



(d) From Lewiston westwardly to and including Weaverville, over the county road, serving all intermediate points when road and weather conditions permit, upon demand, or for carrier's convenience;

(e) From Tower House westwardly to and including Douglas City via the Main Highway, serving all intermediate points, to be used as an alternative route with route named in Paragraph (b) hereof;

(f) From Douglas City northwardly to and including Weaverville, serving all intermediate points;

(g) From Weaverville westwardly to and including Big Bar, serving all intermediate points, including Junction City, Helena, and North Fork.

The fares and rates proposed to be assessed for the service and the rules and regulations governing same are set forth in Exhibit A attached to the application herein. The proposed time schedule, Exhibit B, is also attached. A sketch showing the routes to be followed is also made part of the application, being marked Exhibit C.

The granting of this application will enable applicant Alward to take advantage of changed road conditions and make it possible for him legally to serve territory and points contiguous to his present route for which services he asserts, there has been demand. There are two other carriers operating between several of the points proposed to be served by applicant, namely the Lewiston and Minersville Auto Line and Weaverville-Peanut Stage Line. Each of these carriers has, however, waived opposition to the granting of the application herein as shown by Exhibits E and F, which are attached to and made part of the application herein.

In view of all the circumstances we are of the opinion that this is a matter in which a public hearing is not necessary and that the application should be granted.

Leslie T. Alward is hereby placed upon notice that "Operative rights" do not constitute a class of property which should be capitalized or used as an element of value in

determining reasonable rates. Aside from their purely permissive aspect, they extend to the holder a full or partial monopoly of a class of business over a particular route. This monopoly feature may be changed or destroyed at any time by the state which is not in any respect limited to the number of rights which may be given.

THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA HEREBY DECLARES that public convenience and necessity require the operation by Leslie T. Alward of an automotive service for the transportation of passengers, baggage, express and freight between Redding and Big Bar and all intermediate points, over and along the following routes, said operation to be conducted as a unified service.

(a) From Redding westwardly to and including Tower House over the Main Highway, serving all intermediate points, including Shasta, (formerly known as Old Shasta); Schilling, (also known as Stella); and Oak Bottom, (sometimes called Oak Bar);

(b) From Tower House westwardly, to and including Douglas City, over the public highway, serving all intermediate points, including French Gulch; Tom Green; Summit, (also known as Top of Mountain); Deadwood; Lewiston and Lowden;

(c) From Lewiston northwardly over the public highway, to and including Lewiston Dredge, serving the intermediate point of Trinity Dredge only, and for freight only when in lots of 300 pounds or over;

(d) From Lewiston westwardly to and including Weaverville, over the county road, serving all intermediate points when road and weather conditions permit, upon demand, or for carrier's convenience;

(e) From Tower House westwardly to and including Douglas City via the Main Highway, serving all intermediate points, to be used as an alternative route with route named in Paragraph (b) hereof;

(f) From Douglas City northwardly to and including Weaverville, serving all intermediate points;

(g) From Weaverville westwardly to and including Big Bar, serving all intermediate points, including Junction City, Helena, and North Fork.

IT IS HEREBY ORDERED that a certificate of public convenience and necessity for such a service be and the same is hereby granted to Leslie T. Alward, subject to the following conditions:

1- That within ten (10) days applicant shall file his written acceptance of the certificate herein granted, which acceptance shall set forth that said certificate is accepted not as a new and separate operating right but an operating right issued in lieu of the certificate heretofore granted to Leslie T. Alward by Railroad Commission Decision No. 18481.

2- Applicant shall file, in duplicate within a period of not to exceed twenty (20) days from the date hereof, tariff of rates and time schedules, such tariffs of rates and time schedules to be identical with 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.

3- 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.

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

For all other purposes the effective date of this order shall be twenty (20) days from the date hereof.

Dated at San Francisco, California, this 9<sup>th</sup> day of May, 1929.

Thos D. Loutin  
W. L. Lewis  
Wm. H. Cook  
Don. White  
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COMMISSIONERS.