

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application)
of HARRY R. KAMP for certificate)
of public convenience and necessity) Application No. 4441
to operate passenger service between)
Lemon Cove and Kaweah)

N. F. Bradley for applicant

Farnsworth, McClure and Burke, for Sequoia
National Park Stage Co, a Copartnership,
Protestant.

BY THE COMMISSION

O R D E R

Harry R. Kamp and R. K. Morey, co-partners desiring to do business under the name and style of Sequoia National Park Transportation Company, have petitioned the Railroad Commission for an order declaring that public convenience and necessity require the operation by them of an automobile stage line as a common carrier of passengers between Lemon Cove and Kaweah and intermediate points.

A public hearing was conducted by Examiner Handford at Visalia on May 29, 1919, the matter was duly submitted and is now ready for decision.

Applicants propose to charge rates in accordance with a schedule marked exhibit "A" as attached to the application in this proceeding, and to operate on a schedule of one round trip daily, serving the intermediate communities at Ginner's, Meyers, Horse Creek and Three Rivers, using as equipment the following automobiles:

Make	Passenger Capacity	Horse-power	State License No.
Studebaker	7	50	490412
Buick	7	55	490411
Buick	7	55	489068
Overland	7	45	490401

Applicants hold a United States Mail contract over the route herein proposed and desire the privilege of carrying pass-

engers and baggage in connection with their mail contract.

This application is opposed by the Sequoia National Park Stage Company, a co-partnership, who also desire a certificate of public convenience and necessity over the same route as proposed by applicants herein.

Witnesses for applicants testified that the route herein sought was not at present served by any transportation, and that an average of one passenger per day desired the service for which certificate was sought. It appears from the evidence that applicants receive the sum of \$800.00 per annum for the transportation of United States mail and that the privilege of carrying passengers is desired to supplement the compensation paid by the Postoffice Department of the Federal Government for the carriage of United States mail.

After careful consideration of the evidence in this proceeding we are of the opinion and find as a fact that the applicants herein have not justified the public convenience and necessity alleged to exist over the route herein proposed. The Commission has repeatedly stated in its decision on applications of this nature that the possession of a United States mail contract is not an indication that public convenience and necessity require the establishment of an automobile passenger service as a common carrier and that such public convenience and necessity must be affirmatively shown by testimony before the certificate sought may be issued by this Commission. The testimony in this case does not so indicate.

THE RAILROAD COMMISSION HEREBY DECLARES that public convenience and necessity do not require the establishment of an automobile stage service by Harry R. Kamp and R. K. Morey, co-partners desiring to do business under the name and style of Sequoia National Park Transportation Company, as a common carrier of passengers between Lemon Cove and Kaweah and intermediate points, and

IT IS HEREBY ORDERED that this application be and the same hereby is denied.

Dated at San Francisco, California, this 10th day of June, 1919.

Edwin O. Egerton

Frank R. Derby

H. M. Boudese

Commissioners.