

Decision No. _____

Decision No. 28244

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of

P.L. TRANSPORTATION COMPANY,
a corporation,

for a certificate of public convenience
and necessity to operate vessels for
the transportation of property for
compensation between points in the
State of California.

Application No. 20200

Pillsbury, Madison & Sutro, by Hugh Fullerton;
William Larimore and R.J. Blich, for Applicant.

Gwyn H. Baker for Beadle Steamship Company, Protestant.

BY THE COMMISSION:

ORIGINAL

O P I N I O N

Applicant is a California corporation, engaged in the common carrier transportation of property by vessel between Eureka on the one hand and San Francisco, Oakland, Alameda and Long Beach on the other.¹ By application filed October 23, 1935, and as amended December 2, 1935, it seeks a certificate of public convenience and necessity authorizing it to enlarge its operations so as to embrace Fields Landing, Samoa, Arcata Wharf, Bucksport and Fairhaven on Humboldt Bay and Antioch, Benicia, Crockett, Eueneme, Los Angeles Harbor, Mare Island, Martinez, Monterey, Moss Landing, Pittsburg, Port San Luis, Richmond, Rio Vista, San Simeon, San Diego, Santa Barbara, Santa Cruz, Stockton and Vallejo in Central and Southern California.

A public hearing was had before Examiner Freas at San Francisco January 7, 1936.

1. Decision No. 28243 of September 23, 1935 in Application No. 20102 approved the transfer of this right from Los Angeles-Long Beach Despatch Line to P.L. Transportation Company.

Two witnesses testified in applicant's behalf. The one is Traffic Manager and Secretary for the applicant company and Traffic Manager for the Pacific Lumber Company; the other is Assistant Traffic Manager and San Francisco agent for the applicant company. Their testimony may be summed up as follows:

Applicant owns the Steamer "Scotia", a steel vessel of 2,689 gross ton, valued at \$50,000.00 and has an operating agreement with the owners of the vessel "Katherine". It proposes to operate on an irregular schedule of approximately one boat every two weeks. It considers itself financially able to perform the common carrier service sought, and has the offer of the Pacific Lumber Company of which it is a subsidiary to supply it with additional funds should such a need arise. Applicant is now rendering a common carrier service between Eureka and other California points transporting lumber and forest products south-bound and general merchandise north-bound. It believes that a substantial south-bound business could be developed in the transportation of dairy products, hides, tallow, wool and beer and that there is "a possibility of increasing the amount now moving north-bound". There are other common carriers in this field but the witnesses do not know whether or not the services rendered by them are satisfactory. Applicant has been offered property which could not be handled under its present operative rights. It proposes to establish the same rates as are now maintained by other carriers.

The granting of the application was protested by the Beadle Steamship Company.

There is on this record no evidence whatever of a public need for the service sought to be established. Indeed, it is not even shown that public convenience requires the certificating of this applicant. As stated in Decision No. 28353 of November 12, 1935 in Application No. 20215, In re Application of Chas. D. Crandall et al.

and cases cited therein, certificates are not granted merely to meet the desire of an operator. On the showing here made the application must be denied.

O R D E R

This matter having been duly submitted,

IT IS HEREBY ORDERED that the above entitled application be and it is hereby denied.

Dated at San Francisco, California this 13th day of January, 1936.

M. B. Lewis
Leon Whitley
W. J. Cain
W. H. [unclear]
Isaac R. [unclear]
Commissioners