



and one-seven passenger Hupmobile.

Applicant relies as justification for the granting of this application upon the alleged fact that the present existing service is unsatisfactory to the public.

Applicant has operated stage lines for the past five years having an established line between San Luis Obispo and Paso Robles and testifies that the service rendered by the existing authorized line conducted by protestant, Dominga S. Rosa, has been unsatisfactory to the general public and has resulted in inquiries being made for service at the office conducted by applicant in San Luis Obispo. It was testified that the population at the community at Morro is about five hundred, it being a beach town and resort with some dairying and agricultural community adjacent thereto. At Cayucos there is a population of from seven to eight hundred, the principal business of such community being dependant upon the fishing industry. At Cambria there is a population of approximately one thousand, the business being that of <sup>mining, dairying</sup> mercury/and agriculture. A witness operating a truck line between San Luis Obispo and Morro testified that the protestant, Rosa, does not operate the schedules on time and in some instances not at all.

The granting of this application is protested by Dominga S. Rosa, operating over the same route as herein sought by applicant. This witness testified as to his schedule of one round trip daily and that he had three cars available to care for such schedule. The receipts of the line formerly averaged from \$350.00 to \$400.00 per month. The business has fallen off so that the receipts at present approximate \$250.00 per month. Competition over this route formerly existed, same being furnished by the stages operated

by a Mr. Mayfield and, during the time that competition existed, the average receipts of protestant, Rosa, were about \$200.00 per month. Protestant testified that he had endeavored to observe and comply with his published schedules and that he had never left his terminals other than on scheduled time. A witness for protestant, who formerly operated stage or truck service for about seven years, testified that there was not sufficient business over the route herein sought for more than one stage line and that sufficient business did not exist to justify the establishment of more than a schedule of one round trip daily.

It appears from the evidence in this proceeding that the volume of traffic over the line herein sought is decreasing, testimony appearing that a mine at Cambria formerly employing seventy-five men now employes but forty men and the testimony as to the receipts indicates that the volume of traffic offering for stage transportation over this route is decreasing and, while there may have been complaints as to the character of service rendered by protestant, the evidence indicates that the establishment of an additional line over the route herein sought and in view of the limited traffic possibilities would result in the inability of either applicant or protestant to successfully conduct a stage business over the proposed route.

We are of the opinion that applicant has not presented evidence to the Commission that would justify the granting of this application in that there was no testimony introduced at the hearing on this matter which would indicate that the public desires additional service over the route herein sought.

THE RAILROAD COMMISSION HEREBY DECLARES that public convenience and necessity do not require the establishment by J. E. Price of an automobile stage service as a common carrier of passengers between San Luis Obispo and Cambria and intermediate points and,

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

Dated at San Francisco, California, this 10<sup>th</sup> day of May, 1920.

Edwin C. Edgerton

H. D. Hayward

Frank R. Davlin

H. V. Bundege

Waring Masters

Commissioners.