

and intermediate points; between Redding and Shasta Dam and intermediate points; between Willow Creek and Happy Camp and intermediate points; between Trinidad and Scotia and intermediate points and between Fortuna and Weaverville and intermediate points.

The distance between Tower House and French Gulch is four miles and between Lewiston Junction and Minersville eighteen miles.

The only certificated carrier operating in any of the territory sought to be served by applicant is Dave Willis. His service is limited to the transportation of property between Redding and Carrville and intermediate points, including Tower House and French Gulch.⁽¹⁾

Public need for the proposed service is based upon the following circumstances and conditions, as set forth by applicant:

- (a) That no other common carrier service exists in any portion of the route over which applicant proposes to operate, save and except that of Dave Willis, hereinabove referred to.
- (b) That applicant is under contract to carry the United States mail between the points and in the territory within which it seeks to extend its operations and hence is in a better position to put the proposed service on a compensatory basis than would a carrier who had to rely solely on the results of his carrier operations.
- (c) That there is still a considerable population in French Gulch and in the territory between Tower House and French Gulch and between Lewiston Junction and Minersville.

(1) This service is discontinued by virtue of revocation of Dave Willis' certificate upon his own application. See decision in Application No. 25365, issued as of this date.

In view of the circumstances hereinabove set forth it appears to us that there is a definite demand for the proposed service and that public convenience and necessity require its authorization. (2)

A public hearing is not necessary.

ORDER

IT IS ORDERED that a certificate of public convenience and necessity is hereby granted to Humboldt Motor Stages, Inc. authorizing the establishment and operation of service as a passenger stage corporation, as defined in section 2 $\frac{1}{4}$ of the Public Utilities Act and as a highway common carrier, as defined in section 2-3/4 of the same Act, for the transportation of passengers and property between Tower House and French Gulch and intermediate points and between Lewiston Junction and Minersville and intermediate points, as an extension and enlargement of, and consolidated with, the operative rights acquired under authority of the Commission's Decision No. 32296, in Application No. 22932, subject to the following condition:

Humboldt Motor Stages, Inc., its successors or assigns, may never claim before this Commission or any court or other public body, a value, for any purpose, for the certificate herein granted in excess of the actual cost incurred by it in securing said operative authority.

IT IS FURTHER ORDERED that in the operation of said

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- (2) Concurrently with this decision the Commission has issued its decision in Application No. 25332, authorizing service for the transportation of passengers and property by Clarence Marshall between French Gulch and Carrville. Marshall has filed with the Commission a letter stating that he does not oppose the granting of the Humboldt Stage application and "more specifically urges the Commission to grant said application."

passenger stage service and highway common carrier service, Humboldt Motor Stages, Inc. shall comply with and observe the following service regulations:

1. File a written acceptance of the certificate herein granted within a period of not to exceed thirty (30) days from the effective date hereof.
2. Comply with the provisions of General Orders Nos. 79 and 80 and Part IV of General Order No. 93-A by filing, in triplicate, and concurrently making effective tariffs and time schedules satisfactory to the Commission within sixty (60) days from the effective date hereof and on not less than five (5) days' notice to the Commission and the public.
3. Humboldt Stages, Inc., shall conduct said highway common carrier service over and along the most appropriate route or routes subject to the authority of the Railroad Commission to change or modify them at any time by further order.

The effective date of this order shall be the date hereof.

Dated at ~~San Francisco~~ ^{Los Angeles}, California, this 26th day of January, 1943.

Frank L. Havenner
[Signature]
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COMMISSIONERS