

Carriers are not bound at common law to give the use of their tracks and terminals to competing lines. An order of the P. S. C. requiring railroads to establish a switching district in Baltimore and certain rates for "connecting line switching" and "intermediate switching," held, in view of conditions in Baltimore and the extent of the movements involved, valid, *where reasonable compensation is provided*. A railroad may not be required to deliver to another at a junction at or near its terminal, freight for delivery at the terminal of a competing line where such terminal is at or near the terminal of the former, nor to receive such freight from a connecting line at a point of connection at or near its terminal for delivery at its terminal. *Bona fide* transportation distinguished from delivery to a railroad for the purpose of getting the use of its terminal facilities; meaning of *switching movements* and also of "transportation." Charter of B. & O. not violated. The commission may establish through routes and joint rates. Rates for connecting line and intermediate switching held unreasonable; *contra* as to rates for yard and industrial switching. *Public Service Commission v. N. C. Rwy. Co.*, 122 Md. 358.