

Decision No. 18217

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of)
 NAPA VALLEY BUS COMPANY (a corpor-)
 ation) for certificate of public con-) Application No.12359
 venience and necessity to operate an)
 auto stage service between Calistoga,)
 Napa County, and Vallejo, Solano)
 County.)

ORIGINAL

In the Matter of the Application of)
 CALIFORNIA TRANSIT CO., a corporation,)
 for a certificate of public conven-) Application No.12510
 ience and necessity for the operation)
 of an automobile stage line for the)
 transportation of persons and express)
 between Vallejo and Calistoga,)
 California, and intermediate points.)

In the Matter of the Application of)
 SAN FRANCISCO, NAPA & CALISTOGA) Application No.12593
 RAILWAY, a corporation, for permission)
 to discontinue certain trains.)

Sanborn & Reehl and De Lancoy C. Smith, by E.H.Sanborn,
 for applicants in Applications Nos.12359 and 12593,
 and for protestants, San Francisco, Napa & Calistoga
 Railway and Napa Valley Bus Company, in Application
 No.12510.

Earl A. Bagby for applicant in Application No.12510,
 and for protestant California Transit Co. in Application
 No.12359.

E.W. Hobbs and L.E. Johnston for Southern Pacific
 Company, Protestant in Application No.12510.

Edward Stern for American Railway Express Company,
 Protestant in Application No.12510.

Raymond Benjamin, Harry A. Encell, and C. N. Hatch for
 Monticello Steamship Company, Protestant in Application
 No.12510.

W.H.Kornaday for the Veteran's Home, Protestant in
 Application No.12510.

C.S. Stanbrook for Chamber of Commerce of Vallejo.

L.W. Cobb for Pacific Union College.

Sam Aronson for Calistoga & Clear Lake Stage Co.

BY THE COMMISSION -

O P I N I O N

In Application No.12359, Napa Valley Bus Company, a corpor-
 ation, has petitioned the Railroad Commission for an order de -
 claring that public convenience and necessity require the operation
 by applicant of an automobile bus service for the carriage of

passengers and baggage between Calistoga, Napa County, and Vallejo, Solano County, and intermediate points.

In Application No.12510, California Transit Co., a corporation, has petitioned the Railroad Commission for an order declaring that public convenience and necessity require the operation by applicant of an automobile stage line for the transportation of passengers, baggage and express between Vallejo and Calistoga and the intermediate points of Flosden, Sacramento Junction, Suscol, Napa State Hospital, Napa, Union, Oak Knoll, Veteran's Home, Yountville, Oakville, Rutherford, Zinfandel, St. Helena, Lackmead, and Redwood Lodge, and to consolidate such service with its present operative rights.

In Application No.12593, San Francisco, Napa & Calistoga Railway, a corporation, has petitioned the Railroad Commission for an order authorizing the discontinuance of certain alleged unprofitable trains and for the supplementing and co-ordination of train service with the proposed stage service of Napa Valley Bus Company.

Public hearings on these applications were conducted by Examiner Handford at Napa, Calistoga, St. Helena and San Francisco, the matters were consolidated for the purpose of receiving evidence and for decision, were duly submitted and are now ready for decision.

In Application No.12559, Napa Valley Bus Company, proposes to charge rates in accordance with a schedule marked "Exhibit A", as filed with the application as a part thereof; to operate on a schedule of one round trip daily between Vallejo and Calistoga with one additional round trip daily between Calistoga and Napa, and ^{one} one-way trip from Vallejo to Napa; using as equipment two Studebaker busses of street car type, each having a seating capacity of 21 passengers.

Applicant relies as justification for the granting of the desired certificate upon the following alleged facts; that for some time past there has been a steady decrease in the number of passengers carried on certain of the regularly scheduled trains of the San Francisco, Napa & Calistoga Railway which has resulted in the operation of some of said scheduled trains at a loss; that said trains connect at Vallejo with regularly scheduled steamers operated by Monticello Steamship Company between San Francisco and Vallejo, with which company said San Francisco, Napa & Calistoga Railway operates, by agreement, a joint through route between San Francisco and Calistoga and intermediate points between Vallejo and Calistoga; that rather than discontinue the aforesaid unprofitable trains the San Francisco, Napa & Calistoga Railway will enter into contract with applicant to operate auto stage service in lieu of some of the train service; and that the proposed operation will be supplemental and an auxiliary to the train service, not in competition with said train service but under contract to be entered into between applicant and said San Francisco, Napa & Calistoga Railway.

In Application No. 12510, California Transit Co., proposed to charge rates in accordance with a schedule marked "Exhibit A", as attached to and made a part of the application; to operate on a schedule of four round trips daily between Vallejo and Calistoga, with three additional round trips daily between Napa and Vallejo. Through service between Sacramento and Calistoga is provided by two round trips daily, between Oakland and Calistoga by four round trips daily, and between Oakland and Napa by seven round trips daily; using as equipment modern automobile coaches of the same standard as now operated on its authorized routes.

Applicant relies as justification for the granting of the desired certificate upon the following alleged facts: (1) that there is no existing stage service for the transportation of passengers and express between Napa and Calistoga and that such service properly conducted by an experienced operator is essential to the convenience, necessity, development and welfare of every community; (2) that applicant has such finances, equipment, coaches, body-building and repair plant, and such general experience in the operation of automotive transportation business as will enable it to furnish the proposed service economically and efficiently; (3) that the existing rail service does not parallel the highway between Vallejo and Calistoga and that a large population along the highway cannot conveniently obtain the existing rail service; (4) that the existing rail service is not of a permanent character and is liable to be impaired by reduction of train schedules at any time; (5) that there is no convenient passenger transportation service by rail or otherwise between Napa and Calistoga and intermediate points on the one hand and Vallejo and Sacramento and intermediate points on the other hand, excepting the stage service now furnished by this applicant between Napa and Sacramento; (6) that there is no convenient passenger transportation service by rail or otherwise between Napa and Calistoga and intermediate points on the one hand and Oakland and Vallejo and intermediate points on the other hand, other than one daily Southern Pacific train operated between Oakland and Calistoga with changes at Vallejo and Vallejo Junction, and the existing service by this applicant between Oakland and Napa; (7) that the present service rendered between Calistoga and Napa via San Francisco, Napa and Calistoga Railway does not extend beyond Vallejo except by transfer to other transportation companies and direct connections at Vallejo, either for arrivals or departures, are not maintained by said railway for service to or from Oakland or Sacramento and intermediate points; (8) that there is an increasing general demand for as much through service as it is

possible to maintain, especially at points where the majority of the traffic handled is through traffic, and this applicant proposes the only through service to the larger cities in the territory involved; (9) that various depots of the railroad carriers serving a part of the proposed route are located at remote and inconvenient places, causing much annoyance, expense and discomfort to the traveling public in its effort to reach its destination, both as to transfer of persons and baggage; (10) that public convenience and necessity demands frequent service by small units of transportation to and from Calistoga and points intermediate to Calistoga and Napa for passengers originating at or destined to points in California reached through Vallejo, Sacramento or Oakland, and that the one daily train of the Southern Pacific Company and the schedules of the electric railway between Calistoga and Vallejo without proper connections to Sacramento and Oakland are wholly insufficient and inadequate as a transportation service for the populous and fast growing communities between Vallejo and Calistoga; (11) that especially during the six months of the summer season when tourists are visiting the many resorts located on or beyond the proposed route to Calistoga the present transportation service is insufficient both as to those residing in the territory, and the public outside such territory desiring to travel thereto; (12) that another stage line operates to many mountain resorts in Lake County beyond Calistoga, which points have no rail service, and said stage service would be available to passengers of this applicant who desire to make vacation or business trips to one or more of such resorts; (13) that by reason of the present operations of this applicant the proposed service can be more economically established and operated and greater service be rendered by this applicant than by any other stage line operating independently and without previous experience in stage transportation; (14) and that there is a public demand for the proposed passenger service locally

between Vallejo and Napa, serving all intermediate points, and especially for such service to the station known as Imola or Asylum, at the location of the Napa State Hospital, and by the present limitation on applicant's operative rights such local service is prohibited and by such prohibition the public is unnecessarily and greatly inconvenienced.

In Application No. 12593, San Francisco, Napa & Calistoga Railway relies as justification for the granting of its application on exhibits as attached to and forming a part of the application and consisting of (1) Present railway time card No. 4, (2) proposed railway time card and proposed bus schedule representing co-ordinated service, (3) statement of earnings per car mile of trains herein sought to be discontinued for months of November and December, 1925, and January, 1926, and (4) statement of saving of combined costs by reason of proposed co-ordinated operation. The application sets forth that the request to discontinue certain specific trains is contingent upon the granting of a certificate of public convenience and necessity to applicant, Napa Valley Bus Company.

Mr. C. E. Brown, Vice President and General Manager of San Francisco, Napa & Calistoga Railway, described the operation of his railroad, specifically as to the operation of certain trains which were proposed to be discontinued and to be substituted by bus service to be rendered by the Napa Valley Bus Company under a contract hereafter to be executed, provided the application of the Napa Valley Bus Company should be granted. The terms and conditions of the proposed contract have not been reduced to tangible form, other than that ^{it} is proposed that the supervision and management of the bus line will be cared for by the witness and other supervisory officials of the San Francisco, Napa & Calistoga Railway.

The trains proposed to be discontinued are as follows:

No.13*			leaving Yountville 3:57 P.M.,		arriving Vallejo 4:57 P.M.
No.15*	"	Napa	4:22 P.M.	"	" 4:57 P.M.
No.23	"	Napa Limits	9:25 P.M.	"	" 10:10 P.M.
No.8	"	Napa	11:00 A.M.	"	Napa Limits 11:11 A.M.
No.14#	"	Napa Limits	3:40 P.M.	"	Yountville 3:57 P.M.
No.22	"	Vallejo	7:10 P.M.	"	Napa Limits 7:55 P.M.
No.26	"	Vallejo	8:40 P.M.	"	Napa Limits 9:24 P.M.

* Runs Saturday only.

Daily except Saturday and Sunday.

It is proposed to substitute bus service, daily except Saturdays and Sundays which will furnish transportation in lieu of the train service as follows:

Southbound

Leave Calistoga 7:02 P.M., arriving at Napa at 8:17 P.M., passengers for points south of Napa changing to electric service at Napa.

Leave Napa at 10:00 P.M., arriving Vallejo at 10:40 P.M.

Leave Napa Limits at 11:36 P.M., arriving Napa 11:46 P.M.

Northbound

Leave Napa 9:10 P.M., arriving Calistoga 10:25 P.M., passengers from Vallejo and points south of Napa changing from electric train to bus at Napa.

Leave Vallejo 10:50 P.M., arriving Napa Limits 11:36 P.M.

Record of earnings per car mile of the trains proposed to be abandoned were submitted as an exhibit and show the following average earnings in cents per car mile for the period of 5 months, November, 1925, to March, 1926, inclusive:

Train Members

Average earnings per car mile, in cents	<u>13</u>	<u>15</u>	<u>25</u>	<u>8</u>	<u>14</u>	<u>22</u>	<u>26</u>
	6.0	8.7	5.2	.05	28.4	5.9	46.4

The expense of passenger train operation, on a car mile basis, has averaged 47.5 cents per car mile. The proposed elimination of passenger train service will dispense with 2050.6 car miles per month; the extension of bus service will add the equivalent of 1071 car miles by reason of present train service being amplified by one round trip of bus service between Napa Limits and Calistoga. A saving of power house costs is also anticipated, present conditions requiring power houses or substation to be operated more hours than will be necessary under the proposed co-ordination of service. This saving would be effective on such days when travel conditions do not require the operation of electric train schedules, and it is proposed to operate the train service on Saturdays and Sundays.

The proposed bus service is estimated to require an expenditure of 25 cents per bus mile. Based on the foregoing factors, the following estimate shows the anticipated savings per 30 day month

<u>Train Service discontinued</u>	2050.6 @	47.5 cents	\$ 974.03
added in connection with proposed co-ordinated schedule	1071. @	47.5 "	508.72
Saving in power house costs 21 days @	\$4.00		84.00
			<u>\$1566.75</u>
1814 bus miles @ 25 cents	-		<u>453.60</u>
Estimated monthly saving			\$1113.15

In support of applicant's desire to effect the estimated economies an exhibit was filed showing the comparative income statement for selected years, as follows:

<u>Revenue from Transportation</u>	<u>Y E A R</u>		
	<u>1915</u>	<u>1920</u>	<u>1925</u>
Passenger Revenue	\$ 202187.25	298784.97	174805.59
Baggage --	358.96	255.18	109.68
Special Car Revenue	682.50	983.50	- - -
Mail --	--	--	1546.28
Express --	4680.72	7389.80	6131.53
Freight --	<u>18031.65</u>	<u>36494.78</u>	<u>63052.70</u>
Total Transportation Revenue --	\$ 225941.28	343908.23	245645.78
Revenue from other railway operations	<u>729.86</u>	<u>1904.30</u>	<u>1267.68</u>
<u>Total Operating Revenue</u>	\$ 226671.14	345812.53	246913.46
Total Operating Expenses	147900.82	194791.08	157322.15
Net Total from Railway Operations	78770.32	151021.45	89591.31
Deduct Taxes	11040.00	28355.30	16928.77
Operating Income	67730.32	122666.15	72662.54
Non-Operating Income	<u>1072.59</u>	<u>5061.75</u>	<u>3720.64</u>
Gross Income -	\$ 68802.91	\$127727.90	\$ 76383.18
<u>Deductions from Income</u>			
Rent for leased road	----	-----	11495.22
Interest on Funded Debt	65545.50	63110.99	59038.04
" " Unfunded Debt	4038.75	-----	-----
Miscellaneous Debits	----	<u>1839.32</u>	<u>1287.32</u>
Total Deduction from Income	69584.25	64950.31	71818.58
Net Income --	\$ 781.34(*)	62777.59	\$ 4564.60

Note:- (*) Indicates deficit.

The investment in Road and Equipment as appearing on a balance sheet as of December 31, 1925, shows the following detail:

Road and Equipment

Purchase Price	-	\$ 1,755,147.85
Way and Structures	-	311,197.53
Equipment	-	73,599.54
Power	-	63.70
General & Miscellaneous	-	708.13
Additions and Betterments	-	<u>35,259.86</u>
TOTAL	-	\$ 2,175,976.61

The net return on investment has prompted the executive officials to seek methods by which revenue may be continued and service be rendered at a minimum cost, and the proposed plan of co-ordinated stage and electric train operation has been developed.

Mr. W. W. Everett, a fruit grower, residing 5 miles east of St. Helena, testified that he used and was familiar with the service of the San Francisco, Napa and Calistoga Railway; that he was interested in the maintenance of said service and was of the opinion that any curtailment would cripple the farmers and residents of Napa Valley. Witness had heard nothing unfavorable regarding the proposed operation of stages by the railroad, although the general feeling among the farmers was very pronounced against stages doing a general business in Napa County and operating over highways which had been constructed by taxpayers of the county, believing that busses would obstruct the highway. The present service in the transportation of freight by the San Francisco, Napa and Calistoga Railway is considered invaluable and the stations of the Southern Pacific Company are located at convenient points for the handling of freight and passenger traffic. The witness owns his own automobile, rides stages infrequently, traveling almost

entirely by private machine.

Mr. W. H. Hornaday, a member of the official staff of the Veteran's Home of the State of California, located near Yountville, testified that the enrollment at the home was in the neighborhood of 1000. Veterans are accorded a half-fare privilege by the Southern Pacific Company and the San Francisco, Napa and Calistoga Railway, the service of the latter being more frequently used.

The service rendered by the existing transportation facilities is stated to be all that is required in and out of the Napa Valley by the veterans who reside at the home and who do not favor busses for their transportation, regardless of who operates such form of transportation.

Mr. J. S. Stanworth, Secretary of the Chamber of Commerce of Vallejo, testified that his organization had gone on record as being opposed to any competition with the San Francisco, Napa and Calistoga Railway. Witness was of the opinion that business for the railroad could be augmented by aggressive solicitation and advertisement, and was not opposing the granting of the railway's stage line application, although preferring that the electric trains, herein proposed to be abandoned, be continued and their service extended from Napa to Calistoga on the schedules now proposed to be operated by stage.

Mr. Henry C. Holden, residing in Brown's Valley, west of Napa, testified that he was not in favor of stage service from Napa to Calistoga although he would not object to the substitution of stage service for rail schedules provided that it was absolutely essential to insure the continued operation of the railroad and the substituted bus service was reduced to a minimum.

Mr. Henry C. Molone, residing at Oak Knoll for 45 years, and operating a ranch of 2200 acres, testified that he anticipated a bad effect on conditions in Napa County if the electric line of the San Francisco, Napa and Calistoga Railway was to be discontinued,

and would, therefore, favor the substitution of some of the electric train schedules by bus service.

Mr. Henry Wheatley, President of Napa County Farm Bureau, and residing about six miles north of Napa, testified that if a necessity was found for the substitution of bus service for some of the electric train service he was satisfied if it were authorized, although personally would rather not see the change made. Witness uses the freight service of the San Francisco, Napa & Calistoga Railway and was of the opinion that it would not be a desirable condition for the Napa Valley if a new stage line were to be authorized which in any way would curtail the service now rendered by the electric railway. He is also opposed to the advent of a new bus line, believing the present facilities offered by existing transportation companies to be adequate.

Mr. Henry Brown, President of the Bank of Napa, testified that it would be a misfortune to all communities in Napa Valley if any curtailment of service or abandonment of facilities were to be made by the San Francisco, Napa and Calistoga Railway; that such railroad served the Napa Valley satisfactorily and suitably at the present time. Mr. E. L. Bickford, President of the First National Bank of Napa, gave similar testimony and knew of no additional transportation facilities that were necessary, believing that Napa Valley would be adversely affected by any curtailment of service or cessation of operation by the San Francisco, Napa & Calistoga Railway.

Mr. F. J. Karp, employed by Winship-Beard Company, merchants at Napa, testified that his concern shipped freight daily from San Francisco, using the facilities of the Monticello Steamship Company and San Francisco, Napa & Calistoga Railway. He also knew the passenger service to be good. Witness was of the opinion that if any appreciable amount of revenue should be lost to the electric railroad by a diminution of freight or passenger service, and if any curtailment of service should follow, it would be a distinct

disadvantage and damage to the Napa Valley. This witness owns an automobile and frequently uses it in his trips to points served by the railroad.

Mr. E. S. Doggs, in the insurance business at Napa, and a member of the Salvador Farm Center, knows of and uses the service of the San Francisco, Napa & Calistoga Railway principally for trips to San Francisco. This witness was of the opinion that no bus service in the Napa Valley would be an adequate substitute for the present electric railway service.

Mr. A. D. Wilson, Manager of the Moyes Lumber Company at Napa, testified as to the use of the San Francisco, Napa & Calistoga Railway for the handling of freight shipments. Witness is also satisfied with the passenger service of such company and believes that if the electric railroad service were to be discontinued or curtailed it would be a great loss to all Napa Valley communities.

Mr. F. D. Mackinder, editor of the St. Helena Star and for 43 years a resident of St. Helena, testified that he had heard of no demand for the establishment of stage service as proposed by the California Transit Company; that the freight service as now rendered by the San Francisco, Napa & Calistoga Railway was absolutely essential; that people having business in Sacramento mostly use their own machines; and that he had heard no complaint as to the existing transportation service.

Mr. Walter Metzner, a druggist at, and 30 years a resident of St. Helena, testified as to his satisfaction with existing transportation service and that he had heard no material complaint other than that service was not good between St. Helena and Sacramento. Witness owns an automobile which he used for his personal trips.

Mr. P. R. Alexander, Cashier of the First National Bank of St. Helena and a member of the St. Helena Chamber of Commerce, testified that he had heard no demand for the service as proposed by applicant California Transit Co., and that he believed the

service of the San Francisco, Napa & Calistoga Railway was essential for the welfare of the Napa Valley, having personally used such service and finding it satisfactory. The witness has no need for transportation between St. Helena and Sacramento.

Mr. Albert C. Haskell, farmer and orchardist at St. Helena and President of the St. Helena Chamber of Commerce, testified the Chamber of Commerce was of the opinion that the existing transportation facilities were adequate and that no additional service, as proposed, was necessary, there having been no complaint against existing service of which the Chamber of Commerce had knowledge. Witness was of the opinion that there was little community of interest between St. Helena and Sacramento which would require the establishment of additional transportation facilities between such points.

Mr. Dan M. Gardner, Jr., a poultry producer at St. Helena, testified that on his trips to Oakland he used his own automobile, although finding the Southern Pacific Company service adequate by reason of adjusting his departures by rail to conform with the published schedules. The witness uses the freight service of the San Francisco, Napa & Calistoga Railway and finds it very satisfactory and affording practically express service at freight rates.

Mr. Roy Leveria, proprietor of Myrtle Dale Hot Springs, a resort located $1\frac{1}{2}$ miles north of Calistoga, testified that his resort was open to the public during the entire year; that in the 1926 season he accommodated about 6100 guests, 85 to 90 percent using their private cars for transportation. About one-half of his guests come from San Francisco and the East Bay cities. Some complaint has been made by Oakland patrons as to a wait being necessary at Napa when passengers are enroute to Calistoga and have used stage transportation, Oakland to Napa, with the intention of transferring to the electric line at Napa. Witness has used the freight service of San Francisco, Napa & Calistoga

Railway and has found it very satisfactory. On his trips to Oakland, witness uses his own automobile, finding same to be more convenient than the use of the existing transportation facilities.

Mr. M. C. Lysinger, Manager of the St. Helena Sanitarium, testified that his institution cared for 4000 to 5000 patients annually; that he had heard no demand from his patients for any additional transportation facilities to or from St. Helena nor any complaint as to the inadequacy or insufficiency of the existing facilities. The majority of the patients travel to and from the Sanitarium in private conveyances. The witness was of the opinion that patients of his institution would not be as well served by a stage line as by the existing facilities.

Mr. C. F. Fredericksen, a merchant of Lower Lake, testified as to having heard some demand for additional service in the Napa Valley. Witness when making trips to San Francisco uses his own automobile between Lower Lake and Napa, and the service of the San Francisco, Napa & Calistoga Railway and the Monticello Steamship Company between Napa and San Francisco. He also uses the freight service of the electric line which is satisfactory, and is of the opinion the present existing transportation facilities are adequate and satisfactory.

Mr. Andrew Mc Nair, residing at St. Helena, a member of the St. Helena Chamber of Commerce and of the Rotary Club, testified the present existing service to San Francisco was adequate; that he knew of no necessity for additional local service between Vallejo and Calistoga; that he used the freight service of San Francisco, Napa and Calistoga Railway, finding same very satisfactory and furnishing practically express service at freight rates; and that there was not enough travel to warrant the authorization of additional stage service. Witness makes use of his own automobile for about half his trips and is not interested in any transportation between Oakland and St. Helena.

Mr. F. W. Mielenz, Manager for the Napa Valley Electric Company, and seventeen years a resident of St. Helena, testified that he knew of no demand for additional transportation service in the Napa Valley nor of any demand for such to Oakland. Witness stated that his company served approximately 1250 consumers, with all of whom he was personally acquainted and from whom he would have heard of any demand for additional service. The witness uses the freight service of San Francisco, Napa & Calistoga Railway from San Francisco and has found such service, as well as the passenger service, to be adequate. He also uses his own automobile on his infrequent trips to Oakland and has some complaint regarding the existing express service from Oakland to St. Helena as being too slow, stating the freight service, San Francisco to St. Helena, was faster than the express service from Oakland.

Mr. C. H. Greenfield, Chairman of the Advisory Board of the Liberty Bank (formerly Bank of St. Helena), and for 45 years a resident of Napa Valley, was of the opinion that the proposed service of applicant California Transit Co. was not necessary; that there was no demand, nor had he heard of any, for the proposed service; that he knew of no necessity for additional service locally between Calistoga and Vallejo; that he has used the freight facilities of the San Francisco, Napa & Calistoga Railway and had found them satisfactory; that he personally prefers to make the trip between St. Helena and Oakland via San Francisco; and that in his trips to Sacramento via the Southern Pacific Company he finds no objection to the changes which are necessary. This witness was of the opinion that the existing transportation facilities in the Napa Valley have already been developed in advance of the needs of the population to be served.

Mr. A. N. Bell, a merchant at St. Helena, and for 47 years a resident, testified that he made trips to Oakland via

San Francisco and the existing facilities, and also in his own automobile; that he seldom had occasion to make trips to Sacramento; that he used the freight service of the San Francisco, Napa & Calistoga Railway, finding it necessary and convenient; that he had heard of no demand for additional transportation service to Oakland or Sacramento; that in his opinion two-thirds of the residents of Napa Valley were opposed to the operation of stages on the highways and that personally he would prefer that no stage line operation be authorized. It was stipulated by counsel that the testimony of Mr. E. H. Stevens, a hardware merchant of St. Helena, would be the same as that of this witness.

Mr. Phillip Ewing, a merchant of St. Helena, testified that he seldom had occasion to make trips to Oakland and had no need for transportation to Sacramento. The witness owns and uses his automobile on trips but believes the service proposed by applicant California Transit Company would be of some advantage to the public by reason of direct service being available without change of cars.

Dr. C. A. Johnson, Assistant Superintendent of Napa State Hospital, testified as to the use of transportation facilities by patients at the hospital. During the year ending June 1, 1926, 218 walking and 52 stretcher patients were received from San Francisco. Very few patients are received from Oakland or Sacramento, and such patients are usually brought to Napa by the automobiles of the counties from which the patients originate. The witness is not impressed with the idea of transporting hospital patients by stage lines, believing the present transportation facilities ample to care for the needs of travel to or from the Napa State Hospital, for both patients and visitors. The hospital, at the time of the hearing, had an enrollment of 2860 patients.

The witness uses his own automobile for the majority of his trips, and while he has used stages on two occasions, does not

favor such method of transportation. He also finds the Southern Pacific service inconvenient, by reason of changes necessary in trips to Napa from San Francisco, Oakland or Sacramento, not so much as regards his personal need but in the transportation of patients to the hospital.

Mr. A. V. Covey, in the automobile and garage business at Napa, testified as to frequent travel to Oakland in which he uses the trains of the Southern Pacific Company. Witness formerly used stage service but discontinued on account of crowded stages and delayed connections at Napa wye connections, many times being late from 20 to 30 minutes. He is familiar with the service of the San Francisco, Napa & Calistoga Railway, personally using the freight service and finding it satisfactory, and has heard no complaint regarding any inadequacy of the present or need for additional service. He also considers the Southern Pacific service between Napa and Oakland very satisfactory and finds no inconvenience in the changing of cars enroute.

Mr. N. S. Booth, owning and operating Harbin Springs in Lake County, testified his resort accommodated 300 guests and over 3000 people were handled each season, about one-half the patronage originating in San Francisco and one-quarter from Oakland. But few people from Sacramento patronize his resort. Eighty-five percent of his guests come to his resort in their own cars. Witness does not believe additional transportation service is necessary from either San Francisco, Oakland or Sacramento, having heard no complaint as to service rendered by the San Francisco, Napa & Calistoga Railway.

The rail service into Calistoga, both freight and passenger, is good. Witness has no prejudice against stage lines but does not consider any additional transportation service to be necessary.

A petition signed by 111 residents of Napa, St. Helena, Rutherford, Vallejo, Calistoga and other Napa Valley points was received in evidence. This petition requests the denial of the application of California Transit Company and favors

the granting of the applications of San Francisco, Napa & Calistoga Railway and Napa Valley Bus Co. A petition was also received, along similar lines, signed by 41 merchants and residents of Lower Lake, Clear Lake, Clear Lake Highlands, Kelseyville and Middletown. The St. Helena Chamber of Commerce, the board of Pacific Union College, the Lower Lake Center of the Lake County Farm Bureau, by resolutions filed at the hearing,

all oppose the granting of the application of the California Transit Company. The Board of Directors of the St. Helena Sanitarium favor the granting of the application of the San Francisco, Napa & Calistoga Railway for authority to conduct a stage service in connection with the electric rail line, as evidenced by a resolution dated April 22, 1926.

Mr. Owen Kenny, a member of the Board of Trustees of Calistoga, proprietor of Calistoga Hotel and residing at Calistoga for 15 years, testified as to the unanimous endorsement by the Board of Trustees of Calistoga of the proposed operation by California Transit Company; that he receives frequent inquiries at his hotel for stage transportation to Oakland; that in his opinion the Southern Pacific service between Calistoga and San Francisco or Sacramento is ⁱⁿadequate, nor that of the San Francisco, Napa & Calistoga Railway to some points; that his hotel has an average registration of 25 to 30 patrons per day during about four months of the vacation season; and that a stage line between Napa and Calistoga would be an advantage to the Calistoga community. The witness estimated the population of Calistoga to be about 1000, and in summer possibly 600 to 700 additional residents. He was of the opinion the present available service between Oakland and Calistoga would be satisfactory if good connections were to be made, and that the majority of the travelers reaching Calistoga from Sacramento made the trip in privately owned automobiles.

Mr. E. F. Baxter, a grocery, hardware and general merchant, at Calistoga, was in favor of any additional transportation service enabling the traveling public to reach Calistoga, believing such proposed service to be an asset to his community. Witness used the freight service of the electric line for the transportation of goods from San Francisco and finds such freight service satisfactory.

Mr. John Ghisolpho, proprietor of the Mountain View Hotel at Calistoga, and 14 years in the hotel business there, testified that in his opinion the service proposed by the California Transit Company would be beneficial to Calistoga; that he enjoyed patronage at his hotel from residents of Sacramento and the Sacramento Valley; and that patrons without their own automobiles appeared to prefer stage transportation, although more of his guests came to Calistoga in their private automobiles than arrived by public transportation.

Mr. August Brucker, residing $2\frac{1}{2}$ miles north of Calistoga, a member of the Bennett Farm Center and the Alvarado Grange, testified as to the action of the Farm Center and as to its going on record against the granting of a certificate for stage operation by the San Francisco, Napa & Calistoga Railway, and if the railroad service were to be curtailed to the extent that stage service was to be partially substituted for trains, that authority for stage operation should be granted to a through stage line which would serve Oakland and Sacramento.

Mr. V. Hague, operating a radio and sporting goods store, and for 11 years a resident of St. Helena, believed there was a need for the stage service as proposed by California Transit Co. No withdrawal of the freight service by the electric line from San Francisco would affect the business of this witness as overnight freight service was available by the use of the Southern Pacific service.

Mrs. Ruth Fuller Field, for ten years a resident of Calistoga, and formerly Secretary of the Calistoga Chamber of Commerce, testified as to the need for the service proposed by the California Transit Co.; and that she knew instances where tourists visiting California would not include Calistoga on their trip because of the lack of through and direct transportation from San Francisco Bay points.

Mr. M. Harry Cohen, proprietor of Piner's Hot Springs at Calistoga, testified his resort accommodated from 900 to 1000 guests per year, 95 percent of whom reach his resort by private conveyances. This witness believed the service and facilities of the existing railroads was satisfactory and he had no complaint, nor had he heard any from his patrons.

Mr. H. J. Aldrich, owning a health resort at Calistoga, cares for 1500 to 2000 guests annually, his patrons coming principally from San Francisco and the East Bay cities, 75 percent of such guests using private automobiles. This witness knew of no need for additional service, had no complaint against the present available service, nor had he heard any from his patrons.

Mr. William E. Buxton, a town trustee of Calistoga, testified he was in favor of the authorization of a through stage line from Sacramento to Calistoga believing that its establishment would create new traffic. Witness is the proprietor of a resort caring for 100 to 125 guests annually during the vacation season from May to September. The majority of his patrons come from Oakland and San Francisco, he estimating 60 percent from the latter point. He has heard complaint from his Oakland patrons regarding the lack of through service.

Mr. J. R. Clark, residing at Calistoga and engaged in the real estate business, was of the opinion the proposed service of the California Transit Co. would be a benefit to the Calistoga community, and if it were to be established he would personally use it.

Mr. E. S. Bell, an Attorney residing at Oakland, a former resident of the Napa Valley for 44 years, and a property owner in said valley, testified he now used his own automobile for his trips between Oakland and his property. If the through service from Oakland, as proposed to be inaugurated by the California Transit Co., were established, it would be used by this witness for the reason the present connections at Vallejo were not dependable and the present schedule of arrivals and departures were not suitable for his needs. The witness objected to the present lack of through service and the inconvenience of changing at connecting points.

Mr. H. C. Sproule, a florist at Vallejo, desired the establishment of the service proposed by California Transit Co. for the transportation of flowers and floral pieces. Witness has had difficulty in securing satisfactory service from San Francisco, Napa & Calistoga Railway by reason of the fact that express shipments were not transported on all trains. In some instances he had had shipments refused by consignees by reason of late arrival at destination and in others has been obliged, in order to effect delivery, to accompany the shipments to destination.

Mr. W. L. Combs, a salesman residing at Vallejo, is in favor of the establishment of the California Transit Co. service to Sacramento and would use such service if inaugurated. The witness prefers to use stage lines on the basis of their convenience.

Mr. Fred F. Knipschild, a contractor and salesman, residing at St. Helena, now uses his own automobile on his trips from St. Helena to Oakland. He would use the proposed service of California Transit Co., if authorized, as being more economical than using his own conveyance.

Rev. Jeremiah Galvan, a clergyman of St. Helena, and five years a resident of that community, testified he made trips to Oakland once or twice each month, having relatives and many acquaintances there. He now usually drives his own automobile but sometimes uses the service of the Southern Pacific Company. He prefers the use

his own car but would use stage service if authorized as a through service, the connections at Vallejo having heretofore not been dependable. He believes the proposed service of California Transit Co. would be beneficial to the community at St. Helena and would facilitate travel to and from Oakland and east bay cities, having knowledge of friends who would use such service from Oakland.

Mr. Ned Burgher, residing at Middletown, and Justice of the Peace in that community, testified that he used his own automobile in his trips to Sacramento but would have used public transportation had it been available, as he does in his trips to San Francisco. Witness is satisfied that travel to Middletown and Lake County points would increase if through service from Calistoga was available. Witness believes the local service in Napa Valley to be good and has no objection to transfers enroute, provided transfers accompany direct and continuous transportation.

Mr. J. P. Francisco, proprietor of Harbin Springs, Lake County, testified the capacity of his resort was 77 persons; that the majority of his patronage was secured from San Francisco and the East Bay district; and that it would be an advantage if through direct service was inaugurated from Sacramento to Calistoga. The witness prefers to use his own automobile on his trips to Sacramento rather than the service of the Southern Pacific.

Mr. Jas. A. Carr, President of Seigler Springs Company, Lake County, testified his resort handled 10,000 guests per annum, 75 percent originating in San Francisco, 15 percent in Oakland, the balance from other parts of California; sixty percent of the resort guests arrive at the resort in their own conveyances, comparatively few from the San Joaquin and Sacramento Valleys, although the resort was advertised in Stockton and Sacramento papers; and that no adequate means of direct transportation existed between Oakland and East Bay communities to Lake County, or from Sacramento. Witness believes that business from other points would increase

and be comparable to business now enjoyed from San Francisco if the proposed service of California Transit Company be authorized.

Mr. John L. Stubbs, engaged in subdividing Clear Lake Oaks in Lake County, testified he was now working on a subdivision of 2000 acres, having previously subdivided 150 acres from which 700 lots had been sold. Seventy five to eighty percent of the lots had been sold to owners residing in the East Bay Cities. Witness stated service was needed from Oakland to Clear Lake and that proposed by the California Transit Co. would be of advantage, also greatly assisting in the development of Sacramento. He considers the present transportation facilities between Lake County and Oakland or Sacramento to be inadequate and insufficient. Witness now uses his own automobile to Oakland because of poor connections at Vallejo between stages and the electric railroad. Prospective patrons of his subdivisions are now brought by salesmen's cars or the prospect uses his own automobile. As to choice of service, witness would prefer through stage service between Oakland and Calistoga.

Mr. Max G. Hoberg, Proprietor, Hobergs Resort, in Lake County, and 41 years a resident, testified he had operated the resort for 30 years and now cared for 1200 to 1500 guests during the season of 5 to 6 months of each year. Sixty percent of his guests arrive by public transportation, and ninety-five percent of the guests come from the San Francisco Bay region. Practically all guests from Sacramento arrive in private automobiles.

Witness was of the opinion that the proposed through stage service of the California Transit Co. from Sacramento to Calistoga would open the Sacramento territory for Lake County resorts, there being a need for such through transportation. The through service, Oakland to Calistoga, would also be welcomed although the need was not as great as for the service from Sacramento. He would personally use the through stage service, if authorized, in preference

to the existing service which requires change.

Dr. W. R. Prather, Proprietor of Adams Springs, Lake County, testified he had been located at the springs for 37 years; that his resort accommodated 400 to 500 guests, half of which arrived in privately owned automobiles; that the majority of his patronage originated in the San Francisco Bay district; and that he did not consider the present transportation facilities between Sacramento and Calistoga to be good.

Mr. E. L. Arnest, Secretary of the Clear Lake Chamber of Commerce, testified that his organization favored the establishment of through stage service as proposed by California Transit Company.

Mr. J. T. La Brea, Vice President of Clear Lake Highlands, Inc., testified his company was engaged in subdivision and had sold approximately 16,000 lots, the majority going to Southern California purchasers, 5 or 6 percent to San Francisco, 10 percent to Oakland and East Bay community buyers and 15 percent to San Joaquin and Sacramento Valley purchasers; that salesmen now use their own cars in showing the property to prospective purchasers; and that the service of the California Transit Company would be used to Calistoga, were same to be authorized. Witness believed more people would visit Lake County from Sacramento if there were a direct line, and cited an instance where passengers were required to remain overnight in Calistoga by reason of no direct connection between stages and the electric line at Vallejo. Eight to ten percent of the owners of property sold by his company patronize public transportation facilities.

Mr. E. J. Gork, Assistant Ticket Agent for California Transit Co., at Richmond, testified that he averaged from 4 to 5 inquiries per week for direct stage transportation from Richmond to Calistoga.

Mr. H. T. Williams, operating a taxi service at Vallejo, formerly transferred passengers between the stage and electric line depots at that point and continued such service for 14 months, receiving his compensation from the California Transit Co. In

connection with his taxi work in Vallejo he still occasionally transfers passengers and has heard inquiries for stage service to points north of Vallejo, the majority of requests being for transportation to Napa but some for Calistoga.

Mr. S. T. Lisher, a furniture dealer at Napa, complained as to the lack of through service without change between Oakland and Napa Valley. Witness favors the service proposed by California Transit Co. although believes there is at present sufficient local service by existing facilities between Napa and Calistoga.

Mr. O. L. Morrow, in the dyeing and cleaning business at Calistoga, has some of his work done in Vallejo and feels that the present express service between Vallejo and Calistoga is not sufficiently frequent for his needs. He would use the proposed express service of the California Transit Co. if same were authorized.

Mrs. Katherine Wolf, residing at and conducting a small resort, known as Shamrock Gardens, two miles from Calistoga, testified as to receiving inquiries for methods of transportation to her resort from Los Angeles and Fresno. If the proposed service of the California Transit Co. were authorized, she would use it and recommend it to her prospective patrons.

Mrs. John Garibaldi, residing at Rutherford, testified as to trips made to Oakland by stage from Napa. Her trips to Sacramento are made in her own automobile. She personally prefers stage service, or in lieu thereof the train service of the Southern Pacific Co. The witness stated that all the people of her community favored the establishment of the proposed California Transit Co. service. By stipulation it was agreed that the testimony of Mr. J. Maura of Rutherford would be similar to that of Mrs. Garibaldi.

Mr. Oscar Erickson, in the plumbing and sheet metal business at Calistoga, receives express from Oakland and very rarely from Sacramento, the service from the latter point not being satisfactory, so much so that witness has at times used his own automobile for his transportation between Calistoga and Sacramento.

Mr. C. E. Bengston, sales manager for Chanslor and Lyon, San Francisco, dealers in automobile parts and accessories, testified as to the use made by his firm of stage transportation in the delivery of shipments.

He averages ten telephone calls daily ordering parts for delivery to points north of Napa, having at least 25 regular accounts in such territory. He would use the proposed service of California Transit Co. if same were available. By stipulation it was agreed the testimony of Mr. F. B. Krayble of the Triangle Parts Company of Oakland, would be the same as that of this witness.

Mr. Dale Ansberry, employed by Colyear Motor Sales, dealers in automobile parts at Oakland, testified he would use the proposed express service of California Transit Co. for shipments to Calistoga and that he now used stage service for his express shipments to Napa.

Mr. X. A. Phillips, proprietor, Palace Hotel at Napa and formerly California Transit Company's ticket agent at such location, testified of frequent inquiries for stage service, Napa to points north, including Calistoga.

Mr. Ezra Cassleman, for 53 years a resident of Sacramento, was not satisfied with the existing service from Sacramento to Calistoga as a method of reaching Lake County points, too frequent changes interfering with the trips. Witness is retired from business, does not own an automobile, travels extensively and would use the proposed service of California Transit Co., if authorized. Witness prefers stage to train service.

Mr. W. G. Stone, Traffic Manager for Thompson-Diggs Company, wholesale hardware merchants of Sacramento, testified as to the need for the express service proposed by California Transit Co. to points in the Napa Valley where many customers were located. Witness has used service of such company from Sacramento to other localities and has found it to be dependable and satisfactory.

Petitions signed by 108 residents of St. Helena and Rutherford, 146 residents of Lake County, and 106 residents of Calistoga were received, such petitions endorsing through service between Sacramento and Calistoga and between Oakland and Calistoga, serving all intermediate points. The Clear Lake Highlands, Inc., the Clearlake Highlands Chamber of Commerce and the Board of Trustees of the Town of Calistoga all endorse the application of California Transit Co.

Southern Pacific Company and Monticello Steamship Company protest the granting of the application of California Transit Co. The former company presented evidence as to its time tables, rates of fare and publicity given in the matter of transportation service to Napa Valley points. The American Railway Express Company also furnished evidence as to its schedules and rates.

Mr. W. E. Lawson, residing at Rutherford, protested the authorization of any stage service to any applicant on account of the wear on the highways, the speed of stages, alleged reckless operation and the adding to the density of traffic on the highways.

From the record in this proceeding it is apparent that the passenger revenues of San Francisco, Napa & Calistoga Railway have been steadily decreasing, although there is no evidence as to what condition has been responsible for such result. We believe the rapidly increasing use of the privately owned automobile is the responsible factor and a review of the foregoing consideration of the evidence strengthens such belief, as hotel and resort owners in Calistoga and Lake County uniformly state the greater number of their guests and patrons use their own automobiles in their trips. At the time of the application the reduction in train service proposed by the San Francisco, Napa & Calistoga Railway was justified, as is any economy which can be effected by the management of such company, provided an undue burden or inconvenience is not placed on the traveling public by a reduction in train schedules or curtailment of facilities. We are of the opinion, however, that a substitution of stage service in lieu

of the trains proposed to be discontinued is justifiable under the record here presented. The proposed substituted bus service is to be established by a separate corporation and is to be co-ordinated with the rail service under some plan or agreement, the terms of which are not now before us, beyond the fact that the general manager of the railway is also to be responsible for the management of the bus operation and that other operating and executive officials will also act in a dual capacity for the railroad and bus line. The service of the bus line is to be supplanted by that of the railway at any time when the demands of traffic justify and in any event on Saturdays, Sundays and holidays. The trains which were proposed to be discontinued were at the time of the application being operated at a direct loss and the record justifies their discontinuance. By timetable No. 42 of the San Francisco, Napa & Calistoga Railway, effective May 16, 1926, a new schedule was inaugurated which eliminated all "deadhead" or non-revenue passenger mileage. Such elimination is in the interest of economical operation, and according to the testimony of the trainmaster of the railway will effect a considerable saving in operating costs. The new schedule was made possible by a change in the boat schedules of the Monticello Steamship Company between Vallejo and San Francisco. There appears no necessity for the diminution of further schedules, except as may be made possible by the substitution of bus service to co-ordinate with the train service.

In authorizing the establishment of a bus service as a supplemental service to be co-ordinated with the present existing rail service, we have fully considered the record and the possibility of conserving to the public the frequency of service heretofore available by the railroad line of the San Francisco, Napa & Calistoga Railway. By the proposed co-ordinated operation of rail and bus service certain economies may result which will be for the benefit of the territory served and which may offset, in some degree, the increasing reduction in passenger revenue which, as hereinabove stated, appears principally to be caused

by the increased use of privately owned automobiles. We are not unmindful of the attitude of many reputable and substantial residents of the communities, who were witnesses giving testimony at the hearings, opposing the authorization of any stages on the highway. It is not the intention that the granting of the application of Napa Valley Bus Company shall be for any other purpose than to furnish a service which when co-ordinated with the rail service of the San Francisco, Napa & Calistoga Railway will enable the continuance of the frequency and character of service as heretofore given by the railway with its electric trains. The order herein will, therefore, not authorize the establishment of an independent passenger service by motor vehicles and will contain such restrictions as to the Commission appear necessary to accomplish such result.

As to the application of the California Transit Co., we find ample showing as to the convenience to be afforded the traveling public, especially as to the proposed through service from Oakland to Calistoga and from Sacramento to Calistoga. As to the necessity, the record fails to justify the granting of the application either as to express or passenger traffic. It is true the various resort owners of Lake County and the hotel and business men of Calistoga favor the establishment of an additional transportation service, but the facilities of the Southern Pacific Company, the Monticello Steamship Company, the San Francisco, Napa & Calistoga Railway, the American Railway Express and the California Transit Co. in the territory in which each transportation company is authorized to operate are in our opinion amply sufficient to care for all reasonable needs of the public, particularly when consideration is given to the large number of visitors in the Napa Valley communities and Lake County hotels and resorts who, in common with Napa Valley residents, use their own automobiles instead of public transportation. The facilities of the present carriers are ample, under the state of facts as appearing in the record, to

care for all traffic offering without the establishment of service by another independent carrier, and such adjustments of schedules which may be required to permit proper connections at junction points are matters of minor operating detail which should be placed on a satisfactory basis by the officials of the respective companies to the end that prompt and efficient service may be available for such portion of the public that may elect to use such facilities, and, in our opinion proper co-operation and intensive promotion may hold some of the business which is rapidly being diverted to private automobiles.

After full and careful consideration of all the testimony and exhibits in these proceedings, we conclude that no showing has been made which justifies the granting of the application of California Transit Co.

O R D E R

Public hearings having been held on the above entitled applications, the matters having been consolidated for the purpose of receiving evidence and for decision, having been duly submitted, the Commission being now fully advised and basing its order on the statements and conclusions as appearing in the opinion which precedes this order.

THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA HEREBY DECLARES that public convenience and necessity require the operation by Napa Valley Bus Company, a corporation, of an auto stage service as a common carrier of passengers between Calistoga, Napa County, and Vallejo, Solano County, under the terms and conditions as appearing in the following order, and

IT IS HEREBY ORDERED that a certificate of public convenience and necessity be and the same hereby is issued to Napa Valley Bus Company, a corporation, for the operation of an auto stage service as a common carrier of passengers between Calistoga, Napa County, and Vallejo, Solano County, subject to the following conditions:

1. No authority is hereby conferred authorizing the transportation of baggage, parcels, express or other property, except such hand baggage as may be in the custody of the passenger.

2. No authority is hereby conferred authorizing the establishment of an independent passenger automobile stage line, the certificate hereby granted being intended only for the purpose of co-ordinating service with the train service of San Francisco, Napa and Calistoga Railway under the terms and conditions of an agreement, which agreement shall be submitted to this Commission for approval as to its form, substance and conditions.

3. Applicant shall file its written acceptance of the certificate herein granted within a period of not to exceed ten (10) days from date hereof.

4. Applicant shall file, in duplicate, within a period of not to exceed thirty (30) days from the date hereof, tariff of rates and time schedules, such tariffs of rates and time schedules to be those attached to the application herein, or rates and time schedules satisfactory to the Railroad Commission, and shall commence operation of said service within a period of not to exceed thirty (30) days from the date hereof.

5. The rights and privileges herein authorized may not be discontinued, sold, leased, transferred nor assigned unless the written consent of the Railroad Commission to such discontinuance, sale, lease, transfer or assignment has first been secured.

6. No vehicle may be operated by applicant herein unless such vehicle is owned by said applicant or is leased by it under a contract or agreement on a basis satisfactory to the Railroad Commission.

7. This order shall not become effective until acceptance thereof shall have been filed by applicant, Napa Valley Bus Company, a corporation, and until a Supplemental Order will have been issued by this Commission declaring that an agreement between Napa Valley Bus Company and San Francisco, Napa & Calistoga Railway has been filed herein, which agreement is satisfactory to this Commission as to its form, substance and conditions.

THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA HEREBY FURTHER DECLARES that public convenience and necessity do not require the operation by California Transit Company, a corporation, of an automobile stage line as a common carrier of passengers and express between Vallejo and Calistoga, California, and intermediate points, and

IT IS HEREBY ORDERED that Application No.12510 be and the same hereby is denied.

IT IS HEREBY FURTHER ORDERED that Application No.12593, San Francisco, Napa & Calistoga Railway, a corporation, to discontinue the operation of certain trains, insofar as same be necessary in connection with the co-ordination of train service with the bus service hereinabove authorized by the granting of Application No.12359, be and the same hereby is granted.

The effective date of this order is hereby fixed as twenty (20) days from the date hereof.

Dated at San Francisco, California, this 11th day of April, 1927.

Ernest A. ...

C. S. ...

Leon ...

Thos. ...

COMMISSIONERS.