

Any common carrier issuing a receipt for a container, as described herein, shall be liable to the lawful holder thereof for any loss, damage or injury to such container caused by it or by any other person, firm or corporation to whom such container may be delivered, and no contract, receipt, rule or regulation shall exempt such common carrier from the liability hereby imposed; provided that nothing herein shall deprive any holder of such receipt of any remedy or right of action which he may have under existing law: Any common carrier issuing such receipt shall be entitled to recover from the person, firm or corporation who may be responsible for such loss, damage or injury, such amount as it may be required to pay to the owners of such containers, as may be evidenced by any receipt or judgment therefor: No common carrier shall charge a greater rate where such receipts are issued than they would otherwise be entitled to charge for the services performed.

See sec. 272, *et seq.*

An. Code, 1924, sec. 376. 1922, ch. 143.

**385.** Whenever the Commission shall be of the opinion, after a hearing upon its own motion, or upon a complaint made as provided in this sub-title, that any railroad company operates or intends to operate in Maryland, any freight train or trains, without employing thereon a sufficient number of men for the safe and efficient operation of said train or trains, the Commission may order or require such railroad company to employ such a number of men upon any of its freight trains, operated or to be operated in the State of Maryland, as in the judgment of the Commission is requisite for the safe and efficient operation thereof; any such order to be enforceable or reviewable as provided in this sub-title for the enforcement and review of other orders of the Commission.

See notes to sec. 381.

An. Code, 1924, sec. 377. 1912, sec. 436. 1910, ch. 180, sec. 24 (p. 367).

**386.** If, in the judgment of the commission, any common carrier, railroad corporation, or street railroad corporation, does not run trains enough, or cars enough, or possess or operate motive power enough, reasonably to accommodate the traffic, passenger and freight, transported by or offered for transportation to it, or does not run its trains or cars with sufficient frequency, or at a reasonable or proper time, having regard to safety, or does not run any train or trains, car or cars, upon a reasonable time schedule for the run, the commission shall, after hearing either on its own motion or after complaint, have power to make an order directing any such railroad corporation, or street railroad corporation, to increase the number of its trains, or of its motive power, or to change the time for starting its trains or cars, or to change the time schedule for the run of any train or car, or make any other suitable order that the commission may determine reasonably necessary to accommodate and transport the traffic, passenger or freight, transported or offered for transportation.

Order of commission requiring a railroad when an express train is late to hold it back until local trains have passed and thus depriving the railroad of all discretion in respect to operation of its trains in case of such delays, is unreasonable and void. Powers of commission should not be extended by implication beyond what is necessary for their just and reasonable execution. *N. C. Rwy. Co. v. Public Serv. Com.*, 124 Md. 146.

An. Code, 1924, sec. 378. 1912, sec. 437. 1910, ch. 180, sec. 25 (p. 367).

**387.** The commission may, whenever it deems advisable, establish, upon due and reasonable notice to all such corporations, system of accounts