

Report of the
**PUBLIC UTILITIES
COMMISSION**
OF UTAH

To the Governor



*For the Period January 1, 1933
to June 30, 1934*

COMMISSIONERS

January 1, 1933 to March 31, 1933

ELMER E. CORFMAN, President

THOMAS E. McKAY

GEORGE F. McGONAGLE

FRANK L. OSTLER, Secretary

April 1, 1933 to June 30, 1934

ELMER E. CORFMAN, Chairman

THOMAS E. McKAY

THOMAS H. HUMPHERYS

FRANK L. OSTLER, Secretary

September 12, 1934.

To His Excellency, Henry H. Blood,
Governor of the State of Utah.

Sir:

The Public Utilities Commission of Utah, as reorganized, under the provisions of Chapter 52, Laws of Utah, 1933, herewith submits its report covering the period from January 1, 1933, to June 30, 1934, inclusive. We are thus rendering this report so that the activities and functioning of the Commission covering this period may be made available to the "Investigating Committee of Utah Governmental Units," appointed under the provisions of Chapter 86, Laws of Utah, 1933, as amended by Chapter 24, Second Special Session of the Legislature, 1933. Attention is called to the fact that under the provisions of 76-1-11, Revised Statutes of Utah, the annual report of this Commission should be made and submitted to Your Excellency, "as soon after October 1, of each year, as may be feasible in order to bring the report down to that date, and shall be published as are the reports of other departments of this state."

The annual reports of the Commission for the years 1931 and 1932 have been heretofore duly rendered, but as yet have not been printed and made available for general distribution. Their printing has been deferred, due to lack of funds for that purpose, and the desire on the part of the Commission to curtail expenses during the period of economic stress, and so as to assist the state government to balance its budget, and limit its expenditures to available revenues, all of which has met with executive approval.

If it is found necessary to further report under the provisions of 76-1-11, Revised Statutes of Utah, 1933, we believe that may readily be done in the form of a supplementary report to the one now rendered. With the foregoing explanation, this report is now,

Most respectfully submitted,

(Signed) E. E. CORFMAN,
THOS. E. MCKAY,
T. H. HUMPHERYS,
Commissioners.

Attest:

(Signed) F. L. OSTLER, Secretary.
(Seal)

A — FORMAL CASES BEFORE COMMISSION

The formal cases before the Commission are summarized in the following table according to the various types of cases.

Type of Cases	No. Cases Pending Jan. 1, 1933	Cases Filed Jan. 1, 1933 to June 30, 1934	Total Cases	Cases Disposed Of	Cases Pending June 30, 1934
Elec. Power & Light Rates.....		6	6	5	1
Telephone Rates		2	2	1	1
Railroad Rates	3	5	8	4	4
Water Rates	1	2	3	1	2
Gas Rates		1	1	1	
Motor Transport Rates.....		1	1	1	
Grade Crossings	3	7	10	6	4
Discontinue Station Ag'cy.....		5	5	3	2
Motor Transport	7	252	259	232	27
Street Car Service.....	2	4	6	5	1
Certificate to Const. R. R.....	1		1		1
Miscellaneous Cases		4	4	4	
TOTALS.....	17	289	306	263	43

Attention is called to the large number of formal cases before the Commission during the period covered by this report. It will be observed that 289 cases were filed and 263 cases disposed of. During the year 1932 there were only 53 cases filed and 43 cases disposed of. In each formal case a hearing must be held and a record made before a decision can be rendered. It can readily be seen that the work of the Commission in this respect has increased vastly during the past eighteen months.

The Commission has had before it several rate cases which it considers of sufficient importance to review briefly, viz:

ELECTRIC LIGHT AND POWER CASES

CASE No. 1306. "Public Utilities Commission of Utah, Complainant, vs Telluride Power Company, Defendant." In this case the Commission brought an action on its own motion for an investigation into the rates and fixed capital investment of defendant company. The Commission entered a temporary order on December 12, 1933 requiring defendant company to reduce all of its rates ten per cent within ten days of the order. The matter was subsequently taken to the Federal District Court by the defendant in an equity proceeding. At the closing date of this report the matter is still in the hands of the court but pending final disposition of the case the Commission's order reducing rates has been temporarily enjoined by the court. The Commission feels that the points involved in the case are fundamental inasmuch as the Commission's order for reductions in rates was based primarily upon the value of the service to the consuming public and the ability of the people to pay for the service.

CASE No. 1431. "United States Government (War Department, Quartermaster Corps, U. S. Army), Complainant, vs Utah Power & Light Company, Defendant."

CASE No. 1442. "Commanding Officer, Ogden Ordnance, Ogden, Utah, for and in behalf of the United States Government, Complainant, vs Utah Power and Light Company, Defendant."

In these cases the United States Government, through the War Department, sought to obtain lower rates for electric light and power service at points in Utah occupied by the United States Army. This is the first time in the history of this Commission that the United States Government has initiated and prosecuted a case before the Commission. The Commission ruled that the evidence presented did not justify the relief sought; however the complaints were not dismissed, but were merged with Case No. 1531, for further investigation.

CASE No. 1531. "Public Utilities Commission of Utah, Complainant, vs Utah Power & Light Company, Defendant." The Commission on its own motion initiated this proceeding for an investigation into the rates, rules, practices, and fixed capital investment of the Utah Power & Light Company. The power company has been ordered to make a complete inventory and appraisal of its properties for this case and an inventory and appraisal is now being made, and when completed, a hearing will be conducted.

TELEPHONE CASES

CASE NO. 1479. "Public Utilities Commission of Utah, Complainant, vs The Mountain States Telephone and Telegraph Company, Defendant." This is a case instituted by the Commission on its own motion to investigate the rates, charges, rules, capital structure, etc., of defendant company. An ad interim order predicated on a finding of discrimination was entered on April 11, 1934, ordering the residence telephone rates in Logan City reduced to the basis of those prevailing in Provo. The defendant company took the case to the Federal District Court on an injunction proceeding alleging the Commission's order would result in confiscation of its property. At the closing date of this report the Commission is temporarily enjoined by the court from the enforcement of its order pending final determination of the cause. Hearings on the State-wide investigation are scheduled to begin October 15, 1934.

RAILROAD RATE CASES

CASE NO. 1262. "In the Matter of Increases in Freight Rates and Charges." In this case the railroads operating in Utah asked for increased sur-charges, with respect to intrastate freight rates in Utah, corresponding to those authorized by the Interstate Commerce Commission in the Fifteen Per Cent Rate Case, Ex Parte 103, as modified March 7, 1933, by extending the time therefor, upon application of the carriers, to and including September 30, 1933. The Commission denied the application on May 8, 1933, holding that the record made in the case did not justify the increases asked for, whereupon the carriers sought thirteenth section relief before the Interstate Commerce Commission which was granted in part only. However, no intrastate rates in Utah were increased.

CASE NO. 1255. "In the Matter of the Application of The Denver and Rio Grande Western Railroad Company for permission to increase certain rates on Livestock in Utah." In Interstate Commerce Commission Docket No. 17,000, Part 9, said Commission prescribed rates on livestock for the Mountain-Pacific States, and in dealing with The Denver & Rio Grande Western Railroad Company, said Commission decided that this carrier was entitled to higher rates than the Mountain-Pacific scale, owing to the heavy costs of operation, but not to exceed 15 per cent above the Mountain-Pacific scale. This carrier then applied to the Public Utilities Commission of Utah for permission to establish scale of rates on livestock on the basis of 115 per cent of the Mountain-Pacific scale prescribed by the Inter-

state Commerce Commission. The Public Utilities Commission of Utah, after hearing and consideration of all of the facts pertaining to this case, rendered its opinion denying the application. The carrier subsequently filed a thirteenth section application with the Interstate Commerce Commission, which case was set for hearing at Salt Lake City on September 10, 1934, before Commissioner Lee, Chairman of the Interstate Commerce Commission.

CASE NO. 1256. "In the Matter of the Application of Union Pacific System Lines, et al., for permission to adjust certain rates on livestock in Utah." Carriers by rail operating in Utah, other than The Denver and Rio Grande Western Railroad Company, applied in this case to adjust certain rates on livestock in Utah to conform with those prescribed by the Interstate Commerce Commission in Docket 17,000, Part 9. Subsequent to filing the application and before hearing had been arranged these carriers filed rates which were further reductions under the Mountain-Pacific scale in order to meet truck competition, and subsequently withdrew their application.

CASE NO. 1300. "Utah Shippers Traffic Association, Complainant, vs Bamberger Electric Railroad Company, et al., Defendants." This case in behalf of the general public sought the reduction of coal rates intrastate. The Commission, after hearing, issued an order on December 12, 1933 requiring carriers to file new rates with reductions of at least 50c per ton to Utah Common Points on lump coal, and slack coal rates to be proportionately lower, and all other intrastate coal rates to be reduced proportionately and graded so that there would be no occasion for a thirteenth section proceeding before the Interstate Commerce Commission. At a later date a compromise was reached between complainant and defendants for a temporary reduction of coal rates and thereupon the case was dismissed on March 31, 1934. The temporary rate reductions agreed upon are still in effect.

CASE NO. 1573. The Utah Citizens Rate Association filed complaint against all rail carriers operating in the state, involving intrastate coal rates, which case is now pending before the Commission. Hearing is scheduled for the twenty-sixth day of September, 1934.

OTHER CASES BEFORE THE COMMISSION

In addition to the major rate cases the Commission had numerous other causes before it for consideration that should be mentioned. Among these were cases pertaining to public crossings at railroad tracks. Ten cases of this type were before the Commission, six of

which were disposed of. The Commission feels that the problem of grade crossings is a vital one, affecting as it does every individual who uses the public highways, and also the various railroads operating in the State. The many accidents occurring each year at grade crossings, resulting in loss of life and damage and destruction of property is a condition to be deplored. The Commission is greatly disturbed over the situation and firmly believes that an extensive program for the separation of grades at dangerous crossings should be initiated in conjunction with the State Road Commission while federal aid might be available.

MOTOR TRANSPORT CASES. It will be noted from the foregoing table that the Commission had a total of 259 applications before it under the provisions of Chapter 53, Laws of Utah, 1933, for authority to operate motor transport lines, of which 232 were disposed of. These cases include applications for authority to operate over the state highways both as common motor carriers and contract motor carriers, in intrastate and interstate commerce. The Commission and its staff has been taxed to the utmost endeavoring to hear the applicants in all these cases, reach a decision in each case, and render the reports and orders required by law, without undue delay.

MISCELLANEOUS CASES. In passing, mention is made also of many other formal cases handled. These include such matters as minor rate investigations; applications for abandonment and discontinuance of agencies at railroad stations and abandonment of railroad branch lines; applications for discontinuance of street car service and substitution of bus service therefor, and other miscellaneous formal matters of considerable importance to the public.

B—OTHER MATTERS BEFORE THE COMMISSION

Aside from the many formal cases before the Commission, there were various other matters handled which deserve mention so that a complete picture of the Commission's activities may be presented.

PARTICIPATION IN I. C. C. CASES

The Commission participated both directly and indirectly in several proceedings before the Interstate Commerce Commission, where Utah interests were involved. A brief review of these dockets follows:

DOCKET 15000. This case was a Fourth Section Application of the carriers for relief from the long-and-short-haul provisions of sec-

tion four of the Interstate Commerce Act with respect to proposed reduced rates on automobiles from eastern points to California destinations. The Commission was unable to send a representative to Washington but was represented by the Utah Traffic Service Bureau in oral argument before the Federal Commission.

FINANCE DOCKET 9791. In this case the Southern Pacific Company applied for authority to abandon operation of a portion of its Promontory branch in Boxelder County. In the interest of economy this Commission conducted the hearing for the Interstate Commerce Commission, transmitted the record and files, and recommended to the Federal Commission that the application be denied, which recommendation was followed by the Interstate Commerce Commission.

DOCKET 25705. This docket concerns the adoption of a uniform system of accounts for telephone companies. The Utah Commission made numerous objections and recommendations pertaining to the classification of accounts proposed by the Interstate Commerce Commission. Jurisdiction in the matter has been transferred to the Federal Communications Commission and the Utah Commission is doing all it can before that body to have its recommendations incorporated in the revised classification of accounts.

DOCKET 14700. This docket covers an investigation started by the Interstate Commerce Commission for the purpose of establishing and prescribing proper depreciation rates for telephone companies. The Commission has taken and is continuing to take an active part in this matter in order that the rates as finally established will not adversely affect the rate payers of the state. The matter will eventually be decided by the Federal Communications Commission, which now has jurisdiction over telephone companies operating in interstate commerce.

DOCKET 26550. Passenger Fare Investigation. In this proceeding before the Interstate Commerce Commission the various regulatory commissions of the Mountain-Pacific Group organized for the purpose of cooperating with the Federal Commission in the investigation of passenger fares. E. E. Corfman, Chairman of the Utah Commission was appointed permanent Conference Chairman of the Mountain-Pacific States. A committee of two, Honorable John H. Shaughnessy of Nevada, and Honorable E. K. Murray of Washington, was appointed to cooperate directly with the Interstate Commerce Commission as representatives of the Mountain-Pacific Group of States.

CEMENT RATES. During the year 1933, this Commission exerted its influence with officials of the Union Pacific System in securing reduced freight rates on cement from Utah producing points to Boulder Dam. Owing to the relative length of the haul from Utah points as compared with Victorville and other California plants, their efforts were only partially rewarded.

INFORMAL DOCKETS. The Commission had before it 93 informal dockets, 88 of which were disposed of. These cases included reparation dockets; complaints made by patrons of various utilities concerning service or lack of service; investigations of grade crossings; complaints against carriers for failure to adhere to published tariffs; clearance permits; failure of carriers to remit C. O. D. collections to consignors, and other matters covering different phases of public utility service.

EX PARTE ORDERS. The Commission issued 473 Ex Parte Orders authorizing the publication of reduced rates by the various carriers and other utilities operating in the State.

GRADE CROSSINGS. One grade crossing permit and six formal orders were issued concerning grade crossings. Two of these orders authorized the construction of new crossings; one authorized the closing of a crossing; two authorized construction of overhead crossings; one authorized the separation of grades at a crossing, and one authorized the construction of a new crossing and the closing of an existing adjacent crossing.

CERTIFICATES, PERMITS, LICENSES. The Commission issued seventeen certificates of convenience and necessity; sixty interstate carrier licenses, and sixty-two contract carrier permits. The Commission found it necessary to issue eighteen special orders for operators of motor transport lines to appear before the Commission to show cause why their operating rights should not be cancelled. Such orders were issued usually because of the failure of the operators to comply with rules of the Commission or provisions of the law. In practically all cases satisfactory adjustments of the matters complained of were arrived at.

TEMPORARY PERMITS. From June 26, 1933 to June 30, 1934, the Commission issued 4,455 temporary permits, authorizing in each case a single or round trip for the transportation of property in some cases and passengers in others. These permits were issued in accordance with the provisions of Section 13 of the Motor Transport Act.

AUDITS. Since the Motor Transport Act became law, the Commission has been able to employ a sufficient number of auditors to make detailed audits of the records of all operators of motor transport lines. Up to June 30, 1934, the auditors have completed audits of 113 operators and have 109 not yet completed. As a supplemental source of information the auditors have checked the shipping records of 115 wholesale houses in the State. In only six instances were the auditors refused access to the records of wholesale houses and shippers and in two cases the records did not show weights and therefore were of no help. Since a policy of making detailed audits was made possible through adequate funds, approximately \$15,000.00 additional taxes have been collected as a result therefrom.

STATE ROAD TAX. The State road maintenance taxes assessed during the year 1933 increased approximately 62 per cent over 1932 assessments. The first six months of 1934 show an even greater proportionate increase. The Commission makes the assessments, certifies the amounts due the State to the State Tax Commission and that body is charged with the responsibility of collecting the tax. Details of the taxes assessed and details of other matters discussed in this section will be found as appendices to this report.

C — ORGANIZATION AND STAFF

PRESENT FORM OF COMMISSION. The Public Utilities Commission as at present constituted, consists of one full-time member, one per diem member, and the State Engineer as ex-officio member. Prior to April 1, 1933 the Commission consisted of three full-time commissioners. The 1933 regular session of the legislature saw fit to change the commission to its present form. Under its present restricted form the Commission has found it difficult to function as it would like to.

COMMISSION'S STAFF. The Commission's staff at present consists of the following:

Secretary	1
Accountants	2
Employee, Motor Transport Activities.....	1
Auditors	4
Inspectors	2
Stenographers	4
Reporter	1

The Secretary, under the Commission's direction, has general charge of the office, conducts the correspondence, is custodian of the records of the Commission, and performs such other duties as the Commission may require of him.

The Commission's accountants devote their time to the analysis of financial and operating reports filed with the Commission by public utilities, and special investigations during rate or valuation investigations.

The Commission has found it necessary and advisable to employ a man to place in charge of the work and activities of the motor transport division. His work includes handling the insurance and bonds required by law, the issuance of temporary permits, meeting the general public on matters that pertain to truck and bus operations, and other matters incidental to this part of the Commission's work.

Special auditors devote their time to road maintenance tax work. One auditor spends his entire time in the office checking road tax reports and computing the taxes due, which then are certified to the State Tax Commission. Three auditors devote the greater portion of their time in auditing the records of motor transport lines to determine the correctness of reports of the carriers filed with the Commission. In this connection, the auditors have gone into the shipping records of the principal wholesale houses and shippers in the State for a source of supplemental information.

Two inspectors are employed for the purpose of making special investigations.

The stenographers perform the service usually required from this type of employee, including the typing of the Commission's reports and orders.

C. W. A. PROJECT. The Commission was fortunate in securing a project under the C. W. A. An engineer, a bookkeeper, and four stenographers on a rotating basis were employed on the project in connection with the rate investigations of the Commission.

F. E. R. A. PROJECT. An F. E. R. A. project was secured also, providing for two engineers, one accountant, and two stenographers. The project contemplates a total of approximately 1211 work hours.

The two projects thus made available with Federal funds have assisted materially in the rate investigations before the Commission.

COMMITTEE OF NINE. The Commission has had splendid cooperation at the hands of the "Investigating Committee of Utah Governmental Units." This Committee has made available to the Commission competent engineering and accounting service in connection with the rate investigations being made by the Commission.

The Commission desires to express appreciation to the State Road Commission and its highway patrol, the State Tax Commission, and the State Department of Agriculture for the cooperation received in connection with the administration of the provisions of Chapter 53, Laws of Utah, 1933.

The Commission also wishes to express appreciation to the Utah Traffic Service Bureau, the Utah Citizens Rate Association, the Salt Lake City Chamber of Commerce, the Consumers Welfare League, and other civic organizations, for the assistance rendered and the spirit of cooperation manifested in various matters before the Commission.

D — FINANCES OF THE COMMISSION

The Commission operates under two separate legislative appropriations. An appropriation from the general fund is available for the general regulatory work. The Commission is also entitled to use an amount not exceeding twenty-five per cent of the total gross sum collected as road tax under the provisions of Chapter 53, Laws of Utah, 1933, for the purpose of administering the provisions of said law. Details of the two appropriations will be found as appendices to this report.

E — PRESENT DIFFICULTIES AND NEEDS OF COMMISSION

The work of the Commission has increased vastly since January 1, 1933, principally due to two causes: the major rate cases before the Commission during the past eighteen months, and the passage of Chapter 53, Laws of Utah, 1933, (commonly known as the Motor Transport Act). The Commission has had to increase its staff of employees considerably in order to administer the provisions of the motor transport act. Due to the limited funds available for rate investigations, it has had to rely to a large extent on other sources for assistance in this connection, as heretofore indicated.

Attention is especially called to the fact that the limited appropriation for regulatory work precludes thorough and wholly independent rate investigations on the part of the Commission. Funds never have been available for the employment of valuation or rate engineers, the services of which are so essential in such investigations. As a result, the Commission has not been in a position to make wholly independent inventories and appraisals of public utility properties, but has had to

rely upon and base its findings on inventories and appraisals largely made and rendered by the utilities themselves.

In the course of major public utility investigations, the Commission has also felt great need for legal services in the preparation and submission of cases brought before it for investigation. In the rate cases now pending before the Commission, some phases of which have been taken before the Federal Courts, the Commission has been impelled to call upon the Attorney-General for legal service to the extent that the Attorney-General has had to assign one of his assistant's entire time to the work of this Commission, notwithstanding the enormous amount of work that has devolved upon his department by reason of economic conditions and the efforts being made by Federal Authorities, in conjunction with State officials, to remedy them. The Commission deeply appreciates the fine spirit of cooperation manifested, and the splendid service rendered to it by the Attorney-General, under the circumstances.

In connection with matters before the Interstate Commerce Commission and the Congress of the United States, this Commission has frequently arranged for the service of the Honorable John E. Benton of Washington, D. C. to represent it. Mr. Benton is the General Solicitor for the National Association of Railroad and Utilities Commissioners, and the cost of his services is apportioned among the State Commissions, including ours.

There are many proceedings held before the Interstate Commerce Commission vitally affecting the shipping and traveling public of this State. The Commission feels that it should more actively participate in these cases in order that the shipping interests and the public welfare of the State may be better safeguarded. Very often hearings in these matters are held in Washington and the Commission is unable to be represented owing to lack of funds available for travel. The Commission feels that adequate funds should be made available for this purpose.

At times situations arise in connection with the Commission's work, that call for immediate action and the expenditure of some money. The Commission does not have available a contingent fund to meet these emergencies and exigencies, and therefore, we recommend that at least a small amount be made available for this purpose.

F — RECOMMENDED REVISIONS IN THE PUBLIC UTILITIES ACT

(Title 76, Revised Statutes of Utah, 1933.)

The Commission makes the following recommendations for additions to and changes in the law under which the Commission functions:

1. Provision should be made in the law whereby a public utility involved in a major rate and/or valuation case before the Commission shall bear the expense of such investigation.

2. In the event recommendation Number One is not followed, ways and means should be provided for the employment by the Commission of a technical staff in all major rate investigations.

3. Section 76-1-11, Revised Statutes of Utah, 1933, providing for the filing of an annual report with the Governor, reads in part: " * * * It shall be made and submitted as soon after *October 1* of each year as may be feasible in order to bring the report *down to that date* and shall be published as are the reports of other departments of this State." (Italics ours.) It is our understanding that other State departments render either an annual or biennial report ending with the State's fiscal year. Section 76-1-11 should be amended to provide that the annual report of this department shall cover the fiscal year of the State and be made contemporaneous with that of other State departments.

4. There appears to be a conflict between the provisions of subdivision 2 of 76-4-15, Revised Statutes of Utah, 1933, and the provisions of Subdivision 9, Section 1, Chapter 28, Session Laws of Utah, 1933, with respect to the installation, operation, and maintenance of traffic control devices at railroad crossings. An amendment should be made in one subdivision or the other so as to remove the inconsistency and place full authority and responsibility in the matter of grade crossing protection devices in one department of the State Government.

G — RECOMMENDED CHANGES AND REVISIONS IN MOTOR TRANSPORT ACT

(Chapter 53, Laws of Utah, 1933.)

The Motor Transport Act has been in effect for a little over one year. During this period, the Commission has had ample opportunity to observe at first hand the workings of the law. As written, the law has both commendable and objectionable features. Detailed below are the Commission's recommendations regarding this law:

1. The law should be completely revised, or a new law should be enacted to supersede it, with particular reference to the use of highways by so-called educational and tourist tours. Under the existing law it would seem that tours of this nature are subject to the payment of the passenger mile tax and the requirement for the filing of liability and property damage insurance and bond to guarantee the payment of the tax.

2. The present law applies only to carriers operating for hire. If all commercial carriers, including private carriers when using the public highways as a place of business were made subject to the law and were required to register with the Commission, obtain permits, pay the State road tax, and be subjected to regulation, it would tend to equalize the road tax burden, better safeguard the traveling public, and place business enterprises on fair and equal competitive basis, provided, agricultural products should be made exempt from the road tax when moving from farm to primary markets.

3. The "hard surface" and "other surface" feature of the basis for computing the road tax should be eliminated with the purpose in mind of making the administration of the tax simpler and less burdensome. (Section 16).

4. Under the provisions of Section 13, the Commission may issue temporary permits authorizing contract motor carriers to make single or round trips, said temporary permits to expire in not to exceed five days. This provision should be clarified so as to more clearly define under what conditions, to whom, and for what purpose, temporary permits should be issued. The five day limit on permits should be amended to give the Commission authority to issue temporary permits to cover particular jobs or hauls.

Provision should be made also for the Commission to issue temporary permits in cases of emergency without requiring the applicants to first file insurance and bonds with the Commission.

5. The Commission should be given power to exercise its discretion in the matter of cargo insurance requirements. The Commission should have authority to waive the cargo insurance requirements in cases where it sees fit, such as mail carriers, milk haulers, and persons hauling under contract with only one party. In other cases, the Commission should have authority to reduce the amount of cargo insurance required below \$1,000.00, if the circumstances justify such action. (Section 22).

Under the present law, interstate carriers are not required to file cargo insurance with the Commission. The law should be amended to provide that interstate carriers as well as intrastate shall file cargo insurance policies with the Commission. (Section 22.)

6. Section 11, "Exceptions," pertaining to contract motor carriers operating buses for the transportation of children to and from school, or while operating wholly within any city or town, should be clarified. Considerable confusion has arisen respecting the operation of school buses for the transportation of school children and others to

athletic, band, and other school contests and functions. This section should be amended so as to define specifically what is exempted in the line of public school functions.

7. It is suggested that a moderate filing fee of not to exceed \$5.00 be required with each application for a contract permit or interstate license, to help defray expenses incurred in conducting hearings and the clerical expenses involved.

8. In the interest of economy and effective regulation, checking stations should be established at or near state lines, similar to the one in operation at Santa Clara, Utah.

9. Section 15 provides, among other things, that the Commission shall prescribe a uniform system of accounts for contract motor carriers and require each contract motor carrier to file an annual report with the Commission. It is recommended that this section be amended so that the Commission shall have power to waive the requirement for the filing of an annual report by contract motor carriers. Under the present provisions of the law, the contract carrier is required to file monthly reports, and the preparation of annual reports and the filing of the same with the Commission, we believe to be unduly burdensome.

H — MISCELLANEOUS RECOMMENDATIONS

1. The Commission recommends the continuation of the "Investigating Committee of Utah Governmental Units" and the work it is doing, as per the resolution passed by the Twentieth Regular Session of the Utah Legislature, January 17, 1933.

2. It also recommends the perpetuation of S. C. Resolution passed July 21, 1933, by the Twentieth Session of the Legislature in Special Session, entitled: "A Resolution Requesting the American Legislators' Association to Call a Conference to Study Motor Vehicle Laws and Regulations."

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of PETER LABOROI, operating Spring Canyon Auto Line between Helper and Rains, Utah; CHARLES P. LANGE and ROBERT CORMANI (operating the White Star Line between Helper and Rains, Utah, to consolidate said franchises and to have new Certificate of Convenience and Necessity issued in the name of Charles P. Lange, Robert Cormani, Peter Laboroi, and John Laboroi, doing business as Spring Canyon Stage Line, and that the new Certificate of Convenience and Necessity read from Helper to Mutual, Utah, and intermediate points. } Case No. 717

ORDER

It appearing that on the 17th day of May, 1924, the Commission issued Certificate of Convenience and Necessity No. 208 in Case No. 717 authorizing Charles P. Lange, Robert Cormani, Peter Laboroi, and John Laboroi, doing business as Spring Canyon Stage Line, to furnish passenger and freight service between Helper and Mutual, Utah.

It further appearing that the rights conveyed by said Certificate have never been exercised by applicant, and in accordance with the provisions of Chapter 53, Laws of Utah, 1933, that same should be canceled;

IT IS THEREFORE ORDERED, that Certificate of Convenience and Necessity No. 208, issued to the Spring Canyon Stage Line, in Case No. 717, to operate automobile passenger and freight line between Helper and Mutual, Utah, be, and it is hereby canceled without prejudice.

Dated at Salt Lake City, Utah, this 2nd day of October, 1933.

(Signed) E. E. CORFMAN,
T. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)
Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of FRANK
HERBERT, for permission to haul freight and
passengers by team and wagon and by autom-
obile, between Salina, Sevier County, and the Coal
Camps in Salina Canyon, Sevier County, Utah. } Case No. 732

ORDER

It appearing that on the 19th day of February, 1925, the Commission issued Certificate of Convenience and Necessity No. 217 in Case No. 732, authorizing Frank Herbert to furnish passenger and freight service between Salina and Salina Canyon Camps;

It further appearing that the rights conveyed by said certificate have never been exercised by applicant, and in accordance with the provisions of Chapter 53, Laws of Utah, 1933, that same should be canceled;

IT IS THEREFORE ORDERED, That Certificate of Convenience and Necessity No. 217, issued to Mr. Frank Herbert, in case No. 732, to operate an automobile passenger and freight line between Salina and Salina Canyon Camps, be, and it is hereby canceled without prejudice.

Dated at Salt Lake City, Utah, this 2nd day of October, 1933.

(Signed) E. E. CORFMAN,
T. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of the PIERCE-
ARROW SIGHT-SEEING & TRANSPOR-
TATION COMPANY, a Corporation, for
permission to operate an auto bus sight-seeing
line between Salt Lake City and Saltair, return-
ing via Garfield, Thirty-third South and State
Street, in Salt Lake County. } Case No. 776

ORDER

It appearing that on July 3, 1925, the Commission issued Certificate of Convenience and Necessity No. 239, in Case No. 776, authorizing Pierce Arrow Sightseeing Company, permission to operate an auto sight-seeing line over and along Wasatch Drive, canyons and high lines of Salt Lake County;

It further appearing that the rights conveyed by said certificate have never been exercised by applicant, and in accordance with the provisions of Chapter 53, Laws of Utah, 1933, the same should be canceled;

IT IS THEREFORE ORDERED, That Certificate of Convenience and Necessity No. 239, issued to the Pierce Arrow Sight-seeing Company, in Case No. 776, to operate an auto sight-seeing line over and along Wasatch Drive, canyons and high lines of Salt Lake County, be, and is hereby canceled without prejudice.

Dated at Salt Lake City, Utah, this 3rd day of October, 1933.

(Signed) E. E. CORFMAN,
T. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of the ALTA
AUTO BUS & STAGE COMPANY to transfer to ELBERT G. DESPAIN all its right,
title and interest in the auto passenger and
freight line between Salt Lake City and Alta,
Utah. } Case No. 867

ORDER

It appearing that on the 17th day of June, 1926, the Commission issued Certificate of Convenience and Necessity No. 265 in Case No. 867 authorizing Elbert G. Despain to furnish passenger and freight service between Salt Lake City and Alta, Utah;

It further appearing that the rights conveyed by said certificate have never been exercised by applicant, and in accordance with the provisions of Chapter 53, Laws of Utah, 1933, that same should be canceled,

IT IS THEREFORE ORDERED, That Certificate of Convenience and Necessity No. 265, in Case No. 867, issued to Mr. Elbert G. Despain, to operate an automobile passenger and freight line between Salt Lake City and Alta, Utah, be, and it is hereby canceled without prejudice.

Dated at Salt Lake City, Utah, this 2nd day of October, 1933.

(Signed) E. E. CORFMAN,
T. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of Ernest Neilson
and Nephi Neilson for permission to operate an
automobile stage line between Salt Lake City and
Brighton, Utah. } Case No. 889

ORDER

By the Commission:

It appearing that on the 18th day of August, 1932, Ernest Neilson and Nephi Neilson, the holders of Certificate of Public Convenience and Necessity No. 267, issued by the Commission in the above entitled case, had said certificate cancelled and annulled by reason of noncompliance with the statutes of Utah; and

It now appearing that the said Ernest Neilson and Nephi Neilson have made application that said Certificate of Public Convenience and Necessity No. 267 be reinstated, and that the order of the Commission cancelling said certificate by reason of noncompliance with the statutes of Utah be revoked; and

It further appearing that the said Ernest Neilson and Nephi Neilson have now complied with the statutes of Utah governing and controlling operations of motor vehicles over the public highways for hire in all respects; and that the service heretofore rendered between Salt Lake City and Brighton, Utah, by them continues to be convenient and necessary for the traveling public.

Now therefore, by reason of the premises and the showing made by the said Ernest Neilson and Nephi Neilson, as aforesaid:

IT IS HEREBY ORDERED, That the Cancellation Order of said Certificate No. 267, made on the 18th day of August, 1932, be, and the same is hereby, rescinded, and that said Certificate No. 267 be, and it is hereby, reinstated for the purpose of the same remaining in full force and effect until the further orders of the Commission.

Dated at Salt Lake City, Utah, this 14th day of August, 1933.

(Signed) E. E. CORFMAN,
T. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)
Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of Barton Truck
Line, Inc., for permission to change its route. } Case No .1033

ORDER OF THE COMMISSION

By the Commission:

Under date of May 28, 1928, the Public Utilities Commission of Utah issued Certificate of Convenience and Necessity No. 313 to the Barton Truck Line, Inc. authorizing the operation of an automobile truck line for the transportation of freight and express between Salt Lake City and Tooele, Utah. Applicant has heretofore rendered this service through Garfield and Magna on Highway No. 40 and 50, and Barton Truck Line now desires to change its routing over the new Airport-Saltair-Tooele County Highway, which is a much more direct route between Salt Lake City and Tooele; and applicant does not propose to render any additional service than that which is now being rendered.

The Commission having caused investigation to be made, and being fully advised of the premises, finds that the proposed change in the routing as applied for by the Barton Truck Line, Inc. will better subserve the interests of the public, and that the application should therefore be granted.

IT IS THEREFORE ORDERED, That Barton Truck Line, Inc. be, and it is hereby, authorized to change the routing of its automobile freight line between Salt Lake City and Tooele, Utah, over and upon the new Airport-Saltair-Tooele Highway, provided no additional service is rendered.

Dated at Salt Lake City, Utah, this 19th day of February, A. D., 1934.

(Signed) E. E. CORFMAN,
T. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of MR. JOSEPH J. MILNE, L. R. LUND AND A. M. BARTON for a permit to furnish passenger and freight service between Cedar City and St. George to the Utah National Parks, and the Utah-Nevada and Utah-Arizona State Lines, and all intermediate points. } Case No. 1120

ORDER

It appearing that on August 30, 1929, the Commission issued Permits Nos. 2, 3 and 4 in Case No. 1120, authorizing Joseph J. Milne, L. R. Lund and A. M. Barton, permission to furnish passenger and freight service between Cedar City and St. George to the Utah National Parks, and the Utah-Nevada and Utah-Arizona State Lines, and all intermediate points;

It further appearing that the rights conveyed by said certificate have never been exercised by applicants, and in accordance with the provisions of Chapter 53, Laws of Utah, 1933, that same should be cancelled,

IT IS FURTHER ORDERED, That Permits Nos. 2, 3 and 4, issued to Joseph J. Milne, L. R. Lund and A. M. Barton, in Case No. 1120, to operate an automobile passenger and freight line between Cedar City and St. George to the Utah National Parks, and the Utah-Nevada and Utah-Arizona State Lines, and all intermediate points, be, and it is hereby cancelled without prejudice.

Dated at Salt Lake City, Utah, this 2nd day of October, 1933.

(Signed) E. E. CORFMAN,
T. E. MCKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of the FISH
LAKE RESORT COMPANY, a corporation,
for permission to operate an automobile passenger
and express line from Richfield, Utah, to Fish
Lake, Utah, and intermediate points. } Case No. 1122

ORDER

It appearing that on the 5th day of August, 1929, the Commission issued Certificate of Convenience and Necessity No. 344 in Case No. 1122, authorizing Fish Lake Resort Company to furnish passenger and freight service between Richfield and Fish Lake, Utah,

It further appearing that the rights conveyed by said certificate have never been exercised by applicant, and in accordance with the provisions of Chapter 53, Laws of Utah, 1933, that same should be cancelled.

IT IS THEREFORE ORDERED, That Certificate of Convenience and Necessity No. 344 issued to the Fish Lake Resort Company, in Case No. 1122, to operate an automobile passenger and freight line between Richfield and Fish Lake, Utah, be, and it is hereby cancelled without prejudice.

Dated at Salt Lake City, Utah, this 2nd day of October, 1933.

(Signed) E. E. CORFMAN,
T. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of the Utah State Road Commission for permission to abandon a grade crossing over the Main Line of The Denver & Rio Grande Western Railroad Company near Nolan Station, in Price Canyon, Carbon County, Utah. } Case No. 1151

PENDING

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of GEORGE W. HAIL and JOS. S. SNOW, for a permit to carry on a passenger and express service between Santa Clara and Zion National Park, Washington County, Utah. } Case No. 1155

ORDER

It appearing that on November 3, 1930, the Commission issued Permit No. 7 in Case No. 1155, authorizing George W. Hail and Jos. S. Snow, to furnish passenger and express service between Springdale and St. George, Utah,

It further appearing that the rights conveyed by said Permit have never been exercised by applicant, and in accordance with the provisions of Chapter 53, Laws of Utah, 1933, that same should be cancelled,

IT IS THEREFORE ORDERED, That Permit No. 7, issued to Geo. W. Hail and Jos. S. Snow, in Case No. 1155, to operate an automobile passenger and freight line between Springdale and St. George, Utah, be, and it is hereby cancelled without prejudice.

Dated at Salt Lake City, Utah, this 3rd day of October, 1933.

(Signed) E. E. CORFMAN,
T. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)
Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of UNION
PACIFIC STAGES, INC., for permission to
operate automobile passenger, baggage, and ex-
press line between Salt Lake City and Ogden,
Utah, and the Utah-Idaho State Line, and the
Utah-Wyoming State Line, and all intermediate
points. } Case No. 1173

ORDER

It appearing that on the 8th day of May, 1931, the Commission issued Certificate of Convenience and Necessity No. 383 in Case No. 1173, authorizing the Union Pacific Stages, Inc., to operate automobile passenger, baggage, and express line between Salt Lake City and Ogden, Utah, and the Utah-Idaho State Line, and all intermediate points;

It further appearing that the rights conveyed by said certificate have never been exercised by applicant, and in accordance with the provisions of Chapter 53, Laws of Utah, 1933, that same should be cancelled;

IT IS THEREFORE ORDERED, That Certificate of Convenience and Necessity No. 383, issued to the Union Pacific Stages, Inc., in Case No. 1173, to operate automobile passenger, baggage, and express line between Salt Lake City and Ogden, Utah, and the Utah-Idaho State Line, and all intermediate points, be, and it is hereby cancelled and annulled.

By the Commission.

Dated at Salt Lake City, Utah, this 7th day of December, 1933.

(Signed) E. E. CORFMAN,
T. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of the LOS ANGELES & SALT LAKE RAILROAD COMPANY, a Corporation, for permission to discontinue the operation of its station at Faust, Utah, as an agency station. } Case No. 1219

SUPPLEMENTAL ORDER

Appearances:

L. H. Anderson, Attorney of } for Applicant, Los Angeles
Salt Lake City, Utah, } & Salt Lake Railroad Co.

By the Commission:

This matter having been heard before the Commission on September 22, 1931, and thereupon the Commission's Report and Order rendered and made denying the application of the Los Angeles and Salt Lake Railroad Company to close its station at Faust, Utah, as an agency station, and the applicant having brought on the proceedings before the Commission and its Report and Order for review before the Supreme Court of Utah, after its application for rehearing had been denied, and the Court having thereupon reviewed the records and files in the case and all the proceedings had before the Commission, and rendered its opinion thereon, holding that the Commission had erred in denying the applicant the right to close its Faust Station as an agency station, and the said Court having thereupon rendered its judgment wherein it was ordered, adjudged, and decreed that the report and order of the Commission denying the applicant the right to close its station at Faust as an agency station be vacated and set aside:

Now therefore, by reason of the judgment and order aforesaid of the Supreme Court of Utah, and in conformity therewith:

The Public Utilities Commission hereby orders that the applicant, Los Angeles & Salt Lake Railroad Company, shall upon the closing of its Faust Station as an agency station, continue to maintain and keep open its station depot for the comfort and convenience of its patrons; that said depot be kept properly cleaned and lighted and heated during inclement weather by a responsible caretaker in charge of the same.

ORDERED FURTHER, That the applicant's warehouse at Faust be maintained under lock and key so that perishable and other freight, both inbound and outbound, can be handled at said station by being protected against theft and exposure to the elements; that the key to said warehouse be left in the hands of some responsible party at Faust so that the same will be available to the patrons of the applicant when needed by them, and that applicant's train crews be charged with the duty of seeing that all freight be placed therein until called for by the consignees.

ORDERED FURTHER, That telephone service be made available by the applicant to its patrons both at Faust and at its non-agency station at Dunbar, Utah.

Dated at Salt Lake City, Utah, this 9th day of February, 1933.

(Signed) E. E. CORFMAN,
T. E. McKAY,
G. F. McGONAGLE,
Commissioners.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION OF UTAH

In the Matter of the Application of CLAY LARSEN, for permission to haul freight and express } Case No. 1236
between Salt Lake City and Price, Utah.

SUPPLEMENTAL REPORT AND ORDER

By the Commission:

Under date of January 15, 1932, the Public Utilities Commission issued its Report and Order in the above entitled case authorizing applicant, Clay Larsen, to operate as a contract motor carrier of property between Salt Lake City and Price, Utah, for the Salt Lake Tribune Publishing Company, with distribution limited to points southeast of Thistle, and for the Standard Coal Company from Salt Lake City to Standardville, under authority of Automobile Permit No. 12.

The evidence introduced at the hearing on this case showed that applicant also desired and had requested permission to transport merchandise between Salt Lake City and Price and Helper, Utah, for the Rio Grande Motor Way, Incorporated, which was inadvertently omitted from the Commission's original Report and Order herein.

In order to be fully protected in his operations, applicant, Clay Larsen, and the Rio Grande Motor Way, Incorporated, now request that the Commission amend said Automobile Permit No. 12, issued to applicant, to include his operations for the Rio Grande Motor Way, Incorporated.

And there appearing no reason why said Automobile Permit No. 12 should not be so amended,

IT IS THEREFORE ORDERED, That Automobile Permit No. 12, heretofore issued to Clay Larsen, be, and it is hereby amended to include the transportation of merchandise for the Rio Grande Motor Way, Incorporated, between Salt Lake City and Price and Helper, Utah.

Dated at Salt Lake City, Utah, this 3rd day of March, A. D., 1934.

(Signed) E. E. CORFMAN,
T. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) FRANK L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of THE DEN-
VER & RIO GRANDE WESTERN RAIL- } Case No. 1255
ROAD COMPANY for Increases in Rates. }

Submitted: October 2, 1933.

Decided: April 9, 1934.

Appearances:

J. A. Gallaher,	} for The Denver & Rio Grande Western R. R. Co.
John D. Rice,	} for State of Utah.
Bert L. Penn,	} for Utah State Woolgrowers Assn., and Utah Cattle and Horse Growers Assn.
J. H. Manderfield,	} for Salt Lake Union Stock Yards, at Salt Lake City.
J. H. Phelps,	} for Union Stock Yards at Ogden, Utah.

REPORT AND ORDER OF THE COMMISSION

By the Commission:

Under date of September 24, 1934, application was filed with the Public Utilities Commission of Utah by The Denver & Rio Grande Western Railroad Company for permission to increase certain rates on livestock in Utah. This application was the outgrowth of the Interstate Commerce Commission Docket 17000, Part 9, which was heard by said Commission in cooperation with certain State Commissions.

This matter was set for hearing December 17, 1931, postponed to January 12, 1932, further postponed to February 15, 1932, and upon notice from Interstate Commerce Commission to the effect that said Commission would re-open in all respects for the purpose of bringing the record down to date, Docket 17000, Rate Structure Investigation, Part 9, Livestock, Western District Rates, Applicant requested indefinite postponement.

On January 6, 1933, applicant filed supplemental petition with the Public Utilities Commission of Utah for special treatment in rates on livestock.

On account of the desire of applicant to first have a similar application disposed of, which was pending before the Public Utilities Commission of Colorado, the hearing in connection with this application, by the Public Utilities Commission of Utah was arranged for July 26, 1933.

This matter came on for hearing on said date in accordance with notice issued. From the evidence adduced for and in behalf of interested parties, the Commission makes the following findings:

That applicant, The Denver & Rio Grande Western Railroad Company is a corporation organized and existing by virtue of the laws of the State of Delaware, and authorized to transact business in the State of Utah; that its general headquarters are located at Denver, Colorado; that it is a common carrier by railroad, subject to the provisions of the Interstate Commerce Act and the Public Utilities Laws of Utah;

That for many years the Interstate Commerce Commission and various state commissions have endeavored to prescribe rates on livestock; that in accordance with the Hock-Smith Resolution, a general investigation was undertaken by the Interstate Commerce Commission in cooperation with various state commissions, I. C. C. Docket 17000, part 9; that as a result of said investigation the Interstate Commerce Commission prescribed for application in Mountain-Pacific territory in interstate commerce, maximum distance rates. (Sec. 176, I. C. C. 189, Appendix J.); that the rates prescribed by the Interstate Commerce Commission have been published throughout the Mountain-Pacific territory in interstate commerce;

That the report of the Interstate Commerce Commission shows that twenty-five states through their regulatory bodies formed a committee to cooperate with the Interstate Commerce Commission, and it is applicant's understanding that the record covers both interstate and intrastate traffic;

That in the course of the investigation before the Interstate Commerce Commission, The Denver & Rio Grande Western Railroad Company sought rates higher than the general level of rates prescribed by said Commission; that the record in the case before the Interstate Commerce Commission indicates that cost studies of The Denver & Rio Grande Western Railroad Company were submitted, and while the Interstate Commerce Commission did not accept these cost studies as conclusive, it did state, (176 I. C. C. 98.)

"That on the basis of cost of operations alone a rate level probably approximating, and certainly not in excess of 15 per cent above the rate level herein found reasonable for Mountain-Pacific territory might be justified on The D. & R. G. W. system. However, the cost data is not segregated as between standard and narrow-gage lines, and affords no basis for determining the extent to which costs on the narrow-gage lines exceed those on the standard-gage lines. The best we could do upon the present record would be to prescribe a single rate level for both standard and narrow-gage lines, a result which is not acceptable to the State of Colorado and which would doubtless not be welcomed by the Carrier. It would appear that the Public Utilities Commission of Colorado which is in closer touch with the needs of livestock shippers and the operating conditions on the lines of the railroad within that State than is this Commission could better determine in the first instance the extent, if any, to which the rates of this carrier should be permitted to exceed the general level herein found reasonable for the Mountain-Pacific Territory.

"We therefore find that The Denver & Rio Grande Western should first apply to the State Commission for approval of such higher rates as it may seek to apply on its lines, and, after a reasonable time has elapsed to act thereon, application may be made to this Commission accompanied by a statement of the action taken by the State Commission. Its narrow-gage lines will, for the present, be excepted from the application of our order herein in so far as it prescribes rates."

That the Public Utilities Commission of Colorado, at a separate hearing, (Case 320) accorded to applicant the same scale and the same special treatment which was given by the Interstate Commerce Commission; that applicant was authorized to publish the rates on the basis of cents per hundred pounds instead of in dollars per car; that applicant contends that conditions as between Colorado and Utah are comparable; that applicant introduced statement showing tonnage statistics by classes for each of the years 1928 to 1932, inclusive, and its witness testified that "we have not been able to separate the intrastate from the interstate traffic." (See Transcript Page 7.)

That applicant introduced Exhibits, Card D, showing present and proposed rates on livestock from points on its lines to North Salt Lake and Ogden; that in the event this application is granted, applicant plans to adopt a uniform basis on so-called range to range rates in Utah and Colorado on the basis of seventy per cent of the flat Mountain-Pacific scale without arbitraries;

That Exhibit E was introduced showing "Mountain-Pacific Scale" of rates, the "Rates Sought by D. & R. G. W.," and the "Estimated Cost under Lorenz Formula" of the Interstate Commerce Commission from various points to North Salt Lake; that witness for applicant testified (Transcript, Page 29.)

"If we could figure out what it cost us to handle a single commodity, we wouldn't have to talk very much. We would figure it out and give it to the Commission, but it cannot be done. The best we can do, Mr. Commissioner, is to take the average cost of all things that can be determined, and in a general way we say it costs something more to handle livestock than the average cost of general freight."

That applicant exhibited statement showing final balance after deducting interest on sinking fund from net railway income;

That witnesses for protestants testified as to their duties and knowledge in connection with supervising and making loans, budgeting livestock operators, supervising advances for operating expenses, and the condition of the livestock growers throughout the State of Utah; that beginning with the Spring of 1929 prices on livestock and livestock products continually went down until the spring of 1933;

That the extremely low market prices which have existed for the past two or three years, together with the worst range conditions in the history of the industry, due to drought and scarcity of feed have placed the livestock industry in the State of Utah in a very serious condition; that there are about 1,800,000 sheep in Utah, excluding lambs, practically all of which are under first mortgages, and in a great many cases are encumbered with second mortgages; that in many instances the loans are up to 80% of the fair appraised value or up to six or seven dollars per head; that owing to low prices and bad weather conditions, it has been necessary to sell part of the flocks to pay operating expenses and to further mortgage to replace the stock owing to short lamb crops, as well as pay operating expenses; that the condition of the cattle raisers is substantially the same, if not worse, than the sheep raisers; that it is very doubtful if any of the livestock outfits showed an operating profit for the year ended October 31, 1933, even though better prices were received for wool;

That a considerable amount of livestock is raised at points located on the Marysvale Branch of The Denver & Rio Grande Western Railroad and adjacent territory; that the territory between the lines

of The Denver & Rio Grande Western Railroad Company and the Los Angeles and Salt Lake Railroad Company may be considered competitive; that the proposed rates for this competitive territory are higher from points on The Denver & Rio Grande Western Railroad than the existing rates from comparable points on the Los Angeles and Salt Lake Railroad to North Salt Lake and Ogden;

That a large amount of livestock moves by trucks to the Salt Lake Union Stock Yards from territory served by The Denver & Rio Grande Western Railroad is apparent from Protestant's Exhibit A; that truck transportation is also used extensively to Union Stock Yards at Ogden; that this means of transportation is increasing in use throughout the entire State of Utah; that the bulk of the intrastate livestock traffic in Utah, moving via The Denver & Rio Grande Western Railroad, originates at points on the Marysvale branch and enters the main line at the junction of Thistle;

That the operating conditions existing on The Denver & Rio Grande Western Railroad are different in different localities; that the maximum grade between Woodside and Soldier Summit is two and four tenths per cent, the line between Thistle and Springville is one per cent, between Springville and Provo, eight-tenths of one per cent, and between Provo and Ogden, sixty-five hundredths of one per cent, between Marysvale and Thistle the maximum grade is one and fifteen hundredths per cent which is for a short distance only;

That the operating conditions on The Denver & Rio Grande Western Railroad in Colorado, not including the narrow gauge lines, are much more severe than in Utah;

That the only evidence submitted by applicant pertaining to the cost of furnishing livestock transportation is contained in Applicant's Exhibit E which is the "*Estimated cost under the Lorenz Formula*"; that it is apparent that this Lorenz Formula was predicated on The Denver & Rio Grande Western Railroad system as a whole, with the possible exception of the narrow-gauge lines;

That practically all other rail carriers of livestock in Utah were parties to the case before the Interstate Commerce Commission; that such other carriers did not adjust their rates for intrastate traffic in accordance with the Mountain-Pacific scale as prescribed by the Interstate Commerce Commission, owing to the fact that the livestock industry could not stand the proposed increases and also to truck competition.

From the foregoing findings, the Commission concludes and decides as follows:

That by granting this application the rates on shipments of livestock moving via various rail lines in the Mountain-Pacific territory would not be uniform as was intended by the Regulatory Commission because:

1. On some lines a different scale of rates is used in intrastate commerce from interstate commerce.
2. The Denver & Rio Grande Western Railroad Company would maintain a scale of rates considerably higher than other lines in Utah.

That applicant did not establish its costs of furnishing transportation for livestock, neither does it know what its costs are, but it believes that its costs are somewhat higher than its costs of transporting commodities in general; that the so-called Lorenz Formula is an estimate and does not reflect the true costs because they appear to be predicated upon The Denver & Rio Grande Western Railroad System as a whole, with the possible exception of the narrow-gauge lines, and such estimate would not be truly representative for shipments moving from points on the Marysvale Branch, such points furnishing the bulk of the tonnage; that the only evidence furnished by applicant pertaining to shipments of livestock did not segregate the intrastate and the interstate shipments; that if this application were granted the rates from points on the Marysvale Branch would exceed those maintained by the Los Angeles & Salt Lake Railroad Company from competitive points; that from these competitive points, such shipments would be transported by Los Angeles and Salt Lake Railroad Company and would be lost to applicant; that in view of the apparent increase in truck transportation, many shipments which would otherwise move via the line of applicant will be forwarded by truck;

That the condition of the livestock industry in Utah is very serious and would be greatly accentuated if this application were granted; that owing to this condition it is apparent that the livestock industry could not survive under the proposed rates;

That if this industry on the Marysvale Branch of Applicant could not continue, certainly the value to the industry of the transportation service would be much less than the proposed rates;

That in consideration of all these facts and conditions, the Commission is of the opinion that the application of The Denver & Rio Grande Western Railroad Company for increases in livestock rates should be denied.

IT IS THEREFORE ORDERED, That the application of The Denver & Rio Grande Western Railroad Company for increased rates on livestock in intrastate commerce be, and it is hereby denied.

(Signed) E. E. CORFMAN,
T. E. McKAY,

(Seal)

T. H. HUMPHERYS,
Commissioners.

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION OF UTAH

In the Matter of the Application of UNION PACIFIC SYSTEM LINES, ET AL., for permission to adjust certain rates on livestock in Utah to conform with those prescribed by the Interstate Commerce Commission in Docket No. 17,000, Part 9.	{	Case No. 1256
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Submitted: July 27, 1933.

Decided: August 7, 1933.

Appearances:

George H. Smith, R. B. Porter, and W. Hal Farr, Attorneys,	{	for Union Pacific System Lines, Bamberger Electric Railroad, and The Utah Idaho Central Railroad Company.
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J. H. Phelps of Ogden, Utah,	{	for Ogden Union Stock Yards.
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Thomas Redmond of Salt Lake City, Utah,	{	for Utah Cattle & Horse Growers Association.
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George Williams and J. A. Gal- laher of Denver, Colorado,	{	for The Denver & Rio Grande Western Railroad Co.
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A. E. Margetts, Salt Lake City,	{	for Utah Railway Company.
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H. W. Prickett of Salt Lake City, Utah,	{	for Utah Wool Growers Assn.
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REPORT AND ORDER OF THE COMMISSION

By the Commission:

Prior to September, 1931, Interstate Commerce Commission filed its Report in Docket No. 17,000, Part 9, Livestock in Western District Rates. On page 122 of said Report it stated: "As this is a proceeding conducted cooperatively with the state railroad commissions, no order with respect to intrastate rates will be entered at this time, but the states will first be accorded an opportunity to voluntarily affect such changes in their rate structures as may be necessary to avoid violations of Section 13 (4) of the Interstate Commerce Act."

In accordance therewith informal meeting was arranged between all interested parties, except representatives of The Denver & Rio Grande Western Railroad Company, which proceeding is independent. At this meeting it was concluded that all carriers, except The Denver & Rio Grande Western Railroad Company, should file on or before November 1, 1931, list of the livestock rates to the basis of the Mountain-Pacific Scale, as prescribed by the Interstate Commerce Commission.

This matter came on for hearing on the 17th day of December, 1931, after due and legal notice given to all interested parties.

Petition was later filed with the Interstate Commerce Commission requesting that the matter be reopened for further hearing, which petition was granted.

The Case before this Commission was reopened for further hearing, in order to bring the record up to date, on July 27, 1933. From the evidence adduced the Commission finds:

That carriers, other than The Denver & Rio Grande Western Railroad Company, have established rates on livestock which they do not now desire to alter; that many of these rates have been established to meet truck competition over the highways; that this application should be dismissed without prejudice.

IT IS THEREFORE ORDERED, That the application be, and it is hereby dismissed without prejudice.

(Signed) E. E. CORFMAN,

T. E. McKAY,

T. H. HUMPHERYS,

Commissioners.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION OF UTAH

In the Matter of Increases in Freight Rates and Charges. } Case No. 1262

Submitted : April 14, 1933.

Decided : May 8, 1933.

Appearances :

T. R. Woodrow of Denver, Colorado,	}	for The Denver & Rio Grande Western Railroad Company.
J. A. Gallaher of Denver, Colorado,		
Van Cott, Riter & Farnsworth of Salt Lake City, Utah,		
L. N. Bradshaw of San Francisco, California,	}	for The Western Pacific Railroad Company.
Van Cott, Riter & Farnsworth of Salt Lake City, Utah,		
Bagley, Judd & Ray of Salt Lake City, Utah,	}	for Southern Pacific Company.
Van Cott, Riter & Farnsworth of Salt Lake City, Utah,	}	for Utah Railway Company.
L. N. Bradshaw of San Francisco, California,	}	for Deep Creek Railroad Company.
Van Cott, Riter & Farnsworth of Salt Lake City, Utah,		
Devine, Howell & Stine of Ogden, Utah,	}	for The Utah Idaho Central Railroad Company.
F. M. Orem of Salt Lake City, Utah,	}	for Salt Lake & Utah Railroad Company, D. P. Abercrombie, Receiver.
Irvine, Skeen & Thurman of Salt Lake City, Utah,	}	for Bamberger Electric Railroad Company.
Ray B. Needham of Salt Lake City, Utah, Traffic Manager,		
Van Cott, Riter & Farnsworth of Salt Lake City, Utah,	}	for Tooele Valley Railway Company.
Bagley, Judd & Ray of Salt Lake City, Utah,	}	for Salt Lake, Garfield & Western Railway Company.

J. M. Souby and Dana T. Smith of Omaha, Nebraska, George H. Smith, Robert B. Porter, W. H. Farr, and L. H. Anderson of Salt Lake City, Utah.	}	for Union Pacific Railroad Company, Oregon Short Line Railroad Company, and Los Angeles & Salt Lake Railroad Company, and all other petitioning railroad carriers in Utah not otherwise represented.
Russel G. Lucas of Salt Lake City, Utah,	}	for Utah Chapter of the American Mining Congress.
H. B. Tooker of Salt Lake City, Utah,	}	for Bingham and Garfield Railway Company.
J. S. Earley of Salt Lake City, Utah,	}	for Utah Citizens' Rate Association, Protestant.
H. W. Prickett, M. H. Love, and B. L. Penn of Salt Lake City, Utah,	}	for Utah Coal Producers Association, Protestant.
John D. Rice of Salt Lake City, Utah, for Attorney General of Utah,	}	for State of Utah, Protestant.

REPORT AND ORDER OF THE COMMISSION

By the Commission:

On the 5th day of January, 1933, The Denver & Rio Grande Western Railroad Company, The Western Pacific Railroad Company, Southern Pacific Company, Utah Railway Company, Deep Creek Railroad Company, The Utah Idaho Central Railroad Company, Salt Lake & Utah Railroad Company, Bamberger Electric Railroad Company, Tooele Valley Railway Company, Salt Lake, Garfield & Western Railway Company, Union Pacific Railroad Company, Oregon Short Line Railroad Company, and the Los Angeles & Salt Lake Railroad Company, in their own behalf and in behalf of all other carriers by railroad in the State of Utah that might be inclined to join them, filed their petition with the Public Utilities Commission of Utah, praying that surcharges be permitted, with respect to intrastate freight rates in Utah, corresponding to those authorized interstate by the Interstate Commerce Commission in the Fifteen Per Cent Rate Case, Ex Parte 103 (178 I. C. C. 539) (179 I. C. C. 215), as modified March 7, 1933, by extending the time therefor, upon application of the carriers, to and including the 30th day of September, 1933.

The Uintah Railway Company and the Bingham & Garfield Railway Company did not join in the petition, the latter, however, stat-

ing at the hearing that if the petition be granted, it also desired to be permitted to make the surcharges.

The petition came on regularly to be heard before the Commission at its office in the State Capitol, Salt Lake City, Utah, after due notice given, on the 14th day of April, 1933. Motion for continuance of the hearing was made in behalf of protestants, Utah Citizens Rate Association and the Utah Coal Producers' Association, which motion was denied. Thereupon, the carriers offered the entire record, which was received, of the proceedings before the Interstate Commerce Commission in Ex Parte 103, including the reports, decisions, and orders rendered by it, with respect to surcharges authorized on certain commodities moving interstate by rail in Utah, as modified and continued in effect by its decision rendered March 7, 1933, until and including the 30th day of September, 1933. The original record of the proceedings in P. U. C. U. No. 1262 was also offered and received, wherein the carriers were denied the right to apply in Utah surcharges intrastate, as authorized to be applied interstate by the Interstate Commerce Commission in Ex Parte 103, including also the record of the proceedings had and the report and decision rendered by the Interstate Commerce Commission, September 29, 1932, I. C. C. No. 25135, Part 12—Utah, to all of which reference is hereby made, the same to be considered as part of these findings.

Supplementing the exhibits aforementioned the petitioners presented exhibits tending to show that the surcharges authorized by the Interstate Commerce Commission in the original proceeding had before it in Ex Parte 103, as modified by subsequent proceedings, were made effective with few exceptions by the tariff publications of the carriers throughout the United States, one of the exceptions in Utah being as to ores and concentrates, to which the surcharges were not authorized and have never been applied, neither to interstate nor intrastate movements, and were herein expressly excepted and declared by the petitioners not to be subjected to the intrastate surcharges herein applied for by them, if permitted.

H. E. Godwin, for many years employed as a General Freight Agent with the petitioner, Union Pacific Railroad Company, and also with the Oregon Short Line Railroad Company, parts of the Union Pacific System, produced exhibits to show, and also testified that there had been a material decrease in the volume of freight traffic handled in Utah by the carriers since the surcharges had become effective. This witness also testified that during the time the surcharges had been applied that there has been from month to month a substantial

decrease in the tonnage over that previously handled, and the revenues of the carriers had been much less than before, when the surcharges did not apply. Exhibits were also produced by the carriers showing that since the hearing formerly held in P. U. C. U. No. 1262, the freight revenues of the carriers had materially declined.

R. Wipprecht, auditor of the petitioner, Oregon Short Line Railroad Company, a witness in behalf of the petitioners, produced exhibits showing, and he himself testified that during the period the surcharges were effective, from November 11, 1932, to March 31, 1933, the revenues of the carriers had materially fallen off; that the return on capital investment of thirteen petitioners', book value, had fallen down from a high of 4.43 per cent in 1929 to a low of 1.30 per cent in 1932, and that percentages of decrease, both as to interstate and intrastate revenues would be relatively the same. This witness also testified that to the best of his knowledge no investigations had been made by the carriers to ascertain the amount of the revenue that had been lost to them on account of traffic being diverted to other lines or forms of transportation.

George Williams, Freight Traffic Manager of the petitioner, The Denver & Rio Grande Western Railroad Company, testified, when asked the question as to what the traffic conditions on that railroad are at the present time as compared with what they were at the time of the hearing on application for authority to apply in Utah the surcharges authorized by the Interstate Commerce Commission, answered: "Our traffic conditions have grown constantly worse. Perhaps the best way of explaining it in a brief way would be to take our earnings. In a general way The Denver & Rio Grande expected total gross earnings of about thirty-five million dollars per year, during the year 1932. Our total gross earnings were seventeen millions plus, or about one-half the normal year's earnings. For the first three months of 1933 our earnings showed a decrease of 20 per cent under the very poor year of 1932." This witness further testified that the net operating deficit of The Denver & Rio Grande Western Railroad system in 1932 was \$2,584,210.02; that the surcharges over the entire system from January 4, 1932, to February 1, 1933, amounted to \$207,000.00 in which were included the Utah intrastate surcharges from November 12, 1932; that the amount received from the surcharges in Utah alone were inseparable and therefore unobtainable.

H. B. Tooker, Traffic Director of the Bingham & Garfield Railway Company, and a witness in its behalf, testified that: "It did not and does not desire to increase, nor did it or does it seek any per-

mission or authority to increase any of its local intrastate freight rates and charges governing the transportation of freight wholly in intrastate commerce between points within the State of Utah, as set forth and covered by its local freight tariffs on file with the Public Utilities Commission of Utah and/or on file with the Interstate Commerce Commission," unless and in the event only that the carriers' petition herein be granted. This witness further testified in explanation that the Bingham & Garfield Railway Company heretofore participated in the surcharges because it had thought it had a right to do so. When asked the question, "You did it because you thought you had a right to it?" his answer was: "The reason we originally took that position was that in our best judgment, we did not think the plan of the surcharge would result in increased revenue for any carrier as a net result. History has proven our position correct."

Upon the records and files in this case and the findings herein made, including the records, files, orders, and the proceedings before the Interstate Commerce Commission in the original case, I. C. C. Ex Parte 103, and supplementary thereto, all of which have been expressly referred to and made a part hereof, we can arrive at no other conclusion than that the petition of the carriers herein should be denied.

The record herein is absolutely void of any direct proof that the surcharges contended for by the petitioning carriers have been in the past or would be in the future just and reasonable if permitted and applied as to intrastate traffic in Utah.

Subdivision 1, Section 4783, Compiled Laws of Utah provides:

"All charges made, demanded, or received by any public utility, or by any two or more public utilities, for any product or commodity furnished or to be furnished or any service rendered or to be rendered shall be just and reasonable. Every unjust or unreasonable charge made, demanded, or received for such . . . service is hereby prohibited and declared unlawful."

Section 4830 provides:

"No public utility shall raise any rate, fare, toll, rental, or charge . . . under any circumstances whatsoever, except upon a showing before the Commission and a finding by the Commission that such increase is justified."

We regard the observance of the foregoing provisions as being mandatory, and therefore hold that the burden of proving in this case that the surcharges sought for would be just and reasonable rested upon the petitioners.

In our opinion the only just inference that is possible to be made from the record in this case is that the granting of the petition of the carriers for permission to apply the surcharges in Utah has not only proved very detrimental to the interest of the general public and the carriers themselves in the past, but if permitted in the future, will prove even more so. The fact that the carriers themselves have in some instances refrained from taking advantage of the permission granted them to apply the surcharges strengthens this belief. (See supplement No. 14 to D. & R. G. W. G. F. D., P. U. C. U. No. 5533 L., P. U. C. U. No. 164 and I. C. C. No. 434.)

Let it be conceded for argument's sake only that the carriers have been in the past and would be in the future benefited in some measure by the application of the surcharges, the paramount interest of the public is still to be taken into consideration. The industries peculiar to Utah and from which the carriers intrastate derive the greater amount of revenue are still, practically speaking, at a standstill. Time and experience have taught that they are even in greater need than the carriers. Moreover, the railroad carriers are faced at this time in Utah with the competition of other transportation agencies to such an extent that any additions to their freight rates, in the way of surcharges would clearly mean for the future a further falling off in their revenues.

Upon the showing made, and for the reasons assigned, we can arrive at no other conclusion than that the petition of the railroad carriers herein to continue the surcharges in Utah as applied for by them should be, and the same is hereby dismissed and denied.

(Signed) E. E. CORFMAN,
T. E. McKAY,
T. H. HUMPHERYS,

(Seal)

Commissioners.

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of THE UTAH
IDAHO CENTRAL RAILROAD COM-
PANY, a Corporation, for an investigation of
the rates and the method of applying the same
for the furnishing of electric energy by the Utah
Power & Light Company to said applicant and
petitioner. } Case No. 1270

FURTHER ORDER OF THE COMMISSION

On March 31, 1932, the Commission issued its Order in the above entitled matter suspending and modifying to and until April 1, 1934, Rule 43 of Tariff No. 3 of the Utah Power & Light Company applicable to service rendered by it to the electric railroads operating in the State of Utah, which said order is hereby referred to and made a part hereof.

NOW, THEREFORE, upon request of the Utah Power & Light Company,

IT IS ORDERED, that said Rule 43, of Tariff No. 3 of the Utah Power & Light Company, as hereinbefore modified, be, and it is hereby further suspended to and until April 1, 1935.

By the Commission.

Dated at Salt Lake City, Utah, this 31st day of March, A. D., 1934.

(Signed) E. E. CORFMAN,
T. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of the State Road
Commission of Utah for permission to construct
an overhead crossing over the main line tracks of
The Denver & Rio Grande Western Railroad
Company near Moark, in Utah County, Utah. } Case No. 1282

PENDING

BEFORE THE PUBLIC UTILITIES COMMISSION OF UTAH

In the Matter of the Application of UTAH
LIGHT & TRACTION COMPANY, for
permission to discontinue street car service on and
remove its tracks from West Second South Street
between 8th West and Orange Streets in Salt
Lake City, Utah. } Case No. 1287

Submitted: September 15, 1932.

Decided: August 7, 1933.

Appearances:

George R. Corey and A. C.
Inman, Attorneys of Salt Lake
City, Utah, } for Utah Light & Traction
Company.

Grant Macfarlane, Attorney of
Salt Lake City, Utah, } for
Salt Lake City.

C. O. Jensen and I. E. Willey } for Residents affected by
of Salt Lake City, Utah, } application.

John Berry of Sandy, Utah, } for Residents affected by
} application.

REPORT AND ORDER OF THE COMMISSION

By the Commission:

On July 27, 1932, the Utah Light & Traction Company filed with the Public Utilities Commission an application for permission to discontinue service and remove its tracks on West Second South Street, between Eighth West and Orange Streets in Salt Lake City, Utah. This matter came on for hearing on August 30, 1932, after due and legal notice was given to all interested parties. From the evidence adduced the Commission makes the following findings:

That applicant is a corporation of the State of Utah with its principal place of business in Salt Lake City, Utah; that it is the owner of and operates an electric street railway in Salt Lake City for the purpose of transporting passengers; that among other lines it operates a street car line known as Route No. 17, which line is located and operated on and along West Second South Street in Salt Lake City, Utah, extending from its connection at the intersection of

West Second South Street and Eighth West Street; thence west along West Second South Street to a point at or near Orange Street;

That Applicant desires to permanently discontinue operation of said line No. 17, and to remove its tracks between Eighth West and Orange Street; that application is predicated upon the lack of patronage and revenues to justify its continuance; that the operating loss since September, 1928, has been in excess of \$34,000; that said line is in need of extensive and immediate repairs or complete reconstruction; that said line passes over the tracks of the Los Angeles & Salt Lake Railroad Company a short distance west of Montgomery Street, and that said crossing will shortly need replacing; that the estimated expenditure required to repair the line would be not less than \$6,000 for temporary repairs; that the estimated cost for rebuilding said portion of line would amount to approximately \$12,000; that the continued operation of said service over this line is not necessary.

A number of the residents in that part of the city which is served by this line filed objections or protests. Consideration was given to the establishment of gasoline bus service in the event this application is granted. Parties in interest were instructed to make further investigation, and, if possible, submit to the Commission satisfactory arrangements, including time schedule of service.

The matter came on for further hearing September 14, 1932. After some discussion the matter was continued to September 27, 1932. In the mean time interested parties consulted each other, and gasoline bus shuttle service was furnished.

Under date of July 13, 1933, Utah Light & Traction Company filed application to institute and operate a motor bus transportation system on certain streets in Salt Lake City, Utah, and to discontinue street car and bus service on certain streets therein, and to abandon and remove street car tracks on certain streets. Route No. 17 was included in said application. The Commission, after formal hearing and due consideration, rendered its Report and Order July 22, 1933, granting the application. The Commission now finds that this application should be dismissed.

IT IS THEREFORE ORDERED, That the same be, and it is hereby, dismissed without prejudice.

(Signed) E. E. CORFMAN,
T. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of GEORGE T. HOLLADAY, for a permit to transport students between points in Box Elder County and the Utah State Agricultural College at Logan, Utah. } Case No. 1288

Submitted: August 30, 1932.

Decided: July 18, 1933.

Appearances:

George T. Holladay,	} for
	} Himself.
David L. Stine, Attorney,	} for The Utah Idaho Central
Ogden, Utah,	} Railroad Company.

REPORT AND ORDER OF THE COMMISSION

By E. E. CORFMAN, Commissioner:

Under date of July 26, 1932, application was filed with the Commission by George T. Holladay, whose address is Tremonton, Box Elder County, Utah, for a permit to transport students between points in Box Elder County and the Utah State Agricultural College at Logan, Cache County, Utah. This matter came on regularly for hearing at Logan, Utah, on August 18, 1932, after due and legal notice had been given to all interested parties. From the evidence submitted, the Commission makes the following findings:

That applicant proposes to operate an automobile bus for the transportation of students from Tremonton to Logan, via Beaver Dam, Bear River, Garland, Elwood, and Riverside, Utah; that there are approximately thirty students residing at these points who desire to attend the Agricultural College at Logan; that it is proposed to make one round trip daily except Saturdays and Sundays during the school year, which is approximately sixty miles for the round trip, and to charge \$10.00 per month per student; that applicant is financially able to procure the necessary equipment for furnishing the proposed service, and that he considers the use of a new Reo Speed-Wagon with a body designed for the transportation of passengers will meet the requirements of the public.

At the conclusion of the hearing, applicant was requested to furnish a schedule showing the exact route over which he proposes to operate, together with a time schedule.

That on September 23, 1932, applicant informed the Commission "Owing to the poor market conditions of crops here and the hail storm, the farmers cannot see their way clear to send their children to the U. S. A. C. this year, so we will not run the bus, but hope to next year." The Commission communicated with applicant under dates of March 22, 1933 and April 26, 1933, to ascertain his intentions with regard to the proposed operations. No reply was received to either of these letters, neither was the Commission informed as to whether or not applicant has any intention of furnishing the service applied for. For this reason the Commission concludes and decides that the application should be dismissed.

IT IS THEREFORE ORDERED, That the application herein, of George T. Holladay, for a permit to transport students between points in Box Elder County and the Utah State Agricultural College at Logan, Utah, be, and it is hereby, dismissed without prejudice.

(Signed) E. E. CORFMAN,
Commissioner.

We Concur:

(Signed) THOS. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of R. C. MURDOCK and W. B. PAXTON, for a Certificate of Convenience and Necessity to operate a motor truck freight line between Salt Lake City and Beaver, Utah. } Case No. 1289

Submitted: August 26, 1932.

Decided: December 28, 1933.

Appearances:

Abe Murdock, Attorney, Beaver, Utah,	} for Applicants.
B. R. Howell, Attorney, Salt Lake City, Utah,	} for D. & R. G. W. R. R. Co. and Rio Grande Motor Way, Incorporated.
F. M. Orem, Attorney, Salt Lake City, Utah,	} for Salt Lake & Utah Railroad Company.
B. B. Porter and W. Hal Farr, Attorneys, Salt Lake City, Utah,	} for Union Pacific System Lines.

REPORT AND ORDER OF THE COMMISSION

By the Commission:

Under date of July 11, 1932, application was filed with the Public Utilities Commission of Utah, by R. C. Murdock and W. B. Paxton, a partnership, for a Certificate of Convenience and Necessity to operate an automobile freight line between Salt Lake City, Utah, and Beaver, Utah, over and upon U. S. Highway No. 91. This matter came on regularly for hearing before the Public Utilities Commission of Utah, at Beaver, Utah, on August 26, 1932, after due and legal notice had been given to interested parties.

It now appearing that said applicants, R. C. Murdock and W. B. Paxton have dissolved their partnership, and have not been so associated for some time past, and no longer desire the issuance of the Certificate of Convenience and Necessity as applied for;

IT IS THEREFORE ORDERED, That the application herein of R. C. Murdock and W. B. Paxton, a partnership, for a Certificate of Convenience and Necessity to operate an automobile freight line between Salt Lake City and Beaver, Utah, be, and it is hereby, dismissed without prejudice.

(Signed) E. E. CORFMAN,
T. E. McKAY,
T. H. HUMPHERYS,

(Seal)

Commissioners.

Attest:

(Signed) FRANK L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of the State Road
Commission of Utah for permission to construct
an overhead crossing over the main line tracks of
The Denver & Rio Grande Western Railroad
Company near Colton, in Utah County, Utah. } Case No. 1291

PENDING

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of the RAIL-
WAY EXPRESS AGENCY, INC. for a Cer-
tificate of Convenience and Necessity to operate
motor vehicle service for the transportation of
express matter between Salt Lake City and Bing-
ham, Utah. } Case No. 1293

Submitted: December 8, 1932.

Decided: March 13, 1934.

Appearances:

Van Cott, Riter & Farnsworth	}	for
by B. R. Howell, Attorney		Railway Express Agency.
Dan B. Shields,	}	for Protestant, Bingham
		Stage Line.

REPORT AND ORDER OF THE COMMISSION

By the Commission:

Under date of August 23, 1932, the Railway Express Agency, Incorporated, filed application with the Public Utilities Commission of Utah, for a Certificate of Convenience and Necessity to operate motor vehicle service for the transportation of express matter between Salt Lake City, Utah, and Bingham, Utah.

This matter came on for hearing before the Commission on November 18, 1932, after due and legal notice had been given to all interested parties. Proof of publication of notice of hearing was filed at date of hearing.

From the evidence adduced for and in behalf of interested parties, the Commission makes the following findings:

That the applicant, Railway Express Agency, Incorporated, is a Corporation of Delaware, and is duly authorized to transact business in the State of Utah.

That among other things, applicant is engaged in the transportation, both intrastate and interstate, in and between the various states of the United States, of what is generally termed "express matter";

That the Post Office address of applicant is Room 23, Denver & Rio Grande Western Railroad Passenger Depot, Salt Lake City, Utah;

That the route over which such express service is proposed is U. S. Highway No. 91, Salt Lake City to Midvale, Utah, Utah State Highway No. 48, Midvale to Bingham, Utah;

That the Railway Express Agency, Inc. belongs to all railroads in the United States except the Southern Railway System; that Applicant owns and operates in excess of thirty million dollars worth of rolling stock, including five thousand refrigeration cars; that it employs approximately thirty thousand agents and representatives; that for the year 1932 the gross revenues of applicant were approximately two hundred million dollars; that applicant operates on all the various lines throughout the United States except the Southern Railway System; that it publishes and maintains through rates to all railroad points in the United States; that the great bulk of the express is handled by passenger trains while some is handled by motor transportation; that the time schedules of rail and motor carriers are so coordinated as to afford to the public the most expeditious express service; that the rates of applicant are usually much higher than those for freight service, the shipping public recognizing the value of fast service;

That applicant maintains what it terms "Order Commission Department" which operates as follows:

"A man comes into our office at Bingham and asks us to go to a certain store in New York City and buy a certain article for him, and we would attend to his business in that way. We handle such things as pawn tickets, occasionally things from pawn shops, registered deeds for county seats and outlying towns."

That the applicant and its predecessors have furnished express service to and from Bingham, Utah, for the past forty or fifty years; that for years this service between Salt Lake City and Bingham was by passenger trains of Bingham & Garfield Railway Company and The Denver & Rio Grande Western Railroad Company; that in the interest of economy the Bingham & Garfield Railway Company discontinued its passenger train service between Salt Lake City and Bingham in the year 1921; that for the same reason The Denver & Rio Grande Western Railroad Company discontinued its passenger service December, 1923, between these points; that since that time the express service has been via automobile truck, the service being under contract of the Railway Express Agency, Inc. with its agent at Bingham, Utah.

That Bingham is a mining town located in Salt Lake County, approximately twenty-seven miles south and west of Salt Lake City; that its population as shown by 1930 U. S. Census was thirty-two hundred forty-eight for Bingham town and sixteen hundred eighty-seven for Precinct 10, Bingham.

That the principal ores produced in the Bingham District are silver, lead, and copper, the values of which at the present time are exceptionally low.

That much of the business of the applicant is such that it cannot move any other way, such as: fish, oysters, poultry, livestock, fruit, iced goods, machinery parts, dead bodies, etc.

That considerable business of applicant to Bingham is interstate and that such express is handled by passenger trains into Salt Lake City; that the present method in serving Bingham is to send the express by automobile truck from Salt Lake City about 8:30 a. m., taking all items accumulated to that time; that express receipts or bills of lading are given for all shipments and receipts are taken for all deliveries, so that a complete record is kept of every shipment.

That witnesses for applicant representing various business enterprises at Bingham testified that the service of applicant is and has been entirely satisfactory; that considerable express comes from St. Louis, Chicago, New York City, and other eastern points; that they prefer to deal with one company, i. e., that one company be entirely responsible.

That certain exhibits were introduced showing numbers of ship-

ments, revenues, points of origin and destinations from and to which express shipments were handled, etc., as follows:

Exhibit A is a "Statement of Revenue at Bingham, Utah, for the year 1931 and Ten Months of the year 1932 by months. For the year 1931 the revenue amounted to \$6,314.16, or an average of \$526.19 per month and an average of \$536.69 for the first ten months. The revenue for the first ten months of the year 1932 amounted to \$2,938.41 or an average of \$293.84 per month.

Exhibits B-1, B-2, and B-3 are statements showing the traffic handled by Railway Express Agency, Inc. during the months of October, 1931, March, 1932, and October, 1932, segregating the number of local and interline, intrastate and interstate shipments and weights, and the percentage relationship to totals. (Bingham.)

Exhibits C-1 and C-2 are statements showing intrastate and interstate points of origin and destinations from and to which express shipments were handled by the Railway Express Agency, Incorporated during the months of October, 1931 and March, 1932, at Bingham, Utah.

That protest was filed by the Bingham Stage Line which is the holder of Certificate of Convenience and Necessity to transport passengers and express between Salt Lake City and Bingham, Utah; that said protestant contends there is no necessity for additional service between these points; that in addition to the Bingham Stage Line there is the Salt Lake-Bingham Freight Line which also operates under Certificate of Convenience and Necessity, transporting freight by automobile truck between Salt Lake City and Bingham.

That the granting of such certificate would not, in our judgment materially affect the existing automobile carriers for the reasons that much of the business is interstate which has not been transported by protestants and that the rates of applicant for local service are much higher than those of protestant, Bingham Stage Line; and that if applicant continues to furnish the service which it has rendered for many years, protestants would not be deprived of the right to continue to enjoy the business which they have heretofore handled.

That the case of Railway Express Agency, Inc., vs Public Utilities Commission of Ohio was decided by the Supreme Court of Ohio on December 24, 1930. See 174 N. E. 356.

In this case the Railway Express Agency applied to the P. U. C. of Ohio for an intrastate freight certificate of public convenience and necessity. The certificate was denied by the P. U. C. upon the ground that the evidence did not show inadequate service was being rendered by protestant's motor transportation companies, that there was no evidence of necessity shown between certain points involved in the application, that the application was not accompanied by a lawful schedule of rates and that existing motor transportation companies were able and willing to put on additional service if any need for them was shown. The Express Agency appealed to the Supreme Court and the decision of the P. U. C. was reversed. In the course of its opinion the Supreme Court of Ohio said among other things:

"The peculiar character of express transportation and service, in our opinion, as distinguished from that rendered by the usual motor companies, should also be taken into consideration. The former, by its close alliance with train schedules, is we think, better equipped for giving through service to shipper and consignee in intra and interstate transportation, especially in the latter. It is commonly well known that express shipments of very valuable goods are frequently made. Some consideration should be given to the financial responsibilities of express companies as compared with those of motor companies ordinarily; especially to the fact that, in the transportation and delivery of such goods, these peculiar shipments may be better safeguarded by the employment of a single agency than by several. The applicant had enjoyed this peculiar service and had occupied this field in those communities for years; this service the protestants are now asking in their own behalf. Through no fault of the applicant the train service carrying its express shipments was discontinued."

From the foregoing findings, the Commission concludes and decides as follows:

That the applicant has enjoyed and rendered express service between Salt Lake City and Bingham for many years, furnishing same by means of passenger train service; that through no fault of applicant the passenger train service was discontinued between Salt Lake City, and Bingham, Utah; that the service heretofore and at present rendered by applicant, Railway Express Agency, Inc. is highly specialized, a service which is distinctive when compared with the service given by

ordinary bus and truck lines; that a considerable proportion of applicant's business to and from Bingham is Interstate in nature:

That in view of this distinctive service, much of which is interstate, applicant was obliged to substitute the best available service when passenger train facilities were no longer available; that applicant has, does, and desires to continue to maintain control of the express service between Salt Lake City and Bingham, Utah, which it has furnished for many years; that the shipping public would be and is best subserved when the transportation is furnished by one responsible party instead of several; that this is especially true when so many shipments are interstate.

That convenience and necessity require the service of applicant between Salt Lake City and Bingham, Utah; that the application should therefore be granted, and a Certificate of Convenience and Necessity should be issued to the Railway Express Agency, Incorporated, authorizing it to operate an automobile service between Salt Lake City and Bingham, Utah, for the transportation of express matter.

ORDER

Certificate of Convenience and Necessity

No. 413

This case being at issue upon application and protest on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof, made and filed a report containing its findings, and conclusions, which said report is hereby referred to and made a part hereof,

IT IS ORDERED, That the application herein of the Railway Express Agency, Inc. for a Certificate of Convenience and Necessity to operate motor vehicle service for the transportation of express matter, between Salt Lake City and Bingham, Utah, be, and it is hereby granted.

ORDERED FURTHER, That Applicant shall maintain on file with the Public Utilities Commission of Utah the necessary insurance and bond as required by law, and shall file with the Commission a tariff schedule naming rates, time schedule, rules and regulations, and shall at all times operate in accordance with the Rules and Regula-

tions prescribed by the Commission governing the operation of common motor carriers over the public highways of the State of Utah.

(Signed) E. E. CORFMAN,
T. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

WATER USERS OF BIRCH CREEK CAN- YON WATER COMPANY,	Complainants,	} Case No. 1295
vs.		
BIRCH CREEK CANYON WATER COMPANY,	Defendant.	

ORDER OF THE COMMISSION

By the Commission:

Upon motion of the Commission:

IT IS HEREBY ORDERED That the complaint herein of Water Users vs Birch Creek Canyon Water Company, be, and it is hereby, dismissed without prejudice, for want of prosecution.

. Dated at Salt Lake City, Utah, this 19th day of February, A. D., 1934.

(Signed) E. E. CORFMAN,
T. E. McKAY,
T. H. HUMPHERYS,
Commissioners

(Seal)

Attest:

(Signed) FRANK L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of GIBSON T. BERRY in a representative capacity, for a Certificate of Convenience and Necessity to construct, maintain, and operate a line of railroad. } Case No. 1296

PENDING

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of the UTAH LIGHT & TRACTION CO. for permission to construct, maintain and operate an electric trolley coach system on certain streets in Salt Lake City, Utah, and discontinue street car service on and remove its tracks therefrom. } Case No. 1298

PENDING

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of REED GRAFF for a Certificate of Convenience and Necessity to operate an automobile transportation service for freight between Salt Lake City and points in Washington County, Utah. } Case No. 1299

Submitted: January 12, 1933. Decided: July 1, 1933.

Appearances:

Mr. Orvel Hafen, Attorney of St. George, Utah,	}	for Applicant, Reed Graff.
Mr. L. H. Anderson, Attorney, of Salt Lake City, Utah,	}	for Protestants, Los Angeles & Salt Lake Railroad Company and Salt Lake & Utah Railroad Company.
Mr. D. H. Morris, Attorney of St. George, Utah,	}	for Protestant, Joseph J. Milne.

REPORT OF THE COMMISSION

McKAY, Commissioner :

This matter came on regularly for hearing before the Public Utilities Commission of Utah on the 20th day of December, 1932, at St. George, Utah, upon the application of Reed Graff for a Certificate of Convenience and Necessity to operate an automobile freight transportation service between Salt Lake City, Utah, and points in Washington County, Utah.

From the evidence adduced for and in behalf of the applicant and interested parties the Commission finds :

That the applicant's principal place of business and post office address is St. George, Washington County, Utah.

That St. George, Santa Clara, Washington, and Leeds are communities in Washington County, Utah, situated on U. S. Highway No. 91, approximately 300 miles south of Salt Lake City, Utah, the combined population of which is approximately 3600; that the nearest railroad point to St. George and said other towns is Cedar City, Utah, approximately 54 miles away, and at the present time there is no person, firm, or corporation with a permit or certificate of convenience and necessity operating a direct freight automobile transportation service between Salt Lake City and St. George and said other towns over U. S. Highway No. 91 or otherwise.

That a large proportion of the goods, wares, and merchandise required by the merchants, businessmen, and inhabitants of St. George and said other towns in Washington County in the successful operation of their various trades, professions, businesses, and callings are purchased in Salt Lake City, Utah; that said merchants and businessmen of said communities follow the practice of buying goods and supplies sufficient to keep them in stock only for a few days at a time, requiring, therefore, frequent and speedy delivery of their goods from Salt Lake City, which cannot be made by the present railroad and other facilities; that goods can be transported by truck from Salt Lake City to St. George and said other towns in Washington County, Utah, in approximately 15 hours from the time said goods are packed for shipment in Salt Lake City, and approximately 48 hours after the orders for said goods are delivered to the truckmen at St. George and said other towns; that the services of a truckman are necessary and indispensable in rendering personal service by way of adjustments on

orders, making exchanges of merchandise with shipping houses in Salt Lake City, and rendering of other personal individual attention to said orders made necessary because of the isolated condition of St. George and said other towns from Salt Lake City, and the fact that no other such personal service is or can be furnished under present railroad and other facilities.

That applicant desires to operate this automobile trucking service only between Salt Lake City and St. George, Washington, Santa Clara, and Leeds, Washington County, Utah, on U. S. Highway No. 91.

That the protestant, Los Angeles & Salt Lake Railroad Company, is a corporation organized and existing under and by virtue of the laws of Utah, and is a common carrier of freight and passengers, engaged in operating a steam line of railroad in interstate and intrastate commerce within and through the states of Utah, Nevada, and California, and that its termini are the cities of Salt Lake City in the State of Utah and Los Angeles in the State of California; that the Los Angeles & Salt Lake Railroad Company is now and has been operating a branch line between Lund, Utah, and Cedar City, Utah; that daily except Sundays a baggage car for L. C. L. freight leaves Salt Lake City at 7:00 P. M. for Cedar City, where it is set out without being opened enroute at 10:00 A. M. the following morning; that freight is received and loaded on this car at Salt Lake City up to 5:00 P. M.; that carloads are handled on the same train, set out at Lund, and transported from Lund to Cedar City on the Cedar City Branch Line daily except Sundays.

Considerable evidence was presented bearing upon the subject of the convenience and necessity for said transportation service between Salt Lake City, Utah, and points in Washington County, Utah, and a number of witnesses testified for the applicant bearing upon said convenience and necessity. However, from the evidence in the record as developed in the cross-examination of the applicant by counsel for protestant, Los Angeles & Salt Lake Railroad Company, and also by counsel for protestant, J. J. Milne, Transcript Pages 12 to 15, also 18 and 31, it is quite evident that applicant, Reed Graff, has been and still is operating in violation of the law, and the Commission decides that under these circumstances it is unnecessary to pass upon the question of convenience and necessity for said service, but in line with the principle and the policy of this Commission as laid down in the cases of Roundy and Colby (No. 1150, decided March 7, 1930) and Bollschweiler (No. 1170, decided July 15, 1930) to the effect that

where the evidence shows that applicant has been operating in violation of the law, his application should be denied.

Applicant testified under cross-examination that he had been driving a truck for his brother, Clyde Graff, for over a year and knew at the time that said Clyde Graff had no certificate to operate. Clyde Graff was finally in November, 1932, restrained by the Court from further operations because he had not complied with any of the provisions of the law or any of the regulations of the Commission; notwithstanding this order the business that had been conducted by said Clyde Graff continued, but in the name of the applicant, Reed Graff; the same trucks were used, the same schedules were followed, in fact the same business was continued as before the restraining order was issued, and neither during the time that elapsed between the issuance of said Court order and the filing of this application, nor since the filing of said application has the applicant made any report to this Commission of tonnage hauled, and no ton mile tax has been paid; in fact, none of the provisions of the law have been complied with.

From the foregoing findings of fact the Commission concludes and decides that said application of Reed Graff for a certificate of convenience and necessity to operate an automobile transportation service for freight between Salt Lake City, Utah, and points in Washington County, Utah, should be denied.

An appropriate order will follow.

(Signed) THOS. E. McKAY,
Commissioner.

We Concur:

(Signed) E. E. CORFMAN,
Chairman.

T. H. HUMPHERYS,
Commissioner.

Attest:

(Signed) F. L. OSTLER, Secretary.

ORDER

At a Session of the PUBLIC UTILITIES COMMISSION OF UTAH, held at its office in Salt Lake City, Utah, on the 1st day of July, A. D., 1933.

In the Matter of the Application of REED GRAFF for a Certificate of Convenience and Necessity to operate an automobile transportation service for freight between Salt Lake City and points in Washington County, Utah. } Case No. 1299

This case being at issue upon application and protest on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof, made and filed a report containing its findings and conclusions, which said report is hereby referred to and made a part hereof:

IT IS ORDERED, That the application of Reed Graff for a certificate of convenience and necessity to operate an automobile transportation service for freight between Salt Lake City and points in Washington County, Utah, be, and the same is hereby, denied.

(Signed) F. L. OSTLER,
(Seal) Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

UTAH SHIPPERS TRAFFIC ASSOCIATION, }
Complainant, }
vs. } Case No. 1300
BAMBERGER ELECTRIC RAILROAD }
COMPANY, et al, }
Defendants. }

Submitted: September 18, 1933 Decided: December 12, 1933.

Appearances:

J. S. Earley,	} for Utah Shippers Traffic Association, Utah Manufacturers Association, Utah Manufacturers Employees League, Utah State Farm Bureau, Utah Poultry Producers Cooperative Association, Utah Cattle and Horse Growers Association, Utah Cannery Association, Associated General Contractors of America, Intermountain Branch, Retail Fuel Dealers of Utah, Salt Lake Retail Fuel Dealers Association, Salt Lake Real Estate Board, Apartment Owners Corporation, Associated Brick Manufacturers of the Intermountain Territory, Intermountain Produce Dealers Association.
B. H. Taylor, George Williams, R. K. Bradford, J. A. Gallaher,	} for Denver & Rio Grande Western Railroad Company.
J. A. Gallaher,	} for } Defendants generally.
Dana T. Smith, W. Hal. Farr,	} for Oregon Short Line Railroad Company, Los Angeles & Salt Lake Railroad Company, and } Union Pacific Railroad Co.
H. W. Prickett, M. H. Love, B. L. Penn,	} for Utah Coal Producers Assn.
Dey, Hoppaugh, Mark and Johnson,	} for Chesterfield } Coal Company.
F. O. Sandstrom,	} for Colorado & New Mexico } Coal Operators Association.
John D. Rice,	} for The Attorney General } of Utah.
W. S. McCarthy,	} for } W. S. McCarthy.

REPORT AND ORDER OF THE COMMISSION

By the Commission :

Under date of November 18, 1932, formal complaint was filed with the Commission by Utah Shippers Traffic Association against Bamberger Electric Railroad Company and other electric and steam railroads in the State of Utah.

Complaint was amended and filed with the Commission on December 10, 1932.

In accordance with the provisions of the Utah Statutes and the Rules of Practice and Procedure of the Commission, defendants were given an opportunity to point out in writing any defects which might appear in the complaint. Defendants were later given an opportunity to satisfy or answer the complaint. Numerous answers were received from defendants. The issues in the complaint having been clearly drawn, the matter was set for hearing on January 24, 1933. On January 9, 1933, stipulation of interested parties was filed with the Commission to postpone hearing until February 28, 1933. On February 24, 1933, another stipulation was filed by the interested parties to postpone hearing until March 14, 1933; and yet another stipulation to postpone the hearing until April 11, 1933, was filed on March 11, 1933. Notices of postponement in accordance with these stipulations were duly issued by the Commission.

Hearing of evidence and testimony relative to this matter commenced on April 11, 1933.

From the evidence adduced for and in behalf of interested parties, the Commission makes the following findings:

That complainant is a voluntary and non-profit-sharing corporation, organized under and existing by virtue of the laws of the State of Utah, with its principal place of business at Salt Lake City, Utah; that its membership consists of approximately ten thousand seven hundred fifty associations, manufacturers, jobbers, wholesalers, and retailers, (all classifications) doing business wholly or partially within the State of Utah;

That defendants are common carriers engaged in the transportation of property by railroad within the State of Utah, and as such common carriers, are subject to the jurisdiction of the Public Utilities Commission of Utah.

The complainant alleges that all the coal rates in effect from coal producing points in Utah on the lines of The Denver & Rio Grande Western Railroad Company and the Utah Railway Company to all stations in Utah as published in certain specified tariffs are unjust and

unreasonable in violation of Section 1 of Chapter III of the Public Utilities Act of the State of Utah, (Section 4783 of the Compiled Laws of Utah, 1917, and as amended) ;

That numerous exhibits were introduced by complainant and defendants to show lines of defendants; history of coal rates from Castle Gate District, which is located in Carbon County, to stations located on lines of defendants in Utah; distances and average distances from Castle Gate Group to coal consuming points in Utah; ton mile and car mile earnings on coal from Castle Gate District to Utah destination; the Holmes and Hallowell Scale of coal rates as prescribed by the Interstate Commerce Commission (69 I. C. C. 11) comparisons of present rates from the Castle Gate District with rates for comparable distances as shown by the Holmes and Hallowell Scale; with rates and earnings of The Denver & Rio Grande Western Railroad Company on intrastate shipments in Colorado with rates and earnings on shipments moving via other lines in intrastate commerce in Montana, New Mexico, Arizona, and Washington; rate level comparisons of various commodities from the year 1925 to the present; comparison with the Indiana-Illinois scale of coal rates as prescribed by the Interstate Commerce Commission (190 I. C. C. 743); intrastate tonnage statistics coal and carload traffic, with percentage of coal to all carload traffic; movement of coal by automobile trucks from points in Carbon County to points in Utah and Salt Lake Counties for a period of ten days; also present and proposed rates on lump coal from Castle Gate District to stations in Utah; that the history of rates in Utah on various commodities indicates that they have fluctuated up and down while those on coal have been increased generally since the year 1917, some, however, having been reduced; that numerous comparisons were made by complainant which were not considered in this case because of the fact that conditions are not comparable, that the grades and curvatures, also operating conditions, are not similar; however, such comparisons were generally made with intrastate rates in other states. There were a sufficient number of comparisons made between Utah points to satisfy the Commission on coal that the Utah rates in many instances are out of line and require a general rate adjustment downward. To order a general rate reduction of a fixed amount as suggested by complainant would not iron out these irregularities, some of which have been brought about by competitive fuels, and others by truck transportation.

Hundreds of trucks loaded with coal are on the highways daily. Most of this coal is sold at points in Utah, Salt Lake, Weber, and Box Elder Counties, in competition with the local merchants.

It is true many rates on coal have been temporarily reduced to meet the competition of natural gas and also coal hauled by trucks. No reductions, however, have been made to Salt Lake County points, and points north thereof on lump coal, except to points north of Ogden, Utah. Municipalities have endeavored to render some relief to their local coal merchants by exacting a license fee of fifty or seventy-five dollars per year from the new type of dealer. This has only partially aided. It appears to us that carriers, defendants, must reduce their freight rates on coal to various points in Utah, or suffer the loss of much of their coal traffic.

Up to the present time there has been no department or Commission set up by the State for the purpose of regulating such traffic when the operators buy and sell the coal. Once the traffic is lost, it is extremely difficult, if not impossible to recover.

The Commission has full knowledge that Defendants are not now earning a fair rate of return on the value of their property used and useful in rendering service to the traveling and shipping public. At the same time we are convinced that the record in this case will bear out the fact that the rates on coal to points in Utah are out of line in so many instances as to justify the issuance of an order for a general revision. Then, too, the trucks have determined in a measure, the value of this class of transportation service.

From the foregoing findings of fact, the Commission concludes and decides that defendants, parties to this proceeding, shall be allowed twenty days from the date hereof, in which to prepare and submit a list of revised rates; that such revision should include reductions of at least fifty cents per ton to Utah Common Points on lump coal, and that slack coal rates should be proportionately lower; however, due consideration may be given to reductions previously made to meet competition; that rates to points north and south of Utah Common Points should be reduced proportionately and graded so that there will be no occasion for a thirteenth section proceeding before the Interstate Commerce Commission; that the rates west of Carbon County Points, including points on the Marysvale Branch of The Denver & Rio Grande Western Railroad Company be likewise revised downward; that the rates to points east of Carbon County producing points should be reduced and graded so as to avoid grounds for a thirteenth section case before the Interstate Commerce Commission; that in the revision of all coal rates the same or reduced differentials as between coal producing districts should be maintained.

IT IS THEREFORE ORDERED, That defendants in this proceeding shall be allowed twenty days from the date hereof, in which to prepare and submit a list of revised rates, to include reductions of

at least fifty cents (50c) per ton to Utah Common Points on lump coal, and slack coal rates to be proportionately lower, giving due consideration to reductions previously made to meet competition; that all other coal rates in Utah intrastate traffic be reduced proportionately and graded so that there will be no occasion for a thirteenth section proceeding before the Interstate Commerce Commission; and that in the revision of all coal rates, the same or reduced differentials as between coal producing districts be maintained.

ORDERED FURTHER, That if carriers, defendants in this proceeding, fail to comply with the Commission's Order herein, the Commission will prepare a complete revision of the coal rates, and order said carriers to publish the same and put them into effect immediately thereafter.

(Signed) E. E. CORFMAN,

T. E. McKAY,

T. H. HUMPHERYS,

Commissioners.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION OF UTAH

UTAH SHIPPERS TRAFFIC ASSN.,

Complainant,

vs.

BAMBERGER ELECTRIC RAILROAD
COMPANY, et al,

Defendants.

} Case No. 1300

DISMISSAL ORDER

By the Commission:

Upon motion of the Complainant, and with the consent of the Commission,

IT IS ORDERED, That the above entitled matter—Utah Shippers Traffic Association, Complainant, vs. Bamberger Electric Railroad Company, et al, Defendants, P. U. C. U. No. 1300, be, and it is hereby, dismissed without prejudice.

Dated at Salt Lake City, Utah, this 31st day of March, A. D., 1934.

(Signed) E. E. CORFMAN,

T. E. McKAY,

T. H. HUMPHERYS,

Commissioners.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION OF UTAH

In the Matter of the Application of CLYNTON
T. SYRETT, doing business under the name
and style of SYRETT TRUCK COMPANY,
for a permit to operate automobile trucks for the
transportation of freight. } Case No. 1301

Submitted: July 19, 1933.

Decided: August 16, 1933.

Appearances:

Parnell Black, Attorney, Judge } for
Building, Salt Lake City, } Applicant.

R. B. Porter and W. Hal. Farr, } for Union Pacific
Attorneys, U. P. Building, } System Lines.

John D. Rice, Attorney, } for
} State of Utah.

B. R. Howell, Attorney, } for D. & R. G. W. R. R. Co.
} and Rio Grande Motor Way,
} Incorporated.

REPORT AND ORDER OF THE COMMISSION

By the Commission:

Under date of December 21, 1932, Clynton T. Syrett, whose residence is Cedar City, Utah, doing business under the name and style of Syrett Truck Line, filed application with the Public Utilities Commission of Utah, for a permit to operate automobile trucks for the transportation of freight for hire between Salt Lake City and Cedar City, Utah, via Provo, Nephi, Fillmore, and Beaver, Utah, over U. S. Highway No. 91. This matter came on for hearing on July 19, 1933, after due and legal notice given to all interested parties.

From the evidence adduced for and in behalf of the interested parties, the Commission makes the following findings:

That applicant, Clynton T. Syrett, is now and for some time past has been engaged in the transportation of freight for hire for the Cedar Distributing Company, Cedar Mercantile Company, Hunter Hardware Company, Continental Oil Company, Biederman Brothers, Cedar City Supply Company, Standard Supply Company, Chamberlin Cash Grocery, Goodie Garden, all of Cedar City, Utah, H. D. Thompson, O. P. Skaggs, and B. Nowers of Beaver, Utah, the Utah

Wholesale Grocery Company, Salt Lake Hardware Company, Keeley's, Inc., Z. C. M. I., Strévell-Patterson Hardware Company, and Ryan Fruit Company of Salt Lake City, Utah, between Salt Lake City and Beaver and Cedar City, Utah; that the Cedar Distributing Company is an association composed of the Utah Wholesale Grocery Company and Zions Wholesale Grocery Company; that applicant also conducts a business known as the Syrett Commission Company for which he buys, transports, and sells groceries, etc.; that he has for five or six years past been operating between Salt Lake City and Cedar City, Utah, over U. S. Highway No. 91, and has for a considerable time transported groceries, hardware, oil, etc. for the above named parties; that he has been making two round trips per week, and charges 57½¢ per 100 pounds; that applicant owns one Chevrolet truck; and that U. S. Highway No. 91 between Salt Lake City and Cedar City, Utah, is for the most part a heavily traveled highway, all hard surfaced with the exception of 22 miles of dirt road.

That applicant has procured and now has in full effect liability and property damage insurance in accordance with the provisions of Sections 22 and 23, Chapter 53, Laws of Utah, 1933; that applicant has filed road tax reports covering a portion only of the merchandise which has been transported by him.

That the Los Angeles & Salt Lake Railroad Company operates a steam railroad between Salt Lake City, Utah, and Los Angeles, California with a branch line between Lund and Cedar City, Utah; that it affords daily, convenient and dependable freight service between these points; that the Interstate Transit Lines operates daily express service between all points on U. S. Highway No. 91 between Salt Lake City and Cedar City, Utah.

That applicant has knowingly, repeatedly, and wilfully violated the provisions of Section 4818, Compiled Laws of Utah, 1917, with respect to obtaining a certificate of convenience and necessity before commencing operations over the public highways as a common carrier; that he has also with full knowledge repeatedly and continuously violated the provisions of Chapter 42, Laws of Utah, 1927, as amended by Chapter 94, Laws of Utah, 1929, and the Laws of Utah amendatory thereto, which require that a permit be secured before an automobile company for hire may transport merchandise or other property over the public highways of the State of Utah, outside of cities or towns, for more than one person, firm, or corporation.

From the foregoing findings, the Commission concludes and decides that the application herein should be denied.

IT IS THEREFORE ORDERED, That the application herein, of Clynton T. Syrett, doing business under the name and style of

Syrett Truck Company, for a permit to operate automobile trucks for hire over the public highways for the transportation of freight between Salt Lake City, Utah, and Cedar City, Utah, be, and it is hereby denied.

ORDERED FURTHER, That said applicant, Clynton T. Syrett, shall immediately cease and desist from operating over the public highways of the State of Utah for hire.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,

(Seal)

Attest:

Commissioners.

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION OF UTAH

In the Matter of the Application of G. R. Leonard, Ethel Clark, H. V. Leonard, and R. I. Braffet, the MOAB GARAGE COMPANY, and SALT LAKE & EASTERN UTAH STAGE LINES for permission to separate and to operate separately the present Certificate of Convenience and Necessity No. 399, to the end that Ethel Clark, R. I. Braffet, H. V. Leonard, and G. R. Leonard, shall operate that part of said Certificate No. 399 between Price, Utah, and Salt Lake City, Utah, as a separate franchise, and that The Moab Garage Company shall operate that part of Certificate No. 399 from Price, Utah, to Moab, Utah, as a separate franchise; that The Moab Garage Company be released from its obligations to finance or to hold stock in the corporation which shall operate said franchise between Salt Lake City, Utah, and Price, Utah; and that the Salt Lake & Eastern Utah Stage Lines be authorized to transfer to The Moab Garage Company the franchise between Price, Utah, and Moab, Utah, between Moab, Utah, by way of Thompsons, Cisco, and intermediate points in Utah, to Grand Junction, Colorado, and from Thompsons, Utah, by way of Moab, to Monticello, Utah, and that these last three mentioned franchises be operated by The Moab Garage Company.

Case No. 1302

Submitted: January 31, 1933.

Decided: June 21, 1933.

Appearances:

Mr. Knox Patterson, Attorney, } for
of Price, Utah, } Applicants.

Van Cott, Riter & Farnsworth, } for The Denver & Rio Grande
Attorneys of Salt Lake City, } Western Railroad Co. and Rio
Grande Motor Way, Inc.

REPORT OF THE COMMISSION

CORFMAN, Commissioner:

On the 27th day of December, 1932, G. R. Leonard, Ethel Clark, H. V. Leonard, and R. I. Braffet, the Moab Garage Company, and Salt Lake & Eastern Utah Stage Lines filed an application before the Public Utilities Commission, in effect, for permission to discontinue the operating rights over the public highways heretofore granted by the Commission under Certificate of Convenience and Necessity No. 399, in Case No. 1225, and for new certificates of convenience and necessity, one authorizing the Moab Garage Company to operate over the public highways under a separate certificate of public convenience and necessity between Price and Moab, Utah, and between Moab, Utah, by way of Thompson, Cisco, and intermediate points in Utah, and Grand Junction, Colorado, and from Thompson, Utah, by way of Moab, to Monticello, Utah. Secondly, for a new certificate of convenience and necessity authorizing said applicants, Ethel Clark, R. I. Braffet, H. V. Leonard, and G. R. Leonard, as Trustees for a corporation thereafter to be organized for the purpose of operating over the public highways between Price and Salt Lake City, said operations between Price and Salt Lake City to be the same as authorized and permitted in Cases 1180, 1182, 1187, and 1190 combined, under Certificate of Convenience and Necessity No. 380, issued by the Commission therein, which said certificate was subsequently cancelled and annulled in Case No. 1225, wherein Certificate No. 399 was issued, granting to the Salt Lake & Eastern Utah Stage Lines all of the operating rights of the Moab Garage Company theretofore had by said Moab Garage Company.

The matter came on regularly for hearing before the Commission at its office in Salt Lake City, Utah, after due notice given, on the 31st day of January, 1933, upon said application, there being no protest

made or filed to the granting of the same. From the evidence adduced for and in behalf of the applicant, the Commission finds and reports as follows:

That the applicant, Moab Garage Company, is a corporation duly organized and existing under and by virtue of the Laws of the State of Utah, with its principal office or place of business in Moab, Utah; that for many years heretofore it has rendered automobile service for hire over the public highways in eastern Utah, beyond Price, Utah, under certificates of public convenience and necessity heretofore granted by the Public Utilities Commission, and prior to the enactment of the public utility laws of 1917 as well, and that said operations were the only operations authorized in said territory by the commission with the exception of those defined and granted to Salt Lake & Eastern Utah Stage Lines, under Certificate of Convenience and Necessity No. 399, issued by the Commission in Case No. 1225 on the 10th day of September, 1932.

That the said Moab Garage Company, by reason of its financial ability and long experience, is capable of rendering efficient and dependable automobile service, both passenger and truck, in that territory heretofore served in eastern Utah under certificates of public convenience and necessity issued by the Commission, and as theretofore rendered by it prior to 1917, as a common carrier of persons and property.

That the Salt Lake & Eastern Utah Stage Lines is a corporation duly organized and existing under and by virtue of the Laws of the State of Utah, with its principal office or place of business in Moab, Utah; that since granting to it by the Public Utilities Commission of said Certificate No. 399 in Case No. 1225, it has been continuously engaged in automobile passenger service, within certain limitations, over the public highway between Salt Lake City and Monticello, Utah, its operating rights being more specifically defined in said Certificates No. 380 and No. 399, respectively.

That the Moab Garage Company can render more economical, efficient, and dependable service between Price and Monticello and elsewhere beyond and east of Price than is now being rendered by the Salt Lake & Eastern Utah Stage Lines in the manner authorized in Certificate of Convenience and Necessity No. 399, issued by the Commission on the 10th day of September, 1932, as aforesaid; that the territory east of Price, heretofore served by the Moab Garage Company and the Salt Lake & Eastern Utah Stage Lines can be for the present better served by the sole operations of the applicant, Moab

Garage Company; and that the territory between Price and Salt Lake City, now being served by the Salt Lake & Eastern Utah Stage Lines, can, within certain limitations, be more economically and efficiently served, and that the applicants, G. R. Leonard, Ethel Clark, H. V. Leonard, and R. I. Braffet, all being interested in the Salt Lake & Eastern Utah Stage Lines, now desire that the Salt Lake & Eastern Utah Stage Lines be permitted to do so, and have appeared since these proceedings were commenced and signified their desire and willingness to that effect.

That the Rio Grande Motor Way, Inc. under Certificate No. 384, issued in Case No. 1194, is at the present time authorized and permitted to render automobile freight and express service between Salt Lake City and Price, Utah, and is now and for some time past has been engaged in rendering such service, which for the present at least is all the automobile freight and express service needed to adequately serve the public with the exception, however, of package freight and express within certain limitations and restrictions which have been mutually agreed to by the interested parties, Salt Lake & Eastern Utah Stage Lines, R. I. Braffet, H. V. Leonard, Ethel Clark, G. R. Leonard, and Rio Grande Motor Way, Inc. and The Denver & Rio Grande Western Railroad Company, to be as follows:

That automobile package freight and express service of the Salt Lake & Eastern Utah Stage Lines between Salt Lake City and Price, Utah, shall be restricted hereafter to the carrying of package freight and express on the top of 7-passenger automobiles equipped to carry package freight and express on the top thereof, such package freight and express to be so carried not to exceed in total combined weight 200 pounds on any one trip, exclusive of ice cream and bread, and no single package so carried shall weigh in excess of 50 pounds, except in cases of extreme emergency, found and determined by the Public Utilities Commission of Utah.

That the points beyond Price in eastern Utah, heretofore served by the Moab Garage Company and the Salt Lake & Eastern Utah Stage Lines, are almost wholly dependent upon automobile service for transportation of both persons and property, and the needs of the public in that territory for transportation are essentially different from those required between Price and Salt Lake City, Utah; that different equipment is required for the service in the territory beyond and east of Price, Utah, than that required between Price and Salt Lake City, Utah; that the operations respectively between Price and Monticello

and the territory heretofore served by the Moab Garage Company and Salt Lake & Eastern Utah Stage Lines, and that being rendered between Price and Salt Lake City, Utah, by the Salt Lake & Eastern Utah Stage Lines, with certain exceptions, can more economically and efficiently be rendered by separate automobile corporations in the manner and as applied for; that the Moab Garage Company can more efficiently render the service east of Price in the manner applied for and as hereinbefore mentioned; that the Salt Lake & Eastern Utah Stage Lines can more efficiently render dependable automobile passenger service between Price and Salt Lake City, Utah, by having the privilege of carrying package freight and express within the limitations agreed to by it and The Denver & Rio Grande Western Railroad Company and Rio Grande Motor Way, Inc. as hereinbefore set forth.

From the foregoing findings the Commission concludes that the Salt Lake & Eastern Utah Stage Lines should be permitted and required as well to discontinue all service to the public authorized and permitted to be rendered by it under Certificate of Public Convenience and Necessity No. 399, Case No. 1225, except that it should be permitted to render automobile passenger service between Salt Lake City and Price, Utah, and in addition thereto the right and privilege of transporting baggage, package freight, and express over the public highways between Salt Lake City and Price, Utah, to the extent only when such can safely and conveniently be carried upon the top of 7-passenger automobiles used by it for the purpose of making trips and transporting persons for hire between said points, provided, however, that said baggage, package freight, and express transported by it on any one trip shall not exceed a total of 200 pounds of freight and/or express, exclusive of ice cream and bread, and no one package be in excess of 50 pounds weight, except in cases of extreme necessity, as and when found by the Commission to exist; that all operating rights of the Salt Lake & Eastern Utah Stage Lines over the public highways authorized by this Commission under Certificate No. 399, other than hereinbefore expressly mentioned and authorized should be cancelled and annulled; that a certificate of public convenience and necessity should issue herein authorizing and permitting the Moab Garage Company to exercise rights east of Price, Utah, heretofore authorized and permitted to be exercised by the Salt Lake & Eastern Utah Stage Lines under said Certificate No. 399; that the automobile baggage, package freight, and express service heretofore performed, rendered, and authorized by the Commission under said Certificate No. 399 over the public highways between Salt Lake City and Price, Utah, not ex-

pressly reserved herein to the Salt Lake & Eastern Utah Stage Lines be rendered by the Rio Grande Motor Way, Inc.

By reason of the findings and conclusions aforesaid the application of Salt Lake & Eastern Utah Stage Lines now pending, P. U. C. Case No. 1253, before the Commission for an order permitting it to extend its freight service so as to be allowed to carry baggage, freight, and express, and also the application of R. I. Braffet, Ethel Clark, H. V. Leonard, and G. R. Leonard herein to do likewise should be denied and dismissed.

An appropriate order will follow.

(Signed) E. E. CORFMAN,
Chairman.

We Concur:

(Signed) THOS. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

Attest:

(Signed) F. L. Ostler, Secretary.

ORDER

At a Session of the PUBLIC UTILITIES COMMISSION OF UTAH, held at its office in Salt Lake City, Utah, on the 21st day of June, A. D., 1933.

Certificate of Convenience and Necessity No. 402 issued to
Salt Lake & Eastern Utah Stage Lines

Certificate of Convenience and Necessity No. 403 issued to
Moab Garage Company

Cancels Certificate of Convenience and Necessity No. 399

In the Matter of the Application of G. R. Leonard, Ethel Clark, H. V. Leonard, and R. I. Braffet, the MOAB GARAGE COMPANY, and SALT LAKE & EASTERN UTAH STAGE LINES for permission to separate and to operate separately the present Certificate of Convenience and Necessity No. 399, to the end that Ethel Clark, R. I. Braffet, H. V. Leonard, and G. R. Leonard, shall operate that part of said Certificate No. 399 between Price, Utah, and Salt Lake City, Utah, as a separate franchise, and that The Moab Garage Company shall operate that part of Certificate No. 399 from Price, Utah, to Moab, Utah, as a separate franchise; that The Moab Garage Company be released from its obligations to finance or to hold stock in the corporation which shall operate said franchise between Salt Lake City, Utah, and Price, Utah; and that the Salt Lake & Eastern Utah Stage Lines be authorized to transfer to The Moab Garage Company the franchise between Price, Utah, and Moab, Utah, between Moab, Utah, by way of Thompson, Cisco, and intermediate points in Utah, to Grand Junction, Colorado, and from Thompson, Utah, by way of Moab, to Monticello, Utah, and that these last three mentioned franchises be operated by The Moab Garage Co.

Case No. 1302

This case being at issue upon application on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof, made and filed a report containing its findings and conclusions, which said report is hereby referred to and made a part hereof:

IT IS ORDERED, That the Salt Lake & Eastern Utah Stage Lines be, and it is hereby, required to cease and discontinue henceforth all automobile service to the public authorized and permitted to be rendered by it under Certificate of Public Convenience and Necessity No. 399, issued in P. U. C. Case No. 1225, September 10th, 1932, except it shall be permitted to render automobile passenger service between Salt Lake City and Price, Utah, and in addition thereto, it is hereby granted the right and privilege of transporting baggage, package freight, and express over the public highways between Salt Lake City and Price, Utah, to the extent only that such baggage, package freight, and express can safely and conveniently be carried upon the top of 7-passenger automobiles owned and operated by it for the purpose of making trips and transporting persons for hire between said points; provided, however, that said baggage, package freight, and express transported by it on any one trip between said points shall not exceed a total of two hundred (200) pounds of freight and/or express, exclusive of ice cream and bread, and no one package be in excess of fifty (50) pounds weight, except in cases of extreme necessity, as and when first found by the Public Utilities Commission to exist; that all operating rights of the Salt Lake & Eastern Utah Stage Lines over the public highways authorized by the Public Utilities Commission of Utah under said Certificate No. 399, other than by this order expressly granted and permitted, be, and the same are hereby, cancelled and annulled.

ORDERED FURTHER, That the Salt Lake & Eastern Utah Stage Lines shall not render locally any automobile passenger, baggage, freight, or express service whatsoever over the public highways between Salt Lake City and Spanish Fork, Utah.

ORDERED FURTHER, That all of the automobile baggage, freight, and express service between Price and Salt Lake City, Utah, heretofore performed and rendered or authorized to be performed and rendered by Salt Lake & Eastern Utah Stage Lines under said Certificate No. 399 in Case No. 1225, not heretofore expressly excepted and reserved to it, shall hereafter be rendered and performed by the Rio Grande Motor Way, Inc.

ORDERED FURTHER, That the application of the Salt Lake & Eastern Utah Stage Lines (P. U. C. Case No. 1253) to be permitted and allowed to carry baggage, freight, and express between Salt Lake City and Price, Utah, and that of R. I. Braffet, Ethel Clark, H. V. Leonard, and G. R. Leonard to do likewise be, and the same are hereby dismissed and denied.

ORDERED FURTHER, That the Moab Garage Company be, and it is hereby, authorized, permitted, and required to render the automobile service, passenger, baggage, freight, and express, heretofore authorized to be rendered by the Salt Lake & Eastern Utah Stage Lines, over the public highways east of Price, Utah, under Certificate No. 399 in Case P. U. C. No. 1225, and henceforth the Salt Lake & Eastern Utah Stage Lines shall cease to render and perform such service.

ORDERED FURTHER, That the Moab Garage Company and the Salt Lake & Eastern Utah Stage Lines, respectively, shall forthwith file in the office of the Public Utilities Commission their schedules, tariff sheets, and rules applicable to the automobile service herein authorized to be rendered by them, and shall at all times operate in accordance with the statutes of Utah and the rules and regulations prescribed by the Commission governing the operation of automobile stage lines.

By the Commission.

(Signed) F. L. OSTLER,

(Seal)

Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of the BOARD
OF COUNTY COMMISSIONERS OF
CACHE COUNTY, for permission to close a
grade crossing over the tracks of the Oregon
Short Line Railroad Company at a point 5.73
miles distant south-easterly from its Station
Building at Cache Junction. } Case No. 1303

Submitted: August 2, 1933.

Decided: April 9, 1934.

Appearances:

R. B. Porter, Attorney,

} for Oregon Short Line
} Railroad Company.

C. V. Mohr, County Clerk,

} for
} Cache County.

REPORT AND ORDER OF THE COMMISSION

By the Commission:

Under date of January 28, 1933, application was filed with the Public Utilities Commission by the Board of County Commissioners of Cache County, Utah, for permission to close a grade crossing over the tracks of the Oregon Short Line Railroad Company at a point 5.73 miles south-easterly from its station building at Cache Junction, Utah. This matter came on regularly for hearing before the Commission at Logan, Utah, on August 2, 1933, after due notice given to interested parties. No protests were made or filed to the granting of the application.

From the evidence adduced for and in behalf of interested parties, the Commission makes the following findings:

That the grade crossing over the tracks of the Oregon Short Line Railroad Company at a point 5.73 miles south-easterly from the station building at Cache Junction, Utah, was constructed approximately eight years ago to serve the Clearfield Irrigation District principally for the purpose of facilitating the movement of sugar beets from that district to the storehouse; that this crossing is no longer used for the reason that said Clearfield Irrigation District was found unsuitable for growing sugar beets, and since the discontinuance of the growing of sugar beets, the land has not been used for any other purpose; that the irrigation canal has been drained and leveled up, and the pump discontinued for approximately three or four years; that the Oregon Short Line Railroad Company has no objection whatever to the abandonment of this grade crossing inasmuch as there is no further use made of the road.

From the foregoing findings, the Commission concludes and decides that the application should be granted.

IT IS THEREFORE ORDERED, That the application herein of the board of County Commissioners of Cache County for permission to close a grade crossing over the tracks of the Oregon Short Line Railroad Company at a point 5.73 miles distant south-easterly from the Station Building at Cache Junction be, and it is hereby, granted.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)
Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of the LOS ANGELES & SALT LAKE RAILROAD COMPANY, a corporation, for permission to discontinue the operation of its station at Clear Lake, Utah, as an agency station. } Case No. 1304

Submitted: May 23, 1933.

Decided: June 13, 1933.

Appearance:

R. B. Porter, Attorney, } for Applicant, Los Angeles &
Salt Lake City, Utah, } Salt Lake Railroad Company.

REPORT OF THE COMMISSION

McKAY, Commissioner:

Under date of March 22, 1933, application was filed with the Public Utilities Commission of Utah by the Los Angeles & Salt Lake Railroad Company for permission to discontinue the operation of its station at Clear Lake, Utah, as an agency station. The matter came on for hearing at Delta, Utah, on May 9th, 1933, after due and legal notice had been given to interested parties. From the evidence adduced the Commission makes the following findings:

That Los Angeles & Salt Lake Railroad Company is a corporation organized and existing under the laws of the State of Utah with its principal place of business at Salt Lake City, Utah; that it is a common carrier of freight and passengers by means of a steam railroad which operates between Salt Lake City, Utah, and Los Angeles, California, with numerous branch lines along its route; that it is part of the Union Pacific System which is comprised of Union Pacific Railroad Company, Oregon Short Line Railroad Company, Oregon Washington Railroad & Navigation Company, Los Angeles & Salt Lake Railroad Company, and St. Joseph & Grand Island Railroad Company, aggregating almost 10,000 miles of railroad.

That applicant is now and has for several years past maintained a station at Clear Lake, Utah, which is situated in Millard County, and has during such time employed an agent for the comfort and convenience of the shipping and traveling public; that the territory served by the station is devoted to agriculture and ranching, and the territory

adjacent thereto is devoted to mining; that at first the station was maintained primarily as a telegraph office with three telegraphers to conduct railroad business. At the present time business conditions do not warrant the services of even one telegrapher.

That the revenues of the Union Pacific System assignable to Clear Lake for the Year 1930 was \$5,518, for 1931 \$1,398.18, and for 1932 \$871.31; that the expense of maintaining said agency station for the year 1930 was \$5,536.73, for 1931 \$4,761.49, and for 1932 \$1,818.72; that the less-carload freight business for the year 1932 at Clear Lake was \$75, including freight forwarded and received; that for the year 1932 only 4 carloads of freight were forwarded and but 2 carloads received, with an aggregate revenue to the Union Pacific System amounting to \$352; that other revenues for the year 1932 were as follows: Passenger \$22.83. Western Union \$6.23, bedding and sanding stock cars \$4.00, and storage \$.25.

That due to economic conditions it has for some time been unprofitable to applicant to maintain said station as an agency station; that the population contiguous to said station is estimated to be 25 people; that it is proposed unless conditions change to continue to maintain a section force at Clear Lake; that there are no stores at this point.

That there appears to be only one protest, which is in writing, from H. J. Bond, the postmaster, which protest sets forth the necessity for continuance of this agency for convenience in case of sickness or accident, also for the convenience of the mail messenger who may freeze to death in the winter waiting for trains should they be late, having no knowledge as to the approximate time trains would be at said station; that during the winter months the roads are absolutely impassable.

That the train service on the Los Angeles & Salt Lake Railroad has been changed by the elimination of trains Nos. 19 and 20; that the station has been open from 7:00 P. M. to 3:00 A. M., and that the same is not open during the day time; that trains Nos. 21 and 22 transport the U. S. Mail; that train No. 21 passes through Clear Lake at approximately 6:00 A. M., and train No. 22 at approximately 5:00 P. M.

From the foregoing findings of fact the Commission concludes as follows:

That the continuance of Clear Lake as an agency station would be an undue financial burden upon the applicant; that the discontinuance of the agency would not incommode the mail messenger because at the present time the station is not open when the mail messenger delivers and receives mail, being to and from trains Nos. 21 and 22

which arrive at Clear Lake when the station is closed; that the revenues are not sufficient to pay the expense of said agency station; that it would be a financial burden upon the applicant to maintain a station agency almost solely for the purpose of rendering service in emergency cases such as illness and accident for entire population of approximately 25 people; that the public would not be seriously incommoded by the discontinuance of said station. Therefore, the application should be granted and continued until such time as the business would justify resumption of Clear Lake as an agency station, upon the condition that applicant exercise due care in protecting L. C. L. shipments from theft and damage by the elements until called for by the consignees.

(Signed) THOS. E. McKAY,
Commissioner.

We Concur:

(Signed) E. E. CORFMAN,
Chairman.
T. H. HUMPHERYS,
Commissioner.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

ORDER

At a Session of the PUBLIC UTILITIES COMMISSION OF UTAH, held at its office in Salt Lake City, Utah, on the 13th day of June, A. D., 1933.

In the Matter of the Application of the LOS ANGELES & SALT LAKE RAILROAD COMPANY, a corporation, for permission to discontinue the operation of its station at Clear Lake, Utah, as an agency station. } Case No. 1304

This case being at issue upon application on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof, made and filed a report containing its findings and conclusions, which said report is hereby referred to and made a part hereof:

IT IS ORDERED, That the application herein of the Los

Angeles & Salt Lake Railroad Company for permission to discontinue the operation of its station at Clear Lake, Utah, as an agency station be, and the same is hereby, granted; upon the condition that applicant exercise due care in protecting L. C. L. shipments from theft and damage by the elements until called for by the consignees.

By order of the Commission.

(Signed) F. L. OSTLER,
Secretary.

(Seal)

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of THE DEN-
VER & RIO GRANDE WESTERN RAIL-
ROAD COMPANY, for permission to entirely } Case No. 1305
close its station agency at Colton, Utah. }

Submitted: April 7, 1933.

Decided: April 14, 1933.

Appearances:

B. R. Howell, Attorney, of Salt Lake City, Utah,	} for The Denver & Rio Grande Western Railroad Co.
Lafe Bown, Preston Nutter, and A. J. Harmon,	} for Themselves and other ship- pers of livestock.

REPORT OF THE COMMISSION

By the Commission:

On the 23rd day of April, 1933, The Denver & Rio Grande Western Railroad Company filed herein its application for permission to close its station as an agency station at Colton, Utah, A similar application was filed on the 8th day of May, 1931, (P. U. C. Case No. 1215) which was granted in part only on the 27th day of July, 1931, the Commission requiring the agency station to be maintained and operated each year by the applicant, commencing April 15th and continuing to and including June 30th, also commencing September 1st and continuing to and including October 31st of each year thereafter.

The instant case came on regularly for hearing before the Commission, after due notice given at its office in the State Capitol, Salt

Lake City, Utah, on the 4th day of April, 1933. From the evidence adduced for and in behalf of the applicant and all interested parties, and the records and files in said Case P. U. C. No. 1215, all of which is offered, admitted, and made a part of the record herein, the Commission now finds and reports as follows:

1. That the applicant, The Denver & Rio Grande Western Railroad Company, is a "railroad corporation" duly organized and existing under and by virtue of the Laws of the State of Delaware, and as such is engaged in the operation of a steam railroad with its main line extending from Denver, Colorado, to Ogden, Utah; that Colton is one of its main line stations, situated about 7 miles distant from Soldier Summit, Utah, where the applicant maintains an agency station; that the town of Colton has but two stores engaged in merchandising and one hotel; that the entire population of Colton Precinct in which the town is situated is approximately 50 people.

2. That Colton is one of the principal shipping points for livestock grazed in the surrounding territory, comprising a radius of approximately 50 miles; that within this territory, consisting largely of mountain grazing lands, large numbers of sheep and cattle are ranged during the summer months which are transported during the spring season to the ranges for grazing and from the range in the fall to distant winter ranges and the markets for livestock.

3. That the shippers of livestock inbound to Colton do not require for their convenience in handling their livestock the service of a station agent, but outbound shipments from Colton destined to the markets and winter ranges for the convenience of shippers do require the service of an agent or of some person qualified to assist in proper loading and billing of livestock to destinations; that the shipments of livestock both inbound and outbound at Colton are largely seasonal, and that the applicant and its patrons appearing in these proceedings, the same being the principal shippers of livestock, have mutually agreed, as will more fully appear from the transcript of the record of the evidence herein, that shipping interests will be fully subserved by the applicant's providing, on notice to be given it by livestock shippers of their intention of shipping in carload lots livestock out of Colton, their intention of doing so at certain times to be designated by the shipper so that the applicant may have some agent or competent person at Colton to assist the shipper in procuring and loading of the necessary cars and the billing out to destinations of the livestock offered at Colton for such shipments; that there is practically no traffic to or from Colton other than that consisting of livestock shipments.

4. That the cost to the applicant of keeping an agent at Colton is about \$140 per month, and there is practically nothing for an agent to do at Colton other than assist in livestock shipping, the services in connection therewith requiring for the convenience of shippers but a few hours at the time; that there is telephone communication between Colton and Soldier Summit, where an agency station is maintained by the applicant, and there is also a well maintained public highway connecting these points.

5. That the applicant is not now and for some time past has not been earning its fixed charges and cost of operating its railroad system, and that all in all it is confronted at the present time with deferred maintenance of more than \$5,000,000; that under all the circumstances and conditions attending the station at Colton, the cost of keeping an agent there is an unnecessary burden upon the applicant and its rate paying patrons.

From the foregoing findings of fact and from the records and files in said Case P. U. C. No. 1215, and the records and files herein, the Commission concludes and decides that the application to wholly discontinue Colton as an agency station should be granted, upon the condition that the applicant shall hereafter provide for the shippers of livestock in carload lots out of Colton station some qualified person to assist the shipper in procuring cars, loading the same, and the consignment thereof to destinations, whenever the shipper shall notify the applicant that he desires the assistance of such a person, and that applicant exercise due care in protecting all L. C. L. shipments from theft and damage by the elements until called for by the consignees.

An appropriate order will follow:

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest :

(Signed) F. L. OSTLER, Secretary.

ORDER

At a Session of the PUBLIC UTILITIES COMMISSION OF UTAH, held at its office in Salt Lake City, Utah, on the 14th day of April, 1933.

In the Matter of the Application of THE DENVER & RIO GRANDE WESTERN RAILROAD COMPANY, for permission to entirely close its station agency at Colton, Utah. } Case No. 1305

This case being at issue upon application on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof, made and filed a report containing its findings and conclusions, which said report is hereby referred to and made a part hereof:

IT IS ORDERED, That the application herein of The Denver & Rio Grande Western Railroad Company for permission to entirely close its station agency at Colton, Utah, be, and the same is hereby, granted.

ORDERED FURTHER, That when shippers desire assistance in shipping livestock out of Colton, it shall be the duty of the applicant, The Denver & Rio Grande Western Railroad Company, when so notified by shippers, to provide some qualified person to assist the shipper in procuring cars, loading the same, and the consignment thereof to destinations.

ORDERED FURTHER, That applicant shall exercise due care in protecting L. C. L. shipments from theft and damage by the elements until called for by the consignees.

ORDERED FURTHER, That applicant shall maintain for the use of its patrons telephone at Colton station which shall at all times be connected with the Dispatcher's Office, or, if switch is turned, the Car Distributor's Office; that instructions shall be given to employees of applicant that whoever shall receive any call from shippers at Colton, he shall see that instructions are given to the proper employee in order that business will be handled promptly.

ORDERED FURTHER, That instructions for the use of the telephone shall be posted in a conspicuous place near the telephone.

By order of the Commission.

(Signed) F. L. OSTLER,
Secretary.

(Seal)

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

PUBLIC UTILITIES COMMISSION OF UTAH,	vs.	Complainant, TELLURIDE POWER COMPANY, A Cor- poration, Defendant.	}	Case No. 1306
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Submitted: June 18, 1933.

Decided: December 12, 1933.

Appearances:

Joseph Chez, Attorney General, by John D. Rice, Deputy At- torney General, Salt Lake City, Utah,	}	for Public Utilities Commission and State of Utah.
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H. R. Waldo, Attorney of Salt Lake City, Utah, and Cline, Wilson & Cline, by E. Vance Wilson, Attorney of Milford, Utah.	}	for Defendant, Telluride Power Company.
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O. R. Mickelsen,	}	City of Salina; Towns of Elsinore and Joseph.
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Royal H. Barney, S. B. Mecham,	}	for Town of Annabella.
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Herbert Isom and J. W. Imlay,	}	for Town of Hurricane.
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Chas. Thorpe,	}	for Axtel Precinct
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William N. Gardner, J. Avery Bishop,	}	for Town of Delta.
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Henry L. Bartholomew,	}	for Town of Fayette.
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K. G. Link,	}	for Tintic Lead Company.
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Parley Ipson,	}	for Panguitch City.
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R. A. Fjeldsted,	} for Town of Centerfield.
George Jeffersen, T. Kronholm,	} for Milford City Milford, Utah.
C. H. Childs,	} for Gunnison City.
Delwill T. Owens,	} for Joseph, Utah.
W. C. Gates, T. C. Martin and H. P. Mack,	} for South Milford Water Users Pumping Water for Irrigation.
G. T. Bean,	} for Richfield City.
Maurice Lambert,	} for Fillmore City.
Hugh Hilton,	} for Leamington, Oak City, Lyndyl, Deseret, Hinckley.
E. T. Roppleye,	} for Kanosh, Utah.
Daniel D. Bushnell,	} for Meadow Town Corporation.
Glen McKnight,	} for Minersville Town.
Mark S. Johnson,	} for Holden City.
Irvin G. Monroe,	} for Town of Scipio.
Chris J. Christensen, Ross A. Peterson,	} for Citizens of Central Gunnison Valley Poultry Local.
A. C. Willardsen,	} for City of Salina.
Enoch Gillen and J. C. Hawley,	} for Town of Oasis.
James Hoyle,	} for Town of Glenwood.
E. T. Reid,	} for South Sanpete School District.

Calvin Peacock and Ross Thompson,	} for Sterling Precinct.
Irvin L. Warnock,	} for Town of Sigurd.
Irvin L. Warnock and James H. Boyle,	} for Sevier County Poultry Association.

REPORT AND ORDER OF THE COMMISSION

By the Commission:

On the 10th day of March, 1933, the Public Utilities Commission of Utah on its own motion filed its complaint in behalf of the towns of Milford, Fillmore, Minersville, Elsinore, Joseph, Sevier, Central, Sigurd, Annabella, Richfield, Venice, Marysville, Salina, Redmond, Aurora, Scipio, Gunnison, Mayfield, Fayette, Centerfield, Sterling, Axtel, Panguitch, Circleville, Junction, Kingston, Lynndyl, Leamington, Delta, Hinckley, Oasis, Deseret, Holden, Oak City, Meadow, Kanosh, and the inhabitants thereof, alleging that the rates charged by the Telluride Power Company for electric energy are unjust, unreasonable, and discriminatory, and therefore unlawful, and in violation of Public Utility Laws of the State of Utah, namely Title 61, Chapter 3, 76-3-1, Revised Statutes of Utah.

In due time the Defendant, hereafter referred to as Company, answered, denying the allegations of the complaint, and further answering affirmatively, alleged that the rates and charges of the Company are in accordance with the order of the Public Utilities Commission made on December 27, 1921, with the exception of two substantial reductions in its rates and charges subsequently made, the last thereof having been put into effect on March 1, 1932. The Company further answered that any further reductions of the rates to be charged by it would result in confiscation of its property used and useful in rendering the service. Upon said complaint and answer the matter came on regularly for hearing, after due notice given at Richfield, Utah, on the 19th day of April, 1933. From the evidence adduced for and in behalf of the interested parties and from the records and files in the case, all of which are hereby referred to and made a part hereof, the Commission finds and reports as follows:

First: That the Telluride Power Company is a corporation organized and existing under and by virtue of the laws of the State of Delaware, and authorized by reason of its full compliance with the laws of the State of Utah to do business as an "Electrical Corporation" in this state; that during and for about twenty years last past, the

Company has been actively engaged in the business of constructing and operating hydro-electric power plants for serving the towns and communities of Sanpete, Millard, Sevier, Beaver, Piute, and Iron, (in Utah) Counties and the inhabitants thereof with electrical energy for all useful purposes; that in the territory served by it the principal uses made of electrical energy supplied by the Company are for domestic use in homes, municipal street lighting, pumping of water for the irrigation of lands and the development and operation of mines.

That the development and operation of hydro-electric power plants in the territory now being served by the Company began as early as 1903, and has been continued from time to time in accordance with public demand for service. The Company now serves a population of approximately 25,000 people. For the most part, the territory now being served is sparsely settled, requiring over six hundred miles of transmission lines in order to reach the mines, farming districts, communities and towns requiring the service. Richfield, in Sevier County, the largest town served in the territory has a population of but 3,067. Practically every industry, community, and town in the territory involved, is dependent upon, and is being served at the present time by the Company with electrical energy, either directly to the individual user or wholesale to the towns and communities for resale. The Company's generating plants are inter-connected, forming a system and the Company's system is inter-connected with the power systems of the Utah Power & Light Company and that of the Southern Utah Power Company, whereby the patrons of the Company are assured at all times, adequate, efficient and dependable service. No other electrical service other than that of the Company is at the present time available in the territory now occupied by it.

The rates of return, based on the fixed capital investment of the Company as shown by its annual reports rendered to the Public Utilities Commission during a five year period, have been as follows:

For the year ending December 31, 1928, 5.63%; 1929, 5.19%; 1930, 3.91%; 1931, 3.07%; 1932, 2.59%; an average return for the five year period of 4.07%. The fixed capital of the Company as shown by its annual report to the Commission for the year ending December 31, 1932, was \$1,769,814.20; that its operating revenues for this same year was \$225,301.78, and its operating expenses \$155,290.38, less uncollectible bills, \$5,143.79; taxes, \$19,089.91—a total of \$179,524.08, leaving an operating income of \$45,770.70, and a return of 2.59% on its fixed capital investment. That the charges made for electrical service during the year 1932, were, and are now, in accordance with the following schedule of rates, on file in the office of the Commission.

SCHEDULE No. 1-C
RESIDENTIAL LIGHTING

Net Rate

Minimum Charge: \$1.35 per month, which covers all consumption not in excess of 12 kilowatt hours per month, plus,
10 cents per kilowatt hour for the next 25 kilowatt hours of monthly consumption.
9 cents per kilowatt hour for the next 50 kilowatt hours of monthly consumption.
8 cents per kilowatt hour for all additional kilowatt hours of monthly consumption.

SCHEDULE No. 1-D
RESIDENTIAL LIGHTING, COOKING, AND
WATER HEATING

Net Rate

\$1.50 per month for four rooms or less, plus 25 cents per month for each additional room, plus
.03¼ per kilowatt hour for the first 50 kilowatt hours of monthly consumption
.03 per kilowatt hour for all additional kilowatt hours of monthly consumption.
Where Water Heating Service is used:
.02¼ per kilowatt hour for all consumption per month in excess of 250 kilowatt hours.

Minimum Monthly Charge: \$1.50 per month for residences of four rooms or less plus 25 cents per month for each additional room in excess of four. In determining the number of rooms for the application of this schedule, and the minimum monthly charge, all rooms shall be counted except attics, unheated sleeping porches, or other porches, unfinished basements, bath rooms, closets, laundries, pantries, vestibules, hallways, not used as living or reception rooms, garages, or barns without living quarters. Combination living rooms and reception halls, living rooms and dining rooms or other rooms of such size as to require lighting fixtures equivalent to those required by two ordinary rooms, shall be counted as equivalent to two rooms.

SCHEDULE No. 2-C
COMMERCIAL LIGHTING

Net Rate

Minimum Charge: \$2.00 per month which covers all consumption not in excess of 18 kilowatt hours, plus,
10 cents per kilowatt hour for the next 50 kilowatt hours of monthly consumption.
9 cents per kilowatt hour for the next 50 kilowatt hours of monthly consumption.
8 cents per kilowatt hour for the next 100 kilowatt hours of monthly consumption.
7 cents per kilowatt hour for all additional kilowatt hours of monthly consumption.

SCHEDULE No. 3

COMMERCIAL LIGHTING
OPTIONAL LOAD FACTOR RATE*Rate*

A demand charge of:

\$5.00 per month per kilowatt of connected load.

Plus an energy charge of:

6 cents per kilowatt hour for the first 500 kilowatt hours of monthly consumption.

5 cents per kilowatt hour for the next 500 kilowatt hours of monthly consumption.

4 cents per kilowatt hour for the next 1,000 kilowatt hours of monthly consumption.

3 cent per kilowatt hour for all additional kilowatt hours of monthly consumption.

Minimum Charge: \$5.00 per month per kilowatt of connected load.

SCHEDULE No. 4

SIGN AND DISPLAY LIGHTING

Rate

1 cent per watt of connected load per month for dusk to midnight lighting.

1¾ cents per watt of connected load per month for dusk to dawn lighting.

Minimum Charge: \$1.00 per month.

SCHEDULE No. 5

MUNICIPAL INCANDESCENT STREET LIGHTING

Rate

(A) \$.90 per lamp per month for each 20 candle power lamp.

1.25 per lamp per month for each 50 candle power lamp.

2.25 per lamp per month for each 100 candle power lamp.

4.00 per lamp per month for each 200 candle power lamp.

(R) 5.00 per lamp per month for each 400 candle power lamp.

SCHEDULE No. 6

MUNICIPAL INCANDESCENT STREET LIGHTING

Rate

\$2.15 per lamp per month for each 100 candle power lamp.

3.10 per lamp per month for each 250 candle power lamp.

3.60 per lamp per month for each 400 candle power lamp.

SCHEDULE No. 7

CHURCH LIGHTING

Rate

Minimum charge only for the first 20 kilowatt hours of monthly consumption.

For all monthly consumption in excess of 20 kilowatt hours and for minimum charge, the Company's residence lighting rate for the territory in which the service is supplied is effective.

SCHEDULE No. 8-B

HEATING AND COOKING

Rate

3½ cents per K.W.H. for the first 50 hours use of monthly maximum demand.
 3 cents per K.W.H. for the next 50 hours use of monthly maximum demand.
 2½ cents per K.W.H. for the next 50 hours use of monthly maximum demand.
 2 cents per K.W.H. for additional hours use of monthly maximum demand.

Minimum Charge: \$11.11 per month plus \$1.11 per month per kilowatt of connected load in excess of 10 kilowatts.

SCHEDULE No. 9-A

POWER FOR GENERAL PURPOSES

Service at 2,300 to 11,000 volts

Rate

10	cents per KWH for the first	100 KWH of monthly consumption.
8	cents per KWH for the next	100 KWH of monthly consumption.
6	cents per KWH for the next	100 KWH of monthly consumption.
5	cents per KWH for the next	200 KWH of monthly consumption.
4	cents per KWH for the next	200 KWH of monthly consumption.
3.5	cents per KWH for the next	600 KWH of monthly consumption.
2.9	cents per KWH for the next	6700 KWH of monthly consumption.
	1.75 cents per KWH for all monthly consumption in excess of	8000 KWH.

Minimum Monthly Charge: \$2.78 per month for the first horsepower and \$1.39 for each additional horsepower of consumer's connected load, or of consumer's maximum demand, if same is in excess of the connected load.

SCHEDULE No. 10-A

POWER FOR GENERAL PURPOSES

Service at 2,300 to 11,000 volts

Rate

A Demand Charge of:

\$3.50 per month per horsepower for the first 5 horsepower of consumer's monthly maximum demand or any part thereof.

3.25 per month per horsepower for the next 10 horsepower of consumer's monthly maximum demand or any part thereof.

3.00 per month per horsepower of consumer's monthly maximum demand in excess of 15 horsepower.

Plus an energy charge of:

2.5 cents per KWH for the first 250 KWH of monthly consumption.

2 cents per KWH for the next 500 KWH of monthly consumption.

1.7 cents per KWH for the next 2000 KWH of monthly consumption.

1.45 cents per KWH for the next 3250 KWH of monthly consumption.

1 cent per KWH for all monthly consumption in excess of 6000 KWH.

Minimum Charge: An amount equal to the above demand charge determining the consumer's maximum demand for the purpose of computing such charge by his connected load.

SCHEDULE No. 11-A

POWER FOR GENERAL PURPOSES

Service at 2,300 to 11,000 volts

Rate

A demand charge of \$2.25 per month per horsepower of maximum demand, plus an energy charge of:

4 cents per kilowatt hour for each of the first 25 kilowatt hours used during such month per horsepower of maximum demand for that month.

3.5 cents per K.W.H. for each of the next 25 K.W.H. used during such month per horsepower of maximum demand for that month.

2.8 cents per K.W.H. for each of the next 25 K.W.H. used during such month per horsepower of maximum demand for that month.

2 cents per K.W.H. for each of the next 25 K.W.H. used during such month per horsepower of maximum demand for that month.

1.2 cents per K.W.H. for each of the next 25 K.W.H. used during such month per horsepower of maximum demand for that month.

1 cent per K.W.H. for each of the next 25 K.W.H. used during such month per horsepower of maximum demand for that month.

.9 cents per K.W.H. for each of the next 25 K.W.H. used during such month per horsepower of maximum demand for that month.

.8 cents per K.W.H. for all additional K.W.H. used during such month per horsepower of maximum demand for that month.

Minimum Monthly Charge: \$2.25 per month per horsepower of connected load.

SCHEDULE No. 12-A

POWER FOR GENERAL PURPOSES

Service at 44,000 volts

Rate

A demand charge of \$2.00 per month per horsepower of maximum demand, plus:

An energy charge of:

- 3.5 cents per K.W.H. for each of the first 25 K.W.H. used during such month per H.P. of maximum demand for that month.
- 3 cents per K.W.H. for each of the next 25 K.W.H. used during such month per H.P. of maximum demand for that month.
- 2.5 cents per K.W.H. for each of the next 25 K.W.H. used during such month per H.P. of maximum demand for that month.
- 2 cents per K.W.H. for each of the next 25 K.W.H. used during such month per H.P. of maximum demand for that month.
- 1.2 cents per K.W.H. for each of the next 25 K.W.H. used during such month per H.P. of maximum demand for that month.
- 1 cent per K.W.H. for each of the next 25 K.W.H. used during such month per H.P. of maximum demand for that month.
- .8 cent per K.W.H. for each of the next 25 K.W.H. used during such month per H.P. of maximum demand for that month.
- .7 cent per K.W.H. for each of all additional K.W.H. used during such month per H.P. of maximum demand for that month.

Minimum Monthly Charge: \$2.00 per month per horsepower of the minimum consumer's demand specified in contract.

SCHEDULE No. 13

POWER FOR IRRIGATION PUMPING

Rate

- (A) \$7.78 per month per H.P. for the first 10 H.P. of consumer's monthly maximum demand or any part thereof.
- (A) 7.22 per month per H.P. for the next 15 H.P. of consumer's monthly maximum demand or any part thereof.
- (A) 6.67 per month per H.P. for the next 25 H.P. of consumer's monthly maximum demand or any part thereof.
- (R) 6.11 per month per H.P. of consumer's monthly maximum demand in excess of 50 H.P.

Minimum Charge for Season: Four times the monthly charge for consumer's demand for the season, except that for loads of 35 horsepower and over where consumer desires service only after June 1st for the purpose of pumping water to supplement a natural supply liable to fail after said June 1st, the minimum charge per season shall be three times the monthly charge for consumer's demand for the season.

The basic industries, agriculture and mining, in the territory served by the Company are largely in the development stage. The present production of agricultural crops owing to the prevailing drouth conditions and the exceedingly low prices paid for agricultural products, leaves those engaged in agricultural pursuits without sufficient return to enable them to pay operating expenses. The same is quite true with respect to the mining industry, because of the very low prices of mine products. Farms and mines are being abandoned and commercial interests, almost wholly dependent upon the aforementioned industries, are suffering to an extent, that if the present conditions long continue, the territory now being served by the Company will be an industrially abandoned one. It follows that the value of the Company's electrical service to this territory under existing climatic and economic conditions is not worth to its patrons the charges now being made for it. If throughout the territory under consideration farms, more especially those dependent upon the pumping of water for irrigation by means of electrical power furnished by the Company are to be abandoned, business enterprises discontinued, mines closed, cities and towns and the homes of the inhabitants half lighted, because of inability to meet the charges for service, it would seem that the present rates of the Company might well be regarded unreasonable within the meaning 76-4-4 of Chapter 4, Revised Statutes of Utah, 1933.

Throughout this inquiry, it has been the contention of the Company that any rate reductions that might be ordered by us would mean in view of the very small return now being realized on its fixed capital investment, confiscation of its property. Many decisions of the courts of last resort are sighted by the Company to support its contention. With these cases we are familiar. It must suffice to say that none of them were dealing with the problem where the continuation of existing rates and charges or the establishing of new ones for the utility meant, as here, the enforced discontinuance of the use of the service on the part of patrons because of its not being worth to them the charges therefor, and the consequent abandonment of the very industries and resources upon which the utility was dependent for its revenues.

It is quite true, as shown by the record in this case, that any material reduction of the rates of the Company would mean service at rates quite generally held by the Courts and Commissions to be confiscatory, but it should be remembered that the Company has voluntarily chosen the field or territory of its operations and accepted the franchise privileges granted it by the State with the avowed purpose of the development of its potential resources. With such purpose in view, it has been and is now pioneering quite as much as were its pa-

trons engaging in agricultural, mining, and commercial pursuits. We believe it should therefore in some measure be held to meet the exigencies of the times with them if for no other reason, as a matter of self-interest and preservation.

Moreover if the worth or value of public utility service to the patron is at all to be regarded as a factor in determining what is a just and reasonable rate, the record in this case fully justifies some reduction of the Company's present rates. The testimony of practically all the witnesses produced in behalf of patrons is to the effect that the service of the Company to the territory involved is not worth the charges now made by it, and are under prevailing economic conditions prohibitive.

On the other hand, the testimony of the Company's witnesses tend to show that any reduction of the present rates would so diminish the Company's income that it could not properly maintain its system, meet operating expenses, and earn any dividends whatsoever for its stockholders.

Under these circumstances we find no well-defined legal line of demarcation laid down by the Courts for our guidance. However, the Courts have held time and time again that in matters of regulation the public interest must always be regarded first and as paramount.

The Courts have frequently held that the worth of service to public utility patrons is a very important element to be considered in determining both fair value and the fair return on the fixed capital, or the value of the property used and useful in rendering utility service.

As was said in *Brunswick & 7. Water Dist. vs. Maine Water Co.*, 99 Me. 371 (59 Atl. 537):

"The reasonableness of rates relates both to the Company and the customer. Rates must be reasonable to both, and if they cannot be to both, they must be to the customer."

Again: The Maine Supreme Court in *Hamilton vs. Caribon Water, L. & P. Co.*, 117 Atlantic 801 held: P. U. R. 1922 E. 801,

"It would be quite as objectionable to take from the customer more than the service was reasonably worth, as it would to deprive the Company of a fair return upon a fair value of its property. If the rates established represent the maximum reasonable value of the service to the consumer, it cannot be said that they are confiscatory as to the Company, whatever may be the result upon its returns."

The Supreme Court of the United States has in a number of cases involving the question, as to whether under the guise of regulat-

ing rates and charges the regulatory body has exceeded its constitutional authority promulgated the same doctrine.

Covington & Lexington Turnpike Road Co. vs. Sanford

164 U. S. 578.

Smyth vs. Ames,

169 U. S. 466.

San Diego Land & Town Co. vs. Jasper,

189 U. S. 439.

Cothring vs. Kansas City Stock Yards Co.,

183 U. S. 97.

Vandalia Railroad Co. vs. Schnull Co.,

255 U. S. 113 P. U. R. 1921 C. 512.

It would seem that the basic principle or rule laid down by the Courts is that regardless what the effect may be upon the cost of operation of the utility or its financial condition, the cost to the consumers should in no event exceed what the services are reasonably worth to them, its application to be made according to the controlling facts and circumstances of the particular case under consideration.

We have given careful consideration to the facts and circumstances attending this case and we can arrive at no other conclusion than that under them the Company should be required at the present time to submit to some reduction of the rates charged in the territory under consideration. The Attorney General of the State who appeared in behalf of patrons, has expressed the opinion that the present rates of the Company should be reduced twenty-five per cent. We are unable to concur in the views of the Attorney General with respect to a twenty-five per cent reduction which would mean under the circumstances an out-of-pocket cost to the Company of over \$60,000.00 annually in order that it might continue the service. We think that ten per cent reduction of the present rates, in view of the facts and circumstances of this case, would be reasonable as to both the Company and its patrons, and such reductions will be so ordered, with the understanding that if and when its patrons are able to pay, upon proper showing made, rates more nearly commensurate to that which will accord to the Company a just and reasonable return on its fixed capital investment, under different facts and circumstances, an order will be made accordingly.

IT IS THEREFORE ORDERED, That the complainants herein be granted relief in the matters complained of to the extent that defendant, Telluride Power Company, prepare and file with the

Public Utilities Commission a new tariff schedule reducing all rates now in effect ten per cent, such reduced rates to become effective within ten days from the issuance of this Report and Order.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) FRANK L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

PUBLIC UTILITIES COMMISSION OF UTAH,	Complainant,	} Case No. 1306
vs.		
TELLURIDE POWER COMPANY, A Cor- poration,	Defendant.	

REPORT AND ORDER UPON PETITION FOR
RE-HEARING AND RE-CONSIDERATION

By the Commission:

On December 22, 1933, the Defendant, Telluride Power Company, a Corporation, filed a petition for rehearing and reconsideration in the above-entitled cause; and, after due consideration of the same, we are of the opinion that the petition should be denied.

IT IS THEREFORE ORDERED, That the petition of Telluride Power Company, a Corporation, for rehearing and reconsideration in the above-entitled matter, be, and it is hereby, denied.

Dated at Salt Lake City, Utah, this 29th day of December, 1933.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) FRANK L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION OF UTAH

In the Matter of the Application of UTAH RAPID TRANSIT COMPANY to abandon its present 28th Street car line in Ogden, Weber County, Utah. } Case No. 1307

Submitted: May 23, 1933.

Decided: June 13, 1933.

Appearances:

Devine, Howell & Stine, Attorneys, Ogden, Utah;	} for Applicant, Utah Rapid Transit Company.
Stewart P. Dobbs, City Attorney, Ogden, Utah,	} for Protestant, Ogden City.
Wade M. Johnson, Attorney, Ogden, Utah,	} for Protestant, Mountain View Cemetery Assn.

REPORT OF THE COMMISSION

McKAY, Commissioner:

Under date of April 6, 1933, application was filed by Utah Rapid Transit Company with the Public Utilities Commission of Utah for permission to abandon its present 28th Street car line in Ogden, Utah. This matter came on for hearing at Ogden, Utah, on the 27th day of April, 1933, after due and legal notice was given to all interested parties. Proof of Publication was filed at the time of hearing. From the testimony and evidence submitted the Commission makes findings as follows:

That Applicant, Utah Rapid Transit Company, is a street railroad corporation, organized under the Laws of the State of Delaware, and authorized to transact business in the State of Utah; that for many years last past it has conducted a street railway for the transportation of passengers in Ogden City and Weber County, Utah; that among other street car lines it has for approximately the past seventeen years operated what is known as the 28th Street car line, which begins at Washington Avenue and 28th Street, runs two blocks east to Jefferson Avenue, and thence south to 33rd Street, a distance of approximately seven blocks; that said street car line was built largely as a promotion scheme to develop territory south and east of said line.

That between 28th and 33rd Streets said line is parallel with the Washington Avenue line, which has frequent service; that many of the people, because of the frequency of the service on the Washington Avenue line, prefer to walk to Washington Avenue, where street cars are boarded, to waiting for street cars on the 28th Street car line.

That each year for many years the 28th Street car line has been operated at an out-of-pocket loss without affording sufficient revenues to pay the actual operating expenses allowing nothing for return on investment; that for the fiscal year ending February 28th, 1933, the total revenue derived from this operation was \$4,266.44, and the operating expense, consisting of maintenance, wages, electrical energy, and taxes, amounted to \$5,025.53, leaving an out-of-pocket loss of \$759.09 for the period; that after taking into consideration the pro-rata share of other expenses which should be assigned to this line, the loss would amount to \$3,241.16; that it is anticipated that the loss for the ensuing year, predicated upon the amount of business since February 28, 1933, would be even greater.

That the territory served by this line is very sparsely populated, with little or no development or growth in the last few years, and very little growth anticipated for the future; that the 28th Street car line has never been a profitable line, and therefore has been an increasing drain upon the resources of the applicant; that the system as a whole has operated at a loss. However, there has been possibly a sharper loss during the fiscal year ending February 28th, 1933, than for previous years. Exhibits were filed by applicant showing passenger revenues by months, and operating expenses by accounts, also a statement of income and expenses for the year 1932 for the entire system showing that Utah Rapid Transit Company sustained a net loss, after allowing for depreciation, interest on funded and unfunded debts, etc., of \$79,693.46.

That protestants, Ogden City and Mountain View Cemetery Association offered no testimony, and did not object to any of the testimony of witnesses of the applicant, but expressed the opinion that if it could possibly be done, that the 28th Street car line should be retained for the accommodation of the people who desire to visit the cemetery, as well as the residents in the section served by said line.

From the foregoing findings of fact, the Commission concludes that to require the continuance of the 28th Street car line in Ogden would be to impose an undue financial burden upon the applicant without corresponding benefits to the public; that the patrons now

being served by said line would not be seriously inconvenienced by its abandonment; that the application should therefore be granted.

An appropriate order will follow.

(Signed) T. E. McKAY,
Commissioner.

We Concur:

(Signed) E. E. CORFMAN,
Chairman.

T. H. HUMPHERYS,
Commissioner.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

ORDER

At a Session of the PUBLIC UTILITIES COMMISSION OF UTAH, held at its office in Salt Lake City, Utah, on the 13th day of June, A. D., 1933.

In the Matter of the Application of UTAH RAPID TRANSIT COMPANY to abandon its present 28th Street car line in Ogden, Weber County, Utah. } Case No. 1307

This case being at issue upon application on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof, made and filed a report containing its findings and conclusions, which said report is hereby referred to and made a part hereof:

IT IS ORDERED, That the application herein of the Utah Rapid Transit Company to abandon its present 28th Street car line in Ogden, Weber County, Utah, be, and the same is hereby, granted.

By order of the Commission.

(Signed) F. L. OSTLER,
Secretary.

(Seal)

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of WESTERN STATES UTILITIES COMPANY, a corporation, to sell to Morgan City, a Municipal Corporation of the State of Utah, its electric power and light distributing system in Morgan City, Morgan County, State of Utah, its line to Como Springs and Morgan County Fair Grounds, and what is known as the Waldron Extension, and to abandon its service to said places. } Case No. 1308

Submitted: April 28, 1933.

Decided: May 6, 1933.

Appearance:

J. A. Howell, Attorney of } for Applicant, Western
Ogden, Utah, } States Utilities Company.

REPORT OF THE COMMISSION

McKAY, Commissioner:

This matter came on regularly for hearing before the Public Utilities Commission of Utah on the 27th day of April, 1933, at Ogden, Utah, after due notice given, upon the application of the Western States Utilities Company to sell to Morgan City, a municipal corporation of the State of Utah, its electric power and light distributing system in Morgan City, Morgan County, State of Utah, its line to Como Springs and Morgan County Fair Grounds, and what is known as the Waldron Extension, and to abandon its service to said places. No protest or objection was filed or made to the granting of the application.

From the evidence adduced for and in behalf of the applicant and the interested parties, the Commission finds:

That the applicant is a corporation organized and existing under and by virtue of the Laws of the State of Delaware, and qualified to do business in the State of Utah, with its principal place of business in Morgan City, County of Morgan, State of Utah, and is now and for many years last past has been engaged in the business of furnishing electric power and light service to Morgan City and surrounding towns, under a certificate of convenience and necessity from the Public Utilities Commission of the State of Utah.

That Morgan City is engaged in the erection of a municipal power plant in said city from which it proposes to supply with electrical energy the inhabitants of said city, and a resort known as Como Springs immediately contiguous to said city on what is known as the Waldron Branch of the applicant, but does not propose to serve the Utah Packing Corporation, an industrial plant for the packing of vegetables, located within said city, all of whom are now served by the applicant with its distributing system.

That if said Morgan City constructed a distributing system in said city and to serve said Como Springs and said Waldron Branch, it would be a duplication of said distributing system now owned by applicant, which would not be economical and would be detrimental to said city because it would result in there being along each of the streets, alleys, and other public places of said city two electrical transmission lines consisting of poles, cross-arms, and wires.

That said city has offered to purchase said distributing system of applicant to serve those consumers above named and the applicant has accepted the offer of said city in accordance with an agreement marked "Applicant's Exhibit A" and a Supplemental Agreement marked "Applicant's Exhibit B," both of which exhibits are referred to and made a part of these findings.

From the foregoing findings the Commission concludes and decides:

That the application of the Western States Utilities Company to sell its electric light and power distributing system within the corporate limits of Morgan City, and the distributing lines now owned and operated by the applicant to Como Springs and the Morgan County Fair Grounds, and what is commonly known as the Waldron Extension should be granted; and further that said applicant should be permitted to abandon its service to those heretofore served by it as aforesaid, excepting, however, the line now owned and used by the applicant to serve the Utah Packing Corporation, and excepting also the use of the line leading to its substation located in Morgan City from the lines of the Utah Power & Light Company, and the line from said substation now used by applicant through the City of Morgan to Littleton, and that applicant should be permitted to abandon its service to all the inhabitants of said Morgan City, except the Utah Packing Corporation, and to abandon its service to Como Springs, the Morgan County Fair Grounds, and those of the said Waldron Extension. However, such sale and abandonment shall in no wise affect applicant's certificate of convenience and necessity granting the right to maintain and operate the line from the lines of the Utah Packing Corporation without the confines of and within said city to its sub-

station located therein and from said substation through said Morgan City to the town of Littleton, and its right to maintain and operate the last mentioned lines within the city to serve said company and to serve the other towns and communities outside of Morgan City now being served by applicant.

An appropriate order will follow:

(Signed) THOS. E. McKAY,
Commissioner.

We Concur:

(Signed) E. E. CORFMAN,
Chairman.

T. H. HUMPHERYS,
Commissioner.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

ORDER

At a Session of the PUBLIC UTILITIES COMMISSION OF UTAH, held at its office in Salt Lake City, Utah, on the 6th day of May, A. D., 1933.

In the Matter of the Application of WESTERN STATES UTILITIES COMPANY, a corporation, to sell to Morgan City, a Municipal Corporation of the State of Utah, its electric power and light distributing system in Morgan City, Morgan County, State of Utah, its line to Como Springs and Morgan County Fair Grounds, and what is known as the Waldron Extension, and to abandon its service to said places. } Case No. 1308

This case being at issue upon application on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof, made and filed a report containing its findings and conclusions, which said report is hereby referred to and made a part hereof:

IT IS ORDERED, That the application of the Western States Utilities Company to sell its electric light and power distributing system within the corporate limits of Morgan City, and the distributing lines now owned and operated by the applicant to Como Springs and the Morgan County Fair Grounds, and what is commonly known as the Waldron Extension, to Morgan City, Utah, be, and the same is hereby granted;

ORDERED FURTHER, That the applicant be permitted to abandon its service to those heretofore served by it as aforesaid, excepting, however, the line now owned and used by the applicant to serve the Utah Packing Corporation, and excepting also the use of the line leading to its substation located in Morgan City from the lines of the Utah Power & Light Company, and the line from said substation now used by applicant through the City of Morgan to Littleton, and that applicant be permitted to abandon its service to all the inhabitants of said Morgan City, except the Utah Packing Corporation, and to abandon its service to Como Springs, the Morgan County Fair Grounds, and those served by said Waldron Extension.

ORDERED FURTHER, That such sale and abandonment shall in no wise affect applicant's certificate of convenience and necessity granting the right to maintain and operate the line from the lines of the Utah Packing Corporation without the confines of and within said city to its substation located therein, and from said substation through said Morgan City to the town of Littleton, nor preclude the applicant's right to exercise its right to maintain and operate the last mentioned lines within the city of Morgan to serve said company and to serve the other towns and communities outside of Morgan City now being served by the applicant.

By order of the Commission.

(Signed) F. L. OSTLER,

(Seal)

Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of the Utah State
Road Commission for permission to abandon two
grade crossings of the main line track of The
Denver & Rio Grande Western Railroad Com-
pany, between Woodside and Mounds, in Emery
County, Utah.

} Case No. 1309

PENDING

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

UTAH LAKE DISTRIBUTING COM- PANY, et al.,	Complainants,	} Case No. 1310
vs.		
UTAH POWER & LIGHT COMPANY,	Defendant.	}

ORDER

Application having been made for an order extending the terms of order of March 29, 1922, Case No. 441, the rates or charges for pumping purposes to and until October 31, 1933:

IT IS ORDERED, That rates or charges for pumping purposes as covered by order dated March 29, 1922, in Case No. 441, be in effect until October 31, 1933.

By the Commission.

Dated at Salt Lake City, Utah, this 8th day of May, 1933.

(Signed) E. E. CORFMAN,

T. E. MCKAY,

T. H. HUMPHERYS,

Commissioners.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of the LOS ANGELES & SALT LAKE RAILROAD COMPANY, a corporation, for permission to discontinue the operation of its station at Mam- moth, Utah, as an agency station.	} Case No. 1311
Submitted: May 24, 1933.	
Decided: October 13, 1933.	

Appearance:

Robert B. Porter, Attorney,	} for the Applicant, Los Angeles & Salt Lake Railroad Company.

REPORT AND ORDER OF THE COMMISSION

CORFMAN, Chairman:

On the 8th day of May, 1933, the Los Angeles & Salt Lake Railroad Company filed with the Public Utilities Commission of Utah, its application to discontinue its agency station at Mammoth, Utah, Said matter came on regularly for hearing before the Commission at Eureka, Utah, on the 24th day of May, 1933, after due notice given.

Certain residents of Mammoth, Utah appeared at said hearing and offered testimony to the effect that the abandonment of said station would seriously inconvenience the operations of the Mammoth Mining Company in conducting the operations of a mine in the immediate vicinity of said station.

Thereupon the applicant, the Los Angeles & Salt Lake Railroad Company, moved for a continuance of the hearing without date for the purpose of making further investigation as to whether mining operations would suffer any inconvenience by the discontinuance of the agency station.

From the evidence adduced at the hearing aforesaid it appears that the Los Angeles & Salt Lake Railroad Company, is a corporation, organized and existing under and by virtue of the laws of the State of Utah, with its principal office or place of business at No. 10 So. Main Street, Salt Lake City, Utah, that it is a "railroad corporation" within the meaning of the laws of the State of Utah, and for many years last past has been, and it is now, a common carrier of freight and passengers, engaged in operating steam railroad in interstate and intrastate commerce within and through the State of Utah.

That said railroad is now and has for many years past been operating a branch line of railroad at Mammoth, Utah, which connects with its main line of railroad at or near Eureka, in Juab County, Utah.

That Mammoth is a mining town and railroad service of the applicant at Mammoth consists almost wholly at the present time in the movement of ore from the mines in the vicinity, and the carrying of mine supplies.

That the business transacted at said agency station at the present time can efficiently, adequately and reasonably be handled by the applicant without services of an agent, and without any inconvenience to the traveling and shipping public. All of which more fully appears in the records and files in this case to which reference is hereby made in support of these findings, and the same made a part hereof.

That since the continuance for the purpose of further hearing in this matter, the protestants, under date of September 1, 1933, have addressed a letter to the Commission in which is stated in effect that

they withdraw all further opposition to the granting of the applicant's petition, and that all matters in regard to service heretofore rendered by the applicant to Mammoth had been satisfactorily arranged for by the applicant, and that they now desire to withdraw their opposition to the closing of said station as an agency station.

From the findings aforesaid, including the records and files herein, the Commission now concludes the application of the Los Angeles & Salt Lake Railroad Company to abandon its agency station in Mammoth, Utah, as an agency station, and to continue said station as a non-agency station should be granted.

IT IS THEREFORE ORDERED, That the application herein of the Los Angeles & Salt Lake Railroad Company to abandon and discontinue its station as an agency station at Mammoth, Utah, be, and the same is hereby granted; provided, however, that said station be continued as a non-agency station for the accommodation of the public, and until the further orders of the Commission:

(Signed) E. E. CORFMAN,
Chairman.

We Concur:

T. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of H. E. TIMPSON, for permission to haul express between Price, Hiawatha, Mohrland, Sunnyside and Columbia, Utah, under contract with the Railway Express Agency, Inc. } Case No. 1312

Submitted: July 21, 1933.

Decided: August 14, 1933.

Appearances:

John D. Rice, Attorney, } for
} State of Utah.

H. E. Timpson, } for
} Himself.

REPORT AND ORDER OF THE COMMISSION

By the Commission :

Under date of June 5, 1933, H. E. Timpson informed the Commission by letter that he has been operating under contract with the Railway Express Agency, Inc., transporting express matter by motor trucks between Price, Hiawatha, Mohrland, Sunnyside, and Columbia, Utah. This matter came on for hearing on July 21, 1933, after due and legal notice given to all interested parties.

From the evidence adduced for and in behalf of the interested parties, the Commission makes the following findings:

That applicant, H. E. Timpson, has operated since 1926 under contract with the Railway Express Agency, Inc. between Price, Mohrland, Sunnyside, Hiawatha, and Columbia, Utah, over Utah Highways Nos. 10, 122, and 123, and U. S. Highway No. 50; that he has transported groceries, express packages, machinery, etc; that he also requests permission to make occasional trips to transport furniture, etc., as demands are made; that when applicant established his service between said points there was no common carrier operating under certificate of convenience and necessity, but that at the present time Arrow Auto Line serves this territory under Certificates of Convenience and Necessity Nos. 138, 308, and 396; that in addition to operating under contract with the Railway Express Agency, Inc., he is transporting merchandise for hire for Carbon Emery Stores at Hiawatha and Mohrland, Snow Mercantile Company of Wellington, and Anselmo Store at Columbia, Utah; that applicant did not file monthly road tax reports promptly for several months on account of an accident sustained by him, but that all of such reports were made as soon as applicant was physically able; that Arrow Auto Line, operating under certificates of convenience and necessity, is willing and able to furnish any and all transportation service between said points; that applicant has operated in violation of Section 4818, Compiled Laws of Utah, 1917 and Chapter 42, Laws of Utah, 1927, as amended by Chapter 94, Laws of Utah, 1929, in that he has operated for any one who requested his service; that applicant proposes to charge from Price, rate of 40c per 100 pounds to Columbia, 37c to Hiawatha, and 15c between Hiawatha and Mohrland; that the highways over which applicant proposes to operate are mostly dirt or oiled roads, not very heavily travelled.

From the foregoing findings, the Commission concludes and decides that the application for a permit to transport express under con-

tract with the Railway Express Agency, Inc., between Price, Hiawatha, Mohrland, Sunnyside, and Columbia, Utah, should be granted ; but that portion of his application wherein applicant seeks to operate for parties other than the Railway Express Agency, Inc. should be denied.

ORDER

CONTRACT CARRIER PERMIT NO. 15

This case being at issue upon application on file, and having been duly heard and submitted by the parties, and full investigation having been had, and the Commission having, on the date hereof, made and filed a report of its findings and conclusions, which said report is hereby referred to and made a part hereof :

IT IS ORDERED, That the application herein of H. E. Timpon for a permit to transport express matter over the public highways, under contract with the Railway Express Agency, Inc. only, between Price, Hiawatha, Mohrland, Sunnyside, and Columbia, Utah, be, and it is hereby, granted.

ORDERED FURTHER, That applicant shall forthwith file with the Public Utilities Commission of Utah, the necessary insurance and bond as required by law, and copy of tariff schedule naming rates, time schedule, rules and regulations, and shall at all times operate in accordance with the statutes of the State of Utah, and the rules and regulations prescribed by the Commission governing the operation of contract motor carriers over the public highways of the State of Utah, and this order shall be and is his authority therefor.

(Signed) E. E. CORFMAN,
THOS. E. MCKAY,
T. H. HUMPHERYS,

(Seal)

Commissioners.

Attest :

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of RAY SEAMONS, for a permit to operate as a contract motor carrier of property between Salt Lake City, Utah, and the Utah-Idaho State Line, via Logan, Utah. } Case No. 1313

Submitted: July 28, 1933.

Decided: December 1, 1933.

Appearances:

Ray Seamons,

} for
} Himself.

J. A. Howell, Attorney,

} for The Utah Idaho
} Central Railroad Company.

R. B. Porter and

W. Hal Farr, Attorneys,

} for Union
} Pacific System.

REPORT OF THE COMMISSION

By the Commission:

Under date of June 10, 1933, application was filed with the Public Utilities Commission of Utah by Ray Seamons, for a permit to operate as a contract motor carrier of property between Salt Lake City, Utah, and the Idaho State Line, via Logan, Utah. This matter came on regularly for hearing at Salt Lake City, Utah, on July 28, 1933, after due notice given to interested parties.

From the evidence adduced for and in behalf of interested parties, the Commission makes the following findings:

That applicant, Ray Seamons, whose post office address is Smithfield, Utah, has been engaged in the transportation of motion picture films and accessories since about January, 1933, from Salt Lake City, Utah, to the Utah Idaho State Line, via Logan, Utah, making deliveries at Ogden, Brigham City, Logan, and Smithfield, Utah, for motion picture theatres located in said cities; that in accordance with the provisions of Section 13, Chapter 53, Laws of Utah, 1933, applicant has filed financial statement as of November 14, 1933, showing total assets valued at \$1,067.71, liabilities aggregating \$357.00, leaving net assets valued at \$710.71; also schedule of equipment, showing one new 1933 one-half ton Chevrolet truck, appraised value as of November 14, 1933, \$650.00; that applicant proposes to make

three round trips each week; that applicant has complied with the provisions of Chapter 117, Laws of Utah, 1925, in that he has made monthly reports of his operations for hire over the public highways of the State to the Public Utilities Commission of Utah, and paid the State road maintenance taxes thereon; and that he is ready and willing to file the necessary insurance and bond as required by law.

From the foregoing findings, the Commission concludes and decides that application should be granted.

ORDER

CONTRACT CARRIER PERMIT NO. 29

This case being at issue upon application on file, and having been duly heard and submitted by the parties and full investigation of the matters and things involved having been had, and the Commission having on the date hereof, made and filed a report containing its findings and conclusions, which said report is hereby referred to and made a part hereof:

IT IS ORDERED, That the application herein of Ray Seamons for a permit to operate as a contract motor carrier of motion picture films and accessories only, between Salt Lake City, Utah, and the Utah-Idaho State Line, over and upon United States Highway No. 91, making deliveries to motion picture exhibitors at Ogden, Brigham City, Logan, and Smithfield, Utah, be, and it is hereby granted.

ORDERED FURTHER, That applicant shall forthwith file with the Public Utilities Commission of Utah the necessary insurance and bond as required by law, copy of his tariff schedule naming rates, time schedule, rules and regulations, and that he shall at all times operate in accordance with the statutes of Utah and the rules and regulations prescribed by the Commission governing the operation of contract motor carriers over the public highways of the State of Utah, and this order shall be and is his authority therefor.

(Signed) E. E. CORFMAN,
THOS. E. MCKAY,
T. H. HUMPHERYS.

Commissioners.

(Seal)

Attest:

(Signed) FRANK L. OSTLER, Secretary.

the Oregon Short Line Railroad, at or near the town of Kaysville, near railroad Mile Post 16.25, more particularly shown and described by applicant's blue print exhibit attached to the application herein marked "Exhibit A," which is hereby referred to and made a part of these findings.

That public safety and convenience requires that the construction of said proposed crossing at grade shall include the installation of standard warning signs and signaling devices, cattle guards and wing fences, and the proper maintenance thereof; that the cost of construction of said crossing, including the installation of standard signaling devices, wing fences, and cattle guards, should be borne and paid by the State of Utah (State Road Commission of Utah and municipal subdivisions as may be mutually agreed upon) including the highway approaches; that the cost of maintaining said signaling devices, wing fences, and cattle guards should be borne and paid by the Oregon Short Line Railroad Company, and the highway approaches thereto by the State of Utah (State Road Commission and other public authorities).

In the course of the investigation of this matter before the Public Utilities Commission there was considerable opposition to the manner in which the proposed highway has been projected and laid out by the State Road Commission and other cooperating public authorities. The question was raised as to whether the highway was at all necessary in order to subserve the needs and convenience of the traveling public. The question was also raised in the hearing before us as to what effect the establishment of the highway might have upon the private property or individual holdings of certain citizens. Such matters are beyond the province and jurisdiction of the Public Utilities Commission to determine or decide. As we interpret the purpose, intent, and meaning of Subdivision 2 of 76-4-15 (C. L. 17 Sec. 4811) of the Utah Code, the only duty imposed upon the Public Utilities Commission in the instant case is that of determining and prescribing the manner, including the particular point of the crossing and the terms of installation, operation, maintenance, use and protection of the crossing involved. The responsibility of locating and establishing the place for the highway involved devolves upon and belongs wholly to other public authorities. It should be so understood by the parties to this proceeding.

An appropriate order will follow.

	(Signed) E. E. CORFMAN,
(Seal)	THOS. E. McKAY,
Attest:	T. H. HUMPHERYS,
	Commissioners.
(Signed) F. L. OSTLER, Secretary.	

ORDER

At a Session of the PUBLIC UTILITIES COMMISSION OF UTAH, held at its office in Salt Lake City, Utah, on the 21st day of September, A. D., 1933.

In the Matter of the Application of the STATE ROAD COMMISSION OF UTAH, for permission to cross the main line tracks of the Oregon Short Line Railroad Company at grade near Kaysville, Davis County, Utah. } Case No. 1314

This case being at issue upon application on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof, made and filed a report containing its findings and conclusions, which said report is hereby referred to and made a part hereof:

IT IS ORDERED, That the application herein of the State Road Commission of Utah for permission to cross the main line tracks of the Oregon Short Line Railroad Company at grade near Kaysville, Davis County, Utah, be, and it is hereby, granted.

ORDERED FURTHER, That said crossing at grade shall include the installation of standard warning signs and signaling devices, cattle guards and wing fences, and the proper maintenance thereof; that the cost of construction of said crossing, including the installation of standard signaling devices, wing fences, and cattle guards, be borne by the State of Utah (State Road Commission of Utah and municipal subdivisions thereof as may be mutually agreed upon) and the highway approaches; that the cost of maintaining said crossing at grade including the signaling devices, wing fences, and cattle guards be borne and paid by the Oregon Short Line Railroad Company, and the highway approaches thereto by the State of Utah (State Road Commission and other public authorities).

ORDERED FURTHER, That the Public Utilities Commission retain jurisdiction over the construction of said crossing at grade until the completion therein in compliance with its orders herein made.

By the Commission.

(Seal)

(Signed) F. L. OSTLER,
Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of UTAH RAPID TRANSIT COMPANY, a Corporation, for permission to discontinue the operation of its automobile passenger, freight, and express service between Ogden and Huntsville, Utah. } Case No. 1315

Submitted: July 17, 1933.

Decided: August 23, 1933.

Appearances:

P. H. Mulcahy, Ogden, Utah, } for
Applicant.William J. Rackham, } for
Ogden, Utah, } Ogden City.

REPORT AND ORDER OF THE COMMISSION

By the Commission:

This matter came on regularly for hearing before the Public Utilities Commission of Utah at Ogden, Utah, on the 17th day of July, 1933, upon the application of the Utah Rapid Transit Company, a Corporation, for permission to discontinue the operation of its automobile passenger, freight, and express service between Ogden City, Utah, and the Town of Huntsville, both in Weber County, Utah. No protests were made or filed to the granting of the application.

From the evidence presented at the hearing, and after due investigation made, the Commission finds and reports as follows:

That the Utah Rapid Transit Company is a corporation organized and existing under and by virtue of the laws of the State of Delaware, qualified to do business in the State of Utah, with its principal place of business and corporate office at No. 417 Kiesel Building, Ogden, Utah, and that it is engaged in the business of operating a street car system in Ogden City, Utah, and under Certificate of Convenience and Necessity issued by the Public Utilities Commission has been, since the 3rd day of September, 1932, and is now engaged in the business of operating an automobile passenger, freight, and express service between said Ogden City and Town of Huntsville, and intermediate points in Weber County, State of Utah, which automobile passenger, freight, and express service was established and has since been maintained by applicant in lieu of the interurban electric line of railroad between said points, for the transportation of passen-

gers and freight, which was permitted to be abandoned by order of the Commission in its Case No. 1281, issued September 3, 1932, which is also the order granting the certificate of convenience and necessity above referred to.

That ever since the service was established, it has been little patronized by the public, and the cost of operation has very materially exceeded the gross revenue received by the applicant. Applicant's Exhibit "A" shows revenue, operating expenses, and total net loss by months from May, 1932 to April, 1933, as follows:

	Revenue	Operating Expenses	Total Net Loss
May, 1932	\$164.51	\$465.94	\$301.43
June, 1932	151.36	512.96	361.60
July, 1932	216.94	529.10	312.16
August, 1932	185.80	526.48	340.68
September, 1932	204.59	484.23	279.64
October, 1932	303.08	528.29	225.21
November, 1932	298.83	440.93	142.10
December, 1932	255.80	485.78	229.98
January, 1933	296.63	462.59	165.96
February, 1933	232.93	523.20	290.27
March, 1933	311.40	401.51	90.11
April, 1933	272.75	362.49	89.74

From the foregoing findings, the Commission concludes and decides that public convenience and necessity does not require at the present time, this bus service, and therefore the application should be granted.

IT IS THEREFORE ORDERED, That the application herein of Utah Rapid Transit Company, for permission to discontinue the operation of automobile passenger, freight, and express service over the public highway between Ogden City and the Town of Huntsville, State of Utah, be, and it is hereby granted.

ORDERED FURTHER, That Certificate of Convenience and Necessity No. 398, issued to applicant, Utah Rapid Transit Company, in Case No. 1281, on September 3, 1932, be, and it is hereby, cancelled and annulled.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)
Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of MOAB PIPE
LINE COMPANY, for permission to adjust
rates. } Case No. 1316

Submitted: September 26, 1933. Decided: February, 20, 1934.

Appearances:

F. B. Hammond Attorney, Moab, Utah,	} for Applicant, Moab Pipe Line Company.
Knox Patterson, Attorney, Price, Utah,	} for Town of Moab, and J. T. Teaming, H. S. Ruthridge, W. D. Hammond, James Sommerville, Ralph Miller, Interested Citizens.

REPORT OF THE COMMISSION

By the Commission:

On the 15th day of June, 1933, the Moab Pipe Line, a "Water Corporation" filed with the Public Utilities Commission of Utah an application for change or adjustment of its rates being charged the town of Moab, Utah, including neighboring territory and the inhabitants thereof, in Grand County, Utah.

This matter came on regularly for hearing before the Commission after due notice given, at Moab, on the 24th day of August, 1933, upon said applications, and protests made thereto, and a counter petition in behalf of Moab and certain interested citizens, the final hearing thereof being concluded at Salt Lake City, Utah, on the 26th day of September, 1933.

From the evidence adduced for and in behalf of all interested parties, and from the records and files submitted in the case and on file in the office of the Commission, the Commission finds and orders as follows:

First, the Commission finds that the Applicant, Moab Pipe Line Company, is a "water corporation" within the meaning, and as defined by subdivision 26 of 76-2-1, Revised Statutes of Utah, 1933. It was duly organized as a corporation in 1918, under the Laws of Utah, primarily for the purpose of supplying the Town of Moab and its im-

mediate neighborhood with water for domestic uses, by acquiring and taking over of a pipe line and water system by deed of conveyance, then owned, controlled, and operated by Moab Irrigation Company, a Utah Corporation, which had theretofore and likewise been organized for the purpose, among other things, of supplying the Town of Moab, its immediate neighborhood and the inhabitants thereof with water for both irrigation and domestic uses.

In the transfer of the Moab Pipe Line, or water system from the Moab Irrigation Company to the Moab Pipe Line Company, the consideration therefore, and the mutual understanding was that the stockholders of the Moab Irrigation Company should be issued shares of stock in the Moab Pipe Line Company on a pro rata basis, according to the numbers of shares held in the former company. The records in this proceeding show that in some instances, the holder of stock in the Moab Irrigation Company have, as yet, not received their shares of stock in the Moab Pipe Line Company, but meanwhile the Moab Pipe Line Company has controlled and operated as a public utility the pipe line or water system now under consideration as was contemplated by its organization.

That on the 9th day of October, 1923, the Moab Pipe Line Company filed with the Commission a petition (Case No. 678) for an adjustment of its rates, and then as now, the same was contested on the part of the Town of Moab and others. That said petition, by reason of the parties interested, indicating to the Commission that it was not desired that the same be heard or further prosecuted, was on the 14th day of June, 1924, dismissed.

That the charges for service by the Moab Pipe Line Company were then and are now on a flat rate or unmetered basis, and for the present are as follows:

- \$1.50 per month for each family.
- .75 per month for stock watering.
- 3.00 per month for Central School.
- 3.00 per month for High School.
- 1.50 per month for Moab Garage Company.
- .05 per day for family water where water is used for
•less than a month.

That the method pursued by the petitioner, Moab Pipe Line Company, in charging its patrons for water service has had too many abuses. Charges upon a flat rate or unmetered basis always result in discrimination, unfair practices and wastefulness. In this instance the charges of \$.75 per month for stock watering and \$1.50 per month for each family has been taken advantage of by several families carry-

ing and using water from one paying household to supply homes not connected with the system nor paying anything for the service. In stock watering, some of the patrons are paying for the watering of one animal while others for the same charge are watering large numbers. Again no provision whatever is made in the schedule for water used by the householder for watering lawns, garden, or washing of automobiles, etc., uses of water made by many patrons without any specific charge being made therefor, other than the one charge of \$1.50 per month for each family. The results have been a shortage of the water supply and poor service to some of the patrons of the Moab Pipe Line Company.

The water System of Moab Pipe Line as planned, constructed, and as now managed and operated is unsanitary and inadequate to meet the needs and requirements of the public.

As at present planned and constructed the water for domestic use is drawn from dead ends of the service pipes, and there being no circulation of water in the system, thereby rendered not potable, a condition that might be readily remedied by the means of a small engineering service, and a little cost in the way of improvements. All in all, the cost necessary to make the system sanitary and much more serviceable, would not exceed \$2,000.00.

The Company prays for an adjustment of rates as follows:

- "1. That the rate of \$1.50 per month for Moab Garage Company be changed to at least \$3.00 per month.
2. That 75 cents per month per family or person be fixed as a rate for carrying water from the tap on the property of another.
3. That where more than one family reside in the same house or dwelling (not an apartment house) 75c per month for such additional family be fixed as a rate to be paid for use of water from our system.
4. That where more than three head of horses or cows are watered at one tap from our system, the rate for watering such additional livestock be fixed at 25 cents per head
5. That the rate of \$1.50 per month for each lawn watered from our system be fixed; provided such users be obligated to pay for six month lawn water each year; provided further that the amount of water to be used upon said lawns be subject to any and all rules made, or to be

made, by the company to conserve its water supply for uses more urgent.

6. For further relief in the premises as seems meet and just to the Commission."

We are not prepared to say nor able to make a finding from the record here that the rates as prayed for by the Company would prove to be just and reasonable. Under all the circumstances and conditions that for the present attend this case, any order that we may make must necessarily be regarded as being temporary only.

Heretofore the Company has been paying out of its earnings for not only maintenance and minor improvement of its water system, but also, from time to time, substantial dividends to its stockholders.

A satisfactory inventory and appraisalment of the property used and useful in rendering service to the public has not been rendered by the petitioner in this case, nor heretofore has its methods of accounting been along the lines that would enable the Commission to determine and establish rates that would be at this time just and reasonable, as between the petitioner and the public it serves.

IT IS NOW, THEREFORE, ORDERED, That the rates applied for by Petitioner as hereinbefore set forth, be, and the same are temporarily approved only;

ORDERED FURTHER, That petitioner on or before September 1, 1934, reconstruct and improve its water system so that it will become circulatory, and thereby be made more sanitary and efficient.

ORDERED FURTHER, That petitioner promulgate a rule that in the event of shortage of water, domestic use shall have preference over lawns, gardens, and livestock watering, and establish special rates to be charged for lawns and gardens and other uses than for culinary and domestic purposes.

ORDERED FURTHER, That petitioner on or before September 1, 1934, render a full and complete inventory and appraisalment of its property devoted to public service, including costs of improving its system as hereinbefore directed and ordered, together with a full and complete report as to the result of its operations under the orders of the Commission herein made.

ORDERED FURTHER, That the Commission retain its jurisdiction of the matters and things herein involved, and that further

hearing be had on the 10th day of September, 1934, for the purpose of determining just and reasonable rates to be charged patrons of the Petitioner for water service, and the rules and regulations that shall be finally found applicable thereto.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) FRANK L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of the Moab Pipe
Line Company for permission to adjust rates. } Case No. 1316
PENDING

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of BLAKE
MESSINGER, for a permit to operate as a con-
tract motor carrier of property between Salt
Lake City, Utah, and the Utah-Idaho State Line,
and intermediate points. } Case No. 1317

Submitted: July 28, 1933.

Decided: December 4, 1933.

Appearances:

David A. West, Attorney, } for
} Applicant.

John D. Rice, Attorney, } for
} State of Utah.

J. A. Howell, Attorney, } for Utah Idaho
} Central Railroad Company.

R. B. Porter and
W. Hal. Farr, Attorneys, } for Union Pacific
} System Lines.

B. R. Howell, Attorney, } for Denver & Rio Grande
} Western Railroad Company.

REPORT OF THE COMMISSION

By the Commission:

Under date of June 24, 1933, application was filed with the Public Utilities Commission of Utah by Blake Messinger, for a permit to operate as a contract motor carrier of property between Salt Lake City, Utah, and the Utah-Idaho State Line, and intermediate points. This matter came on regularly for hearing before the Commission at Salt Lake City, Utah, after due and legal notice given to interested parties.

From the evidence adduced for and in behalf of interested parties, the Commission makes the following findings:

That applicant, Blake Messinger, whose post office address is 1063 E. 33rd South, Salt Lake City, Utah, desires a permit to operate as a contract motor carrier of property, consisting of newspapers, for the Salt Lake Tribune and Telegram, between Salt Lake City, Utah, and the Utah-Idaho State Line, serving intermediate points, over and upon U. S. Highway No. 91, rendering daily service; that applicant has operated as such under contract with said Salt Lake Tribune and Telegram for a period of approximately ten years last past; that on December 17, 1932, Judgment and Decree in Equity No. 12645 was filed in the United States District Court, District of Utah, restraining applicant, Blake Messinger, from operating in intrastate commerce over the public highways of the State of Utah for hire for anyone else other than the Salt Lake Tribune and Telegram; and that since that time applicant testified and asserted that he has not operated for hire for anyone except said Salt Lake Tribune and Telegram, except in interstate commerce, and has filed reports with the Commission and paid the state road maintenance taxes thereon in compliance with the provisions of the law, and the Order of the United States District Court; that in compliance with Section 8, Chapter 53, Laws of Utah, 1933, applicant filed financial statement showing total assets valued at \$6,726.00, and liabilities consisting of indebtedness on equipment of \$400.00, leaving net assets valued at \$6,326.00, also schedule of equipment showing one 1930 3-ton Fageol truck, purchased new in July, 1930 for \$5,200.00, and one 1933 1½-ton truck with 3-ton truck license, purchased new in March, 1933, for \$1,126.00, which is leased to another party; and that applicant is prepared to file insurance and bond as required by law.

From the foregoing findings, the Commission concludes and decides that the application should be granted.

ORDER

CONTRACT CARRIER PERMIT NO. 33

This case being at issue upon application on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof, made and filed a report containing its findings and conclusions, which said report is hereby referred to and made a part hereof:

IT IS ORDERED, That the application herein of Blake Messenger, for a permit to operate as a contract motor carrier of property, consisting of newspapers, for the Salt Lake Tribune and Telegram, between Salt Lake City, Utah, and the Utah-Idaho State Line, over and upon U. S. Highway No. 91, serving intermediate points and rendering daily service, be, and it is hereby, granted.

ORDERED FURTHER, That applicant, Blake Messenger, shall forthwith file with the Public Utilities Commission of Utah the necessary insurance and bond as required by law, and shall at all times operate in compliance with the statutes of the State of Utah, and the rules and regulations prescribed by the Public Utilities Commission of Utah governing the operation of contract motor carriers over the public highways of the State of Utah, and this order shall be, and is his authority therefor.

(Signed) E. E. CORFMAN,
THOS. E. MCKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)
Attest:

(Signed) FRANK L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of JOSEPH J. MILNE for a permit to operate a truck line between Salt Lake City and St. George, Utah. } Case No. 1318

ORDER

By the Commission:

Upon the motion of the applicant, and with the consent of the Public Utilities Commission of Utah:

IT IS ORDERED, That the application of Joseph J. Milne for a permit to operate a truck line between St. George and Salt Lake City, Utah, be, and the same is hereby, dismissed without prejudice.

Dated at Salt Lake City, Utah this 16th day of August, 1933.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION OF UTAH

<p>In the Matter of the Application of P. W. FULLER AND R. C. TOPONCE, operating under the name and style of FULLER & TOPONCE TRUCK COMPANY, for a certificate of convenience and necessity to operate as a common motor carrier of property between certain points on U. S. Highway No. 91 and points on Utah State Highway No. 41, and U. S. Highway No. 30 S.</p>	<p style="font-size: 4em;">}</p>	<p>Case No. 1319</p>
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Submitted: July 25, 1933.

Decided: November 7, 1933.

Appearances:

George H. Lowe, Attorney of Ogden, Utah,	}	for Applicants.
J. A. Howell, Attorney of Ogden, Utah,	}	for The Utah Idaho Central Railroad Company.
R. B. Porter, Attorney of Salt Lake City, Utah,	}	for Union Pacific System Lines.

REPORT OF THE COMMISSION

By the Commission:

Under date of June 26, 1933, application was filed with the Public Utilities Commission of Utah by P. W. Fuller and R. C. Toponce, operating under the name and style of Fuller & Toponce Truck Company, for a certificate of convenience and necessity to operate as a

common motor carrier of property between points on U. S. Highway No. 91 and points on Utah State Highway No. 41 and U. S. Highway No. 30-S. This matter came on for hearing before the Commission at Salt Lake City, Utah, on the 25th day of July, 1933, after due and legal notice given to interested parties. Proof of publication of hearing was filed at the time of hearing.

From the evidence adduced for and in behalf of interested parties, the Commission makes the following findings:

That applicants, P. W. Fuller and R. C. Toponce, are partners, doing business under the name and style of Fuller & Toponce Truck Co., with post office address at 2237 Kiesel Avenue, Ogden, Utah, and have operated for a period of approximately one year as a contract motor carrier of property in intrastate commerce, and as a common motor carrier of property in interstate commerce; that they now desire a certificate of convenience and necessity to operate as a common motor carrier of property in intrastate commerce, serving points Salt Lake City to Brigham, Utah, on U. S. Highway No. 91, on the one hand, and points north, Corinne to the Utah-Idaho State Line on Utah State Highway No. 41 and U. S. Highway No. 30-S, on the other hand, rendering pick up and delivery service either way, but that they do not desire to render local service between Salt Lake City and Brigham, Utah, on U. S. Highway No. 91.

That applicants are financially able and have sufficient equipment to render the service as applied for, and stand ready and willing to increase their equipment and service should the public needs require.

That applicants have conducted their operations for hire over the public highways of the State of Utah, both intrastate and interstate, in compliance with the laws of the State of Utah, and have made regular monthly reports to the Commission of such operations, and paid the state road maintenance taxes thereon.

That The Utah Idaho Central Railroad Company operates an electric railroad between Ogden and the Utah-Idaho State Line, rendering daily freight service to all points on its line, but that it does not serve points north of Brigham, Utah, from Corinne to the Utah-Idaho State Line on Utah State Highway No. 41 and U. S. Highway No. 30-S.

That the Oregon Short Line Railroad Company operates a steam railroad in interstate commerce from Salt Lake City, Utah, to the Utah-Idaho State Line, with a branch line, known as the "Malad Branch," extending from Brigham, Utah, to Malad, Idaho, and paralleling for the most part Utah State Highway No. 41, which renders daily freight service to all points on its line.

That there is no regular or dependable motor freight transportation service in the territory north of Brigham, Utah, from Corinne to

the Utah-Idaho State Line either over Utah State Highway No. 41 or U. S. Highway No. 30-S, and that a great many of the communities in said territory are not within a reasonable distance of any railroad line or other means of transportation, and are without other satisfactory transportation facilities to take care of their transportation needs.

That the communities in said territory are small and are, as a whole, sparsely settled, and that the traffic over said Utah State Highway No. 41 and U. S. Highway No. 30-S is comparatively light, and the service desired to be rendered by applicants would not unduly burden them with traffic.

From the foregoing findings, the Commission concludes that public convenience and necessity require the service as applied for by the applicants, and decides that the application should therefore be granted.

ORDER

CERTIFICATE OF CONVENIENCE AND NECESSITY

No. 408

This case being at issue upon application and protest on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof, made and filed a report containing its findings and conclusions, which said report is hereby referred to and made a part hereof:

IT IS ORDERED, That the application herein, of P. W. Fuller and R. C. Toponce, a partnership, operating under the name and style of Fuller & Toponce Truck Company, for a certificate of convenience and necessity to operate as a common motor carrier of property, serving points Salt Lake City to Brigham, Utah, on U. S. Highway No. 91, on the one hand, and points north, Corinne to the Utah-Idaho State Line on Utah State Highway No. 41 and U. S. Highway No. 30-S, on the other hand, rendering pick-up and delivery service either way, be, and it is hereby, granted; provided that applicants shall not render local transportation service between Salt Lake City and Brigham, Utah.

ORDERED FURTHER, That applicants before beginning operation shall file with the Commission and post at each station on their route a schedule as provided by law and the Commission's Tariff Circular No. 4, naming rates, time schedule, and rules and regulations, and shall at all times operate in accordance with the Statutes

of the State of Utah, and the Commission's Rules and Regulations governing the operation of common motor carriers over the highways of the State of Utah, and this order shall be, and is their authority therefor.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of E. LEROY
PUFFER, for a permit to operate a truck for } Case No. 1320
hire between Salt Lake City, and Beaver, Utah. }

ORDER

Upon motion of the Applicant and with the consent of the Commission:

IT IS HEREBY ORDERED, That the application herein of E. LeRoy Puffer, for a permit to operate a truck for hire between Salt Lake City, and Beaver, Utah, be, and it is hereby dismissed without prejudice.

By the Commission.

Dated at Salt Lake City, Utah, this 28th day of December, A. D., 1933.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION OF UTAH

In the Matter of the Application of P. W. FULLER and R. C. TOPONCE, operating under the name and style of FULLER & TOPONCE TRUCK COMPANY, for a permit to operate as a contract motor carrier of property between Salt Lake City and the Utah-Idaho State Line, via U. S. Highway No. 91.	}	Case No. 1321
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Submitted: July 28, 1933.

Decided November 7, 1933.

Appearances:

George H. Lowe, Attorney,	}	for Applicant.
J. A. Howell, Attorney,	}	for Utah Idaho Central Railroad Company.
R. B. Porter and W. Hal. Farr, Attorneys,	}	for Union Pacific System Lines.

REPORT OF THE COMMISSION

By the Commission:

Under date of June 26, 1933, application was filed with the Public Utilities Commission of Utah, by P. W. Fuller and R. C. Toponce, operating under the name and style of Fuller and Toponce Truck Company, for a permit to operate as a contract motor carrier of property between Salt Lake City and the Utah-Idaho State Line, and certain intermediate points, over and upon U. S. Highway No. 91, This matter came on for hearing before the Commission at Salt Lake City, Utah, on July 28, 1933, after due and legal notice given to interested parties.

From the evidence adduced for and in behalf of interested parties, the Commission makes the following findings:

That applicants, P. W. Fuller and R. C. Toponce, are partners, operating under the name and style of Fuller & Toponce Truck Company, with post office address at 2237 Kiesel Avenue, Ogden, Utah; that they have operated as a contract motor carrier of property between Salt Lake City, Utah, and the Utah-Idaho State Line, and

intermediate points between Ogden and the State Line, including Hyrum and Lewiston, Utah, for the Cudahy Packing Company, American Packing and Provision Company and Safeway Stores, Inc.

for a period of approximately one year; that applicants have, in accordance with the provisions of Section 13, Chapter 53, Laws of Utah, 1933, filed statement of their financial condition, showing total assets amounting to \$7,414.95, total liabilities of \$4,341.58, leaving net assets amounting to \$3,073.37; also schedule of equipment showing 1½-ton Chevrolet truck and three 1½-ton G. M. C. trucks; that applicants have conducted their operations for hire over the public highways of the State of Utah in compliance with the Statutes of Utah and the rules and regulations of the Commission; and that they are ready and willing to file the necessary insurance and bond as required by law.

From the foregoing findings, the Commission concludes and decides that the application should be granted.

ORDER

CONTRACT CARRIER PERMIT NO. 23

This case being at issue upon application on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof, made and filed a report containing its findings and conclusions, which said report is hereby referred to and made a part hereof:

IT IS ORDERED, That the application herein of P. W. Fuller and R. C. Toponce, operating under the name and style of Fuller & Toponce Truck Company, for a permit to operate as a contract motor carrier of property for the Cudahy Packing Company, American Packing and Provision Company, and Safeway Stores, Inc., between Salt Lake City and the Utah-Idaho State Line and intermediate points between Ogden and the State Line, including Hyrum and Lewiston, Utah, be, and it is hereby, granted.

ORDERED FURTHER, That applicants shall forthwith file with the Public Utilities Commission of Utah, the necessary insurance and bond as required by law, copy of their tariff schedule naming rates, time schedule, rules and regulations, and that they shall at all times operate in accordance with the statutes of Utah and the rules and regulations prescribed by the Commission governing the operation

of contract motor carriers over the public highways of the State of Utah, and this order shall be, and is their authority therefor.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION OF UTAH

<p>In the Matter of the Application of P. W. FULLER and R. C. TOPONCE, operating under the name and style of FULLER & TOPONCE TRUCK COMPANY, for a license to operate as a common motor carrier of property in interstate commerce between Salt Lake City, and the Utah-Idaho State Line, via U. S. Highways Nos. 91 and 30-S, and Utah State Highway No. 41.</p>	}	Case No. 1322
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Submitted: July 28, 1933.

Decided: November 7, 1933.

Appearances:

George H. Lowe, Attorney,	}	for Applicant.
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J. A. Howell, Attorney,	}	for Utah Idaho Central Railroad Company.
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R. B. Porter and W. Hal. Farr, Attorneys,	}	for Union Pacific System Lines.
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REPORT OF THE COMMISSION

By the Commission:

Under date of June 26, 1933, application was filed with the Public Utilities Commission of Utah, by P. W. Fuller and R. C. Toponce, operating under the name and style of Fuller and Toponce Truck Company, for a license to operate as a common motor carrier of property in interstate commerce between Salt Lake City and the Utah-Idaho State Line, over and upon U. S. Highways Nos. 91 and 30-S, and Utah State Highway No. 41. This matter came on for

hearing before the Commission at Salt Lake City, Utah, on July 28, 1933, after notice given to interested parties.

From the evidence adduced for and in behalf of interested parties, the Commission makes the following findings:

That applicants, P. W. Fuller and R. C. Toponce, are partners, operating under the name and style of Fuller & Toponce Truck Company, with post office address at 2237 Kiesel Avenue, Ogden, Utah; that they have operated as a common motor carrier of property in interstate commerce between Salt Lake City, Utah, and the Utah-Idaho State Line, enroute to points in Idaho, for a period of approximately one year; that applicants have, in accordance with the provisions of section 8, Chapter 53, Laws of Utah, 1933, filed statement of their financial condition, showing total assets amounting to \$7,414.95, total liabilities of \$4,341.58, leaving net assets amounting to \$3,073.37, also schedule of equipment showing one 1½-ton Chevrolet truck and three 1½-ton G. M. C. trucks; that applicants have conducted their operations for hire over the public highways of the State of Utah in compliance with the Statutes of the State of Utah and the rules and regulations of the Commission; and that they are ready and willing to file the necessary insurance and bond as required by law.

From the foregoing findings, the Commission concludes and decides that the application should be granted.

ORDER

INTERSTATE CARRIER LICENSE NO. 19

This case being at issue upon application on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having on the date hereof, made and filed a report containing its findings and conclusions, which said report is hereby referred to and made a part hereof:

IT IS ORDERED, That the application herein of P. W. Fuller and R. C. Toponce, operating under the name and style of Fuller & Toponce Truck Company, for a license to operate as a common motor carrier of property in interstate commerce between Salt Lake City, Utah, and the Utah-Idaho State Line, enroute to and from Idaho points, over and upon U. S. Highways Nos. 91 and 30-S, and Utah State Highway No. 41, be, and it is hereby, granted.

ORDERED FURTHER, That applicants shall forthwith file with the Public Utilities Commission of Utah, the necessary insur-

ance and bond as required by law, copy of their tariff schedule naming rates, time schedule, rules and regulations, and that they shall at all times operate in accordance with the statutes of Utah and the rules and regulations prescribed by the Commission governing the operation of contract motor carriers over the public highways of the State of Utah, and this order shall be, and is their authority therefor.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION OF UTAH

In the Matter of the Application of FRANK L. COLBY, for a permit to operate as a contract motor carrier of freight between Delta and Salt Lake City, Utah.	}	Case No. 1323
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Submitted: July 18, 1933.

Decided: August 12, 1933.

Appearances:

George W. Latimer, Attorney,	}	for Applicant.
R. B. Porter and W. Hal. Farr, Attorneys,	}	for Union Pacific System Lines.
B. R. Howell, Attorney,	}	for D. & R. G. W. R. R. Co. and Rio Grande Motor Way, Incorporated.
John D. Rice, Attorney,	}	for State of Utah.
F. M. Orem,	}	for Salt Lake & Utah Railroad Company.

REPORT AND ORDER OF THE COMMISSION

By the Commission:

Under date of June 26, 1933, application was filed by Frank L. Colby, whose address is Delta, Utah, operating under the name and style of Colby Truck Line, for a permit to operate as a contract motor carrier of property between Delta and Salt Lake City, Utah, over U. S. Highway No. 91 to Holden, Utah, thence over Utah State

Highway No. 26 to Delta, Utah. This matter came on for hearing on July 18, 1933, after due and legal notice given to all interested parties.

From the evidence adduced for and in behalf of the interested parties, the Commission makes the following findings:

That in accordance with Section 13, Chapter 53, Laws of Utah, 1933, applicant has filed statement of his financial condition, which shows value of equipment \$3,000.00, and other assets valued at \$1,025.00, and an indebtedness aggregating \$623.00, which is principally owing on equipment; that his equipment consists of one A-6 International truck, 3-ton capacity, which was purchased new on August 15, 1931 for \$3,600.00, present appraised value \$1,800.00, also one A-5 International 1931 3-ton used truck purchased August 1, 1932 for \$2,760.00, present appraised value \$1,200.00.

That on January 6, 1930, applicant together with George R. Roundy made application for a certificate of convenience and necessity to transport freight between Salt Lake City and Hinckley, Utah, and intermediate points including Delta; that after formal hearing, interested parties having had an opportunity to appear and furnish evidence and testimony, the Commission on March 7, 1930, denied the application, which decision was predicated upon the fact that convenience and necessity did not require said service; that applicant has operated continually as a common carrier since the denial of his former application, in violation of Section 4818, Compiled Laws of Utah, 1917, and Chapter 42, Laws of Utah, 1927, as amended by Chapter 94, Laws of Utah, 1929, and Chapter 117, Laws of Utah, 1925, in that he has operated as a common carrier without a certificate, as a contract carrier for more than one person, firm, or corporation without a permit, and has failed to file monthly road tax reports on a considerable amount of the merchandise transported by him for hire over the public highways, and pay the taxes thereon; that he is now, and has for a considerable time in the past transported merchandise for R. J. Law, D. Stevens & Co., Delta Valley Creamery, Delta Produce Company, A. M. Ogden, and George Day of Delta, Utah, H. R. Morris, Pratt Mercantile Company at Hinckley, Utah, Deseret Cash Store at Deseret, Utah, Mutual Creamery Company, Consolidated Wagon & Machine Company, Continental Oil Company, Nelson Ricks Creamery Company, and Sewell's United Store, of Salt Lake City, Utah, in fact anyone who desired transportation service between said points.

That U. S. Highway No. 91 between Salt Lake City and Holden, Utah, is a heavily travelled hard surfaced highway, and that Utah State Highway No. 26 between Holden and Delta, Utah, is a gravelled road; that the Los Angeles & Salt Lake Railroad Company

operates a steam railroad between Salt Lake City, Utah, and Los Angeles, California, furnishing daily freight service to Delta, Utah, but that there are no railroad facilities nor rail service to Hinckley and Deseret.

From the foregoing findings, the Commission concludes and decides that applicant has knowingly, wilfully, and repeatedly violated the provisions of Section 4818, Compiled Laws of Utah, 1917, requiring that operators first procure certificates of convenience and necessity from the Public Utilities Commission of Utah before operating as a common carrier over the public highways of the State; that he has knowingly, wilfully, and continuously violated the provisions of Chapter 42, Laws of Utah, 1927, as amended by Chapter 94, Laws of Utah, 1929, which require that a permit be secured from the Public Utilities Commission before an operator for hire may transport freight, merchandise, or other property over the public highways of the State of Utah, outside of cities or towns, for more than one person, firm, or corporation; that he has also violated the provisions of Chapter 117, Laws of Utah, 1925, requiring that monthly reports be made to the Public Utilities Commission on all passengers or property transported for hire over the public highways of the State of Utah, and taxes paid thereon; and that the application should therefore be denied.

IT IS THEREFORE ORDERED, That the application herein of Frank L. Colby, for a permit to operate as a contract motor carrier of property between Salt Lake City and Delta, Utah, be, and it is hereby, denied and that he immediately cease and desist all operations for hire over the public highways of the State of Utah.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of R. BIEDER-
MAN, operating under the name and style of
CONSOLIDATED STAGES, for a license to
operate as a common motor carrier of passengers
between Salt Lake City, Utah, and Mesquite,
Nevada, via U. S. Highway No. 91. } Case No. 1324

Submitted: July 20, 1933.

Decided: September 25, 1933.

Appearances:

R. Biederman,	} for Himself.
R. B. Porter and W. Hal. Farr, Attorneys,	} for Union Pacific System Lines.
B. R. Howell, Attorney,	} for D. & R. G. W. R. R. Co. and Rio Grande Motor Way, Incorporated.
John D. Rice, Attorney,	} for State of Utah.

REPORT AND ORDER OF THE COMMISSION

By the Commission:

Under date of June 26, 1933, application was filed by R. Biederman, operating under the name and style of Consolidated Stages, for a license to operate as a common motor carrier of passengers in interstate commerce between Salt Lake City, Utah, and Mesquite, Nevada, over and upon U. S. Highway No. 91. This matter came on for hearing before the Public Utilities Commission of Utah, at Salt Lake City, Utah, on July 20, 1933, after notice given to interested parties.

From the evidence adduced for and in behalf of interested parties, the Commission makes the following findings:

That applicant, R. Biederman, operating under the name and style of Consolidated Stages, with post office address at 12 E. 2nd South Street, Salt Lake City, Utah, desires a license to operate as a common motor carrier of passengers in interstate commerce between Salt Lake City, Utah, and the Utah-Arizona State Line enroute to Mesquite, Nevada, over and upon U. S. Highway No. 91; that in accordance with Section 8, Chapter 53, Laws of Utah, 1933, applicant filed financial statement as of June 26, 1933, showing total assets valued at \$3,600.00, with total liabilities aggregating \$75.00, leaving net assets valued at \$3,525.00, and schedule of equipment showing two Cadillac 1928 8-passenger sedans and one Lincoln 1928 8-passenger sedan, appraised value as of June 28, 1933, \$2,800.00; that applicant has failed to comply with the provisions of Chapter 117, Laws of Utah, 1925, in that he has not made reports to the Public Utilities Commission of all his operations for hire over the public highways of the State of Utah, nor paid the state road maintenance taxes thereon, and that as a result, his equipment was attached by the State Tax Commission for non-payment of taxes; that he paid \$200.00 on account

to the State Tax Commission, leaving a balance due of approximately \$600.00, which he promised to pay in installments, and thereupon his equipment was released; that when the first installment on the balance due to the State fell due, applicant had left Salt Lake City and ceased his operations over the public highways of the State of Utah.

From the foregoing findings, the Commission concludes and decides that the application herein should be dismissed.

ORDER

IT IS THEREFORE ORDERED, That the application herein of R. Biederman, operating under the name and style of Consolidated Stages, for a license to operate as a common motor carrier of passengers in interstate commerce between Salt Lake City, Utah, and the Utah-Arizona State Line, enroute to Mesquite, Nevada, be, and it is hereby, dismissed.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION OF UTAH

In the Matter of the Application of E. H. CURRY, operating as MIDLAND STAGES, for a license to operate as a common motor carrier of passengers between Salt Lake City, Utah, and Winnemucca, Nevada, via U. S. Highway No. 40.	}	Case No. 1325
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Submitted: July 20, 1933.

Decided: July 28, 1933.

Appearances:

Byron D. Anderson, Attorney,	}	for Applicant.
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John D. Rice, Attorney,	}	for State of Utah.
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Robert B. Porter and W. Hal. Farr, Attorneys,	}	for Union Pacific System Lines.
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B. R. Howell, Attorney, of Van Cott, Riter & Farnsworth,	}	for D. & R. G. W. R. R. Co. and Rio Grande Motor Way, Incorporated.
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REPORT OF THE COMMISSION

E. E. CORFMAN, Commissioner:

Under date of June 26, 1933, application was filed by E. H. Curry, operating as the Midland Stages, for a license to operate in interstate commerce as a common motor carrier of passengers between Salt Lake City, Utah, and Winnemucca, Nevada, upon U. S. Highway No. 40. This matter came on for hearing before the Public Utilities Commission of Utah on July 20, 1933, after notice given to all interested parties.

From the evidence adduced for and in behalf of the applicant, the Commission makes the following findings:

That in accordance with Section 14, Chapter 53, Laws of Utah, 1933, applicant filed statement of his financial condition and schedule of equipment, which consists of one Studebaker Sedan, 1925 model, present appraised value \$400.00; that the complete route over which he proposes to operate is between Salt Lake City, Utah, and Winnemucca, Nevada, via U. S. Highway No. 40; that applicant has filed road tax reports covering all his operations in the State of Utah, and has paid the taxes thereon; that he is prepared to file the necessary insurance and bond as provided by Sections 22 and 23 of Chapter 53, Laws of Utah, 1933; and that applicant has complied with and operated in accordance with the Laws of the State of Utah, and the rules of the Public Utilities Commission of Utah, as shown herein.

From the foregoing findings, the Commission concludes and decides that the application should be granted.

ORDER

INTERSTATE CARRIER LICENSE NO. 1

This case being at issue upon application on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved being had, and the Commission having, on the date hereof, made and filed a report of its findings and conclusions, which said report is hereby referred to and made a part hereof:

IT IS ORDERED, That the application herein, of E. H. Curry, operating as Midland Stages, for a license to operate over the public highways of the State of Utah as a common carrier of passengers in interstate commerce between Salt Lake City, Utah, and Winnemucca, Nevada, be, and it is hereby, granted.

ORDERED FURTHER, That applicant shall file with the Public Utilities Commission of Utah the necessary insurance and bond

as provided by Sections 22 and 23, Chapter 53, Laws of Utah, 1933, and copy of his tariff schedule, naming fares, time schedule, rules, and regulations on or before August 8, 1933, unless further time is granted by the Commission, and that he shall at all times operate in accordance with the statutes of Utah and the rules and regulations prescribed by the Commission governing the operation of common or contract motor carriers over the public highways of the State of Utah, and this order shall be, and is his license therefor.

(Signed) E. E. CORFMAN,
Commissioner.

We Concur:

(Signed) THOS. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION OF UTAH

<p>In the Matter of the Application of H. J. SEEREY, operating as RAINBOW STAGES, for a license to operate as a common motor carrier of passengers between Denver, Colorado, and San Francisco, California, via U. S. Highways Nos. 30 and 40.</p>	}	Case No. 1326
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Submitted: July 20, 1933.

Decided July 28, 1933.

Appearances:

Byron D. Anderson, Attorney,	}	for Applicant.
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John D. Rice, Attorney,	}	for State of Utah.
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Robert B. Porter and W. Hal. Farr, Attorneys,	}	for Union Pacific System Lines.
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B. R. Howell, Attorney of Van Cott, Riter & Farnsworth,	}	for D. & R. G. W. R. R. Co. and Rio Grande Motor Way, Incorporated.
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REPORT OF THE COMMISSION

E. E. CORFMAN, Commissioner:

Under date of June 26, 1933, application was filed by H. J. Seerey, operating as Rainbow Stages, for a license to operate in interstate commerce as a common motor carrier of passengers between Denver, Colorado and San Francisco, California, through the State of Utah, via U. S. Highways Nos. 30 and 40. This matter came on for hearing before the Public Utilities Commission of Utah on July 20, 1933, after notice given to all interested parties.

From the evidence adduced for and in behalf of the interested parties, the Commission makes the following findings:

That in accordance with Section 14, Chapter 53, Session Laws of Utah, 1933, applicant filed statement of his financial condition, and schedule of equipment, which consists of one 12-passenger 1929 Buick bus, one 8-passenger 1931 Buick sedan, one 8-passenger 1927 Cadillac sedan, one 8-passenger 1928 Studebaker sedan, and one 11-passenger 1924 Studebaker bus; that the complete route over which applicant proposes to operate is between Denver, Colorado and San Francisco, California, through the State of Utah, via U. S. Highways Nos. 30 and 40; that applicant has filed road tax reports covering all his operations in the State of Utah, and has paid the taxes thereon; that he is prepared to file the necessary insurance and bond as provided by law; and that applicant has complied with and operated in accordance with the Laws of the State of Utah and the rules of the Public Utilities Commission of Utah as shown herein.

From the foregoing findings, the Commission concludes and decides that the application should be granted.

ORDER

INTERSTATE CARRIER LICENSE NO. 2

This case being at issue upon application on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof, made and filed a report of its findings and conclusions, which said report is hereby referred to and made a part hereof:

IT IS ORDERED, That the application herein of H. J. Seerey, operating as Rainbow Stages, for a license to operate over the public highways of the State of Utah as a common carrier of passengers in interstate commerce between Denver, Colorado, and San Francisco, California, be, and it is hereby, granted.

ORDERED FURTHER, That applicant shall file with the Public Utilities Commission of Utah the necessary insurance and bond as provided by Sections 22 and 23, Chapter 53, Session Laws of Utah, 1933, and copy of his tariff schedule naming fares, time schedule, rules and regulations on or before August 8, 1933, unless further time is granted by the Commission, and that he shall at all times operate in accordance with the statutes of Utah and the rules and regulations prescribed by the Commission governing the operation of common or contract motor carriers over the public highways of the State of Utah, and this order shall be and is his license therefor.

(Signed) E. E. CORFMAN,
Commissioner.

We Concur:

(Signed) THOS. E. MCKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION OF UTAH

<p>In the Matter of the Application of H. J. SEEREY, operating as RAINBOW STAGES, for a license to operate as a common motor carrier of passengers between Denver, Colorado, and San Francisco, California, via U. S. Highways Nos. 30 and 40.</p>	}	Case No. 1326
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CANCELLATION ORDER

Under date of July 28, 1933, the Public Utilities Commission of Utah issued Interstate Carrier License No. 2 authorizing H. J. Seerey, operating under the name and style of Rainbow Stages, to operate as a common motor carrier of passengers between Utah-Colorado State Line from Denver, to the Utah-Nevada State Line enroute to San Francisco, California.

The Commission further ordered that Applicant, H. J. Seerey forthwith file necessary insurance and bond as provided by Sections 22 and 23, Chapter 53, Laws of Utah, 1933. To date said insurance and bond have not been filed. It is therefore,

ORDERED, That said Interstate Carrier License No. 2 be, and the same is hereby cancelled, annulled, and revoked.

ORDERED FURTHER, That H. J. Seerey forthwith cease and desist from all or any further operations as an automobile carrier for hire over the public highways of the State of Utah.

Dated at Salt Lake City, Utah, this 30th day of December, 1933.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)
Attest:

(Signed) FRANK L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of SAMUEL
HOUSTON, for a permit to operate as a con-
tract motor carrier of property between Salt Lake
City and Price, Utah, via U. S. Highways Nos.
91 and 50. } Case No. 1327

ORDER

Upon motion of the applicant, and with the consent of the Commission:

IT IS HEREBY ORDERED, That the application herein of Samuel Houston, for a permit to operate as a contract motor carrier of property between Salt Lake City, and Price, Utah, via U. S. Highways Nos. 91 and 50, be, and it is hereby, dismissed without prejudice.

By the Commission.

Dated at Salt Lake City, Utah, this 28th day of December, A. D., 1933.

(Signed) E. E. CORFMAN,
T. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION OF UTAH

In the Matter of the Application of Ashworth }
 Moving & Storage Company, for a permit to }
 operate as a contract motor carrier of property } Case No. 1328
 between State Boundaries. }

Submitted: July 25, 1933.

Decided: August 14, 1933.

Appearances:

Byron D. Anderson, Attorney,	}	for
		Applicant.
John D. Rice, Attorney,	}	for
		State of Utah
R. B. Porter and	}	for Union Pacific
W. Hal. Farr, Attorneys,		System Lines.
B. R. Howell, Attorney,	}	for D. & R. G. W. R. R. Co.
		and Rio Grande Motor Way,
	}	Incorporated.
S. D. Thurman, Attorney,		for Bamberger Electric R. R.
	}	Co. and Salt Lake-Ogden
		Transportation Co.
J. A. Howell, Attorney,	}	for Utah Idaho Central
		Railroad Company.

REPORT AND ORDER OF THE COMMISSION

By the Commission:

Under date of June 26, 1933, Ashworth Moving & Storage Company, by R. C. Ashworth, Manager, whose post office address is 28 So. West Temple, Salt Lake City, Utah, filed application for a permit to operate as a contract motor carrier of property over all highways in the State of Utah. This matter came on for hearing on July 25, 1933, after due and legal notice given to all interested parties.

From the evidence adduced for and in behalf of the interested parties, the Commission makes the following findings:

That Ashworth Moving and Storage Company is owned and operated by R. C. Ashworth, and has for the past 20 years conducted a transfer and storage service, using in connection therewith the highways of the State of Utah, giving an irregular service as demands require, and transporting principally heavy machinery and equipment, and household goods; that approximately 50 per cent of applicant's business is within the limits of Salt Lake City; that in accordance with Section 13, Chapter 53, Laws of Utah, 1933, applicant filed

financial statement as of June 24, 1933, which shows assets valued at \$15,150.00, and liabilities at \$2,025.00; that it has also filed schedule of equipment which consists of 6 trucks and 3 trailers appraised value \$7,500.00; that applicant has filed road tax reports covering his operations and has paid the taxes thereon.

From the foregoing findings, the Commission concludes and decides that the application is too inclusive and does not call for specific service at any time, neither does the applicant propose to file a schedule of rates and charges or time schedule, therefore the application should be denied, and that in lieu thereof when applicant is called upon to transport freight between any two points within the state or in interstate commerce, the Commission will give due consideration as shipping interests may reasonably require to the issuance of temporary permits to cover.

IT IS THEREFORE ORDERED, That the application herein of Ashworth Moving & Storage Company, for a permit to operate as a contract carrier of property between State Boundaries of Utah, be, and it is hereby, denied.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of WILLIAM
HAROLD LINCK, for a license to operate as
a common motor carrier of property in interstate
commerce between Salt Lake City, Ogden, and
Los Angeles, California, and Idaho points. } Case No. 1329

Submitted: July 18, 1933.

Decided: January 29, 1934.

Appearances:

Robert C. Wilson, Attorney,	} for
	} Applicant.
R. B. Porter and	} for Union Pacific
W. Hal. Farr, Attorneys,	} System Lines.
	} for D. & R. G. W. R. R. Co.
B. R. Howell, Attorney,	} and Rio Grande Motor Way,
	} Incorporated.

REPORT OF THE COMMISSION

By the Commission:

Under date of June 26, 1933, application was filed by William Harold Linck, for a license to operate as a common carrier of property in interstate commerce between Salt Lake City and Ogden, Utah, on the one hand, and Utah-California State Line and the Utah-Idaho State Line on the other hand. This matter came on for hearing at Salt Lake City, Utah, on July 18, 1933, after notice given to all interested parties.

From the evidence adduced for and in behalf of the interested parties, the Commission makes the following findings:

That applicant, William Harold Linck, whose post office address is 281 Kelsey Avenue, Salt Lake City, Utah, has for approximately three years last past transported merchandise in interstate commerce between Ogden and Salt Lake City on the one hand and the Utah-Arizona State Line enroute to Los Angeles, California, and the Utah-Idaho State Line enroute to Pocatello, Idaho, on the other hand over and upon U. S. Highway No. 91 and Utah State Highway No. 41; that applicant now desires a license to continue such operations; making one round trip or more as demands require per week; that applicant has, in connection with said operations also hauled considerable merchandise which he has purchased and sold himself; that in accordance with Section 8, Chapter 53, Laws of Utah, 1933, applicant has filed financial statement as of June 26, 1933, showing total assets valued at \$4,800.00, with total liabilities aggregating \$3,144.45; also schedule of equipment showing one 1931 3-ton Dodge truck purchased new September 12, 1931 for \$3,045.00, present appraised value \$2,000.00, and one 1931 3-ton G. M. C. Truck purchased new April 29, 1933, for \$2,850.50, appraised value \$2,500.00; that U. S. Highways Nos. 91 and Utah State Highway No. 41 are hard-surfaced for practically the entire distance in the State of Utah; that applicant has complied with the provisions of Chapter 117, Laws of Utah, 1925 by filing reports with the Public Utilities Commission of Utah of his operations over the public highways of the State of Utah, and paying the state road maintenance taxes thereon; that he has always carried public liability and property damage insurance as well as cargo insurance on his equipment and is prepared to file same with the Commission as required by law, as well as the necessary bond for the payment of fees and taxes.

From the foregoing findings, the Commission concludes and decides that the application should be granted.

ORDER

INTERSTATE CARRIER LICENSE NO. 33

This case being at issue upon application on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof, made and filed a report containing its findings and conclusions, which report is hereby referred to and made a part hereof:

IT IS ORDERED, That the application herein of William Harold Linck for a license to operate as a common motor carrier of property in interstate commerce between Salt Lake City and Ogden, Utah, on the one hand, and Utah-Arizona State Line, enroute to Los Angeles, California, and the Utah-Idaho State Line enroute to Pocatello, Idaho, on the other hand, over and upon U. S. Highway No. 91 and Utah State Highway No. 41, be, and it is hereby, granted.

ORDERED FURTHER, That applicant shall maintain on file with the Commission the necessary insurance and bond as required by law, and copy of his tariff schedule showing rates, time schedule, rules and regulations, and that he shall operate at all times in accordance with the statutes of the State of Utah and the rules and regulations prescribed by the Public Utilities Commission of Utah governing the operation of common motor carriers over the public highways of the State of Utah, and this order shall be, and is his authority therefor.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,

Commissioners.

(Seal)
Attest:

(Signed) FRANK L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of WILLIAM
HAROLD LINCK, for a permit to operate as a
contract motor carrier of property between Og-
den and Salt Lake City and Price, and Cedar
City, Utah. } Case No. 1330

Submitted: July 18, 1933.

Decided: January 29, 1934.

Appearances:

Robert C. Wilson, Attorney,	}	for
		Applicant.
R. B. Porter and	}	for Union Pacific
W. Hal. Farr, Attorneys,		System Lines.
	}	for D. & R. G. W. R. R. Co.
B. R. Howell, Attorney,		and Rio Grande Motor Way,
	}	Incorporated.

REPORT AND ORDER OF THE COMMISSION

By the Commission:

Under date of June 26, 1933, application was filed by William Harold Linck, for a permit to operate as a contract carrier of property between Salt Lake City and Ogden, Utah, on the one hand, and Price and Cedar City, Utah, on the other hand. This matter came on for hearing at Salt Lake City, Utah, on the 18th day of July, 1933, after due and legal notice given to all interested parties.

From the evidence adduced for and in behalf of the interested parties, the Commission makes the following findings:

That applicant, William Harold Linck, whose post office address is 281 Kelsey Avenue, Salt Lake City, Utah, has for approximately three years transported merchandise for hire over the public highways of the State of Utah between Ogden and Salt Lake City on the one hand, and Price and Cedar City, Utah, on the other hand, for Scowcroft & Sons Company, via U. S. Highways Nos. 91 and 50, and now desires a permit from the Public Utilities Commission giving him authority to continue such service; that in accordance with Section 13, Chapter 53, Laws of Utah, 1933, applicant filed financial statement as of June 26, 1933, showing total assets valued at \$4,800.00, with total liabilities aggregating \$3,144.45; also schedule of equipment showing one 1931 3-ton Dodge truck purchased new September 12, 1931 for \$3,045.00, present appraised value \$2,000.00, and one 1931 G. M. C. truck purchased new April 29, 1933, for \$2,850.00, appraised value \$2,500.00; that U. S. Highways Nos. 91 and 50 are heavily-traveled, hard-surfaced highways for practically the entire distance in the State of Utah; that applicant has complied with the provisions of Chapter 117, Laws of Utah, 1925 by filing reports with the Public Utilities Commission of Utah of his operations over the public highways of the State of Utah, and paying the state road maintenance taxes thereon; that he has always carried public liability and property damage insurance and cargo insurance on his equipment and is prepared to file same with the Commission as required by law, as well as the necessary bond for the payment of fees and taxes.

From the foregoing findings, the Commission concludes and decides that the application should be granted.

ORDER

CONTRACT CARRIER PERMIT NO. 39

This case being at issue upon application on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof, made and filed a report containing its findings and conclusions, which report is hereby referred to and made a part hereof:

IT IS ORDERED, That the application herein of William Harold Linck for a permit to operate as a contract motor carrier of property between Ogden and Salt Lake City, Utah, on the one hand, and Price and Cedar City, Utah, on the other hand, for Scowcroft & Sons Company, via U. S. Highways Nos. 91 and 50 be, and it is hereby, granted;

ORDERED FURTHER, That applicant shall maintain on file with the Commission the necessary insurance and bond as required by law, and copy of his tariff schedule showing rates, time schedule, rules and regulations, and that he shall operate at all times in accordance with the statutes of the State of Utah and the rules and regulations prescribed by the Public Utilities Commission of Utah governing the operation of contract motor carriers over the public highways of the State of Utah, and this order shall be, and is his authority therefor.

(Signed) E. E. CORFMAN,
THOS. E. MCKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) FRANK L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION OF UTAH

In the Matter of the Application of W. H. Linck, for a permit to operate as a contract motor car- rier of property between Ogden and Salt Lake City and Price, and Cedar City, Utah.	}	Case No. 1330
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CANCELLATION ORDER

By the Commission:

Under date of January 29, 1934, the Commission issued its Report and Order granting the application of W. H. Linck for a permit to operate as a contract motor carrier of property between Ogden and Salt Lake City and Price, and Cedar City, Utah, for Scowcroft & Sons Company.

It now appearing that said W. H. Linck has sold his truck to Scowcroft & Sons Company, and is working for them as the driver of said truck,

IT IS THEREFORE ORDERED, That Contract Carrier Permit No. 39, issued to W. H. Linck in Case No. 1330, be, and it is hereby cancelled and annulled for the reason as hereinbefore set forth.

Dated at Salt Lake City, Utah, this 11th day of May, A. D., 1934.

(Signed) E. E. CORFMAN,
THOS. E. MCKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of J. W. HAYDEN, operating under the name and style of UNION STAGE LINES, for a license to operate motor passenger service between Salt Lake City, Utah, and Denver, Colorado, via U. S. Highways Nos. 91 and 50.

Case No. 1331

Submitted: July 20, 1933.

Decided August 14, 1933.

Appearances:

Byron D. Anderson, Attorney,	} for Applicant.
John D. Rice, Attorney,	} for State of Utah.
R. B. Porter and	} for Union Pacific
W. Hal. Farr, Attorneys	} System Lines.
B. R. Howell, Attorney,	} for D. & R. G. W. R. R. Co.
	} and Rio Grande Motor Way,
	} Incorporated.

REPORT AND ORDER OF THE COMMISSION

By the Commission:

Under date of June 26, 1933, J. W. Hayden, operating under the name and style of Union Stage Lines, filed application for an interstate license to operate between Salt Lake City, Utah, and Denver, Colorado, for the transportation of passengers, on U. S. Highways Nos. 91 and 50, via Price, Helper and Green River, Utah. This matter came on for hearing, after notice given to interested parties, on July 28, 1933.

From the evidence adduced for and in behalf of the interested parties, the Commission makes the following findings:

That applicant has operated since May 1, 1933; that in accordance with Section 8, Chapter 53, Laws of Utah, 1933, applicant filed financial statement as of June 24, 1933, which shows assets valued at \$10,125.00, and current accounts payable \$150.00; that applicant is operating two 7-passenger Buick sedans; that he has complied with the law pertaining to the filing of road tax reports and the payment of taxes thereon; that he is prepared to file the necessary insurance and bond as required by law if granted a license to operate; and that he makes three round trips each week.

From the foregoing findings, the Commission concludes and decides that the application should be granted.

ORDER

INTERSTATE CARRIER LICENSE NO. 4

This case being at issue upon application on file, and having been duly heard and submitted by the parties, and full investigation having been had, and the Commission having, on the date hereof, made and filed a report of its findings and conclusions, which said report is hereby referred to and made a part hereof:

IT IS ORDERED, That the application herein of J. W. Hayden, operating under the name and style of Union Stage Line, for a license to operate as a common carrier of passengers in interstate commerce between Denver, Colorado, and Salt Lake City, Utah, over U. S. Highways Nos. 91 and 50, via Price, Helper, and Green River, Utah, be, and it is hereby, granted.

ORDERED FURTHER, That applicant shall forthwith file with the Public Utilities Commission of Utah, the necessary insurance and bond as required by law, and copy of his tariff schedule naming fares, time schedule, rules and regulations, and shall at all times operate

in accordance with the statutes of the State of Utah, and the rules and regulations prescribed by the Commission governing the operation of common motor carriers over the public highways of the State of Utah, and this order shall be, and is his authority therefor.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,

(Seal)

Attest:

Commissioners.

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION OF UTAH

<p>In the Matter of the Application of J. W. HAYDEN, operating under the name and style of UNION STAGE LINES, for a license to operate motor passenger service between Salt Lake City, Utah, and Denver, Colorado, via U. S. Highways Nos. 91 and 50.</p>	}	Case No. 1331
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CANCELLATION ORDER

Under date of August 14, 1933, the Public Utilities Commission of Utah issued Interstate Carrier License No. 4, authorizing J. W. Hayden, operating under the name and style of Union Stage Lines to operate as a common motor carrier of passengers between Salt Lake City, Utah, and the Utah-Colorado Line, enroute to Denver Colorado.

It now appearing that the Public Liability and Property Damage Insurance covering applicant's equipment was cancelled effective December 9, 1933, and that no policy has yet been filed in lieu thereof; also that applicant has failed to file bond and guarantee the payment of fees and taxes as required by law.

IT IS THEREFORE ORDERED, That Interstate Carrier License No. 4 issued to J. W. Hayden, operating under the name and style of Union Stage Lines be, and it is hereby, cancelled and annulled for failure to file insurance and bond as required by law.

ORDERED FURTHER, That J. W. Hayden forthwith cease and desist from further operations over the public highways of the State of Utah as an automobile carrier for hire.

Dated at Salt Lake City, Utah, this 30th day of December, 1933.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,

(Seal)

Attest:

Commissioners.

(Signed) FRANK L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of JOSEPH KENDALL for a permit to operate as a contract motor carrier of property between Salt Lake City and Price, Provo, and Ogden, Utah. } Case No. 1332

Submitted: July 19, 1933.

Decided: August 12, 1933.

Appearances:

Robert C. Wilson, Attorney,	}	for Applicant,
	}	Joseph Kendall.
John D. Rice, Attorney,	}	for
	}	State of Utah.
R. B. Porter and	}	for Union Pacific
W. Hal. Farr, Attorneys,	}	System Lines.
B. R. Howell, Attorney of	}	for The Denver & Rio Grande
Van Cott, Riter & Farnsworth,	}	Western Railroad Company and
	}	Rio Grande Motor Way, Inc.
F. M. Orem, Attorney,	}	for Salt Lake & Utah
	}	Railroad Company.
Edgar H. Hollingworth,	}	for Utah Central Transfer Co.
	}	and Utah Central Truck Line.

REPORT AND ORDER OF THE COMMISSION

By the Commission:

Under date of June 26, 1933, Joseph Kendall, residing at 527 Wilmington Avenue, Salt Lake City, Utah, filed with the Public Utilities Commission his application for a permit to operate as a contract motor carrier over public highway No. 91 between Salt Lake City and Provo and Ogden, and to Price, Utah, over said highway No. 91 between Salt Lake City and Spanish Fork, Utah; thence over highway No. 50 to Price, Utah. The matter came on regularly for hearing, after due notice given, before the Commission at its office in the State Capitol, Salt Lake City, Utah, on July 19, 1933.

The Commission finds:

That in accordance with Section 13, Chapter 53, Laws of Utah, 1933, the applicant filed a statement of his financial condition, together with a schedule of his equipment to be used in the service proposed to be rendered by him, the same consisting of one 1929 model Reo 3-ton truck, purchased September 5, 1931, for \$2,640; that heretofore applicant has been operating said truck over said highways under contract with Zion's Wholesale Grocery Company for the

carrying of merchandise and other property at irregular intervals in connection with its wholesale merchandising business at such times as the special interest of said shipper might require; that said operations have been conducted by the applicant since March, 1930, and the charges made therefor have been 15c per running mile, loaded or empty.

That said highway No. 91 between Salt Lake City and Spanish Fork is a hard surfaced highway much used by the traveling public, as is also the same between Salt Lake City and Ogden, Utah; that between Salt Lake City and Spanish Fork, Utah, two steam lines of railroad and one electric railroad afford convenient and dependable transportation for property, including free pick-up and delivery service; that daily truck service for the transportation of property is also rendered over said highway No. 91 between said points.

That said highway No. 50 between Spanish Fork and Price, Utah, for the most part is a hard surfaced highway leading through Spanish Fork Canyon over the Wasatch Range of Mountains and travel over the same, especially during the winter months, is somewhat hazardous for vehicular travel; that there is now efficient and dependable common carrier truck service being rendered out of Salt Lake City over said highways to Price, and that there is also daily freight and express service over The Denver & Rio Grande Western Railroad between said points, including free pick-up and delivery service in connection with both the truck and express rail service now being rendered between said points.

That between Salt Lake City and Ogden, Utah, frequent transportation is rendered daily by the Bamberger Electric Railroad Company and two steam railroads; that truck service for the transportation of property is also rendered between said points twice each day, and oftener if needed, by the Salt Lake-Ogden Transportation Company; that free pick-up and delivery service is also afforded the shipping public by said electric line and the truck line at both terminals and at all intermediate points where the service is needed for the convenience of the shipping public; that said highway between Salt Lake City and Ogden is a hard surfaced highway much used by the traveling public, and additional truck service thereon for hire creates an undue hazard.

That according to the representations of the shipper, Zion's Wholesale Grocery Company, the applicant has heretofore, and would continue to render for it a special truck service that must necessarily be rendered on call to meet the needs of the shipper and its consignees, a service not now available at the hands of existing transportation agencies serving the same territory sought to be serviced by the applicant for this particular shipper.

The evidence further shows that heretofore such special service has seldom been required to meet the convenience of said shipper between Provo and Price, Utah, nor between Salt Lake City and Ogden, Utah.

From the foregoing findings and from the record made herein, all of which is made a part hereof, the Commission believes that the application of Joseph Kendall for a permit to transport merchandise and property for the shipper, Zion's Wholesale Grocery Company, over highway No. 91, between Salt Lake City and Provo, Utah, should be granted; that said application to operate between Salt Lake City and Price and Salt Lake City and Ogden, Utah, should be denied.

ORDER

CONTRACT CARRIER PERMIT NO. 14

This case being at issue upon application on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof, made and filed a report containing its findings and conclusions, which said report is hereby referred to and made a part hereof:

IT IS ORDERED, That that portion of the application of Joseph Kendall for a permit to transport merchandise and property for Zion's Wholesale Grocery Company, over U. S. Highway No. 91 between Salt Lake City and Provo, Utah, be, and the same is hereby, granted.

ORDERED FURTHER, That that portion of the application of Joseph Kendall for a permit to operate between Salt Lake City and Price and Salt Lake City and Ogden, Utah, be, and the same is hereby, denied.

ORDERED FURTHER, That applicant shall file with the Public Utilities Commission of Utah the necessary insurance and bonds as required by law, copy of his tariff schedule, naming rates, rules, and regulations, and time schedule on or before August 22, 1933, unless further time is granted by the Commission, and that he shall at all times operate in accordance with the statutes of Utah and the rules and regulations prescribed by the Commission governing the operation of contract motor carriers over the public highways of the State of Utah, and this order shall be and is his authority therefor.

(Signed) E. E. CORFMAN,

THOS. E. McKAY,

T. H. HUMPHERYS,

Commissioners.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of JOSEPH
KENDALL for a permit to operate as a con-
tract motor carrier of property between Salt
Lake City and Price, Provo, and Ogden, Utah. } Case No. 1332

SUPPLEMENTAL REPORT AND ORDER

By the Commission:

Under date of August 12, 1933, the Public Utilities Commission of Utah issued Contract Carrier Permit No. 14 to Joseph Kendall, authorizing him to transport merchandise and property for Zion's Wholesale Grocery Company over U. S. Highway No. 91, between Salt Lake City and Provo, Utah, wherein the Commission inadvertently omitted to include the right of the applicant to transport canned goods from the Wm. R. Eddington Company at Springville, Utah, to Salt Lake City and Provo, Utah, for said Zion's Wholesale Grocery Company.

It now appearing that said Contract Carrier Permit No. 14 should be so amended:

IT IS ORDERED, That Contract Carrier Permit No. 14, issued to Joseph Kendall, be, and it is hereby, amended, to permit said Joseph Kendall to transport canned goods from the Wm. R. Eddington Company at Springville, Utah, to Salt Lake City and Provo, Utah, for the Zion's Wholesale Grocery Company.

Dated at Salt Lake City, Utah, this 23rd day of August, 1933.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of JOSEPH
KENDALL for a permit to operate as a con-
tract motor carrier of property between Salt
Lake City, Utah and Price, Utah. } Case No. 1332

Submitted : December 8, 1933.

Decided : February 2, 1934.

Appearances:

Joseph Kendall,	} for Himself.
B. R .Howell, Attorney,	} for Denver & Rio Grande Western Railroad Company.
E. J. Hardesty,	} for Railway Express Agency.

SUPPLEMENTAL REPORT AND ORDER OF THE
COMMISSION

By the Commission :

Under date of November 28, 1933, application was made to the Public Utilities Commission by Joseph Kendall for an amending of Contract Carrier Permit No. 14, authorizing him to extend his operations for the Zion's Wholesale Grocery Company from Salt Lake City, Utah, to include Price, Utah. This matter came on for hearing before the Commission on December 8, 1933, after notice given to interested parties.

From the evidence adduced for and in behalf of the interested parties, the Commission makes the following findings:

That under date of August 12, 1933, the Public Utilities Commission issued Contract Carrier Permit No. 14 to Joseph Kendall, authorizing him to transport merchandise and property for Zion's Wholesale Grocery Company over U. S. Highway No. 91, between Salt Lake City and Provo, Utah; that on August 23, 1933, the Commission issued supplementary report and order, amending the said Contract Carrier Permit No. 14 to include transportation of canned goods between Salt Lake City and Springville, Utah, which said report and order and supplement thereto are hereby referred to and made a part hereof; that the service proposed to be rendered by applicant is a special service that cannot conveniently be and is not rendered by the existing transportation facilities; that applicant has complied with statutory requirements in his operations for hire over the public highways.

From the foregoing findings, the Commission concludes and decides that the application should be granted.

IT IS THEREFORE ORDERED, That the application herein be, and it is hereby, granted, and that Contract Carrier Permit No. 14 be amended to authorize applicant, Joseph Kendall, to extend

his operations as a contract motor carrier over the public highways for hire for Zion's Wholesale Grocery Company from Salt Lake City, Utah, to include Price, Utah.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) FRANK L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of JOSEPH
KENDALL, for a permit to operate as a con-
tract motor carrier of property between Salt Lake
City, Utah, and Price, Utah. } Case No. 1332

CANCELLATION ORDER

By the Commission:

Upon motion of the applicant, and with the consent of the Commission,

IT IS ORDERED, That Contract Carrier Permit No. 14, issued to Joseph Kendall on August 12, 1933, authorizing said Joseph Kendall to operate as a contract motor carrier of property between Salt Lake City and Price, Utah, be, and it is hereby cancelled and annulled.

Dated at Salt Lake City, Utah, this 21st day of March, A. D., 1934.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of RED LINE
MOTOR TRANSPORT COMPANY, for a
license to operate as an interstate carrier of prop-
erty between Salt Lake City and Ogden, Utah,
and Kemmerer, Wyoming. } Case No. 1333

Submitted: July 28, 1933.

Decided: August 16, 1933.

Appearances:

William A. Hilton, Attorney,	} for Applicant.
John D. Rice, Attorney,	} for State of Utah.
R. B. Porter and W. Hal. Farr, Attorneys,	} for Union Pacific System Lines.
B. R. Howell, Attorney,	} for D. & R. G. W. R. R. Co. and Rio Grande Motor Way, Incorporated.

REPORT AND ORDER OF THE COMMISSION

By the Commission:

Under date of July 12, 1933, the Red Line Motor Transport Company, by Duane Vogler, its manager, filed application for a license to operate as an interstate carrier of property between Salt Lake City and Ogden, Utah, on the one hand, and Kemmerer, Wyoming, over and upon U. S. Highways Nos. 91 and 30-S, also from the Utah-Wyoming State Line to Randolph, Utah, via Woodruff, Utah, over and upon Utah State Highway No. 3. This matter came on for hearing on July 28, 1933, after notice given to interested parties.

From the evidence adduced for and in behalf of the interested parties, the Commission makes the following findings:

That applicant, Red Line Motor Transport Company, is a partnership consisting of Duane Vogler, James Robertson, and Clarence Robertson, and has been operating since April 1, 1933; that in accordance with Section 8, Chapter 53, Laws of Utah, 1933, applicant has filed financial statement as of July 12, 1933, showing total assets valued at \$1,955.00, with indebtedness on equipment of \$700.00, making net assets valued at \$1,255.00; that in accordance with said section applicant has also filed schedule of equipment which shows two 1933 Chevrolet trucks, purchased new for \$900.00 and \$975.00 with capacities of 3 and 2½ tons respectively; that applicant proposes to serve Randolph, Utah, after passing through a portion of Wyoming; that it is prepared to file the necessary insurance and bond as required by law, if granted a license to operate; that applicant has filed road tax reports covering its operations since April 1, 1933, and that it has paid the taxes thereon.

From the foregoing findings the Commission concludes and decides that the application should be granted.

ORDER

INTERSTATE CARRIER LICENSE NO. 5

This case being at issue upon application on file, and having been duly heard and submitted by the parties, and full investigation having been had, and the Commission having, on the date hereof, made and filed a report of its findings and conclusions, which said report is hereby referred to and made a part hereof:

IT IS ORDERED, That the application herein of Red Line Motor Transport Company, a partnership consisting of Duane Vogler, James Robertson, and Clarence Robertson, for a license to operate as a common carrier of property in interstate commerce between Salt Lake City and Ogden, Utah, on the one hand, and Kemmerer, Wyoming, on the other hand, over and upon U. S. Highways Nos. 91 and 30-S, also between the Utah-Wyoming State Line and Randolph, Utah, via Woodruff, Utah, over and upon Utah State Highway No. 3, be, and it is hereby, granted.

ORDERED FURTHER, That applicant shall forthwith file with the Public Utilities Commission of Utah, the necessary insurance and bond as required by Sections 22 and 23, Chapter 53, Laws of Utah, 1933, and copy of tariff schedule naming rates, time schedule, and rules and regulations, and that it shall at all times operate in accordance with the statutes of the State of Utah, and the rules and regulations prescribed by the Public Utilities Commission governing the operation of common motor carriers over the public highways of the State of Utah, and this order shall be, and is its authority therefor.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of LEWIS
BROTHERS STAGES, for a license to operate
as a common motor carrier of passengers and
property in interstate commerce, between Wend-
over, Utah, and the Utah-Idaho State Line via
Salt Lake City, Brigham City, etc., over U. S.
Highways Nos. 50, 91, 30-S, and Utah State
Highway No. 41.

} Case No. 1334

Submitted: July 28, 1933.

Decided: August 30, 1933.

Appearances:

C. M. Lewis,	} for } Applicant.
Grover Giles, Attorney,	} for } State of Utah.
R. B. Porter and W. Hal. Farr, Attorneys,	} for Union Pacific } System Lines.
B. R. Howell, Attorney,	} for Denver & Rio Grande } Western Railroad Company.
J. A. Howell, Attorney,	} for Utah Idaho Central } Railroad Company.
E. J. Hardesty,	} for Railway Express } Agency, Incorporated.

REPORT AND ORDER OF THE COMMISSION

By the Commission:

Under date of June 27, 1933, application was filed by Lewis Brothers Stages, for a license to operate as a common motor carrier of passengers and property in interstate commerce between Wendover, Utah, and the Idaho State Line via Salt Lake City, Utah. This matter came on for hearing before the Public Utilities Commission of Utah on July 28, 1933, after due notice given to all interested parties.

From the evidence adduced for and in behalf of the interested parties, the Commission makes the following findings:

That applicant, Lewis Brothers Stages, is a partnership consisting of C. M. Lewis, Orson Lewis, and Bert Lewis, whose post office address is 671 South State Street, Salt Lake City, Utah; that applicant proposes to operate from Wendover, Utah, to Salt Lake City, Utah, via U. S. Highway No. 50, thence to Brigham City, Utah, via U. S. Highway No. 91, thence to Tremonton, Utah via U. S. Highway No. 30-S, thence to the Utah-Idaho State Line via Utah State Highway No. 41; that applicant has operated a passenger bus between Salt Lake City and Wendover, Utah, since August, 1930, and since June 26, 1933, has operated a line between Salt Lake City and the Utah-Idaho State Line as herein applied for; that applicant has transported passengers and property for hire in interstate service; that in accordance with Section 8, Chapter 53, Laws of Utah, 1933, applicant

filed financial statement as of June 26, 1933, which shows net assets amounting to \$5,440.56, also schedule of equipment which shows two 5-passenger Reo sedans and two 7-passenger Packard sedans; that applicant has during the time it has operated filed road tax maintenance reports covering its operations in the State of Utah, and paid the taxes thereon, and stands ready and willing to provide the necessary insurance and bond as provided by law.

From the foregoing findings, the Commission concludes and decides that the application should be granted.

ORDER INTERSTATE CARRIER LICENSE NO. 6

This case being at issue upon application on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof, made and filed a report of its findings and conclusions, which said report is hereby referred to and made a part hereof:

IT IS ORDERED, That the application herein, of Lewis Brothers Stages, a partnership consisting of C. M. Lewis, Orson Lewis, and Bert Lewis, for a license to operate as a common motor carrier of passengers and property in interstate commerce between Wendover, Utah, via U. S. Highway No. 50 to Salt Lake City, Utah, thence via U. S. Highway No. 91 to Brigham City, thence via U. S. Highway No. 30-S to Tremonton, Utah, and the Utah-Idaho State Line via Utah State Highway No. 41 from Tremonton, Utah, be, and it is hereby, granted.

ORDERED FURTHER, That applicant shall file with the Public Utilities Commission of Utah the necessary insurance and bond as provided by law, and copy of its tariff schedule naming rates, time schedule, rules and regulations, and that it shall at all times operate in accordance with the statutes of Utah and the rules and regulations prescribed by the Commission governing the operation of common motor carriers over the public highways of the State of Utah, and this order shall be, and is its license therefor.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)
Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION OF UTAH

In the Matter of the Application of OMAHA
RAPID TRANSIT LINES, for a license to
operate as a common motor carrier of passengers
in interstate commerce between Salt Lake City,
Utah, and Chicago, Illinois, via U. S. Highways
Nos. 40, 530, and 30-S. } Case No. 1335
Submitted: July 20, 1933. Decided: September 25, 1933.

Appearances:

F. W. Smith,	} for
	} Applicant.
John D. Rice, Attorney,	} for
	} State of Utah.
R. B. Porter and	} for Union Pacific
W. Hal. Farr, Attorneys,	} System Lines.

REPORT AND ORDER OF THE COMMISSION

CORFMAN, Commissioner:

Under date of June 28, 1933, the Omaha Rapid Transit Lines filed application with the Public Utilities Commission of Utah, for a license to operate as a common motor carrier of passengers in interstate commerce between Salt Lake City, Utah, and the Utah-Wyoming State Line, enroute to Chicago, Illinois. This matter came on for hearing at Salt Lake City, Utah, on July 20, 1933, after notice given to interested parties.

From the evidence adduced for and in behalf of the interested parties, the Commission makes the following findings:

That applicant, Omaha Rapid Transit Lines, is owned and operated by F. W. Smith, with post office address at 371 South Main Street, Salt Lake City, Utah, and has operated for some time, and desires to continue to operate as a common motor carrier of passengers in interstate commerce between Salt Lake City, Utah, and the Utah-Wyoming State Line enroute to Chicago, Illinois, via U. S. Highways Nos. 40, 530, and 30-S; that in accordance with Section 8, Chapter 53, Laws of Utah, 1933, applicant has filed financial statement as of August 27, 1933, showing total assets valued at \$4,355.66, with liabilities aggregating \$280.00, consisting of current wages, making net assets valued at \$4,075.66, also schedule of equipment as of August 27, 1933, showing four 1933 18-passenger Chevrolet buses purchased new during June, 1933, at an original cost of \$950.00 each,

present appraised value totaling \$2,200.00; that applicant has complied with the provisions of Chapter 117, Laws of Utah, 1925, in that monthly reports of applicant's operations over the public highways of the State of Utah have been made to the Public Utilities Commission, and the state road maintenance taxes paid thereon; that applicant has filed schedule of fares (Exhibit "A") and time schedule (Exhibit "B") between Utah points and points in Wyoming and Colorado; and that applicant is ready and willing to file the necessary insurance and bond as required by law.

From the foregoing findings, the Commission concludes and decides that the application should be granted.

ORDER

INTERSTATE CARRIER LICENSE NO. 9

This case being at issue upon application on file, and having been duly heard and submitted by the parties, and full investigation having been had, and the Commission having, on the date hereof, made and filed a report of its findings and conclusions, which said report is hereby referred to and made a part hereof:

IT IS ORDERED, That the application herein of Omaha Rapid Transit Lines, by F. W. Smith, for a license to operate as a common motor carrier of passengers in interstate commerce between Salt Lake City, Utah, and the Utah-Wyoming State Line, via U. S. Highways Nos. 40, 530, and 30-S, be, and it is hereby, granted.

ORDERED FURTHER, That applicant shall forthwith file with the Public Utilities Commission of Utah, the necessary insurance and bond as required by law, and copy of its tariff schedule naming fares, rules and regulations, and time schedule, and shall at all times operate in accordance with the statutes of the State of Utah, and the rules and regulations prescribed by the Public Utilities Commission of Utah governing the operation of common motor carriers over the public highways of the State of Utah, and this order shall be and is applicant's authority therefor.

(Signed) E. E. CORFMAN,
Chairman.

We Concur:

(Signed) THOS. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of OMAHA
RAPID TRANSIT LINES, for a license to
operate as a common motor carrier of passengers
in interstate commerce between Salt Lake City,
Utah, and Chicago, Illinois, via U. S. Highways
Nos. 40, 530, and 30-S. } Case No. 1335

Under date of September 25, 1933, the Commission issued its report and order in the above entitled matter granting the application of Omaha Rapid Transit Lines to operate as a common carrier of passengers in interstate commerce between Salt Lake City, and the Utah- Wyoming State Line.

It now appears that the Omaha Rapid Transit Lines has failed to file with the Commission, bond to guarantee the payment of the State road maintenance tax, and has also failed to file a public liability and property damage insurance policy to comply with the requirements of the law.

IT IS THEREFORE ORDERED, That interstate carrier license No. 9 be, and it is hereby cancelled and annulled for failure on the part of Omaha Rapid Transit Lines to file a bond and insurance as required by law.

ORDERED FURTHER, That the Omaha Rapid Transit Lines shall immediately cease and desist from any further operations for hire over the public highways of the State of Utah.

By the Commission.

Dated at Salt Lake City, Utah, this 2nd day of January, A. D., 1934.

(Signed) E. E. CORFMAN,
T. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of GREAT
WESTERN STAGES, for a license to operate
as a common motor carrier of passengers in inter-
state commerce between Salt Lake City, Utah,
and Los Angeles, California. } Case No. 1336

Submitted: July 20, 1933.

Decided: November 7, 1933.

Appearances:

E. E. Chambers,	} for
	} Applicant.
John D. Rice, Attorney,	} for
	} State of Utah.
B. R. Howell, Attorney,	} for Denver & Rio Grande
	} Western Railroad Company.
R. B. Porter and	} for Union Pacific
W. Hal. Farr, Attorneys,	} System Lines.

REPORT AND ORDER OF THE COMMISSION

By the Commission:

Under date of June 28, 1933, application was filed with the Public Utilities Commission of Utah by Great Western Stages, for a license to operate as a common motor carrier of passengers in interstate commerce between Salt Lake City, Utah, and the Utah- Arizona State Line enroute to Los Angeles, California, over and upon U. S. Highway No. 91. This matter came on for hearing before the Commission at Salt Lake City, Utah, on the 20th day of July, 1933, after notice given to interested parties.

From the evidence adduced for and in behalf of interested parties, the Commission makes the following findings:

That applicant, Great Western Stages, is a corporation not authorized to do business in the State of Utah, with post office address at 213 East 7th Street, Los Angeles, California; that applicant desires a license to operate as a common motor carrier of passengers in interstate commerce between Salt Lake City, Utah, and the Utah-Arizona State Line over and upon U. S. Highway No. 91 enroute to Los Angeles, California, and has been operating as such for some time past; that in accordance with Section 8, Chapter 53, Laws of Utah, 1933, applicant has filed financial statement showing net assets amounting to \$13,750.00, and schedule of equipment, showing three used 20-passenger buses, one a 1931 Studebaker, one a 1925 Pioneer and one a 1927 Pioneer bus, with appraised value as of June 26, 1933, of \$2,850.00; that applicant has operated in violation of Chapter 117, 1925, in that it has not paid to the State of Utah, state road maintenance taxes computed from sworn reports made to the Public Utilities Commission of Utah, and has shown no willingness or intention to do so.

From the foregoing findings, the Commission concludes and decides that the application should be denied.

IT IS THEREFORE ORDERED, That the application herein of Great Western Stages, for a license to operate as a common motor carrier of passengers in interstate commerce between Salt Lake City and the Utah-Arizona State Line, enroute to Los Angeles, California, over and upon U. S. Highway No. 91, be, and it is hereby, denied.

ORDERED FURTHER, That the applicant forthwith cease and desist from using the highways of the State of Utah as a common motor carrier for hire.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of GREAT }
WESTERN STAGES, for a license to operate } Case No. 1336
as a motor carrier of passengers between Salt }
Lake City, Utah, and Los Angeles, California. }
Submitted: December 8, 1933. Decided: April 19, 1934.

Appearances:

Peter Vogelaar, Attorney, } for
Applicant.

John D. Rice, Attorney, } for
State of Utah.

B. R. Howell, Attorney,

} for Denver & Rio Grande
} Western Railroad Company.

R. B. Porter and
W. Hal. Farr, Attorneys, } for Union Pacific
System Lines.

REPORT AND ORDER OF THE COMMISSION ON REHEARING

By the Commission:

Under date of June 28, 1933, application was filed with the Public Utilities Commission by Great Western Stages, a partnership, for a license to operate as a common motor carrier of passengers in interstate commerce between Salt Lake City, Utah, and the Utah-

Arizona State Line, enroute to Los Angeles, California. This matter came on regularly for hearing before the Commission on July 20, 1933, and on November 7, 1933, the Commission issued its Report and Order denying the application, for failure to pay to the State of Utah the State Road Maintenance Taxes, in compliance with the provisions of Chapter 117, Laws of Utah, 1925, and Laws amendatory thereto, which said Report and Order is hereby referred to and made a part hereof.

On November 20, 1933, applicant filed motion and application for re-hearing, on the grounds that arrangements had been made with the State Tax Commission for the payment of the delinquent taxes due the State of Utah, the same to be paid on a monthly basis.

This matter came on for re-hearing before the Commission on December 8, 1933, after due notice given to interested parties.

On January 10, 1934, application was filed by the Great Western Stages, Ltd., a corporation, as successors to Great Western Stages, a partnership, for a license to operate as a common motor carrier of passengers in interstate commerce between the Utah-Wyoming State Line and the Utah-Arizona State Line, via Salt Lake City, Utah, over and upon U. S. Highways Nos. 91 and 30-S, which said application has not yet been heard, at the request of applicant, pending reorganization.

And there appearing no reason why the application herein should not now be dismissed, in view of the subsequent application of the Great Western Stages, Ltd., covering essentially the same service as applied for herein,

IT IS HEREBY ORDERED, That the application herein of the Great Western Stages, a partnership, for a license to operate as a common motor carrier of passengers in interstate commerce between Salt Lake City, Utah, and the Utah-Arizona State Line, enroute to Los Angeles, California, be, and it is hereby dismissed without prejudice.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

In the Matter of the Application of THOMAS W. PERRY, for a permit to operate as a contract carrier of property between Salt Lake City and Heber City, Utah, via U. S. Highways Nos. 40 and 91 and Utah Highway No. 7. } Case No. 1337

Decided: August 12, 1933.

Thomas W. Perry, of Heber City, Utah,	} for Himself as Applicant.
B. R. Howell, Attorney, of Salt Lake City, Utah,	} for The Denver & Rio Grande Western Railroad Company.
E. J. Hardesty, of Salt Lake City, Utah,	} for Railway Express Agency, Incorporated.
W. H. Farr and R. B. Porter, Attorneys of Salt Lake City, Utah,	} for Union Pacific System.

By the Commission:

That applicant, Thomas W. Perry, has since the year 1927 operated an automobile freight line between Salt Lake City on the one hand and Park City and Heber City, Utah, on the other hand, via U. S. Highways Nos. 40 and 91 and Utah State Highway No. 7; that he has transported during said period principally meats, vegetables, cream, fruit, and cheese.

That in accordance with Section 13, Chapter 53, Session Laws of Utah, 1933, applicant filed financial statement as of June 27th, 1933, which shows net assets of \$800; that in accordance with said section he filed schedule of equipment, which shows one B-3 International 2½-ton truck, 1933 model, which was purchased new in May, 1933, for \$1400; that there is still owing on said truck the amount of \$600.

That U. S. Highways Nos. 40 and 91 are heavily traveled, hard surfaced highways; that the major portion of this route is in Parley's Canyon.

That applicant has for considerable time operated and transported merchandise for Armour & Company from Salt Lake City to Park City and Heber City, for Ryan Fruit Company to said points, and for Heber Mercantile Company, Pikes Peak Garage, Buells Food Store, Heber City Exchange, and Olpin Mortuary; that he has acted as a salesman for Ryan Fruit Company; that he has conducted on an average four round trips per week between points applied for.

That he is prepared and willing, if granted a permit, to procure and file with the Commission the necessary insurance and bond, as provided in Chapter 53, Session Laws of Utah, 1933; that he has failed to file reports for the period October, 1929 to and including January, 1933; that he is willing to file said reports and pay the taxes thereon.

That the Bee Hive Stages operates daily bus service between Salt Lake City and Park City with a limited certificate of convenience and necessity which authorizes transportation of certain emergency express items; that The Denver & Rio Grande Western Railroad Company operates a steam line of railroad from Salt Lake City to Park City and from Salt Lake City to Heber City, furnishing daily merchandise service to both points; that the Union Pacific Railroad Company operates a steam line of railroad between Salt Lake City, and Park City, Utah, via Ogden and Echo, furnishing daily merchandise service; that the Railway Express Agency, Inc. furnishes daily express service between Salt Lake City and Park City and Heber City.

That applicant, Thomas W. Perry, has wilfully and knowingly operated in violation of the provisions of Section 4818, Compiled Laws of Utah, 1917, which requires that before a person may operate over the public highways as a common carrier, he must first procure a certificate of convenience and necessity; that applicant has operated in violation of Chapter 42, Session laws of Utah, 1927, as amended by Chapter 94, Session Laws of Utah, 1929, in that he has failed

to procure a permit from the Public Utilities Commission before commencing operations as a contract motor carrier over an established route; that he has knowingly and wilfully disregarded the above laws, and has repeatedly failed to recognize and comply with the laws of Utah relating to the operation of motor vehicles for hire over the highways of the State.

From the foregoing findings the Commission concludes and decides as follows:

That the application of Thomas W. Perry for a permit to operate as a contract motor carrier of property between Salt Lake City on the one hand and Park City and Heber City on the other hand, should be denied because of the failure of the applicant to comply with the provisions of Section 4818, Compiled Laws of Utah, 1917, which requires that a certificate of convenience and necessity be procured before commencing such operations, and Chapter 42, Session Laws of Utah, 1927, as amended by Chapter 94, Session Laws of Utah, 1929, which requires that before commencing operations as a contract motor carrier, a person should first procure a permit; that he has failed to file a report covering road taxes and pay the tax thereon in accordance with the provisions of Chapter 117, Session Laws of Utah, 1925.

IT IS THEREFORE ORDERED, That the application of Thomas W. Perry, be, and it is hereby, denied.

ORDERED FURTHER, That applicant, Thomas W. Perry, shall immediately cease and desist motor vehicle operations for hire over the public highways of Utah.

(Signed) E. E. CORFMAN,
THOS. E. MCKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of HADLEY
TRANSFER & STORAGE COMPANY, }
for a permit to operate as a contract motor car- } Case No. 1338
rier of property between State Boundaries. }

Submitted: July 25, 1933.

Decided: September 6, 1933.

Appearances:

Byron D. Anderson, Attorney,	} for Applicant.
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John D. Rice, Attorney,	} for State of Utah.
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R. B. Porter and W. Hal. Farr, Attorneys,	} for Union Pacific System Lines.
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B. R. Howell, Attorney,	} for D. & R. G. W. R. R. Co. and Rio Grande Motor Way, Incorporated.
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S. D. Thurman, Attorney,	} for Bamberger Electric Railroad Company and Salt Lake-Ogden Transportation Company.
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J. A. Howell, Attorney,	} for Utah Idaho Central Railroad Company.
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REPORT AND ORDER OF THE COMMISSION

By the Commission:

Under date of June 28, 1933, Hadley Transfer and Storage Company, whose post office address is 49 E. Broadway, Salt Lake City, Utah, filed application with the Public Utilities Commission for a permit to operate as a contract motor carrier of property over any and all highways in the State of Utah. This matter came on for hearing before the Commission after due and legal notice given to all interested parties, on July 25, 1933.

From the evidence adduced for and in behalf of the interested parties, the Commission makes the following findings:

That applicant, Hadley Transfer & Storage Company, is a corporation duly organized and existing under and by virtue of the laws of the State of Utah, and for many years has conducted a transfer and storage business, transporting principally household goods and heavy equipment, such as tanks and heavy machinery, for anyone and everyone desiring such transportation; that in addition to such transportation service, it owns, maintains, and operates one truck for Sears Roebuck Company, dealers in general merchandise, between Salt Lake City and Ogden, and Salt Lake City and Provo, and occasionally a few miles beyond, over U. S. Highway No. 91; that in accordance

with Section 13, Chapter 53, Laws of Utah, 1933, applicant has filed financial statement as of June 27, 1933, which shows net assets aggregating \$17,347.66, with liabilities totaling \$1,107.45; that it has filed schedule of equipment which shows 14 trucks and trailers original cost of which aggregates \$10,035.00; that 90% of the transportation business of applicant is confined to Salt Lake City; that in connection with its written contract with Sears Roebuck Company, it has been customary for the applicant to make one trip to Ogden one day, and to Provo on the following day; that it makes approximately one trip per month over Utah highways transporting household goods outside of Salt Lake City; that road tax reports have been rendered to and filed with the Public Utilities Commission of Utah, and such taxes paid up to and until a few months ago; that applicant's witness testified he was not aware of the fact that reports had not been at all times regularly made and such taxes paid, and that the applicant is now willing to file such reports up to date and pay the taxes called for therein; that U. S. Highway No. 91 is a heavily traveled, hard surfaced road, already for the most part congested by the operations of licensed carriers of persons and property for hire and by the use of the general public.

From the foregoing findings, the Commission concludes and decides that the application herein of Hadley Transfer & Storage Company to operate over all highways of the State of Utah as applied for should be denied, and that whenever applicant receives an order to transport household goods, or heavy equipment or machinery outside of Salt Lake City, a temporary permit as provided in Section 13, Chapter 53, Laws of Utah, 1933, should be applied for as necessity and convenience may require for the accommodation of applicant's patrons, and as the same shall be for the best interests of the general public.

IT IS THEREFORE ORDERED, That the application herein of Hadley Transfer & Storage Company for a permit to operate as a contract motor carrier of property between State Boundaries, be, and it is hereby, denied.

ORDERED FURTHER, That applicant shall forthwith file with the Public Utilities Commission of Utah a full and complete report of its past transactions in the use of the public highways of Utah for the transportation of property for hire.

ORDERED FURTHER, That applicant shall cease and desist from any and all further operations declared to be in violation of the

statutes of the State of Utah, and not authorized by the Public Utilities Commission of Utah.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION OF UTAH

In the Matter of the Application of HADLEY }
TRANSFER & STORAGE COMPANY, } Case No. 1338
for a permit to operate as a contract motor car- }
rier of property between state boundaries. }

Submitted: September 29, 1933. Decided: November 15, 1933.

Appearances:

Benjamin Spence, Attorney,	} for Applicant.
B. R. Howell, Attorney,	} for D. & R. G. W. R. R. Co. and Rio Grande Motor Way, Incorporated.
R. B. Porter and W. Hal. Farr, Attorneys,	} for Union Pacific System Lines.
F. M. Orem,	} for Salt Lake & Utah Railroad Company.
S. D. Thurman, Attorney,	} for Bamberger Electric Railroad Company.
Geo. P. Parker, Attorney,	} for Dixon-Taylor-Russell Company.

REPORT OF THE COMMISSION ON REHEARING

By the Commission:

This matter came on regularly upon motion for rehearing filed September 26, 1933, before the Public Utilities Commission of Utah, after due notice given to interested parties, on the 29th day of September, 1933, at Salt Lake City, Utah. From the evidence adduced for and in behalf of interested parties, the Commission makes the following findings:

That under date of September 6, 1933, the Public Utilities Commission of Utah issued its Report and Order, denying the application herein of Hadley Transfer & Storage Company for a permit to operate as a contract motor carrier of property between state boundaries, which said Report and Order is hereby referred to and made a part of these findings.

That applicant has, for nearly one year, been rendering a special delivery and transportation service under contract with Sears Roebuck Company between Salt Lake City, Utah, on the one hand, and Provo and Ogden, Utah, on the other hand, over and upon U. S. Highway No. 91, and certain tributary county roads, making one or two trips each week from Salt Lake City to both Ogden and Provo.

That in connection with said delivery and transportation service, applicant also renders a special service to Sears Roebuck & Company that the existing transportation agencies would not be in a position to perform, namely, the setting up of fixtures and uncrated furniture, stoves, and refrigerators, laying linoleum, demonstrating and installing furnaces, etc.; and that deliveries are made too frequently for applicant to conveniently obtain temporary permits from the Commission for each trip made.

From the foregoing findings, the Commission concludes and decides that the applicant herein should be granted a Contract Carrier Permit to transport property between Salt Lake City, Utah, on the one hand, and Ogden and Provo, Utah, on the other hand, for Sears Roebuck & Company, over and upon U. S. Highway No. 91, and certain tributary county roads.

ORDER

CONTRACT CARRIER PERMIT NO. 24

This case being at issue upon application on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof, made and filed a report of its findings and conclusions, which said report is hereby referred to and made a part hereof:

IT IS ORDERED, That the applicant, Hadley Transfer & Storage Company, be, and it is hereby, authorized to operate as a contract motor carrier of property between Salt Lake City, Utah, on the one hand, and Provo and Ogden, Utah, on the other hand, over

and upon U. S. Highway No. 91, and certain tributary county roads thereto, for Sears Roebuck & Company.

ORDERED FURTHER, That applicant shall forthwith file with the Public Utilities Commission of Utah, the necessary insurance and bond as required by law, and copy of its tariff schedule naming rates, time schedule, rules and regulations, and that it shall at all times operate in accordance with the statutes of Utah and the rules and regulations prescribed by the Commission governing the operation of contract motor carriers over the public highways of the State of Utah, and this order shall be, and is its authority therefor.

(Signed) E. E. CORFMAN,
THOS. E. MCKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION OF UTAH

<p>In the Matter of the Application of BARLOW TRUCK LINES, Inc., for a license to operate as a common motor carrier of property in interstate commerce between Salt Lake City, Utah, and Montpelier, Idaho, via U. S. Highway No. 91.</p>	}	Case No. 1339
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Submitted: October 19, 1933. Decided: November 16, 1933.

Appearances:

William A. Hilton, Attorney,	}	for Applicant.
J. A. Howell, Attorney,	}	for Utah Idaho Central Railroad Company.
R. B. Porter and W. Hal. Farr, Attorneys,	}	for Union Pacific System Lines.

REPORT AND ORDER OF THE COMMISSION

By the Commission:

Under date of June 28, 1933, application was filed with the Public Utilities Commission of Utah by Barlow Truck Lines, Inc.,

for a license to operate as a common motor carrier of property in interstate commerce between Salt Lake City, Utah, and the Utah-Idaho State Line, enroute to Montpelier, Idaho, via U. S. Highway No. 91. This matter came on regularly for hearing before the Commission at Salt Lake City, Utah, on October 19, 1933, after due notice given to interested parties. From the evidence adduced for and in behalf of the interested parties, the Commission makes the following findings:

That applicant, Barlow Truck Lines, was formerly at the time of the filing of the application, a corporation, but that the corporation has now been dissolved and is being operated as an individual enterprise by Albert E. Barlow; that it has operated as a common motor carrier of property in interstate commerce between Utah and Idaho points for some time past, and now desires a license from the Public Utilities Commission of Utah authorizing it to continue such operations; that in accordance with Section 8, Chapter 53, Laws of Utah, 1933, applicant has filed a statement of its financial condition as of June 28, 1933, showing total assets valued at \$4,425.00; with total liabilities aggregating \$2,180.85, consisting principally of indebtedness on equipment and accounts payable, leaving net assets valued at \$1,344.15, also schedule of equipment showing one 1930 2-ton G. M. C. truck, one 1933 1½-ton Chevrolet truck, and one 1929 1-ton International truck, with total appraised value as of June 28, 1933, amounting to \$2,800.00; that since the filing of application herein, applicant has purchased one 1933 1½-ton Ford truck, as additional equipment; that applicant has a verbal agreement with Utah-California Motor Lines, Inc., and Arrowhead Freight Lines for interline shipments between California Points and Utah points, but that it does not have joint tariffs with said lines covering such operations; that applicant has filed reports with the Commission of its operations for hire over the public highways of the State of Utah, but has not paid the full amount of state road maintenance taxes due to the State; that applicant has, however, made arrangements with the State Tax Commission to pay its delinquent taxes in monthly installments; and that applicant is ready and willing to file the necessary insurance and bond as required by law.

From the foregoing findings, the Commission concludes and decides that the application should be granted, not to include, however, its interline operations with Utah-California Motor Lines, Inc. and Arrowhead Freight Lines to and from points in Utah, for the reason that it appears to the Commission such operations under the existing arrangements are more in the nature of intrastate commerce rather than interstate commerce, inasmuch as there are no joint interstate

rates published by said lines with applicant, and such shipments are reconsigned at Salt Lake City, Utah by or to said lines, thereby constituting intrastate movements.

ORDER

INTERSTATE CARRIER LICENSE NO. 20

This case being at issue upon application on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof, made and filed a report containing its findings and conclusions, which said report is hereby referred to and made a part hereof:

IT IS ORDERED, That the application herein of Barlow Truck Lines, operated as an individual enterprise by Albert E. Barlow, for a license to operate as a common motor carrier of property in interstate commerce between Salt Lake City, Utah, and the Utah-Idaho State Line, enroute to Montpelier, Idaho, over and upon U. S. Highway No. 91, be, and it is hereby, granted, not to include, however, its inter-line operations with Utah-California Motor Lines, Inc., and Arrowhead Freight Lines to and from points in Utah.

ORDERED FURTHER, That applicant shall forthwith file with the Public Utilities Commission of Utah the necessary insurance and bond as required by law, copy of its tariff schedule naming rates, time schedule, rules and regulations, and that it shall at all times operate in accordance with the statutes of Utah and the rules and regulations prescribed by the Commission governing the operation of common motor carriers over the public highways of the State of Utah, and this order shall be, and is his authority therefor.

(Signed) E. E. CORFMAN,

THOS. E. MCKAY,

T. H. HUMPHERYS,

(Seal)

Attest:

Commissioners.

(Signed) FRANK L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION OF UTAH

In the Matter of the Application of ISAAC BRADLEY, for a permit to operate as a contract motor carrier of property between Ogden and Smithfield, Utah, via U. S. Highway No. 91.	}	Case No. 1340
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Submitted: July 28, 1933.

Decided: August 31, 1933.

Appearances:

David J. Wilson, Attorney,	} for Applicant.
John D. Rice, Attorney,	} for State of Utah.
R. B. Porter and W. Hal. Farr, Attorneys,	} for Union Pacific System Lines.
J. A. Howell, Attorney,	} for Utah Idaho Central Railroad Company.

REPORT AND ORDER OF THE COMMISSION

By the Commission:

Under date of June 29, 1933, application was filed by Isaac Bradley, for a permit to operate as a contract motor carrier of property between Ogden and Smithfield, Utah, over U. S. Highway No. 91. This matter came on for hearing on July 28, 1933, after due and legal notice given to all interested parties.

From the evidence adduced for and in behalf of the interested parties, the Commission makes the following findings:

That applicant, Isaac Bradley, resides at Hyrum, Utah; that in accordance with Section 13, Chapter 53, Laws of Utah, 1933, applicant filed financial statement as of June 28, 1933, which shows net assets valued at \$1,790.00, also schedule of equipment which shows one Chevrolet 1933 1½-ton truck, purchased new for \$800.00 during May, 1933, appraised value on June 28, 1933 of \$750.00; that applicant has for approximately two years operated under a single contract transporting groceries for the American Food Stores between Ogden and Hyrum, Logan, and Smithfield, Utah; that he has heretofore and now desires to continue to make two round trips each week; that he has complied with the provisions of Chapter 117, Laws of Utah, 1925, by filing monthly reports of his operations over the public highways of the state, and paying the state road maintenance taxes thereon; and that he is prepared to file the necessary insurance and bond as required by law.

From the foregoing findings, the Commission concludes and decides that the application should be granted.

ORDER

CONTRACT CARRIER PERMIT NO. 16

This case being at issue upon application on file, and having been duly heard and submitted by the parties, and full investigation having been had, and the Commission having, on the date hereof, made and filed a report of its findings and conclusions, which said report is hereby referred to and made a part hereof:

IT IS ORDERED, That the application herein of Isaac Bradley for a permit to operate as a contract motor carrier of property between Ogden, Utah, and Hyrum, Logan, and Smithfield, Utah, over and upon U. S. Highway No. 91, for the American Food Stores, be, and it is hereby, granted.

ORDERED FURTHER, That applicant shall forthwith file with the Public Utilities Commission of Utah, the necessary insurance and bond as required by law, and copy of his tariff schedule naming rates, time schedule, and rules and regulations, and that he shall at all times operate in accordance with the statutes of the State of Utah, and the rules and regulations prescribed by the Public Utilities Commission governing the operation of contract motor carriers over the public highways of the State of Utah, and this order shall be, and is his authority therefor.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of A. & A. MOV-
ING COMPANY, for a license to operate as
a contract motor carrier of property between
California, Idaho, Nevada, Wyoming, and Ar-
izona points and Utah points. } Case No. 1341

Submitted: July 25, 1933.

Decided: August 31, 1933.

Appearances:

Byron D. Anderson, Attorney, } for
Applicant.

John D. Rice, Attorney,	} for State of Utah.
R. B. Porter and W. Hal. Farr, Attorneys,	} for Union Pacific System Lines.
B. R. Howell, Attorney,	} for D. & R. G. W. R. R. Co. and Rio Grande Motor Way, Incorporated.
S. D. Thurman, Attorney,	} for Bamberger Electric Railroad Co. and Salt Lake-Ogden Trans- portation Company.
J. A. Howell, Attorney,	} for Utah Idaho Central Railroad Company.

REPORT AND ORDER OF THE COMMISSION

By the Commission:

Under date of June 29, 1933, application was filed by A. & A. Moving Company, for a license to operate as a contract motor carrier of property between Utah points and points in California, Idaho, Nevada, Wyoming, and Arizona, over and upon U. S. Highways Nos. 91, 66, 40, and 30. This matter came on for hearing on July 25, 1933, after due notice given to interested parties.

From the evidence adduced for and in behalf of the interested parties, the Commission makes the following findings:

That applicant, A. & A. Moving Company, is owned and operated by H. W. Ashworth, an individual, whose post office address is 759 So. Main Street, Salt Lake City, Utah; that applicant has conducted a transfer business for approximately one year, hauling principally household goods, fruit, and produce, giving an irregular service as demands required; that in accordance with Section 8, Chapter 53, Laws of Utah, 1933, applicant filed financial statement as of June 28, 1933, which shows net assets valued at \$4,255.00, also schedule of equipment, which shows one International 1930 3-ton used truck purchased for \$1,000.00, with additional body and equipment, original cost \$500.00, and one Ford 1930 1½-ton truck, purchased new for \$1,320.00; that during the past year applicant has made two round trips to San Francisco, California, fifteen to Los Angeles, California, and one between Salt Lake City and Ogden, Utah; that applicant has not complied with the provisions of Chapter 117, Laws of Utah, 1925, and statutes amendatory thereto, by filing reports with the Public Utilities Commission of his operations for hire over the public

highways, nor paid the state road maintenance taxes thereon; that applicant is now willing to make a report of his past operations and pay the taxes thereon; that applicant does not desire to operate on a regular schedule, but desires a license to operate over the highways of Utah in interstate commerce where and when called upon to do so.

That applicant has heretofore and now proposes to operate in the State of Utah over, and use highways, particularly U. S. Highway No. 91, that are now unduly burdened and congested with freight traffic and by the general use of the traveling public; that some of the highways heretofore and as now proposed to be used by the applicant are already burdened with licensed carriers, and paralleled for the most part, by steam and electric lines of railroad, affording frequent, efficient and dependable transportation service at any and all times that may be reasonably required for the accommodation of the shipping public.

From the foregoing findings, the Commission concludes and decides that the application of A. & A. Moving Company is too inclusive and does not call for specific service at any time, neither does the applicant propose to file schedule of rates and charges or time schedule, and therefore the application should be denied, and in lieu thereof, when applicant is called upon to transport household goods or fruit and produce between any two points within the State of Utah or in interstate commerce, the Commission will give due consideration to the issuance of temporary permits to cover, as shipping interests may reasonably require.

IT IS THEREFORE ORDERED, That the application herein of A. & A. Moving Company for a license to operate as a contract motor carrier of property in interstate commerce between Utah points and points in California, Nevada, Idaho, Wyoming, and Arizona, be, and it is hereby, denied.

ORDERED FURTHER, That applicant, A. & A. Moving Company, shall forthwith prepare and file with the Public Utilities Commission of Utah report covering all its operations over the public highways of the State of Utah for hire, since March 21, 1925, the effective date of Chapter 117, Laws of Utah, 1925.

(Signed) E. E. CORFMAN,
THOS. E. MCKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)
Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of JESSE EL-
MER TIETJEN, for a permit to operate as a
contract motor carrier of property between Salt
Lake City and Nephi, Utah. } Case No. 1342

Submitted: July 19, 1933.

Decided: August 1, 1933.

Appearances:

J. H. McKnight, Attorney, } for
Applicant.

John D. Rice, Attorney, } for
State of Utah.

R. B. Porter and
W. Hal. Farr, Attorneys, } for Union Pacific
System Lines.

B. R. Howell, Attorney of
Van Cott, Riter & Farnsworth } for D. & R. G. W. R. R. Co.
and Rio Grande Motor Way,
Incorporated.

F. M. Orem, } for Salt Lake & Utah
Railroad Company.

Edgar H. Hollingworth, } for Utah Central Transfer Co.
and Utah Central Truck Line.

REPORT OF THE COMMISSION

By the Commission:

Under date of June 30, 1933, application was filed by Jesse Elmer Tietjen, for a permit to operate as a contract motor carrier of property between Salt Lake City and Nephi, Utah, upon U. S. Highway No. 91. This matter came on for hearing before the Public Utilities Commission of Utah on July 19, 1933, after due and legal notice given to all interested parties.

From the evidence adduced for and in behalf of the interested parties, the Commission makes the following findings:

That in accordance with Section 13, Chapter 53, Session Laws of Utah, 1933, applicant filed a statement of his financial condition as of June 29, 1933, and schedule of his equipment, which shows one 1929 ½-ton Graham truck purchased new August 1, 1928, at an

original cost of \$1,080.00; that since July 1, 1933, applicant has been transporting newspapers for the Salt Lake Tribune and Salt Lake Telegram, under contract with the Salt Lake Tribune Publishing Company; that he also for the past five years has transported moving picture films and accessories, and is now under contract with nine theatres at Lehi and Nephi and intermediate points; that round trips are made daily except Sunday; that applicant furnishes special service under these contracts; that he has filed road tax reports covering all his operations in the State of Utah, and has paid his taxes thereon; that he is prepared to file the necessary insurance and bonds as provided by law; and that applicant has complied with and operated in accordance with the Laws of the State of Utah and the rules of the Public Utilities Commission of Utah, as shown herein.

From the foregoing findings, the Commission concludes and decides that the application should be granted.

ORDER

CONTRACT CARRIER PERMIT NO. 12

This case being at issue upon application on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof, made and filed a report of its findings and conclusions, which said report is hereby referred to and made a part hereof:

IT IS ORDERED, That the application herein of Jesse Elmer Tietjen, for a permit to operate as a contract motor carrier of property between Salt Lake City and Nephi, Utah, be, and it is hereby, granted.

ORDERED FURTHER, That applicant's operations be restricted to transporting the Salt Lake Tribune and Salt Lake Telegram for the Salt Lake Tribune Publishing Company, and moving picture films and accessories for the Royal Theatre, Lehi, Cameo Theatre, American Fork, Alhambra Theatre, Pleasant Grove, Orpheum Theatre, Provo, Rivoli Theatre, Springville, Paramount Theatre, Provo, Angeles Theatre, Spanish Fork, Venice Theatre, Nephi, and Star Theatre, Payson, Utah.

ORDERED FURTHER, That applicant shall file with the Public Utilities Commission of Utah, the necessary insurance and bonds as provided in Sections 22 and 23, Chapter 53 Laws of Utah.

1933, and copy of his tariff schedule naming rates, time schedule, rules and regulations on or before August 11, 1933, unless further time is granted by the Commission, and that he shall at all times operate in accordance with the statutes of Utah and the rules and regulations prescribed by the Commission governing the operation of contract motor carriers over the public highways of the State of Utah, and this order shall be, and is his authority therefor.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION OF UTAH

In the Matter of the Application of JESSE EL- MER TIETJEN, for a permit to operate as a contract motor carrier of property between Salt Lake City, Utah, and Nephi, Utah.	}	Case No. 1342
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Submitted: October 19, 1933. Decided: November 15, 1933.

Appearances:

J. H. McKnight, Attorney,	}	for Applicant.
R. B. Porter and	}	for Union Pacific
W. Hal. Farr, Attorneys,	}	System Lines.
B. R. Howell, Attorney,	}	for D. & R. G. W. R. R. Co. and Rio Grande Motor Way, Incorporated.
F. M. Orem,	}	for Salt Lake & Utah Railroad Company.
Edgar H. Hollingworth,	}	for Utah Central Truck Line.

SUPPLEMENTAL REPORT AND ORDER OF THE COMMISSION

By the Commission:

Under date of September 23, 1933, supplemental application was filed with the Public Utilities Commission of Utah, by Jesse Elmer

Tietjen in the above entitled case, to have Contract Carrier Permit No. 12, issued to him, amended to include the transportation of motion picture films and accessories to five additional theatres not included in the original Permit. This matter came on for hearing before the Commission at Salt Lake City, Utah, on October 19, 1933, after due notice given to interested parties.

From the evidence adduced for and in behalf of interested parties, the Commission makes the following findings:

That under date of August 1, 1933, the Public Utilities Commission issued its Report and Order, granting the application of Jesse Elmer Tietjen to operate as a contract motor carrier of motion picture films and accessories for nine theatres between Salt Lake City and Nephi, Utah, and newspapers for the Salt Lake Tribune and Salt Lake Telegram between the same points, under authority of Contract Carrier Permit No. 12, which said Report and Order is hereby referred to and made a part of these findings.

That the names of the Crest Theatre, Provo, and the Lincoln High School Amusement Hall, Orem, were inadvertently omitted from the original application and copy of applicant's Contract and Agreement with the group of theatres he serves.

That the Strand Theatre at Provo, Utah, and the Cozy Theatre at Lehi, Utah, were formerly served by applicant prior to 1931, but have been closed for some time, and have just recently reopened, and now desire applicant to transport films for them again; and that the State Mental Hospital at Provo has also requested applicant to transport films for its use.

From the foregoing findings, the Commission concludes that the application should be granted and Contract Carrier Permit No. 12 be amended accordingly.

IT IS THEREFORE ORDERED, That Contract Carrier Permit No. 12, heretofore issued on August 1, 1933, to Jesse Elmer Tietjen, be, and it is hereby, amended to include the transportation of motion picture films and accessories from Salt Lake City, Utah, over and upon U. S. Highway No. 91, to the Crest Theatre, Provo, Utah; Lincoln High School Amusement Hall, Orem, Utah; Strand Theatre and State Mental Hospital at Provo, Utah, and the Cozy Theatre at Lehi, Utah.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)
Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of P. C. BAL-
LEGOOIE, for a permit to operate as a contract
motor carrier of property within the State of
Utah. } Case No. 1343

Submitted: July 25, 1933.

Decided: August 10, 1933.

REPORT AND ORDER OF THE COMMISSION

By the Commission:

Under date of June 30, 1933, application was filed by P. C. Ballegoie, operating under the name and style of Modern Moving Company, for a blanket permit to operate as a contract motor carrier of property for hire over the highways of the state. This matter was set down for hearing to be held July 25th, 1933, after due and legal notice was given to all interested parties. When the case was called for hearing, neither P. C. Ballegoie nor anyone representing him appeared.

IT IS THEREFORE ORDERED, That the matter be, and it is hereby, dismissed without prejudice for want of prosecution.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of D. G. ELS-
MORE, for a permit to operate as a contract
motor carrier of property between Salt Lake
City and Bountiful, Ogden, and Logan, Utah,
via U. S. Highway No. 91. } Case No. 1344

Submitted: July 28, 1933.

Decided: August 31, 1933.

Appearances:

Grant Brown, Attorney,	} for Applicant.
John D. Rice, Attorney ,	} for State of Utah.
J. A. Howell, Attorney,	} for Utah Idaho Central Railroad Company.
R. B. Porter and W. Hal. Farr, Attorneys,	} for Union Pacific System Lines.
S. D. Thurman, Attorney,	} for Salt Lake-Ogden Transportation Company and Bamberger Electric Railroad Company.

REPORT AND ORDER OF THE COMMISSION

By the Commission:

Under date of June 30, 1933, application was filed by D. G. Elsmore, for a permit to operate as a contract motor carrier of property between Salt Lake City and Bountiful, Ogden, and Logan, Utah, over and upon U. S. Highway No. 91. This matter came on for hearing on July 28, 1933, after due and legal notice given to all interested parties.

From the evidence adduced for and in behalf of the interested parties, the Commission makes the following findings:

That applicant's post office address is 530 So. 7th West, Salt Lake City, Utah; that in accordance with Section 13, Chapter 53, Laws of Utah, 1933, applicant filed financial statement as of June 30, 1933, which shows net assets valued at \$500.00, also schedule of equipment which shows one 1½-ton Chevrolet truck purchased new February 15, 1931, at a cost of \$1,060.00, appraised value \$300.00; that since October, 1932, applicant has operated under contract with Safeway Stores, Inc., transporting bread, produce, and groceries between Salt Lake City, Utah, and Bountiful and Ogden, Utah, over and upon U. S. Highway No. 91; that in addition to the contract with Safeway Stores, Inc., applicant has transported oil and grease for the Independent Gas & Oil Company between Salt Lake City and Logan, Utah, and has been compensated for such service in gasoline and oil; that he has given daily service, except Sundays, for Safeway Stores, Inc., and has made from one round trip per week to as low as one round trip per month for the Independent Gas & Oil Company; that applicant has charged and desires to continue to charge for bread 35c per box, and for produce and groceries 25c

per 100 pounds between Salt Lake City and Ogden, and for oil and grease between Salt Lake City and Logan, Utah, at the rate of 40c per 100 pounds to be paid in gasoline and oil; that applicant has complied with the provisions of Chapter 117, Laws of Utah, 1917, by filing monthly reports of his operations over the public highways for hire, and paid the state road maintenance taxes thereon.

From the foregoing findings, the Commission concludes and decides that applicant should be granted a permit to transport bread and other merchandise for the Safeway Stores, Inc., between Salt Lake City, Utah, and Bountiful and Ogden, Utah, but should be denied permission to transport grease and oil for the Independent Gas & Oil Company between Salt Lake City and Logan, Utah.

ORDER

CONTRACT CARRIER PERMIT NO. 17

This case being at issue upon application on file, and having been duly heard and submitted by the parties, and full investigation having been had, and the Commission having, on the date hereof, made and filed a report of its findings and conclusions, which said report is hereby referred to and made a part hereof:

IT IS ORDERED, That the application herein of D. G. Elsmore for a permit to operate as a contract motor carrier of property between Salt Lake City, Utah, and Bountiful and Ogden, Utah, for Safeway Stores, Inc., only, be, and it is hereby, granted.

ORDERED FURTHER, That applicant shall forthwith file with the Public Utilities Commission of Utah, the necessary insurance and bond as required by law, and copy of his tariff schedule naming rates, time schedule, and rules and regulations, and that he shall at all times operate in accordance with the statutes of the State of Utah, and the rules and regulations prescribed by the Public Utilities Commission governing the operation of contract motor carriers over the public highways of the State of Utah, and this order shall be, and is his authority therefor.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION OF UTAH

In the Matter of the Application of PACIFIC
GREYHOUND LINES, for a license to oper-
ate as a common carrier of passengers and light
express between Utah-Nevada State Line and
Salt Lake City, Utah, via U. S. Highway No. 40. } Case No. 1345

Submitted: July 20, 1933.

Decided: July 28, 1933.

Appearances:

C. W. Wilkins, Attorney of
Cheney, Jensen & Marr, } for
Applicant.

John D. Rice, Attorney, } for
State of Utah.

Robert B. Porter and
W. Hal. Farr, Attorneys, } for Union Pacific
System Lines.

B. R. Howell, Attorney of
Van Cott, Riter & Farnsworth, } for D. & R. G. W. R. R. Co.
and Rio Grande Motor Way,
Incorporated.

REPORT OF THE COMMISSION

By the Commission:

Under date of June 30, 1933, application was filed by Pacific Greyhound Lines, for a license to operate in interstate commerce as a common motor carrier of passengers and light express between Utah-Nevada State Line west of Wendover, Utah, and Salt Lake City, Utah, via U. S. Highway No. 40. Supplemental Application was filed July 17, 1933. This matter came on for hearing before the Public Utilities Commission of Utah on July 20, 1933, after notice given to all interested parties.

From the evidence adduced for and in behalf of the interested parties, the Commission makes the following findings:

That in accordance with Section 14, Chapter 53, Laws of Utah, 1933, applicant filed statement of its financial condition as of May 31, 1933, and schedule of its equipment, which shows 9 1930 Will 31-passenger buses, purchased new in June 1930 at an approximate cost of \$12,000.00 each; that the complete route over which appli-

cant proposes to operate is between Utah-Nevada State Line and Salt Lake City, Utah, via U. S. Highway No. 40; that applicant has filed road tax reports covering all its operations in the State of Utah, and has paid the taxes thereon; that it is prepared to file the necessary insurance and bond as provided by Sections 22 and 23, Chapter 53, Laws of Utah, 1933; and that applicant has complied with and operated in accordance with the Laws of the State of Utah and the rules of the Public Utilities Commission of Utah as shown herein.

From the foregoing findings, the Commission concludes and decides that the application should be granted.

ORDER

INTERSTATE CARRIER LICENSE NO. 3

This case being at issue upon application on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof, made and filed a report of its findings and conclusions, which said report is hereby referred to and made a part hereof:

IT IS ORDERED, That the application herein of Pacific Greyhound Lines, for a license to operate over the public highways of the State of Utah as a common carrier of passengers and light express in interstate commerce between Utah-Nevada State Line and Salt Lake City, Utah, be, and it is hereby, granted.

ORDERED FURTHER, That applicant shall file with the Public Utilities Commission of Utah the necessary insurance and bond as provided by law, and copy of its tariff schedule naming rates, fares, time schedule, rules and regulations on or before August 8, 1933, unless further time is granted by the Commission; and that it shall at all times operate in accordance with the statutes of Utah and the rules and regulations prescribed by the Commission governing the operation of common or contract motor carriers over the public highways of the State of Utah, and this order shall be, and is its license therefor.

(Signed) E. E. CORFMAN,
THOS. E. MCKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of PACIFIC
GREYHOUND LINES, for a license to oper-
ate as a common motor carrier of passengers and
light express between Utah-Nevada State Line
and Salt Lake City, Utah, via U. S. Highway
No. 40. } Case No. 1345

SUPPLEMENTAL REPORT AND ORDER
OF THE COMMISSION

It appearing that under date of July 27, 1933, the Public Utilities Commission of Utah issued Interstate Carrier License No. 3 to the Pacific Greyhound Lines, authorizing it to operate as a common motor carrier of passengers in interstate commerce between Utah-Nevada State Line and Salt Lake City, Utah, over and upon U. S. Highway No. 40; that there is now under construction a new highway known as the "Saltair Highway," which when completed will join and be a part of U. S. Highway No. 40; that U. S. Highway No. 40 now enters Salt Lake City at 33rd South Street, and when the new highway is completed will then be designated as a part of U. S. Highway No. 50; that applicant, Pacific Greyhound Lines, now desires its said Interstate Carrier License No. 3 to be amended, so that it may operate alternately over either of the above mentioned routes to better subserve the traveling public.

An there appearing no reason why authority should not be granted:

IT IS ORDERED, That Interstate Carrier License No. 3, issued to the Pacific Greyhound Lines, be, and it is hereby, amended, so that said Pacific Greyhound Lines may operate over alternate routes to and from Salt Lake City, Utah, either via the new "Saltair Highway" or via "33rd South Street," as herein applied for.

Dated at Salt Lake City, Utah, this 11th day of October, 1933.
By the Commission.

(Signed) E. E. CORFMAN,
THOS. E. MCKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)
Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION OF UTAH

In the Matter of the Application of UTAH CALIFORNIA MOTOR EXPRESS, for a license to operate as a common motor carrier of property in interstate commerce between Salt Lake City, Utah, and Los Angeles, California. } Case No. 1346

Submitted: July 18, 1933.

Decided: September 29, 1933.

Appearances:

L. W. Lilenquist,	} for
	} Applicant.
R. B. Porter and	} for Union Pacific
W. Hal. Farr, Attorneys,	} System Lines.
John D. Rice, Attorney,	} for
	} State of Utah.
B. R. Howell, Attorney,	} for D. & R. G. W. R. R. Co.
	} and Rio Grande Motor Way,
	} Incorporated.

REPORT AND ORDER OF THE COMMISSION

By the Commission:

Under date of July 1, 1933, application was filed by the Utah California Motor Express, for a license to operate as a common motor carrier of property in interstate commerce between Salt Lake City, Utah, and Los Angeles, California. This matter came on for hearing before the Public Utilities Commission of Utah at Salt Lake City, Utah, on July 18, 1933, after notice given to interested parties.

From the evidence adduced for and in behalf of interested parties, the Commission makes the following findings:

That applicant, Utah California Motor Express, is owned and operated by L. W. Lilenquist, whose post office address is 36 South First West Street, Salt Lake City, Utah, and desires to operate as a common motor carrier of property in interstate commerce between Salt Lake City, Utah, and the Utah-Arizona State Line enroute to Los Angeles, California, over and upon U. S. Highway No. 91, and has operated as such for approximately two years last past; that in accordance with Section 8, Chapter 53, Laws of Utah, 1933, applicant filed with the Commission financial statement as of June 30, 1933, showing total assets valued at \$30,309.96, and total liabilities aggregating \$18,950.81, consisting principally of accounts payable

amounting to \$17,490.86, also schedule of equipment as of June 26, 1933, showing three trucks and three semi-trailers; that U. S. Highway No. 91 between Salt Lake City and the Utah-Arizona State Line is all hard surfaced with the exception of 15 miles of gravelled road, and is heavily traveled, particularly between Salt Lake City and Nephi, Utah; that applicant has filed monthly reports of his operations for hire over the public highways of the State of Utah, but has failed to pay the state road maintenance taxes thereon to the State of Utah, and there is owing to the State such taxes in excess of \$4,400.00.

Subsequent to the hearing in this case, applicant's equipment was attached by the State Tax Commission for the non-payment of road taxes, and it developed that said equipment was all under title retaining notes held by other parties. Applicant's equity therein was sold by the State Tax Commission, and the amount received will be applied against the taxes owed to the State by applicant.

Because of the failure of applicant to comply with the provisions of Chapter 117, Laws of Utah, 1925 with regard to the payment of road taxes, Deputy Attorney General John D. Rice moved on behalf of the State of Utah, that the application herein be dismissed.

From the foregoing findings, the Commission concludes and decides that the application should be dismissed.

IT IS THEREFORE ORDERED, That the application herein of Utah California Motor Express, for a license to operate as a common motor carrier of property in interstate commerce between Salt Lake City, Utah, and the Utah-Arizona State Line, be, and it is hereby, dismissed.

(Signed) E. E. CORFMAN,
THOS. E. MCKAY,
T. H. HUMPHERYS,

(Seal)

Attest:

Commissioners.

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of J. F. STEW-
ART, for permit to operate as a contract motor
carrier of property between Fairview and Salt
Lake City, Utah, via U. S. Highways Nos. 91,
50, and 89. } Case No. 1347

Submitted: July 21, 1933.

Decided: August 14, 1933.

Appearances:

J. F. Stewart, of Fairview, Utah,	} for Himself as Applicant.
B. R. Howell, Attorney of Salt Lake City, Utah,	} for Denver & Rio Grande West- ern Railroad Company and Rio Grande Motor Way, Inc.
John D. Rice, Deputy Attorney General of Utah,	} for State of Utah.
E. J. Hardesty of Salt Lake City, Utah,	} for Railway Express Agency Incorporated.
F. M. Orem, Attorney of Salt Lake City, Utah,	} for Salt Lake & Utah Railroad Company.

REPORT AND ORDER OF THE COMMISSION

By the Commission:

Under date of July 3rd, 1933, J. F. Stewart, operating under the name and style of Stewart Truck Line; whose post office address is Fairview, Utah, filed application with the Public Utilities Commission of Utah for a permit to operate as a contract motor carrier of property in intrastate commerce between Fairview and Salt Lake City, Utah, over U. S. Highways Nos. 50, 89, and 91. This matter came on for hearing on July 21, 1933, after due and legal notice had been given to interested parties. From the evidence adduced, the Commission makes the following findings:

That in accordance with Section 13, Chapter 53, Session Laws of Utah, 1933, applicant filed financial statement as of July 1, 1933, which shows value of truck \$200, cash on hand \$150, amount owing on equipment \$116, leaving net assets of \$234; that in accordance with said section applicant filed schedule of equipment which shows one 1931 Chevrolet 1½-ton truck which was purchased October 15, 1932, for \$390; that said truck had been used at the time of purchase; that applicant has since May, 1933, operated between Salt Lake City and Fairview, Utah, over U. S. Highways Nos. 91, 50, and 89; that said route is principally hard surfaced or improved gravel roads.

That applicant has during said period transported merchandise, principally poultry, veal calves, groceries, fruit, vegetables, and hardware for the City Drug Company, Fairview Mercantile Company, Graham Mercantile Company, Utah Wholesale Grocery Company, Jensen Cash Store, and others; that he commenced his operations after the law contained in Chapter 53, Session Laws of Utah, 1933,

was passed by the Utah State Legislature, but prior to the effective date thereof.

That he has charged the following rates: First-class, \$1.00 per 100 pounds, covering furniture, veal, dressed poultry, etc., second-class, 80c, covering fruit jars, glassware, etc; third-class, 55c covering cereals, windows, doors, and lumber; fourth-class, 45c, covering groceries and hardware; and a commodity rate of 75c per 100 pounds on live poultry.

That he does not desire a permit for local service between Salt Lake City and Provo, Utah.

That The Denver & Rio Grande Western Railroad Company operates a steam line of railroad between Salt Lake City and Fairview, Utah, furnishing daily merchandise service; that the Rio Grande Motor Way, Inc. operates over the highways and furnishes daily service between Salt Lake City and Fairview, Utah; that Fairview has a population of approximately 1100 to 1400 people.

From the foregoing findings the Commission concludes and decides as follows:

That in accordance with Section 13, Chapter 53, Session Laws of Utah, 1933, applicant, J. F. Stewart, has failed to show necessity for operations as applied for, which he commenced in May, 1933; that applicant has been operating in violation of the provisions of Section 4818, Compiled Laws of Utah, 1917, and Chapter 42, Session Laws of Utah, 1927, as amended by Chapter 94, Session Laws of Utah, 1929, wherein a certificate of convenience and necessity or a permit must first be procured before commencing operations over the highways for hire; that the existing carriers are furnishing reasonably adequate service between Salt Lake City and Fairview, Utah, and that there is no need for additional transportation facilities over the highways involved in this application; that the application should therefore be denied.

IT IS THEREFORE ORDERED, That the application of J. F. Stewart for permission to operate as a contract motor carrier between Salt Lake City and Fairview, Utah, over U. S. Highways Nos. 91, 50, and 89, be, and the same is hereby, denied.

ORDERED FURTHER, That applicant, J. F. Stewart, shall immediately cease and desist operations for hire over the highways in the State of Utah.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

Attest:
(Seal)

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of UTAH }
TANK LINE, for a license to operate as a motor }
carrier of gasoline between Salt Lake City, Utah, } Case No. 1348
and Idaho and Wyoming points. }

ORDER

By the Commission:

Upon motion of protestants and with the consent of the Public Utilities Commission of Utah, for good cause shown:

IT IS ORDERED, That the application herein of Utah Tank Line, for a license to operate as a motor carrier of gasoline in interstate commerce between Salt Lake City, Utah, and Idaho and Wyoming points, be, and it is hereby, dismissed with prejudice.

Dated at Salt Lake City, Utah, this 16th day of August, 1933.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of NEWEL }
WARNER, for a permit to operate as a contract }
motor carrier of property between Salt Lake City } Case No. 1349
and Fillmore, Utah. }

Submitted: July 19, 1933.

Decided: August 23, 1933.

Appearances:

Newel Warner of	}	for Himself,
Fillmore, Utah,		as Applicant.
John D. Rice, Deputy	}	for
Attorney General,		State of Utah.
R. B. Porter and	}	for Union Pacific System.
W. Hal. Farr, Attorneys of		
Salt Lake City, Utah,		

B. R. Howell, Attorney of Salt Lake City, Utah,	}	for The Denver & Rio Grande Western Railroad Company and Rio Grande Motor Way, Inc.
F. M. Orem, Attorney of Salt Lake City, Utah,		for Salt Lake & Utah Railroad Company.
E. J. Hardesty of Salt Lake City, Utah,	}	for Railway Express Agency, Incorporated.

REPORT AND ORDER OF THE COMMISSION

By the Commission:

On July 3rd, 1933, Newel Warner, operating under name and style of Warner Truck Line, whose postoffice address is Fillmore, Utah, filed application with the Public Utilities Commission of Utah for a permit to operate as a contract motor carrier of property between Salt Lake City and Fillmore, Utah, over U. S. Highway No. 91. This case came on for hearing on the 19th day of July, 1933, after due and legal notice given to all interested parties. From the evidence adduced for and in behalf of interested parties the Commission makes the following findings:

That applicant, Newel Warner, has for the past three years operated over U. S. Highway No. 91 between Salt Lake City on the one hand and Scipio, Holden, and Fillmore, Utah, on the other hand, transporting merchandise, dry goods, groceries, and hardware; that in accordance with Section 13, Chapter 53, Session Laws of Utah, 1933, applicant filed financial statement as of June 30, 1933, which shows net assets of \$3,500; that in accordance with said section he filed schedule of equipment as of June 30, 1933, showing one 1932 1½-ton Chevrolet truck which was purchased new on August 15, 1932, for \$950, with appraised value June 30, 1933, of \$600.

That U. S. Highway No. 91 between Salt Lake City and Fillmore, Utah, is a hard surfaced highway; that applicant has operated during such time for the Stevens Mercantile Company, McBride Lumber Company, Edward Day, Utah Oil Refining Company, Fillmore City Corporation, James A. Kelley & Sons and Scipio Mercantile Company; that he has operated two round trips each week between said points; that he has transported no passengers.

That he has failed to file road tax reports covering all of his operations; that he has failed to pay the tax thereon; that he is not now prepared to pay full amount thereof.

That protestant, Los Angeles & Salt Lake Railroad Company, operates a steam railroad between Salt Lake City and Fillmore, Utah, furnishing at least two round trips each week; that the Interstate Transit Lines operates an express line between Salt Lake City

and the Utah-Arizona State Line, furnishing express service to all intermediate points.

From the foregoing findings the Commission concludes and decides as follows:

That application should be denied for the following reasons:

That applicant has for the past three years operated between Salt Lake City and Fillmore, Utah, over U. S. Highway No. 91 for Stevens Mercantile Company, McBride Lumber Company, Edward Day, Utah Oil Refining Company, Fillmore City Corporation, James A. Kelly & Sons, and Scipio Mercantile Company in violation of Chapter 42, Session Laws of Utah, 1927, as amended by Chapter 94, Session Laws of Utah, 1929, which provides that before commencing operations as a contract carrier over the highways of the State of Utah for more than one person, firm, or corporation, permit from the Public Utilities Commission of Utah must be obtained for such service; that he has failed to comply with the provisions of Chapter 117, Session Laws of Utah, 1925, which provides for filing road tax reports and payment of taxes thereon;

IT IS THEREFORE ORDERED, That application of New-el Warner be, and it is hereby, denied for the foregoing reasons.

ORDERED FURTHER, That applicant shall immediately cease and desist operations over the public highways of Utah.

(Signed) E. E. CORFMAN,

THOS. E. McKAY,

T. H. HUMPHERYS,

Commissioners.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of LEE PIERCE,
for a permit to operate as a contract motor car-
rier of property between Sigurd and Torrey,
Utah. } Case No. 1350

Submitted: July 21, 1933.

Decided: May 1, 1934.

Appearances:

Lee Pierce,

} for
} Himself.

B. R. Howell, Attorney,

} for D. & R. G. W. R. R. Co.
} and Rio Grande Motor Way,
} Incorporated.

REPORT OF THE COMMISSION

By the Commission:

Under date of June 27, 1933, application was filed with the Public Utilities Commission of Utah by Lee Pierce for a permit to operate as a contract motor carrier of property between Richfield and Sigurd, Utah, on the one hand, and points in Wayne County, Utah, on the other hand. This matter came on regularly for hearing before the Commission at Salt Lake City, Utah, on July 21, 1933, after due and legal notice given to interested parties.

From the evidence adduced for and in behalf of interested parties, the Commission makes the following findings:

That applicant, Arthur Lee Pierce, residing at Torrey, Utah, desires a permit to operate as a contract motor carrier of property between Sigurd and Richfield, Utah, on the one hand, and Loa, Fremont, Lyman, Grover, Bicknell, Teasdale, and Torrey, Utah, for the following merchants:

Mutual Creamery Company
Nelson-Ricks Creamery Company
State Road Commission
Utah Poultry Association
Loa Cash Store, Loa, Utah
Haney Garage, Loa, Utah
Sorensen Mercantile Co., Loa, Utah
Moore Garage, Loa, Utah
Peoples Light & Power Company, Loa, Utah
Taylor Mercantile, Fremont, Utah
Lyman Cash Store, Lyman, Utah
Grover Store, Grover, Utah
C. C. C. Camp, Grover, Utah
Peoples Mercantile, Bicknell, Utah
Baker Service Station, Bicknell, Utah
Coombs Mercantile, Teasdale, Utah
Forest Service, Teasdale, Utah
Pine Tree Service, Teasdale, Utah
Wayne Umpire, Torrey, Utah
Wayne Wonderland Cash Store, Torrey, Utah
Holt Service, Torrey, Utah
Capital Reef Service Station, Torrey, Utah.

That applicant proposes to make two round trips each week, making connections with the Rio Grande Motor Way, Inc., operating as a common motor carrier of freight between Salt Lake City and Marysvale, Utah, serving Richfield and Sigurd, Utah; that in

accordance with Section 13, Chapter 53, Laws of Utah, 1933, applicant filed financial statement as of August 19, 1933, showing total assets valued at \$3,900.00, liabilities aggregating \$1,661.00, leaving net assets valued at \$2,239.00; also schedule of equipment showing one 1931 1½-ton Chevrolet truck, appraised value as of August 19, 1933, \$350.00; that there is no regular or authorized truck service to and from the points in Wayne County that applicant proposes to serve, neither are these points served by any railroad; and that applicant is prepared to file the necessary insurance and bond as required by law.

From the foregoing findings, the Commission concludes and decides that the application should be granted.

ORDER

CONTRACT CARRIER PERMIT NO. 35

This case being at issue upon application on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof, made and filed a report containing its findings and conclusions, which said report is hereby referred to and made a part hereof:

IT IS ORDERED, That the application herein of Arthur Lee Pierce, for a permit to operate as a contract motor carrier of property between Richfield and Sigurd, Utah, on the one hand, and Loa, Fremont, Lyman, Grover, Bicknell, Teasdale, and Torrey, Utah, for certain merchants as listed in the preceding report of the Commission be, and it is hereby, granted.

ORDERED FURTHER, That applicant shall forthwith file with the Commission the necessary insurance and bond as required by law, tariff schedule naming rates, time schedule, rules and regulations, and that he shall at all times operate in accordance with the statutes of Utah, and the rules and regulations prescribed by the Commission governing the operation of contract motor carriers over the public highways of the State of Utah, and this order shall be, and is his authority therefor.

(Signed) E. E. CORFMAN,
THOS. E. MCKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) FRANK L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION OF UTAH

In the Matter of the Application of J. M. TRUITT, for a permit to operate as a contract motor carrier of property between Salt Lake City and other Utah points. } Case No. 1351

Submitted: July 25, 1933.

Decided: August 16, 1933.

Appearances:

Byron D. Anderson, Attorney,	} for Applicant.
John D. Rice, Attorney,	} for State of Utah.
R. B. Porter and	} for Union Pacific
W. Hal. Farr, Attorneys,	} System Lines.
B. R. Howell, Attorney,	} for D. & R. G. W. R. R. Co.
	} and Rio Grande Motor Way,
	} Incorporated.
S. D. Thurman, Attorney,	} for Bamberger Electric Railroad
	} Company and Salt Lake-Ogden
	} Transportation Company.
J. A. Howell, Attorney,	} for Utah Idaho Central
	} Railroad Company.

REPORT AND ORDER OF THE COMMISSION

By the Commission:

Under date of July 5, 1933, J. M. Truitt filed application with the Public Utilities Commission for a permit to operate as a contract motor carrier of property between Salt Lake City and other Utah points. This matter came on for hearing before the Commission on July 25, 1933, after due and legal notice given to all interested parties.

From the evidence adduced for and in behalf of the interested parties, the Commission makes the following findings:

That J. M. Truitt has conducted a transfer and storage business for the past 30 years, using in connection therewith the highways of the State of Utah, giving an irregular service as demands required, and transporting principally household goods and furniture; that the greater portion of his business is conducted within the limits of Salt Lake City; that in accordance with Section 13, Chapter 53, Laws of Utah, 1933, applicant filed financial statement which shows net assets valued at \$4,250.00; that his schedule of equipment was also

filed which shows 4 trucks appraised value \$950.00; that applicant has filed road tax reports in accordance with the provisions of the law, and paid the road taxes thereon up to date.

That applicant has heretofore and now proposes to continue to operate in the State of Utah over, and use highways, particularly U. S. Highway No. 91, that are now unduly burdened and congested with freight traffic and by the general use of the traveling public; that some of the highways heretofore and as now proposed to be used by the applicant are already burdened with licensed carriers affording frequent, efficient, and dependable transportation service at any and all times that may be reasonably required; that some of these highways, particularly U. S. Highway No. 91, are paralleled for the most part, by steam and electric lines of railroad affording frequent and dependable rail service for the transportation of property at any and all times that may be reasonably required for the accommodation of the shipping public.

From the foregoing findings, the Commission concludes and decides that the application of J. M. Truitt is too inclusive and does not call for specific service at any time, neither does applicant propose to file schedule of rates and charges or time schedule, and therefore the application should be denied, and in lieu thereof where applicant is called upon to transport household goods or furniture between any two points within the State of Utah or in interstate commerce, the Commission will give due consideration to the issuance of temporary permits to cover, as shipping interests may reasonably require.

IT IS THEREFORE ORDERED, That the application herein of J. M. Truitt for a permit to operate as a contract motor carrier of property between Salt Lake City and other Utah points, be, and it is hereby, denied.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

Attest:
(Seal)

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of JAY L. COONS, for a permit to operate as a contract motor carrier of property between Salt Lake City and Kanosh, Utah. } Case No. 1352

Submitted: July 18, 1933.

Decided: August 16, 1933.

Appearances:

Jay L. Coons of Salt Lake City, Utah,	} for Himself as Applicant.
R. B. Porter and W. Hal. Farr, Attorneys of Salt Lake City, Utah,	} for Union Pacific System.
B. R. Howell, Attorney of Salt Lake City, Utah,	} for The Denver & Rio Grande Western Railroad Company.
E. J. Hardesty of Salt Lake City, Utah,	} for Railway Express Agency, Incorporated.

REPORT AND ORDER OF THE COMMISSION

By the Commission:

On July 5, 1933, Jay L. Coons, operating under the name and style of Coons Truck, whose post office address is 1879 South Main Street, Salt Lake City, Utah, filed application with the Public Utilities Commission of Utah for a permit to operate as a contract motor carrier of property between Salt Lake City and Kanosh, Utah, over U. S. Highway No. 91. This matter came on for hearing on July 18, 1933, after due and legal notice had been given to all interested parties. From the evidence adduced for and in behalf of interested parties the Commission makes the following findings:

That applicant, Jay L. Coons, has for the past four years operated an automobile freight line over U. S. Highway No. 91, which is a hard surfaced highway, between Salt Lake City and Kanosh, Utah; that in accordance with Section 13, Chapter 53, Session Laws of Utah, 1933, applicant filed financial statement as of July 5, 1933, which shows net assets of \$2,640.00 with no liabilities; that in accordance with said section he filed schedule of equipment that shows one 1932 1½-ton Chevrolet truck, which was purchased new December 27, 1931, for \$1150.00, with appraised value as of July 5, 1933, of \$400.00.

That applicant has been operating for Zion's Wholesale Grocery Company, Nelson-Ricks Creamery Company, Mutual Creamery Company, Z. C. M. I., Salt Lake Hardware Company, Strevell-Patterson Company, and others; that he has transported groceries, meats, cream, and other commodities; that he desires to serve Mona, Nephi, Scipio, Holden, Fillmore, Meadow, and Kanosh, Utah.

That applicant has failed to comply with the provisions of Chapter 117, Session Laws of Utah, 1925, in that he has failed to file reports covering his operations for hire over the highways, and has failed to pay the tax thereon; that he has operated in violation of

Chapter 42, Session Laws of Utah, 1927, as amended by Chapter 94, Session Laws of Utah, 1929, in that he has failed to procure a permit to operate over the highways when operating for more than one person, firm, or corporation.

That applicant stated that he had no knowledge of the state road tax law, but that he would be willing to pay the tax on his operations provided other operators are required to do so; that he has a complete record of all tonnage transported.

That he does not propose to serve locally between Salt Lake City and Utah County points; that applicant testified that this is a specialized service at rates higher than railroad rates to Fillmore.

From the foregoing findings the Commission concludes and decides:

That the application of Jay L. Coons for a permit to operate as a contract motor carrier between Salt Lake City and Kanosh, Utah, and certain intermediate points should be denied for the following reasons:

That applicant has for the past four years operated in violation of Chapter 42, Session Laws of Utah, 1927, as amended by Chapter 94, Session Laws of Utah, 1929, in that he failed to procure a permit before commencing operations for more than one person, firm, or corporation; that he has failed to comply with the provisions of Chapter 117, Session Laws of Utah, 1925, in that he has not filed reports covering his operations for hire over the highways and paid the taxes thereon.

IT IS THEREFORE ORDERED, That the application of Jay L. Coons for a permit to operate between Salt Lake City and Kanosh, Utah, and certain intermediate points, over U. S. Highway No. 91, be, and the same is hereby, denied.

ORDERED FURTHER, That applicant, Jay L. Coons, shall immediately cease and desist operations over the public highways of the state.

(Signed) E. E. CORFMAN,

(Seal)

THOS. E. McKAY,

Attest:

T. H. HUMPHERYS,

(Signed) F. L. OSTLER, Secretary.

Commissioners.

BEFORE THE PUBLIC UTILITIES COMMISSION OF UTAH

In the Matter of the Application of JOSEPH C. HUNT, for a permit to operate as a contract motor carrier of property between Salt Lake City and Blanding, Utah.	}	Case No. 1353
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Submitted: July 21, 1933.

Decided: August 31, 1933.

Appearances:

Robert Murray Stewart, Attorney,	} for Applicant.
R. B. Porter and W. Hal. Farr, Attorneys,	} for Union Pacific System Lines.
B. R. Howell, Attorney,	} for D. & R. G. W. R. R. Co. and Rio Grande Motor Way, Incorporated.
D. E. Baldwin,	} for Moab Garage Company.

REPORT AND ORDER OF THE COMMISSION

By the Commission:

Under date of July 5, 1933, application was filed by Joseph C. Hunt, for a permit to operate as a contract motor carrier of property between Salt Lake City and Blanding, Utah, over U. S. Highways Nos. 91, 50, 450, and Utah State Highway No. 47. This matter came on for hearing before the Public Utilities Commission of Utah, on July 21, 1933, after due and legal notice given to all interested parties.

From the evidence adduced for and in behalf of the interested parties, the Commission makes the following findings:

That applicant, Joseph C. Hunt, operating under the name and style of Hunt Truck, with post office address at Blanding, Utah, desires a permit to operate as a contract motor carrier of property between Salt Lake City and Blanding, Utah, over U. S. Highways Nos. 91, 50, 450, and Utah State Highway No. 47; that in accordance with Section 13, Chapter 53, Laws of Utah, 1933, applicant filed financial statement as of July 3, 1933, which shows net assets valued at \$5,166.00, also schedule of equipment which shows one 2-ton 1933 Chevrolet truck, purchased new January 10, 1933 for \$1,136.00, appraised value as of July 3, 1933, \$1,000.00; that applicant has operated for a period of five years transporting merchandise for hire for numerous merchants of Blanding, Utah, in violation of Section 4818, Compiled Laws of Utah, 1917, which requires that a certificate of convenience and necessity be procured from the Public Utilities Commission before an operator may transport property for hire over the public highways for the general public; that he has also operated in violation of Chapter 42, Laws of Utah, 1927, and the laws amendatory thereto, in that he has transported property for hire over the public highways for more than one person, firm,

or corporation without having secured a permit from the Public Utilities Commission; that at the time of hearing applicant had failed to file monthly reports covering his operations over the public highways of the State, and pay the state road maintenance taxes thereon in violation of Chapter 117, Laws of Utah, 1925.

That The Denver & Rio Grande Western Railroad Company operates a steam railroad between Ogden, Utah, and Denver, Colorado; that it furnishes daily service between Salt Lake City and Thompson and Green River, Utah; that the Railway Express Agency, Inc. furnishes in connection therewith, daily express service between said points; that the Salt Lake & Eastern Utah Stage Line furnishes a light express service between Salt Lake City and Price, Utah, daily except Sundays; that the Rio Grande Motor Way, Inc. furnishes freight service between Salt Lake City and Price, daily except Sundays; that the Moab Garage Co. furnishes daily freight service between Price and Blanding, Utah, in connection with Elmer Dalton, who operates between Monticello and Blanding, Utah,

From the foregoing findings, the Commission concludes and decides that the application should be denied.

IT IS THEREFORE ORDERED, That the application herein of Joseph C. Hunt, for a permit to operate as a contract motor carrier of property between Salt Lake City and Blanding, Utah, be, and it is hereby, denied.

ORDERED FURTHER, That applicant, Joseph C. Hunt, shall immediately cease and desist all operations for hire over the public highways of the State of Utah.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of JOSEPH C. HUNT, for a permit to operate as a contract motor carrier of property between Salt Lake City and Blanding, Utah. (On re-hearing.) } Case No. 1353

Submitted: November 16, 1933. Decided: February 15, 1934.

Appearances:

Robert Murray Stewart, Attorney,	} for Applicant.
F. B. Hammond, Attorney,	} for Moab Garage Company.

REPORT OF THE COMMISSION

By McKAY, Commissioner:

Under date of July 5, 1933, application was filed by Joseph C. Hunt, for a permit to operate as a contract motor carrier of property between Salt Lake City and Blanding, Utah. The Commission denied said application on the 31st day of August, 1933. Application for re-hearing was duly filed, and on October 27, 1933, the Commission authorized a re-hearing at Blanding, Utah, on Thursday, the 16th day of November, 1933.

From the evidence adduced at said hearing, the Commission now finds and reports as follows:

That applicant, Joseph C. Hunt, with post office address at Blanding, Utah, desires a permit to operate as a contract motor carrier of property between Salt Lake City and Blanding, Utah, over U. S. Highways Nos. 91, 50, and 450, and Utah Highway No. 47;

That applicant proposes to transport merchandise exclusively for Grayson Co-op, Nielson Cash Store, Galbraith Confectionery, and Johnson Meat and Grocery Company, all of Blanding, Utah;

That applicant's financial standing is satisfactory as shown in his statement filed at the original hearing, July 21, 1933, at Salt Lake City, Utah, which statement is hereby referred to and made a part of these findings:

That applicant has since said first hearing, July 21, 1933, submitted reports to the Commission and paid the state road maintenance taxes thereon for all of the years he has used the public highways while hauling merchandise for hire.

That the town of Blanding, Utah, is the largest town in San Juan County, with a population of approximately 1,000 people, and is situated in the southeastern section of the state at a distance of approximately 109 miles from a railroad; that at the present time there is no authorized carrier transporting freight into said town of Blanding, Utah; that all freight heretofore hauled into said town has been hauled by the applicant operating between Salt Lake City and Blanding, Utah; that the Grayson Garage operates in interstate commerce between Grand Junction, Colorado, and Blanding, Utah, and freight that comes from Salt Lake City by way of the Rio Grande Motor Way, Inc., to Price, Utah, is transferred at that point

to the Moab Garage Company's truck line, and hauled to Moab by them, and again transferred at Moab to another truck line of the Moab Garage Company operating between Moab and Monticello, and transferred at Monticello, Utah, to the United States mail carrier who carries the mail between Monticello and Bluff, Utah. It developed at the hearing that Rio Grande Motor Way, Inc., and the Moab Garage Company are the only carriers heretofore mentioned that are authorized to carry freight and that the authorization extends only as far south as Monticello, leaving the town of Blanding entirely without the services of any authorized carrier.

That the Protestant, the Moab Garage Company, with its principal place of business at Moab, Utah, is well equipped to handle, and does and can handle all freight coming from points north and east by way of Price, Thompson, and Grand Junction, as far as Monticello. From Monticello south to Blanding, Utah, Mr. Elmer Dalton who has a U. S. Mail contract to carry mail from Monticello and Bluff by way of Blanding has worked in connection and in cooperation with the Moab Garage Company. It developed at the hearing, however, that Mr. Dalton is not an authorized carrier.

That the merchants and a number of other leading citizens testified that the truck line of Mr. Hunt, or a comparable service was both a convenience and a necessity to the town of Blanding, and without which the said community could not properly prosper; and counsel for the Moab Garage Company stipulated with counsel for petitioner that all the adult residents of Blanding, with one or two exceptions, if called as witnesses would similarly testify.

From the foregoing findings the Commission concludes and decides that the decision of the Commission rendered August 31, 1933, denying the application be set aside, and that the application herein on re-hearing of Joseph C. Hunt for a permit to operate as a contract motor carrier of property between Salt Lake City and Blanding, Utah, should be granted.

ORDER

CONTRACT CARRIER PERMIT NO. 38

This case being at issue upon application and protest on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof, made and filed a report containing its findings and conclusions, which said report is hereby referred to and made a part hereof,

IT IS ORDERED, That the application herein of Joseph C. Hunt, for a permit to operate as a contract motor carrier of

property between Salt Lake City and Blanding, Utah, over U. S. Highways Nos. 91, 50, and 450, and Utah Highway No. 47 be, and it is hereby, granted; and that his operations be restricted to the transportation of merchandise for Grayson Co-op, Nielson Cash Store, Galbraith Confectionery, and Johnson Meat and Grocery Company, all of Blanding, Utah;

ORDERED FURTHER, That applicant shall forthwith file with the Commission the necessary insurance and bond as required by law, and a copy of his tariff schedule showing rates, time schedule, rules and regulations, and that he shall operate at all times in accordance with the statutes of the State of Utah and the rules and regulations prescribed by the Public Utilities Commission of Utah governing the operation of common motor carriers over the public highways of the State of Utah, and this order shall be, and is his authority therefor.

(Signed) THOS. E. McKAY,

We Concur:

(Signed) E. E. CORFMAN,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) FRANK L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION OF UTAH

In the Matter of the Application of I. A. PETTY, for a permit to operate as a contract motor car- rier of property between Salt Lake City and Emery, Utah.	}	Case No. 1354
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Submitted: July 21, 1933.

Decided: September 5th, 1933.

Appearances:

I. A. Petty of Emery, Utah,	}	for Himself as Applicant.
B. R. Howell, Attorney of Salt Lake City, Utah,	}	for The Denver & Rio Grande Western Railroad Company and Rio Grande Motor Way, Inc.

REPORT AND ORDER OF THE COMMISSION

By the Commission:

Under date of July 6, 1933, I. A. Petty, whose post office address is Emery, Emery County, Utah, filed application for a permit to

operate as a contract motor carrier of property in intrastate service between Salt Lake City and Emery, Utah, over U. S. Highways Nos. 91 and 50 and Utah State Highway No. 10. This matter came on for hearing on July 21, 1933, after due and legal notice had been given to interested parties. From the evidence adduced for and in behalf of interested parties the Commission makes the following findings:

That applicant, I. A. Petty, has for two years last past operated an automobile for hire under a single contract with Mountain States Creamery Company, transporting cheese and cream between Emery, Emery County, Utah, and Salt Lake City, Utah, via Price, Utah; that in connection with said operation applicant has conducted a business of buying chicken feed at Salt Lake City and Draper, Utah, and selling to residents in Emery.

That applicant has, in accordance with Section 13, Chapter 53, Session Laws of Utah, 1933, filed financial statement as of July 2, 1933, which shows total assets of \$3,300.00 with no liabilities; that in accordance with said section he has filed schedule of equipment as of July 2, 1933, which shows a 1932 Chevrolet 1½-ton truck which was purchased for \$1,100.00, which had been used when purchased. The appraised value as of July 2, 1933, is \$500.

That applicant had failed to file road tax reports and pay the state road maintenance tax in accordance with the provisions of Chapter 117, Session Laws of Utah, 1925, at the time of hearing, but has since filed road tax reports covering period to and including June, 1933, and has promised to pay the taxes thereon.

That there is no service between Salt Lake City and Emery, either by rail or truck or combination of rail and truck service.

From the foregoing findings the Commission concludes and decides:

That the application of I. A. Petty for a permit to operate under a single contract with Mountain States Creamery Company between Salt Lake City and Emery, Utah, over U. S. Highways Nos. 91 and 50, and Utah State Highway No. 10 should be granted.

ORDER

CONTRACT CARRIER PERMIT NO. 20

This case being at issue upon application on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof, made and filed a report containing

its findings and conclusions, which said report is hereby referred to and made a part hereof:

IT IS ORDERED, That the application of I. A. Petty for a permit to operate between Salt Lake City and Emery, Utah, for the Mountain States Creamery Company be, and the same is hereby, granted.

ORDERED FURTHER, That applicant shall file with the Public Utilities Commission of Utah the necessary insurance and bond as provided by Sections 22 and 23, Chapter 53, Laws of Utah, 1933, and copy of tariff schedule, naming fares, time schedule, rules and regulations, and that he shall at all times operate in accordance with the statutes of Utah and the rules and regulations prescribed by the Commission governing the operation of common or contract motor carriers over the public highways of the State of Utah, and this order shall be, and is his permit therefor, to become effective upon his full compliance with the statutes of Utah. Meanwhile and until the statutes are complied with, applicant shall cease and desist from further operations for hire over the public highways of the State of Utah.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION OF UTAH

In the Matter of the Application of REDMAN VAN & STORAGE COMPANY, for a per- mit to operate as a contract motor carrier of property between Salt Lake City and other Utah points.	}	Case No. 1355
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Submitted: July 25, 1933.

Decided: August 16, 1933.

Appearances:

B. F. Redman,	}	for
	}	Applicant.
	}	for
John D. Rice, Attorney,	}	State of Utah.

R. B. Porter and W. Hal. Farr, Attorneys,	} for Union Pacific System Lines.
B. R. Howell, Attorney,	} for D. & R. G. W. R. R. Co. and Rio Grande Motor Way, Incorporated.
Sam D. Thurman, Attorney,	} for Bamberger Electric Railroad Company and Salt Lake-Ogden Transportation Company.
J. A. Howell, Attorney,	} for Utah Idaho Central Railroad Company.

REPORT AND ORDER OF THE COMMISSION

By the Commission:

Under date of July 6, 1933, Redman Van & Storage Company filed application with the Public Utilities Commission for a permit to operate as a contract motor carrier of property between Salt Lake City, Utah, and other points in Utah. This matter came on for hearing on July 25, 1933, after due and legal notice given to all interested parties.

From the evidence adduced for and in behalf of the interested parties, the Commission makes the following findings:

That Redman Van & Storage Company has conducted a transfer and storage business for the past 35 years, using in connection therewith the highways of the State of Utah, giving an irregular service as demands required, and transporting principally household goods and furniture; that the greater portion of its business is conducted within the limits of Salt Lake City; that in accordance with Section 13, Chapter 53, Laws of Utah, 1933, applicant filed financial statement which shows net assets valued at \$51,696.68; that schedule of equipment was also filed which shows 6 International Trucks, appraised value \$3,050.00; that applicant has failed to file road tax reports covering its operations in the State of Utah, and has failed to pay the taxes thereon.

That applicant has heretofore and now proposes to continue to operate in the State of Utah over, and use highways, particularly U. S. Highway No. 91, that are now unduly burdened and congested with freight traffic and by the general use of the traveling public; that some of the highways heretofore and as now proposed to be used by the applicant are already burdened with licensed carriers affording frequent, efficient, and dependable transportation service at any and all times that may be reasonably required; that some of these highways, particularly U. S. Highway No. 91, are paralleled for the most part, by steam and electric lines of railroad affording

frequent and dependable rail service for the transportation of property at any and all times that may be reasonably required for the accommodation of the shipping public.

From the foregoing findings, the Commission concludes and decides that the application of Redman Van & Storage Company is too inclusive and does not call for specific service at any time, neither does the applicant propose to file schedule of rates and charges or time schedule, and therefore the application should be denied, and in lieu thereof, when applicant is called upon to transport household goods or furniture between any two points within the State of Utah or in interstate commerce, the Commission will give due consideration to the issuance of temporary permits to cover, as shipping interests may reasonably require.

IT IS THEREFORE ORDERED, That the application herein of Redman Van & Storage Company for a permit to operate as a contract motor carrier of property between Salt Lake City and other Utah points, be, and it is hereby, denied.

ORDERED FURTHER, That applicant, Redman Van & Storage Company, shall forthwith prepare and file with the Public Utilities Commission of Utah report covering all its operations over the public highways of the State of Utah for hire since March 21, 1925, which was the effective date of Chapter 117, Laws of Utah, 1925.

(Signed) E. E. CORFMAN,
THOS. E. MCKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of GEORGE R. ADAIR, for a permit to operate as a contract motor carrier of property between Salt Lake City and Kanab, Utah, via U. S. Highways Nos. 89 and 91.	} Case No. 1356
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Submitted: July 21, 1933.

Decided: August 12, 1933.

Appearances:

R. B. Porter and W. Hal. Farr, Attorneys of Salt Lake City, Utah,	}	for Union Pacific System Lines.
B. R. Howell, Attorney of Salt Lake City, Utah,	}	for The Denver & Rio Grande Western Railroad Company and Rio Grande Motor Way, Inc.
F. M. Orem, Attorney of Salt Lake City, Utah,	}	for Salt Lake & Utah Railroad Company.
John D. Rice, Attorney of Salt Lake City, Utah,	}	for State of Utah.

REPORT AND ORDER OF THE COMMISSION

By the Commission:

Under date of June 26, 1933, George R. Adair filed application for a permit to operate as a contract motor carrier of property between Salt Lake City and Kanab, Utah, via U. S. Highways Nos. 89 and 91. This matter came on for hearing before the Public Utilities Commission of Utah on July 21, 1933, after due and legal notice given to all interested parties.

From the evidence adduced for and in behalf of interested parties, the Commission makes the following findings:

That in accordance with Section 13, Chapter 53, Session Laws of Utah, 1933, applicant filed statement of his financial condition as of July 6, 1933, showing estimated value of net assets as \$762.50, and schedule of his equipment, showing one 1933 Chevrolet 1½-ton truck, purchased new February 14, 1933, on which there is still owing \$422.85; that applicant has operated for a period of five years buying and selling merchandise, and for one month has been operating one round trip each week between Salt Lake City and Kanab, including Orderville, via U. S. Highways Nos. 89 and 91; that he desires to transport meats, groceries, produce, and cheese for W. J. Baird of Alton, Utah, Bunting Brothers Market of Kanab, Orderville Coop, and Chamberlin Store of Orderville, Utah, at a charge of \$1.10 per 100 pounds; that applicant is prepared to file the necessary insurance and bonds as provided by Sections 22 and 23, Chapter 53, Session Laws of Utah, 1933; and that he has complied with the laws pertaining to the road tax, as well as other laws of the State of Utah and the rules of the Public Utilities Commission of Utah as shown herein.

That the Rio Grande Motor Way, Inc. operates a bus and truck line from Salt Lake City to Marysville, Utah, and furnishes daily service thereto; that The Denver & Rio Grande Western Railroad

Company furnishes rail service daily between Salt Lake City and Marysvale; that the Railway Express Agency furnishes daily service between Salt Lake City and Marysvale; but that the territory from Marysvale to Kanab does not have a regular transportation service.

From the foregoing findings the Commission concludes and decides that the application herein should be granted.

ORDER

CONTRACT CARRIER PERMIT NO. 13

This case being at issue upon application on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof, made and filed a report of its findings and conclusions, which said report is hereby referred to and made a part hereof:

IT IS ORDERED, That the application herein of George R. Adair for a permit to operate as a contract motor carrier of property between Salt Lake City and Kanab, Utah, including Orderville, Utah, via U. S. Highways Nos. 89 and 91, be, and it is hereby, granted.

ORDERED FURTHER, That applicant's operations shall be restricted under this permit to the transportation of merchandise for W. J. Baird of Alton, Utah, Bunting Brothers Market of Kanab, Utah, Orderville Coop. and Chamberlin Store of Orderville, Utah.

ORDERED FURTHER, That applicant shall file with the Public Utilities Commission of Utah the necessary insurance and bonds as required by law, copy of his tariff schedule, naming rates, rules and regulations, and time schedule and that he shall at all times operate in accordance with the statutes of Utah and the rules and regulations prescribed by the Commission governing the operation of contract motor carriers over the public highways of the State of Utah, and this order shall be, and is his authority therefor.

(Signed) E. E. CORFMAN,
THOS. E. MCKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)
Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of GEORGE R. ADAIR for a permit to operate as a contract motor carrier of property between Salt Lake City and Kanab, Utah, via U. S. Highways Nos. 89 and 91. (To amend Permit No. 13.) } Case No. 1356

Submitted: March 30, 1934.

Decided: May 1, 1934.

Appearances:

George R. Adair,	} for
	} Himself.
B. R. Howell, Attorney	} for The Denver & Rio Grande
	} Western Railroad Company.

SUPPLEMENTAL REPORT AND ORDER
OF THE COMMISSION

By the Commission:

Under date of March 8, 1934, application was filed with the Public Utilities Commission of Utah by George R. Adair to amend Contract Carrier Permit No. 13 issued by the Commission on August 12, 1933, to include operations for certain business firms at Kanab, Summit, Panguitch, and Hatch, Utah. This matter came on regularly for hearing before the Commission at Salt Lake City, Utah, on March 30, 1934, after due and legal notice given to interested parties.

From the evidence adduced for and in behalf of interested parties, the Commission makes the following findings:

That under date of August 12, 1933, the Commission issued its Report and Order in Case No. 1356, authorizing applicant, George R. Adair to operate as a contract motor carrier of property between Salt Lake City and Kanab, Utah, including Orderville, via U. S. Highways Nos. 89 and 91, for W. J. Baird, Bunting Brothers Market, Orderville Co-op, and Chamberlin's Store, under authority of Contract Carrier Permit No. 13;

That applicant now desires said Permit No. 13 to be amended to include service for the following:

Bowman Mercantile Co., Kanab, Utah
Conoco Service Station, Kanab, Utah
Kanab Hotel, Kanab, Utah
George Lewis, Summit, Utah
Bryce Canyon Cafe, Panguitch, Utah

Sevy Cash Store, Panguitch, Utah
Briggs Mercantile Co., Hatch, Utah
Kerrs Service & Grocery, Circleville, Utah.

That Philo Cameron operates as a common motor carrier of property between Salt Lake City and Panguitch, Utah, and intermediate points between Marysville and Panguitch, Utah, under authority of Certificate of Convenience and necessity No. 414, issued in Case No. 1397, rendering service at least once a week, and will render service more often as necessity requires, between said points including Circleville, Utah; that said Philo Cameron is therefore in a position to render the service as applied for herein for Bryce Canyon Cafe and Sevy Cash Store at Panguitch, Utah, and Kerr's Service & Grocery Store at Circleville, Utah.

That the Southern Utah Truck Line, a corporation, operates as a common motor carrier of property between Salt Lake City and Summit, Utah, rendering service twice weekly, and is therefore able to render more frequent service to George Lewis of Summit, than that proposed by the applicant herein;

That Kanab and Hatch, Utah, are not served from Salt Lake City by any regular transportation agency.

That applicant has made reports of his operations for hire to the Commission, and paid the state road maintenance taxes thereon and has insurance and bond on file, as required by law.

From the foregoing findings, the Commission concludes and decides that the application herein of George R. Adair to serve Bowman Mercantile Company, Conoco Service Station and Kanab Hotel of Kanab, Utah, and the Briggs Mercantile Company of Hatch, Utah, should be granted; and that part of the application for permission to serve George Lewis of Summit, Utah, Bryce Canyon Cafe and Sevy Cash Store of Panguitch, Utah, and Kerrs Service & Grocery of Circleville, Utah, should be denied for the reason that the existing transportation facilities to serve these parties are reasonably adequate.

IT IS THEREFORE ORDERED, That the application of George R. Adair to amend Contract Carrier Permit No. 13 to include service to Bowman Mercantile Company, Conoco Service Station, and Kanab Hotel of Kanab, Utah, and the Briggs Mercantile Company of Hatch, Utah, be, and it is hereby, granted;

ORDERED FURTHER, That the application of George R. Adair to amend Contract Carrier Permit No. 13 to include service

to George Lewis of Summit, Utah, Bryce Canyon Cafe and Sevy Cash Store of Panguitch, Utah, and Kerrs Service & Grocery of Circleville, Utah, be, and it is hereby, denied.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of HY. DURT-
SCHI, for a permit to operate as a contract
motor carrier of property between Wellsville
and Ogden, Salt Lake City, Provo, and Price,
Utah, via highways Nos. 91 and 50. } Case No. 1357

ORDER

By the Commission:

Upon motion of counsel for applicant, and with the consent of the Commission:

IT IS ORDERED, That the application of Hy Durtschi for a permit to operate as a contract motor carrier of property between Wellsville and Ogden, Salt Lake City, Provo, and Price, Utah, via Highways Nos. 91 and 50, be, and the same is hereby, dismissed without prejudice.

Dated at Salt Lake City, Utah, this 15th day of August, 1933.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of MAX HOLT
HESS, operating under the name and style of
HESS TRUCK COMPANY, for a permit to
operate as a contract motor carrier of property
between Salt Lake City and Ogden, Utah. } Case No. 1358

Submitted: July 28, 1933.

Decided: August 31, 1933.

Appearances:

Max Holt Hess,	} for Himself.
John D. Rice, Attorney,	} for State of Utah.
R. B. Porter and W. Hal. Farr, Attorneys,	} for Union Pacific System Lines.
B. R. Howell, Attorney,	} for The Denver & Rio Grande Western Railroad Company.
S. D. Thurman, Attorney,	} for Salt Lake-Ogden Transportation Company.

REPORT AND ORDER OF THE COMMISSION

By the Commission:

Under date of July 7, 1933, application was filed by Max Holt Hess, operating under the name and style of Hess Truck Company, for a permit to operate as a contract motor carrier of property between Salt Lake City and Ogden, Utah, via U. S. Highway No. 91. This matter came on for hearing before the Public Utilities Commission of Utah on July 28, 1933, after due and legal notice given to all interested parties.

From the evidence adduced for and in behalf of the interested parties, the Commission makes the following findings:

That applicant, Max Holt Hess, operating under the name and style of Hess Truck Company, with post office address at 2881 Washington Avenue, Ogden, Utah, has since April, 1932, transported mayonnaise, salad dressing, etc between Salt Lake City and Ogden, Utah, over U. S. Highway No. 91, under verbal contract with Baliff Distributing Company; that in accordance with Section 13, Chapter 53, Laws of Utah, 1933, applicant filed financial statement which shows net assets valued at \$550.00, also schedule of equipment which shows one 2½-ton 1932 Ford truck, purchased new in March, 1932, for \$728.00, appraised value \$400.00; that applicant desires a permit to make one round trip every two or three weeks; that U. S. Highway No. 91 between Salt Lake City and Ogden is a heavily traveled hard surfaced road; that applicant has during the period of his operations filed with the Commission reports covering his operations for hire over the public highways, and paid the state road maintenance taxes thereon.

From the foregoing findings, the Commission concludes and decides that the application should be granted.

ORDER

CONTRACT CARRIER PERMIT NO. 18

This case being at issue upon application on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof, made and filed a report containing its findings and conclusions, which said report is hereby referred to and made a part hereof:

IT IS ORDERED, That the application herein, of Max Holt Hess, for a permit to operate as a contract motor carrier of property for the Baliff Distributing Company between Salt Lake City and Ogden, Utah, via U. S. Highway No. 91, be, and it is hereby, granted.

ORDERED FURTHER, That applicant, Max Holt Hess, shall forthwith file with the Public Utilities Commission of Utah the necessary insurance and bond as required by law, and tariff schedule naming rates, time schedule, and rules and regulations, and shall at all times operate in accordance with the Statutes of the State of Utah, and the rules and regulations of the Commission governing the operation of contract motor carriers over the public highways of the State of Utah, and this order shall be, and is his authority therefor.

(Signed) E. E. CORFMAN,

THOS. E. McKAY,

T. H. HUMPHERYS,

Commissioners.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of MAX HOLT	} Case No. 1358
HESS, operating under the name and style of	
HESS TRUCK COMPANY, for a permit to	
operate as a contract motor carrier of property	
between Salt Lake City and Ogden, Utah.	}

CANCELLATION ORDER

By the Commission:

Under date of August 31, 1933, the Commission issued its Report and Order, authorizing Max Holt Hess to operate as a contract motor carrier of property between Salt Lake City and Ogden,

Utah, for the Baliff Distributing Company over and upon U. S. Highway No. 91, under authority of Contract Carrier Permit No. 18.

It now appearing that Max Holt Hess has not yet, after a period of three months, complied with the provisions of the law and the Commission's Rules and Regulations with regard to the filing of insurance and bond.

IT IS THEREFORE ORDERED, That Contract Carrier Permit No. 18, issued to Max Holt Hess, be, and it is hereby, cancelled and annulled, for failure to comply with the insurance provisions of Chapter 53, Laws of Utah, 1933, without prejudice.

Dated at Salt Lake City, Utah, this 19th day of December, 1933.

(Signed) E. E. CORFMAN,
THOS. E. MCKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION OF UTAH

<p>In the Matter of the Application of UTAH LIGHT AND TRACTION COMPANY to institute and operate a motor bus transportation system on certain streets in Salt Lake City (Routes 10, 14, 15, 16 and 17), to discontinue street car and bus service on certain streets therein, and to abandon and remove its street car tracks on certain streets therein.</p>	}	Case No. 1359
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Submitted: July 19, 1933.

Decided: July 25, 1933.

Appearances:

A. C. Inman, Attorney, Salt Lake City, Utah,	}	for Applicant, Utah Light & Traction Co.
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Commissioner Harold B. Lee and City Engineer, W. D. Beers,	}	for Salt Lake City Corporation.
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I. E. Willey, Attorney, Walker Bank Building, Salt Lake City, Utah,	}	for Certain Citizens.
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D. F. Terrell, 1114 W. 9th So., Salt Lake City, Utah,	}	for Poplar Grove Community Association.
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Fred J. Heath, 626 So. West Temple, Salt Lake City,	}	for Second Precinct Improvement League.
C. O. Jensen, 384 Navajo St., Salt Lake City, Utah,		for 32nd Ward Improvement League.
Raymond Senior, Attorney, Judge Building, Salt Lake City,	}	for Poplar Grove.

REPORT OF THE COMMISSION

McKAY, Commissioner:

This matter came on for hearing before the Public Utilities Commission of Utah, on July 19, 1933, upon the second amended petition of Utah Light and Traction Company for permission to discontinue street car service on certain lines of its system in Salt Lake City, Utah, and to substitute in lieu thereof gasoline motor bus service, and to abandon and remove certain of its tracks and equipment. The lines or routes involved are those commonly known and numbered as Nos. 10, 14, 15, 16, and 17. Proof of publication of the notice of hearing was filed at the hearing. A number of interested parties appeared at the hearing, but no protests were offered against the substitution of gasoline motor bus service for street car service, or against the removal of tracks as asked in the application.

From the evidence adduced for and in behalf of the interested parties, the Commission makes the following findings:

That Petitioner is a corporation of the State of Utah, with its principal place of business at Salt Lake City, Utah; that it owns and operates an electric street and interurban railroad and bus system in Salt Lake City, Utah, and in Salt Lake and Davis Counties. As a part thereof Petitioner owns and operates street car lines known as Routes Nos. 15 and 16 operating in common over tracks from North Temple and Third West Streets south to South Temple, thence east to Main Street, thence south to Second South, from which point Route No. 15 continues south to Third South and Main Streets, thence west to Rio Grande Street, thence north to Second South Street, and Route No. 16 continues west from Main and Second South Streets to Rio Grande Street, from which point both routes proceed west to Fifth West, thence north to First South Street, thence west to Eighth West Street, thence south to Seventh South Street, whence Route No. 15 continues south to Thirteenth South Street and Route No. 16 turns west on Seventh South Street to Eleventh West Street, thence south to Indiana Avenue, thence west to Cheyenne Street; also Route No. 17 operating as a shuttle line on Second South Street between Eighth West and Orange Streets;

also Route No. 14 from the intersection of First South and Main Streets south on Main to Fifth South Street, thence west to Second West Street, thence south to Thirteenth South Street; also Route No. 10, a part of which line extends from Sugarhouse at the intersection of Twenty-first South and Eleventh East Streets in a southeasterly direction along Highland Drive to Thirty-third South Street.

Petitioner proposes to abandon all street car service now being rendered on Routes Nos. 14, 15, 16, and 17 as described above, and in lieu thereof to operate gasoline motor bus service; also to discontinue street car service being rendered on that portion of Route No. 10 along Highland Drive between 27th South and 33rd South Streets, and in lieu thereof to render gasoline motor bus service. Petitioner further proposes to remove its street car tracks on Route No. 17 from the Jordan River Bridge between Eleventh West and Concord Streets, west on Second South Street to Orange Street; also, Route No. 16 on Indiana Avenue between Eleventh West and Cheyenne Streets; also, Route No. 14 on Second West Street between Thirteenth South and Fifth South Streets, and on Fifth South Street between First and Second West Streets; also, Route No. 10 on Highland Drive between 27th South and 33rd South Streets.

That the substitution of bus service for street car service and the removal of street car tracks, as proposed, is to be made for the purpose of making possible a number of street improvements in Salt Lake City, including the improvement of Second South Street between the Jordan River and Orange Street, and the improvement of Indiana Avenue between Eleventh West and Cheyenne Streets, which improvements are to be made by Salt Lake City; also the improvement and widening of Highland Drive over the portion thereof from which the tracks are to be removed, said improvement extending on south to 48th South Street; and also the improvement of Second West Street between Ninth South and Fifth South Streets in Salt Lake City. The latter two improvements are to be made by the State Road Commission, with the assistance of funds to be obtained from the Federal Government and it is essential that the tracks be removed from the streets involved.

That these improvements are being made, not only for the purpose of providing better highways, but also to make the immediate employment of men possible, and thereby assist in alleviating the general condition of depression and unemployment.

That both Salt Lake City and the State Road Commission of Utah were represented at the hearing, and expressed their approval of the petition and requested the granting thereof.

That petitioner further requests, if a certificate of convenience and necessity be granted herein, that same include and authorize

petitioner to further institute, maintain and operate a gasoline motor bus service on Highland Drive between Sugarhouse and 27th South Street in order that petitioner may operate its bus from 33rd South Street along Highland Drive to the Sugarhouse intersection at 21st South Street, should traffic conditions warrant such operations.

That public convenience and necessity will be as well served by the proposed gasoline motor bus service on the lines and routes aforesaid as by the street car service now being rendered, and that if gasoline bus service is rendered as proposed, the street railway tracks which petitioner desires to remove will no longer be necessary in the service of the public.

From the foregoing findings, the Commission concludes and decides that the application herein should be granted, and that a certificate of convenience and necessity should be issued to petitioner as prayed herein.

An appropriate order will follow.

(Signed) THOMAS E. McKAY,
Commissioner.

We Concur:

(Signed) E. E. CORFMAN,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

ORDER

Certificate of Convenience and Necessity No. 404

At a Session of the PUBLIC UTILITIES COMMISSION OF UTAH, held at its office in Salt Lake City, Utah, on the 25th day of July, A. D., 1933.

In the Matter of the Application of UTAH LIGHT AND TRACTION COMPANY to institute and operate a motor bus transportation system on certain streets in Salt Lake City (Routes 10, 14, 15, 16, and 17), to discontinue street car and bus service on certain streets therein, and to abandon and remove its street car tracks on certain streets therein.	} Case No. 1359
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This case being at issue upon the second amended petition of Utah Light and Traction Company on file, and having been duly

heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission being fully advised in the premises, and having filed a report containing its findings and conclusions, which said report is hereby referred to and made a part hereof:

IT IS ORDERED, That the application of Utah Light and Traction herein for permission to institute, maintain, and operate a gasoline motor bus transportation system on certain streets in Salt Lake City, to discontinue street car service on, and to abandon and remove its street car tracks and equipment from certain streets therein, be, and it is hereby, granted.

ORDERED FURTHER, That the streets and routes over which gasoline motor bus service is to be operated are as follows:

No. 10: On Highland Drive between 27th and 33rd South Streets.

No. 14: From the intersection of First South and Main Streets, south on Main Street to Fifth South Street, thence west to Second West Street, thence south to Thirteenth South Street.

Nos. 15 & 16: Operating in common from the O. S. L. Depot at South Temple and Third West Streets, east on South Temple to Main Street, thence south to Second South; from which point Route 15 will continue south to 3rd South and Main Streets, thence west to Rio Grande, thence north to Second South; and Route 16 will proceed west on Second South from Main Street to Rio Grande; from which point both lines will proceed over a common route west on Second South to Eighth West, thence south to Seventh South, where they divide; Route 15 to continue south on Eighth West to its terminus at Thirteenth South; and Route 16 to turn west on Seventh South to Eleventh West, thence south to Indiana Avenue, thence west to its terminus at Cheyenne Street.

No. 17: On Second South Street between Eighth West and Orange Streets.

ORDERED FURTHER, That the streets over which all present service is to be abandoned and discontinued are as follows:

Routes Nos. 15 & 16: On Third West Street between North and South Temple Streets; and on Fifth West between Second South and First South Streets, thence on First

South between Fifth West and Eighth West Streets,
thence on Eighth West Street between First South and
Second South Streets.

ORDERED FURTHER, That the streets upon and from which the street car tracks and equipment are to be removed, are as follows:

Route No. 10: On Highland Drive between 27th and 33rd South Streets.

Route No. 14: On Second West Street between Thirteenth South and Fifth South Streets, and on Fifth South Street between First and Second West Streets.

Route No. 16: On Indiana Avenue, between Eleventh West and Cheyenne Streets.

Route No. 17: On Second South Street between the Jordan River bridge and Orange Street.

ORDERED FURTHER, That petitioner is further authorized to institute, maintain and operate a gasoline motor bus service on Highland Drive between the intersection of 21st South and Eleventh East Streets at Sugarhouse, and 27th South Street.

By order of the Commission.

(Signed) F. L. OSTLER,

(Seal)

Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of JOHN A. KLEIN, for a permit to operate as a contract motor carrier of property between Delta and Salt Lake City, Utah, and other points. } Case No. 1360

Submitted: August 8, 1933.

Decided: November 16, 1933.

Appearances:

John A Klein,

} for
{ Himself.

R. B. Porter and
W. Hal. Farr, Attorneys,

} for Union Pacific
} System Lines.

B. R. Howell, Attorney ,

for D. & R. G. W. R. R. Co.
and Rio Grande Motor Way,
Incorporated.

REPORT OF THE COMMISSION

By the Commission:

Under date of July 10, 1933, application was filed with the Public Utilities Commission of Utah, by John A. Klein, for a permit to operate as a contract motor carrier of property between Delta and Salt Lake City, Utah. This matter came on regularly for hearing before the Commission at Salt Lake City, Utah, after due and legal notice given to interested parties.

From the evidence adduced for and in behalf of interested parties, the Commission makes the following findings:

That applicant, John A. Klein, with post office address at Delta, Utah, desires a permit from the Public Utilities Commission of Utah, to operate as a contract motor carrier of property between Salt Lake City, Utah, and Delta, Hinckley, and Deseret, Utah, for Bonneville Lumber Company, Pahvant Motor Company, Hal Oil Company, Consolidated Wagon & Machine Company, Thornton Drug Company, Gardiner & Koiter, and Delta Drug Company, all of Delta, Utah; Pratt Mercantile Company of Hinckley, Utah, and Deseret Cash Store of Deseret, Utah, also Utah Poultry Producers Cooperative Association of Delta, Utah; that applicant has been transporting property and merchandise from and to Salt Lake City for said business firms since March 3, 1933, making two trips per week; that applicant has also done some hauling for the Hal Oil Company between Salt Lake City and Eureka, Utah; that in accordance with Section 13, Chapter 53, Laws of Utah, 1933, applicant filed financial statement as of July 8, 1933, showing total assets valued at \$2,219.00, total liabilities aggregating \$1,115.00, leaving net assets valued at \$1,104.00, also schedule of equipment showing one 1931 and one 1933 one and one-half ton Chevrolet trucks, appraised value as of July 8, 1933, \$1,100.00; that applicant has filed monthly reports of his operations for hire over the public highways of Utah with the Public Utilities Commission, and paid the state road maintenance taxes thereon; and that he is ready and willing to file the necessary insurance and bond as required by law.

That the Los Angeles & Salt Lake Railroad Company operates a steam railroad between Salt Lake City, Utah, and Los Angeles, California, and renders daily freight service to Delta, Utah; but that there is no regular or authorized automobile transportation service between Salt Lake City and the points applicant desires to serve.

From the foregoing findings, the Commission concludes and decides that the application should be granted.

ORDER

CONTRACT CARRIER PERMIT NO. 25

This case being at issue upon application on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof, made and filed a report containing its findings and conclusions, which said report is hereby referred to and made a part hereof:

IT IS ORDERED, That the application herein of John A. Klein, for a permit to operate as a contract motor carrier of property between Salt Lake City, Utah, and Delta, Hinckley, and Deseret, Utah, for Bonneville Lumber Company, Pahvant Motor Company, Hal Oil Company, Consolidated Wagon & Machine Company, Thornton Drug Company, Gardner and Koiter, Delta Drug Company, and Utah Poultry Producers Cooperative Association, all of Delta, Utah, Pratt Mercantile Company of Hinckley, Utah, and Deseret Cash Store of Deseret, Utah, over and upon U. S. Highway No. 91 and Utah State Highway No. 26, be, and it is hereby, granted.

ORDERED FURTHER, That applicant shall forthwith file with the Public Utilities Commission of Utah the necessary insurance and bond as required by law, copy of his tariff schedule naming rates, time schedule, rules and regulations, and that he shall at all times operate in accordance with the statutes of Utah and the rules and regulations prescribed by the Commission governing the operation of contract motor carriers over the public highways of the State of Utah, and this order shall be, and is his authority therefor.

(Signed) E. E. CORFMAN,
THOS. E. MCKAY,
T. H. HUMPHERYS,

Commissioners.

(Seal)

Attest:

(Signed) FRANK L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of JOHN A. KLEIN, for a permit to operate as a Contract Motor Carrier of Property between Delta and Salt Lake City, and other points.	} Case No. 1360
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CANCELLATION ORDER

Under date of November 16, 1933, the Commission issued its Report and Order in the above entitled matter, granting permission, under authority of Contract Carrier Permit No. 25, to John A Klein, to operate as a Contract Motor Carrier of Property between Delta and Salt Lake City, Utah.

It now appearing that applicant, John A. Klein, has without authority from the Public Utilities Commission, ceased to operate, which is in violation of Section 9, Article 2, Chapter 53, Laws of Utah, 1933,

IT IS THEREFORE ORDERED, That Contract Carrier Permit No. 25, issued in Case No. 1360, under date of November 16, 1933, be, and it is hereby, cancelled and annulled.

Dated at Salt Lake City, Utah, this 16th day of May, A. D., 1934.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

<p>In the Matter of the Application of BUCKINGHAM TRANSPORTATION COMPANY, a partnership, for a license to operate as a common motor carrier of property in interstate commerce between Denver, Colorado, and Salt Lake City, Utah.</p>	}	Case No. 1361
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Submitted: August 11, 1933.

Decided: November 7, 1933.

Appearances:

<p>Earl F. Buckingham,</p>	}	for Applicant.
<p>R. B. Porter and W. Hal. Farr, Attorneys,</p>	}	for Union Pacific System Lines.
<p>Grover A. Giles, Attorney,</p>	}	for State of Utah.

REPORT OF THE COMMISSION

By the Commission :

Under date of July 11, 1933, application was filed by the Buckingham Transportation Company, a partnership, for a license to operate as a common motor carrier of property in interstate commerce between Denver, Colorado, and Salt Lake City, Utah. This matter came on for hearing before the Public Utilities Commission of Utah, at Salt Lake City, Utah, on August 11, 1933, after notice given to interested parties.

From the evidence adduced for and in behalf of interested parties, the Commission makes the following findings:

That applicant, Buckingham Transportation Company is a partnership consisting of Earl F. Buckingham, Glen Buckingham, Harold Buckingham, Oliver Buckingham, and W. B. Buckingham, with post office address at 957 Wazee Street, Denver, Colorado, and now desires a license to operate as a common motor carrier of property in interstate commerce between Salt Lake City, Utah, and the Utah-Wyoming State Line, enroute to Denver, Colorado, over and upon U. S. Highways Nos. 91, 40, 530, and 30-S; that in accordance with Section 8, Chapter 53, Laws of Utah, 1933, applicant filed financial statement as of July 1, 1933, showing total assets valued at \$10,400.00, total liabilities aggregating \$4,000.00, leaving net assets valued at \$6,400.00, and schedule of equipment as of July 1, 1933, showing three trucks valued at \$6,000.00; that applicant has complied with the provisions of Chapter 117, Laws of Utah, 1925, in that it has filed monthly reports of its operations for hire over the public highways of the State of Utah with the Public Utilities Commission of Utah, and paid the state road maintenance taxes thereon; and that applicant is prepared and willing to file the necessary insurance and bond as required by law.

From the foregoing findings, the Commission concludes and decides that the application should be granted.

ORDER

INTERSTATE CARRIER LICENSE NO. 18

This case being at issue upon application on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof, made and filed a report containing its findings and conclusions, which said report is hereby referred to and made a part hereof:

IT IS ORDERED, That the application herein of Buckingham Transportation Company, a partnership, consisting of Earl F. Buckingham, Glen Buckingham, Harold Buckingham, Oliver Buckingham, and W. B. Buckingham, for a license to operate as a common motor carrier of property in interstate commerce between Denver, Colorado, and Salt Lake City, Utah, over and upon U. S. Highways Nos. 91, 40, 530, and 30-S, be, and it is hereby, granted.

ORDERED FURTHER, That applicant shall forthwith file with the Public Utilities Commission of Utah the necessary insurance and bond as required by law, copy of its tariff schedule naming rates, time schedule, rules and regulations, and that it shall at all times operate in accordance with the statutes of Utah and the rules and regulations prescribed by the Commission governing the operation of common motor carriers over the public highways of the State of Utah, and this order shall be, and is the authority therefor.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,

Commissioners.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION OF UTAH

In the Matter of the Application of BUCKINGHAM TRANSPORTATION COMPANY, a partnership, for a license to operate as a common motor carrier of property in interstate commerce between Denver, Colorado, and Salt Lake City, Utah.

} Case No. 1361

CANCELLATION ORDER

By the Commission :

Under date of November 7, 1933, the Commission issued its report and order, granting the application of Buckingham Transportation Company, a partnership, for a license to operate as a common motor carrier of property in interstate commerce between Denver, Colorado, and Salt Lake City, Utah.

It now appears that the Buckingham Transportation has failed to file with the Commission, as required by law, a bond to guarantee

the payment of the State Road Maintenance Tax, which bond was specially requested in a letter of January 6, 1934.

IT IS THEREFORE ORDERED, That Interstate Carrier License No. 18, issued by the Public Utilities Commission of Utah, on the 7th day of November, 1933, to operate as a common motor carrier of property in interstate commerce between Denver, Colorado, and Salt Lake City, Utah, over and upon U. S. Highways Nos. 91, 40, 530, and 30-S, be, and the same is hereby, cancelled and annulled.

ORDERED FURTHER, That Buckingham Transportation Company, a partnership, forthwith cease and desist from operating as a common motor carrier of property in interstate commerce over the highways within the State of Utah.

Dated at Salt Lake City, Utah, this 17th day of February, A. D., 1934.

(Signed) E. E. CORFMAN,
T. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)
Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION OF UTAH

In the Matter of the Application of J. A. TUCK- ETT, for a permit to operate as a contract motor carrier of property between Provo and Eureka, Utah, over and upon U. S. Highway No. 91 and Utah State Highway No. 26.	}	Case No. 1362
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Submitted: August 8, 1933.

Decided: November 25, 1933.

Appearances:

LeRoy Tuckett,	} for
	} Applicant.
Grover A. Giles, Attorney,	} for
	} State of Utah
Edgar H. Hollingworth,	} for Utah Central
	} Truck Line.
R. B. Porter, Attorney,	} for Union Pacific
	} System Lines.

REPORT OF THE COMMISSION

By the Commission:

Under date of July 11, 1933, application was filed with the Public Utilities Commission of Utah, by J. A. Tuckett, for a permit to operate as a contract motor carrier of property between Provo and Eureka, Utah, over and upon U. S. Highway No. 91 and Utah State Highway No. 26. This matter came on regularly for hearing before the Commission at Salt Lake City, Utah, on August 8, 1933, after due and legal notice given to interested parties.

From the evidence adduced for and in behalf of interested parties, the Commission makes the following findings:

That applicant, J. A. Tuckett, residing at Santaquin, Utah, has operated as a contract motor carrier of property, under verbal agreement, for Wolf & Laird of Eureka, Utah, between Provo and Eureka, Utah, over and upon U. S. Highway No. 91 and Utah State Highway No. 26, since September, 1930, and now desires a permit from the Commission, giving him authority to continue as such; that applicant also transports his own produce, which constitutes the principal part of his business; that in accordance with Section 13, Chapter 53, Laws of Utah, 1933, applicant filed financial statement as of November 15, 1933, showing total assets valued at \$7,235.00, liabilities of \$215.00, consisting of notes payable, leaving net assets valued at \$7,020.00, also schedule of equipment showing one 1930 1½-ton Model "AA" Ford truck, appraised value as of November 15, 1933, \$400.00; that applicant has complied with the provisions of Chapter 117, Laws of Utah, 1925, in that he has filed reports with the Commission of his operations for hire over the public highways of the State of Utah, and paid the state road maintenance taxes thereon; and that he is prepared to file the necessary insurance and bond as required by law.

From the foregoing findings, the Commission concludes and decides that the application should be granted.

ORDER

CONTRACT CARRIER PERMIT NO. 28

This case being at issue upon application on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof, made and filed a report containing its findings and conclusions, which said report is hereby referred to and made a part hereof:

IT IS ORDERED, That the application herein of J. A. Tuckett for a permit to operate as a contract motor carrier of property between Provo and Eureka, Utah, over and upon U. S. Highway No. 91 and Utah State Highway No. 26, for Wolf & Laird Co. of Eureka, Utah, be, and it is hereby, granted.

ORDERED FURTHER, That applicant shall forthwith file with the Public Utilities Commission of Utah the necessary insurance and bond as required by law, copy of his tariff schedule naming rates, time schedule, rules and regulations, and that he shall at all times operate in accordance with the statutes of Utah and the rules and regulations prescribed by the Commission governing the operation of contract motor carriers over the public highways of the State of Utah, and this order shall be, and is his authority therefor.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,

Commissioners.

(Seal)

Attest:

(Signed) FRANK L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION OF UTAH

In the Matter of the Application of MRS. EMILY F. BOLLSCHWEILER, for a permit to operate as a contract motor carrier of express between Salt Lake City and Bingham Canyon, Utah.	}	Case No. 1363
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Submitted: August 11, 1933.

Decided: September 29, 1933.

Appearances:

Mrs. Emily F. Bollschweiler,	}	for Herself.
E. J. Hardesty,	}	for Railway Express Agency, Incorporated.
Grover A. Giles, Attorney,	}	for State of Utah.
B. R. Howell, Attorney,	}	for Denver & Rio Grande Western Railroad Company.
Dan B. Shields, Attorney,	}	for Bingham Stage Lines.

REPORT OF THE COMMISSION

By the Commission:

Under date of July 11, 1933, application was filed by Mrs. Emily F. Bollschweiler, for a permit to operate as a contract motor carrier of express between Salt Lake City and Bingham Canyon, Utah. This matter came on for hearing before the Public Utilities Commission of Utah at Salt Lake City, Utah, on August 11, 1933 after due and legal notice given to interested parties.

From the evidence adduced for and in behalf of interested parties, the Commission makes the following findings:

That applicant, Mrs. Emily F. Bollschweiler, whose post office address is 450 Main Street, Bingham, Utah, desires a permit to operate as a contract motor carrier of express between Salt Lake City and Bingham Canyon, Utah, over and upon U. S. Highway No. 91 and Utah State Highway No. 48; that applicant, together with her husband, has operated between said points under contract with the Railway Express Agency, Inc. for a period of approximately nine years; that in accordance with Section 13, Chapter 53, Laws of Utah, 1933, applicant filed financial statement as of July 10, 1933, showing total assets valued at \$6,751.52, with liabilities aggregating \$2,950.00, leaving net assets valued at \$3,811.52, and schedule of equipment showing one Model A 1931 ½-ton Ford truck purchased April 1, 1933, for \$285.00; that applicant has complied with the provisions of Chapter 117, Laws of Utah, 1925, in that she has filed reports with the Public Utilities Commission of Utah, of her operations for hire over the public highways of the State of Utah, and paid the state road maintenance taxes thereon; and that she is ready and willing to file the necessary insurance and bond as required by law.

From the foregoing findings, the Commission concludes and decides that the application should be granted.

ORDER

CONTRACT CARRIER PERMIT NO. 21

This case being at issue upon application on file, and having been duly heard and submitted by the parties, and full investigation of the matters having been had, and the Commission on the date hereof, having made and filed a report of its findings and conclusions, which said report is hereby referred to and made a part hereof:

IT IS ORDERED, That the application herein of Mrs. Emily F. Bollschweiler, for a permit to operate as a contract motor carrier of express for the Railway Express Agency, Inc. between Salt Lake City and Bingham Canyon, Utah, be, and it is hereby, granted.

ORDERED FURTHER, That applicant shall forthwith file with the Public Utilities Commission of Utah, the necessary insurance and bond as required by law, and copy of her tariff schedule naming rates, time schedule, and rules and regulations, and shall at all times operate in accordance with the statutes of the State of Utah, and the rules and regulations prescribed by the Public Utilities Commission of Utah governing the operation of common or contract motor carriers over the public highways of the State of Utah, and this shall be, and is her authority therefor.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION OF UTAH

In the Matter of the Application of E. D. LEWIS, }
for a permit to operate as a contract motor car- } Case No. 1364
rier of property between Salt Lake City and }
Ouray, Utah. }

Submitted: August 14, 1933. Decided: November 15, 1933.

Appearances:

E. D. Lewis,	} for
	} Himself.
Sam D. Thurman, Attorney,	} for Sterling Transportation
	} Company and Eastern Utah
	} Transportation Company.

REPORT AND ORDER OF THE COMMISSION

By the Commission:

Under date of July 11, 1933, application was filed with the Public Utilities Commission of Utah by E. D. Lewis, for a permit to operate as a contract motor carrier of property between Salt Lake City and Ouray, Utah. This matter came on for hearing before the Commission at Salt Lake City, Utah, on the 14th day of August, 1933, after due and legal notice given to interested parties.

From the evidence adduced for and in behalf of the interested parties, the Commission makes the following findings:

That applicant, E. D. Lewis, whose post office address is Leota, Utah, has operated as a motor carrier of property for hire between Salt Lake City, Utah, and Ouray, Randlett, and Leota, Utah, over and upon U. S. Highway No. 40, since June 1, 1932, making one round trip each week; that in accordance with Section 13, Chapter 53, Laws of Utah, 1933, applicant has filed financial statement, showing total assets valued at \$1,070.00, total liabilities of \$350.00, leaving net assets amounting to \$720.00, also schedule of equipment showing one 1933 2-ton Chevrolet truck, purchased new on March 20, 1933, for \$900.00; that applicant has filed road tax reports to date in compliance with Chapter 117, Laws of Utah, 1925, and paid the taxes thereon.

That the granting of this application was protested by the Sterling Transportation Company, the holder of Certificate of Convenience and necessity No. 274, authorizing it to operate as a common carrier of freight between Salt Lake City and points in the Uintah Basin; that protestant sets forth that it is now and has for years past offered and furnished such service as is being rendered by applicant; and that protestant is in a position to render such service at the established Fort Duchesne rates.

That applicant has operated as a common motor carrier of property rendering service to the public generally without having procured the proper authority from the Public Utilities Commission of Utah, in violation of Section 4818, Compiled Laws of Utah, 1917.

From the foregoing findings, the Commission concludes that the application should be denied.

IT IS THEREFORE ORDERED, That the application herein of E. D. Lewis, for a permit to operate as a contract motor carrier of property between Salt Lake City, Utah, and Ouray, Randlett, and Leota, Utah, over and upon U. S. Highway No. 40, be, and it is hereby, denied.

(Signed) E. E. CORFMAN,
THOS. E. MCKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) FRANK L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of MOLLERUP
MOVING COMPANY, for a permit to oper-
ate as a contract motor carrier of property in
the State of Utah. } Case No. 1365

ORDER

By the Commission:

Upon the motion of the Commission, for good cause shown:

IT IS ORDERED, That the application of Mollerup Moving Company for a permit to operate as a contract motor carrier of property in the State of Utah, be, and the same is hereby, dismissed without prejudice.

Dated at Salt Lake City, Utah, this 28th day of August, 1933.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of W. N. SPAFFORD, for a permit to operate as a contract motor carrier of property between points in Sevier County and Salt Lake City, Utah, over U. S. Highways Nos. 91 and 89. } Case No. 1366

Submitted: August 9, 1933.

Decided: August 31, 1933.

Appearances:

W. N. Spafford,	} for
	} Himself.
Grover A. Giles, Attorney,	} for
	} State of Utah.
B. R. Howell, Attorney,	} for D. & R. G. W. R. R. Co.
	} and Rio Grande Motor Way,
	} Incorporated.
E. J. Hardesty,	} for Railway Express Agency,
	} Incorporated.

REPORT AND ORDER OF THE COMMISSION

By the Commission:

Under date of July 12, 1933, application was filed by W. N. Spafford, for a permit to operate as a contract motor carrier of property between points in Sevier County and Salt Lake City, Utah, over U. S. Highways Nos. 91 and 89. This matter came on for hearing before the Public Utilities Commission of Utah, after due and legal notice given to all interested parties.

From the evidence adduced for and in behalf of interested parties, the Commission makes the following findings:

That applicant, W. N. Spafford, resides at 1336 Thornton Avenue, Salt Lake City, Utah; that he desires a permit to operate as a contract motor carrier of property between Salt Lake City, Utah, and Salina, Aurora, Glenwood, Venice, Elsinore, Richfield, and Monroe, Utah, over and upon U. S. Highways Nos. 91 and 89; that he has, off and on, during a period of a year and a half conducted such transportation service, but that during the period January 1, 1933, to June 1, 1933, he did not operate as a contract motor carrier; that he has heretofore and now desires to continue to operate for seven Red & White Stores under verbal contracts with the owners thereof and for the Zion's Wholesale Grocery Company; that in accordance with Section 13, Chapter 53, Laws of Utah, 1933, applicant filed financial statement as of July 12, 1933, which shows net assets valued at \$600.00, and schedule of equipment, which shows one 1½-ton Chevrolet 1931 truck, purchased new January, 1931, at a cost of \$990.00, appraised value as of July 12, 1933, \$450.00; that applicant has failed to comply with the provisions of Chapter 117, Laws of Utah, 1925, with respect to the filing of monthly reports of his operations for hire over the public highways of the State of Utah, and the payment of state road maintenance taxes thereon; that U. S. Highway No. 91 between Salt Lake City and Nephi, Utah, is a heavily traveled hard surfaced road, and that U. S. Highway No. 89 is also a hard surfaced road, but not so heavily traveled; that applicant is willing to file necessary insurance and bond as required by law.

That applicant has violated the provisions of Chapter 42, Laws of Utah, 1927, and laws amendatory thereto, in that he has operated for more than one person, firm, or corporation over the public highways for hire, without securing a permit from the Public Utilities Commission.

That The Denver & Rio Grande Western Railroad Company operates a steam line of railroad between Ogden, Utah, and Denver, Colorado, with numerous branch lines, including the Marysvale branch; that it operates daily freight service between Salt Lake City and Marysvale, Utah; that in connection therewith, the Railway express Agency, Inc. conducts a daily express service between Salt Lake City and Marysvale, Utah; that the Rio Grande Motor Way, Inc. operates an automobile bus and truck service between Salt Lake City and Marysvale, Utah, over U. S. Highways Nos. 91, 189, and 89, furnishing daily pick-up and delivery service from Salt Lake City to points Nephi to Marysvale, Utah, inclusive.

That Chapter 53, Laws of Utah, 1933, was passed by the State

Legislature several months prior to its effective date, June 26, 1933; that applicant had not operated from January 1, 1933 up to and including May 31, 1933, and that he renewed operations on June 1, 1933; that the service afforded by the existing carriers is reasonably adequate to accommodate the needs of the shipping public, and that there is no apparent necessity for additional transportation facilities as applied for by the applicant.

From the foregoing findings the Commission concludes and decides that the application should be denied.

IT IS THEREFORE ORDERED, That the application herein of W. N. Spafford, for a permit to operate as a contract motor carrier of property between Salt Lake City, Utah, and certain points in Sevier County, Utah, be, and it is hereby, denied.

ORDERED FURTHER, That applicant, W. N. Spafford, shall forthwith file with the Public Utilities Commission of Utah, a report of all his operations for hire over the public highways of the State of Utah, since March 21, 1925, the effective date of Chapter 117, Laws of Utah, 1925.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION OF UTAH

In the Matter of the Application of L. S. Sim, for
a license to operate as a common motor carrier
of property in interstate commerce between
Ogden, Salt Lake City, and Randolph, Utah, on
the one hand, and the Utah-Wyoming State
Line. } Case No. 1367

Submitted: August 10, 1933.

Decided: November 22, 1933.

Appearances:

L. S. Sim, } for
 } Himself.

Grover A. Giles, Attorney, } for
 } State of Utah.

Robert B. Porter, Attorney,	} for Union Pacific } System Lines.
J. A. Howell, Attorney,	} for Utah Idaho Central } Railroad Company.
B. R. Howell, Attorney,	} for The Denver & Rio Grande } Western Railroad Company.

REPORT OF THE COMMISSION

By the Commission:

Under date of July 13, 1933, application was filed with the Public Utilities Commission of Utah, by L. S. Sim, for a license to operate as a common motor carrier of property in interstate commerce between Ogden, Salt Lake City, and Randolph, Utah, on the one hand, and the Utah-Wyoming State Line on the other hand. This matter came on for hearing before the Commission at Salt Lake City, Utah, on August 10, 1933, after notice given to interested parties.

From the evidence adduced for and in behalf of interested parties, the Commission makes the following findings:

That applicant, L. S. Sim, with post office address at 487 Doxey Street, Ogden, Utah, desires a license from the Public Utilities Commission of Utah to operate as a common motor carrier of property in interstate commerce between Ogden, Salt Lake City and Randolph, Utah, on the one hand and the Utah-Wyoming State Line, on the other hand, over and upon U. S. Highways Nos. 30-S, 530, and 40, and Utah State Highway No. 3; that applicant has operated as such since about 1926 or 1927; that in accordance with Section 8, Chapter 53, Laws of Utah, 1933, applicant filed financial statement showing total assets valued at \$3,013.00; liabilities amounting to \$1,452.50, principally indebtedness on equipment, leaving net assets valued at \$1,560.50, also schedule of equipment showing four 1½-ton trucks with appraised value as of July 12, 1933 of approximately \$1,910.00; that applicant has complied with the provisions of Chapter 117, Laws of Utah, 1925, in that he has made reports to the Commission of his operations for hire over the public highways of the State of Utah, and paid the state road maintenance taxes thereon; and that he is ready and willing to file the necessary insurance and bond as required by law.

From the foregoing findings, the Commission concludes and decides that the application should be granted.

ORDER
INTERSTATE CARRIER LICENSE NO. 22

This case being at issue upon application on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof, made and filed a report containing its findings and conclusions, which said report is hereby referred to and made a part hereof:

IT IS ORDERED, That the application herein of L. S. Sim, for a license to operate as a common motor carrier of property in interstate commerce between Ogden, Salt Lake City, and Randolph, Utah, on the one hand, and the Utah-Wyoming State Line on the other hand, over and upon U. S. Highways Nos. 30-S, 530, and 40, and Utah State Highway No. 3, be, and it is hereby, granted.

ORDERED FURTHER, That applicant forthwith file with the Public Utilities Commission of Utah the necessary insurance and bond as required by law, copy of his tariff schedule naming rates, time schedule, rules and regulations, and that he shall at all times operate in accordance with the statutes of Utah and the rules and regulations prescribed by the Commission governing the operation of common motor carriers over the public highways of the State of Utah, and this order shall be, and is his authority therefor.

(Signed) E. E. CORFMAN,
THOS. E. MCKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) FRANK L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of T. F. WATKINS, doing business as Acme Transfer Company, for a permit to operate as a contract motor carrier of property in the State of Utah. } Case No. 1368

ORDER

By the Commission:

Upon the motion of the Commission, and for good cause shown:

IT IS HEREBY ORDERED, That the application of T. W. Watkins, doing business as Acme Transfer Company, for a permit to operate as a contract motor carrier of property in the State of Utah, be, and the same is hereby, dismissed without prejudice.

Dated at Salt Lake City, Utah, this 28th day of August, 1933.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of S. T. CLARK,
operating under the name and style of CLARK
TRUCK LINE, for a license to operate as a
common motor carrier of property in interstate
commerce, between Salt Lake City, Utah, and
Pocatello, Idaho. } Case No. 1369

Submitted: August 10, 1933.

Decided: October 11, 1933.

Appearances:

S. T. Clark,	} for
	} Himself.
R. B. Porter and	} for Union Pacific
W. Hal. Farr, Attorneys,	} System Lines.

REPORT OF THE COMMISSION

By the Commission:

Under date of July 13, 1933, application was filed by S. T. Clark, operating under the name and style of Clark Truck Line, for a license to operate as a common motor carrier of property in interstate commerce between Salt Lake City, Utah, and Pocatello, Idaho. This matter came on for hearing before the Public Utilities Commission of Utah, at Salt Lake City, Utah, on August 10, 1933, after notice given to interested parties.

From the evidence adduced for and in behalf of the interested parties, the Commission makes the following findings:

That applicant, S. T. Clark, is an individual operating under the name and style of Clark Truck Line, with post office address at Blackfoot, Idaho, and desires a license from the public Utilities Commission of Utah, authorizing him to operate as a common motor carrier of property in interstate commerce between Salt Lake City, Utah, and the Utah-Idaho State Line enroute to Pocatello, Idaho, over and upon U. S. Highways Nos. 91 and 30-S and Utah State Highway No. 41, via Tremonton, and Malad, Idaho; that in accordance with Section 8, Chapter 53, Laws of Utah, 1933, applicant filed financial statement as of July 13, 1933, showing total assets valued at \$18,855.56, total liabilities aggregating \$12,581.40, leaving net assets valued at \$6,274.16, also schedule of equipment as of July 13, 1933, showing two trucks, one with semi-trailer; that applicant has complied with the provisions of Chapter 117, Laws of Utah, 1925, and laws amendatory thereto, in that he has filed monthly reports with the Commission of his operations for hire over the public highways of the State of Utah, and paid the state road maintenance taxes thereon; and that he is prepared and willing to file the necessary insurance and bond as required by law.

From the foregoing findings, the Commission concludes and decides that the application should be granted.

ORDER

INTERSTATE CARRIER LICENSE NO. 10

This case being at issue upon application on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof, made and filed a report containing its findings and conclusions, which said report is hereby referred to and made a part hereof:

IT IS ORDERED, That the application herein of S. T. Clark, operating under the name and style of Clark Truck Line, for a license to operate as a common motor carrier of property in interstate commerce between Salt Lake City, Utah, and the Utah-Idaho State Line enroute to Pocatello, Idaho, over and upon U. S. Highways Nos. 91 and 30-S and Utah State Highway No. 41, be, and it is hereby, granted.

ORDERED FURTHER, That applicant shall forthwith file with the Public Utilities Commission of Utah, the necessary insur-

ance and bond as required by law, and copy of his tariff schedule naming rates, time schedule, rules and regulations, and shall at all times operate in accordance with the statutes of the State of Utah, and the rules and regulations prescribed by the Commission governing the operation of common motor carriers over the public highways of the State of Utah, and this order shall be, and is his authority therefor.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION OF UTAH

<p>In the Matter of the Application of S. T. CLARK, operating under the name and style of CLARK TRUCK LINE, for a license to operate as a common motor carrier of property in interstate commerce between Salt Lake City, Utah, and Pocatello, Idaho.</p>	}	Case No. 1369
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Submitted: August 10, 1933.

Decided: April 9, 1934.

Appearances:

S. T. Clark,	}	for Himself.
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R. B. Porter and W. Hal. Farr, Attorneys,	}	for Union Pacific System Lines.
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REPORT OF THE COMMISSION (Amended)

By the Commission:

Under date of July 13, 1933, application was filed by S. T. Clark, operating under the name and style of Clark Truck Line, for a license to operate as a common motor carrier of property in interstate commerce between Salt Lake City, Utah, and Pocatello, Idaho. This matter came on for hearing before the Public Utilities Commission of Utah, at Salt Lake City, Utah, on August 10, 1933, after notice given to interested parties.

From the evidence adduced for and in behalf of the interested parties, the Commission makes the following findings:

That applicant, S. T. Clark, is an individual operating under the name and style of Clark Truck Line, with post office address at Blackfoot, Idaho, and desires a license from the Public Utilities Commission of Utah, authorizing him to operate as a common motor carrier of property in interstate commerce between Salt Lake City, Utah, and the Utah-Idaho State Line enroute to Pocatello, Idaho, over and upon U. S. Highways Nos. 91 and 30-S and Utah State Highway No. 41, via Tremonton, Utah; that in accordance with Section 8, Chapter 53, Laws of Utah, 1933, applicant filed financial statement as of July 13, 1933, showing total assets valued at \$18,855.56, total liabilities aggregating \$12,581.40, leaving net assets valued at \$6,274.16, also schedule of equipment as of July 13, 1933, showing two trucks, one with semi-trailer; that applicant has complied with the provisions of Chapter 117, Laws of Utah, 1925, and laws amendatory thereto, in that he has filed monthly reports with the Commission of his operations for hire over the public highways of the State of Utah, and paid the state road maintenance taxes thereon; and that he is prepared and willing to file the necessary insurance and bond as required by law.

From the foregoing findings, the Commission concludes and decides that the application should be granted.

ORDER

INTERSTATE CARRIER LICENSE NO. 10

This case being at issue upon application on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof, made and filed a report containing its findings and conclusions, which said report is hereby referred to and made a part hereof:

IT IS ORDERED, That the application herein of S. T. Clark, operating under the name and style of Clark Truck Line, for a license to operate as a common motor carrier of property in interstate commerce between Salt Lake City, Utah, and the Utah-Idaho State Line enroute to Pocatello, Idaho, over and upon U. S. Highways Nos. 91 to Brigham City, thence, U. S. Highway No. 30-S to Tremonton, thence, Utah State Highway No. 41 to the Utah-Idaho State Line, be, and it is hereby, granted.

ORDERED FURTHER, That applicant shall forthwith file with the Public Utilities Commission of Utah, the necessary insur-

ance and bond as required by law, and copy of his tariff schedule naming rates, time schedule, rules and regulations, and shall at all times operate in accordance with the statutes of the State of Utah, and the rules and regulations prescribed by the Commission governing the operation of common motor carriers over the public highways of the State of Utah, and this order shall be, and is his authority therefor.

(Signed) E. E. CORFMAN,
THOS. E. MCKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION OF UTAH

In the Matter of the Application of ELWOOD MORTENSEN, for a permit to operate as a contract motor carrier of property between Cedar City and Parowan, Utah, and Salt Lake City, Utah.	}	Case No. 1370
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Submitted: August 8, 1933.

Decided: November 29, 1933.

Appearances:

Elwood Mortensen,	}	for Himself.
Grover A. Giles, Attorney,	}	for State of Utah.
R. B. Porter and W. Hal. Farr, Attorneys,	}	for Union Pacific System Lines.

REPORT AND ORDER OF THE COMMISSION

Under date of July 13, 1933, application was filed with The Public Utilities Commission of Utah by Elwood Mortensen for a permit to operate as a contract motor carrier of property between Cedar City and Parowan, Utah, and Salt Lake City, Utah. This matter came on regularly for hearing before the Commission at Salt Lake City, Utah, on the 8th day of August, 1933, after due and legal notice given to interested parties.

From the evidence adduced for and in behalf of interested parties, the Commission makes the following findings:

That applicant, Elwood Mortensen, whose post office address is Parowan, Utah, desires a permit from the Commission to operate as a contract motor carrier of property for the Independent Grocers Association Stores at Parowan and Cedar City, Utah, and the Southern Utah Dairy at Parowan, Utah, making one trip each week over and upon U. S. Highway No. 91; that applicant has operated as such, also for the Parowan Mercantile Company and the Mardsen Toggery at Parowan, Utah, since about June 1, 1933, just prior to the effective date of Chapter 53, Laws of Utah, 1933; that applicant testified that this service is requested by the shippers he serves in order that he may haul merchandise for their Friday and Saturday specials.

That the Los Angeles & Salt Lake Railroad Company operates a steam line of railroad between Salt Lake City and Los Angeles, California, rendering daily freight service to Cedar City, Utah; that the Interstate Transit Lines operates a daily passenger and express service between Salt Lake City and the Utah-Arizona State Line, under authority of Certificate of Convenience and Necessity No. 368, rendering service to both Cedar City and Parowan, Utah.

That applicant has failed to comply with the provisions of Chapter 42, Laws of Utah, 1927, in that he has operated for hire over the public highways of the State of Utah, for more than one person, firm, corporation, or association without a permit from the Public Utilities Commission of Utah; that applicant has also failed to comply with the provisions of Chapter 117, Laws of Utah, 1925, in that he has not filed reports of his operations for hire with the Commission, nor paid the state road maintenance taxes on such operations.

That in accordance with the provisions of Section 13, Laws of Utah, 1933, applicant filed financial statement as of July 13, 1933, showing total assets valued at \$1,800.00, and liabilities consisting of \$640.00 indebtedness on equipment, leaving net assets valued at \$1,160.00, also schedule of equipment showing one 1933 2-ton Chevrolet truck, appraised value as of July 13, 1933, \$1,150.00.

From the foregoing findings, the Commission concludes and decides that the application should be denied.

IT IS THEREFORE ORDERED, That the application herein of Elwood Mortensen for a permit to operate as a contract motor carrier of property between Salt Lake City, Utah, and Parowan and Cedar City be, and it is hereby, denied.

ORDERED FURTHER, That applicant, Elwood Mortensen, shall forthwith prepare and file with the Commission a report cover-

ing all his operations for hire over the public highways of the State of Utah and pay the state road maintenance taxes thereon.

ORDERED FURTHER, That applicant, Elwood Mortensen, shall cease and desist immediately from operating for hire over the public highways of the State of Utah.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) FRANK L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION OF UTAH

In the Matter of the Application of CLARENCE T. MADSEN, for a permit to operate as a contract motor carrier of property between Cen- terfield, Utah, and surrounding towns.	}	Case No. 1371
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Submitted: August 9, 1933.

Decided: November 22, 1933.

Appearances:

Ralph Stewart, Attorney,	}	for Applicant.
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R. B. Porter and W. Hal. Farr, Attorneys,	}	for Union Pacific System Lines.
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REPORT OF THE COMMISSION

By the Commission:

Under date of July 13, 1933, application was filed with the Public Utilities Commission of Utah by Clarence T. Madsen, for a permit to operate as a contract motor carrier of property between Centerfield, Utah, on the one hand, and points in Sanpete and Sevier Counties, Provo and Salt Lake City, Utah, on the other hand, for the Gunnison Valley Sugar Company. This matter came on for hearing before the Commission at Salt Lake City, Utah, on August 9, 1933, after due notice given to interested parties.

From the evidence adduced for and in behalf of interested parties, the Commission makes the following findings:

That applicant, Clarence T. Madsen, residing at Gunnison, Utah, desires a permit to operate as a contract motor carrier of property for the Gunnison Valley Sugar Company between Centerfield, Utah,

on the one hand, and all points in Sanpete and Sevier Counties, Provo, and Salt Lake City, Utah, on the other hand; that applicant has operated as such for a period of some fourteen years; that in accordance with Section 13, Chapter 53, Laws of Utah, 1933, applicant filed financial statement showing total assets valued at \$6,500.00; total liabilities of \$2,300.00, consisting of \$1,000.00 indebtedness on equipment, \$700.00 notes payable, and \$600.00 mortgages payable, leaving net assets valued at \$4,200.00, also schedule of equipment showing two 1½-ton trucks, appraised value as of July 12, 1933, \$1,700.00; that at the time of hearing applicant was delinquent in his reports to the Commission of his operations for hire over the public highways of the State of Utah for a period of two years or more, as required by Chapter 117, Laws of Utah, 1925, but since that time has filed said reports covering his operations during that period, and paid the state road maintenance taxes thereon; and that applicant is ready and willing to file the necessary insurance and bond as required by law.

From the foregoing findings, the Commission concludes and decides that the application should be granted.

ORDER

CONTRACT CARRIER PERMIT NO. 26

This case being at issue upon application on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof, made and filed a report containing its findings and conclusions, which said report is hereby referred to and made a part hereof.

IT IS ORDERED, That the application herein of Clarence T. Madsen, for a permit to operate as a contract motor carrier of property for the Gunnison Valley Sugar Company between Centerfield, Utah, on the one hand, and points in Sanpete and Sevier Counties, Provo, and Salt Lake City, Utah, on the other hand, be, and it is hereby, granted.

ORDERED FURTHER, That applicant shall forthwith file with the Public Utilities Commission of Utah the necessary insurance and bond as required by law, and copy of his tariff schedule naming rates, time schedule, rules and regulations, and that he shall at all times operate in accordance with the Statutes of Utah, and the rules and regulations prescribed by the Commission governing

the operation of contract motor carriers over the public highways of the State of Utah, and this order shall be, and is his authority therefor.

(Signed) E. E. CORFMAN,

(Seal)

THOS. E. McKAY,

Attest:

T. H. HUMPHERYS,

(Signed) FRANK L. OSTLER, Secretary. Commissioners.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of CLARENCE
T. MADSEN, for a permit to operate as a contract motor carrier of property between Centerfield, Utah, and surrounding towns. } Case No. 1371

CANCELLATION ORDER

By the Commission:

On November 22, 1933, the Commission issued its report and order granting the application of Clarence T. Madsen for a permit to operate as a contract carrier of property between Centerfield, Utah, on the one hand, and all points in Sanpete and Sevier Counties, Provo, and Salt Lake City, Utah, on the other hand.

It now appears that Mr. Madsen has failed to file with the Commission public liability, property damage, and cargo insurance, and a bond to guarantee the payment of the State Road Maintenance Tax as required by law, and as requested of him in a letter from the Commission on December 13, 1933.

IT IS THEREFORE ORDERED, That Contract Carrier Permit No. 26, issued by the Public Utilities Commission of Utah on the 22nd day of November, 1933, to operate as a contract motor carrier of property for the Gunnison Valley Sugar Company, between Centerfield, Utah, on the one hand, and points in Sanpete and Sevier Counties, Provo, and Salt Lake City, Utah, on the other hand, be, and the same is hereby, cancelled and annulled.

ORDERED FURTHER, That Clarence T. Madsen, forthwith cease and desist from operating as a contract motor carrier of property over the highways within the State of Utah.

Dated at Salt Lake City, Utah, this 27th day of January, A. D., 1934.

(Signed) E. E. CORFMAN,

(Seal)

THOS. E. McKAY,

Attest:

T. H. HUMPHERYS,

(Signed) F. L. OSTLER, Secretary.

Commissioners.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the application of CLARENCE
T. MADSEN, for a permit to operate as a con-
tract motor carrier of property between Center-
field, Utah, and surrounding towns. } Case No. 1371

ORDER

By the Commission:

For good cause shown: That the statutory insurance and bond have now been provided and filed with the Commission,

IT IS HEREBY ORDERED, That the Commission's Order dated January 30, 1934, cancelling Contract Carrier Permit No. 26, issued herein to Clarence T. Madsen, authorizing him to operate as a contract motor carrier of property between Centerfield, Utah, and surrounding towns, be, and it is hereby, set aside and vacated.

Dated at Salt Lake City, Utah, this 19th day of February, A. D., 1934.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) FRANK L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of D. P. DROU-
BAY, for a permit to operate as a contract motor
carrier of property between Salt Lake City and
Grantsville and Tooele, Utah. } Case No. 1372

Submitted: September 8, 1933. Decided: November 29, 1933.

Appearances:

D. P. Droubay,	} for Himself.
Grover A Giles, Attorney,	} for State of Utah.
Dan B. Shields, Attorney,	} for Howard Spencer, Lester A. Bolinder, and Barton Truck Line, Inc.
Robert B. Porter, Attorney,	} for Union Pacific System Lines.

REPORT AND ORDER OF THE COMMISSION

By the Commission:

Under date of July 14, 1933, application was filed with the Public Utilities Commission of Utah by D. P. Droubay, for a permit to operate as a contract motor carrier of property between Salt Lake City, Utah, on the one hand, and Grantsville and Tooele, Utah, on the other hand. This matter came on regularly for hearing at Salt Lake City, Utah, on August 11, 1933, after due and legal notice given to interested parties, and was reopened for further hearing, upon motion of the applicant, on September 8, 1933.

From the evidence adduced for and in behalf of interested parties, the Commission makes the following findings:

That applicant, D. P. Droubay, whose post office address is 132 South 1st West, Tooele, Utah, desires a permit from the Commission, authorizing him to operate as a contract motor carrier of property between Salt Lake City, Utah, on the one hand, and Tooele and Grantsville, Utah, on the other hand, over and upon U. S. Highway No. 40, and Utah State Highways Nos. 36 and 112, for the purpose of transporting newspapers for the Salt Lake Tribune and Telegram and motion picture films for certain exhibitors; that applicant has operated as such since January 1, 1933, also serving Magna and Garfield, Utah, making trips daily; that in connection with applicant's operations for hire, he allegedly buys milk from the farmers in the territory he serves, hauls it in to Salt Lake City, and sells it to the Mid-Western Dairy Products Company; that in accordance with the provisions of Section 13, Chapter 53, Laws of Utah, 1933, applicant filed financial statement as of July 13, 1933, showing net assets valued at \$850.00, also schedule of equipment, showing one 1932 ½-ton Ford truck, appraised value as of July 13, 1933, \$475.00.

That Lester A. Bolinder operates as a common motor carrier of freight between Salt Lake City and Grantsville, Utah, under authority of Certificate of Convenience and Necessity No. 239, issued by the Commission; that Howard J. Spencer operates as a common motor carrier of passengers and express between Salt Lake City, Utah, and both Grantsville and Tooele, Utah, under authority of Certificates of Convenience and Necessity Nos. 349 and 72; that Barton Truck Line, Inc. operates as a common motor carrier of freight between Salt Lake City and Tooele, Utah, under authority of Certificate of Convenience and Necessity No. 313.

That applicant, D. P. Droubay, has operated in violation of the provisions of Chapter 42, Laws of Utah, 1927, as amended, in that

he has operated for hire over the public highways of the State of Utah over an established route, for more than one person, firm, or corporation; but that applicant has complied with the provisions of Chapter 117, Laws of Utah, 1925, in that he has filed reports with the Commission of his operations for hire over the public highways of the State, and paid the state road maintenance taxes thereon.

From the foregoing findings, the Commission concludes and decides that the application should be denied.

IT IS THEREFORE ORDERED, That the application herein of D. P. Droubay, for a permit to operate as a contract motor carrier of property between Salt Lake City and Grantsville and Tooele, Utah, be, and it is hereby, denied.

ORDERED FURTHER, That applicant, D. P. Droubay, forthwith cease and desist from operating for hire over the public highways of the State of Utah.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,

(Seal)

Attest:

Commissioners.

(Signed) FRANK L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION OF UTAH

In the Matter of the Application of D. P. DROUBAY, for a permit to operate as a contract motor carrier of property between Salt Lake City and Grantsville and Tooele, Utah, via Highways Nos. 40 and 36. } Case No. 1372

Submitted: January 15, 1934.

Decided: February 13, 1934.

Appearances:

W. J. Lowe,	} for
	} Applicant.
Howard Spencer,	} for Salt Lake-Tooele and
	} Salt Lake-Grantsville Lines.

REPORT OF THE COMMISSION ON REHEARING

Under date of November 29, 1933, the Commission issued its Report and Order denying the application of D. P. Droubay herein for a permit to operate as a contract motor carrier of property between Salt Lake City and Grantsville, and Tooele, Utah, which said report is hereby referred to and made a part hereof.

On December 19, 1933, applicant, D. P. Droubay, filed application for re-hearing and re-consideration by the Commission and to amend his original application to apply to the transportation of newspapers and dairy products only.

This matter came on for re-hearing at Salt Lake City on January 15, 1934, after due notice given to interested parties. From the evidence adduced for and in behalf of interested parties, the Commission further finds:

That applicant, D. P. Droubay amended his application herein to include the transportation of newspapers and dairy products only between Salt Lake City and Grantsville and Tooele, Utah; that applicant has a written contract with the Salt Lake Tribune-Telegram Publishing Company to transport newspapers between said points, which is a special service that cannot conveniently be rendered by the existing transportation agencies; that applicant also transports milk, and other dairy products, some of which he buys and sells, and some of which he transports for hire, to Mid-Western Dairy, more or less as an accommodation to farmers in the territory proposed to be served by him; that applicant has made reports to the Commission of his operations for hire over the public highways, and paid the State Road Maintenance Taxes thereon in compliance with the provisions of Chapter 117, Laws of Utah, 1925, and that he has on file with the Commission the necessary insurance and bond as required by law.

From the foregoing findings, the Commission concludes and decides that its order of November 29, 1933, be set aside, and that the application as amended, be granted.

ORDER

CONTRACT CARRIER PERMIT NO. 41

This case being at issue upon application and protest on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof, made and filed a report containing its findings and conclusions, which said report is hereby referred to and made a part hereof,

IT IS THEREFORE ORDERED, That the Commission's Order of November 29, 1933, denying the application of D. P. Droubay for a permit to operate as a contract carrier of property between Salt Lake City and Grantsville and Tooele, Utah, be, and it is hereby, set aside, and vacated.

ORDERED FURTHER, That the application herein as amended of D. P. Droubay for a permit to operate as a contract

ORDERED FURTHER, That applicant shall maintain on file with the Commission the necessary insurance and bond as required by law, and a copy of his tariff schedule showing rates, time schedule, rules and regulations, and that he shall operate at all times in accordance with the Statutes of the State of Utah, and the rules and regulations prescribed by the Public Utilities Commission of Utah governing the operation of common motor carriers over the public highways of the State of Utah, and this order shall be, and is his authority therefor.

(Seal)

(Signed) FRANK L. OSTLER, Secretary.

In the Matter of the Application of JOSEPH COOLEY, for a permit to operate as a contract motor carrier of property between Salt Lake City, Utah, and Murray, Utah, and vicinity. } Case No. 1373
Submitted: August 8, 1933. Decided: November 22, 1933.

Appearance:

Joseph Cooley, } for
Himself.

By the Commission:

Under date of July 15, 1933, application was filed with the Public Utilities Commission of Utah by Joseph Cooley, for a permit to operate as a contract motor carrier of property between Salt Lake City, Utah, and Murray, Utah, and vicinity. This matter came on for hearing before the Commission on August 8, 1933, at Salt Lake City, Utah, after due notice given to interested parties.

From the evidence adduced for and in behalf of interested parties, the Commission makes the following findings:

That applicant, Joseph Cooley, whose post office address is 50 South 9th East, Salt Lake City, Utah, desires a permit to operate as a contract motor carrier of property between Murray and vicinity and Salt Lake City, Utah, gathering up milk and cream for the Arden Dairy Company, over and upon U. S. Highway No. 91, and certain tributary county roads, and has been operating as such since about July 1, 1933; that in accordance with Section 13, Chapter 53, Laws of Utah, 1933, applicant filed financial statement as of July 15, 1933, showing total assets valued at \$200.00, liabilities consisting of \$17.50 indebtedness on equipment, leaving net assets valued at \$182.50, also schedule of equipment showing one 1929 Pontiac coupe, appraised value as of July 15, 1933, \$150.00, and one two-wheel trailer; that applicant has complied with the provisions of Chapter 117, Laws of Utah, 1925, in that he has filed reports of his operations for hire over the public highways of the State of Utah, and paid the state road maintenance taxes thereon; and that applicant is prepared to file the necessary insurance and bond as required by law.

ORDER

CONTRACT CARRIER PERMIT NO. 27

This case being at issue upon application on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having on the date hereof, made and filed a report containing its findings and conclusions, which said report is hereby referred to and made a part hereof:

IT IS ORDERED, That the application herein of Joseph Cooley for a permit to operate as a contract motor carrier of milk for the Arden Dairy Company between Murray, Utah and vicinity and Salt Lake City, Utah, over and upon U. S. Highway No. 91 and certain tributary county roads, be, and it is hereby, granted.

ORDERED FURTHER, That applicant shall forthwith file with the Public Utilities Commission of Utah the necessary insurance and bond as required by law, copy of his tariff schedule naming rates, time schedule, rules and regulations, and that he shall at all times operate in accordance with the statutes of Utah and the rules and regulations prescribed by the Commission governing the operation of contract motor carriers over the public highways of the State of Utah, and this order shall be, and is his authority therefor.

(Signed) E. E. CORFMAN,

(Seal)

THOS. E. McKAY,

Attest:

T. H. HUMPHERYS,

(Signed) FRANK L. OSTLER, Secretary.

Commissioners.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of F. L. GROSS, }
for a permit to operate as a contract motor carrier } Case No. 1374
of express between Helper and Mutual, Utah. }

Submitted: August 9, 1933.

Decided: September 6, 1933.

Appearances:

F. L. Gross and	}	for Applicant and Railway Express Agency, Inc.
E. J. Hardesty,		
Grover A. Giles, Attorney,	}	for State of Utah.

REPORT AND ORDER OF THE COMMISSION

By the Commission:

Under date of July 14, 1933, application was filed by F. L. Gross, for a permit to operate as a contract motor carrier of express between Helper and Mutual, Utah. This matter came on for hearing before the Public Utilities Commission of Utah, after due and legal notice given to all interested parties.

From the evidence adduced for and in behalf of the interested parties, the Commission makes the following findings:

That applicant, F. L. Gross, whose post office address is Box 235, Helper, Utah, desires a permit to operate as a contract motor carrier transporting express for the Railway Express Agency, Inc. between Helper and Mutual, Utah; that in accordance with Section 13, Chapter 53, Laws of Utah, 1933, applicant filed financial statement which shows net assets as of July 11, 1933, valued at \$6,878.50, also schedule of equipment which shows one Ford 1½-ton Model A 1930 truck purchased during May, 1930 for \$811.00, appraised value \$350.00; that applicant has operated over this route since the early part of 1932; that during the period of his operations, applicant has filed monthly reports of his operations over the public highways of the State of Utah, and paid the state road maintenance taxes thereon; and that applicant is ready and willing to file insurance and bond as required by law.

From the foregoing findings, the Commission concludes and decides that the application should be granted.

ORDER

CONTRACT CARRIER PERMIT NO. 19

This case being at issue upon application on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof, made and filed a report containing its findings and conclusions, which said report is hereby referred to and made a part hereof:

IT IS ORDERED, That the application herein of F. L. Gross, for a permit to operate as a contract motor carrier of express for the Railway Express Agency, Inc., between Helper and Mutual, Utah, be, and it is hereby, granted.

ORDERED FURTHER, That applicant shall forthwith file with the Public Utilities Commission of Utah the necessary insurance and bond as required by law, and tariff schedule, naming rates, time schedule, and rules and regulations, and shall operate at all times in accordance with the statutes of the State of Utah, and the rules and regulations of the Commission governing the operation of contract motor carriers over the public highways of the State of Utah, and this order shall be, and is his authority therefor.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)
Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of L. GLEN }
WILLIAMS for a permit to operate as a con- } Case No. 1375
tract motor carrier of property between Hurri- }
cane and Salt Lake City, Utah. }

Submitted: August 8, 1933

Decided: May 7, 1934.

Appearance:

L. Glen Williams, }
for
Himself.

REPORT AND ORDER OF THE COMMISSION

By the Commission:

Under date of July 17, 1933, application was filed with the Public Utilities Commission of Utah by L. Glen Williams, for a permit to operate as a contract motor carrier of property in intrastate commerce between Hurricane and Salt Lake City, Utah. This matter came on regularly for hearing before the Commission at Salt Lake City, Utah, on August 8, 1933, after due and legal notice given to interested parties.

From the evidence adduced for and in behalf of interested parties, the Commission makes the following findings:

That applicant, L. Glen Williams, with post office address at Hurricane, Utah, desires a permit from the Commission to operate as a contract motor carrier of property between Salt Lake City and Hurricane, Utah, also servicing the towns of Toquerville, LaVerkin, Rockville, and Springdale, Utah, over and upon U. S. Highway No. 91 and Utah State Highway No. 15 for the following:

Hurricane Fruit Growers Association

Thomas Isom & Sons

Sam Holland

Ray Naegle

Graff Store

Sandverg Store

Judd Store

Hurricane Cafe

Hurricane Market

Hurricane Drug

Marvin Terry Store

Allred Mercantile

Harry Slack

Martin Anderson

Leigh Furniture Co.

making approximately one trip every five days.

That in compliance with the provisions of Chapter 53, Laws of Utah, 1933, applicant filed financial report as of July 17th, 1933, showing total assets valued at \$3,950.00, liabilities amounting to \$1,341.00, leaving net assets amounting to \$2,609.00; also schedule of equipment showing one 1929 1½-ton Chevrolet truck, appraised value as of July 17, 1933, \$130.00.

That applicant testified he had not operated for hire prior to the date of hearing in this case, that he had only verbal agreements with each of the parties for whom he intends to operate, but expected to be able to obtain written contracts if the permit is granted as

applied for herein; that he is familiar with the laws governing such operations, and is willing and desirous of fully complying therewith in the conduct of such operations.

That protestant, Jesse N. Jepson and I. H. Bradshaw, a co-partnership, operate as a common motor carrier of property between Salt Lake City and Hurricane, Utah, under authority of Certificate of Convenience and Necessity No. 412, serving as well the towns of Toquerville, Springdale, Rockville, and LaVerkin in Washington County, over and upon U. S. Highway No. 91, and Utah State Highway No. 15, making one round trip each week.

That the Los Angeles and Salt Lake Railroad Company operates a steam line of railroad between Salt Lake City and Cedar City rendering daily passenger and freight service between said points.

That the Hurricane Truck Line operates as a common motor carrier of property under authority of Certificate of Convenience and Necessity No. 181, granted by the Commission, between Cedar City and Hurricane, Utah, rendering daily service connecting with the Los Angeles and Salt Lake Railroad Company at Cedar City, Utah.

That said co-partnership, Jepson and Bradshaw, and the Los Angeles and Salt Lake Railroad Company, in connection with the Hurricane Truck Line, are prepared and in a position to render any and all freight transportation service between the points as applied for herein, rendering a more expeditious and dependable service than would be possible for the applicant herein.

From the foregoing findings, the Commission concludes that convenience and necessity do not require the service as applied for by applicant, and decides that the application should therefore be denied.

IT IS THEREFORE ORDERED, That the application herein of L. Glen Williams for a permit to operate as a contract motor carrier of property between Hurricane and Salt Lake City, Utah, be, and it is hereby, denied.

ORDERED FURTHER, That applicant shall cease and desist from any operations for hire over the public highways of the State of Utah until further order by the Commission.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)
Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of JACK P. DORNAN, operating under the name and style of JACKSON HOLE STAGE LINES COMPANY, for a license to operate as a common motor carrier of passengers and property in interstate commerce between Salt Lake City, Utah, and the Utah-Wyoming State Line. } Case No. 1376

Submitted: August 10, 1933.

Decided: November 22, 1933.

Appearances:

Jack P. Dornan, } for
Himself.

Grover A. Giles, Attorney, } for
State of Utah.

R. B. Porter and } for Union Pacific
W. Hal. Farr, Attorneys, } System Lines.

REPORT OF THE COMMISSION

By the Commission:

Under date of July 17, 1933, application was filed with the Public Utilities Commission of Utah by Jack P. Dornan, operating under the name and style of Jackson Hole Stage Lines Company, for a license to operate as a common motor carrier of passengers and property in interstate commerce between Salt Lake City, Utah, and the Utah-Wyoming State Line. This matter came on for hearing before the Commission at Salt Lake City, Utah, after due notice given to interested parties.

From the evidence adduced for and in behalf of interested parties, the Commission makes the following findings:

That applicant, Jack P. Dornan, operating under the name and style of Jackson Hole Stage Lines Company, with post office address Box 23, Jackson, Wyoming, desires a license from the Commission to operate as a common motor carrier of passengers and property in interstate commerce between Salt Lake City, Utah, and the Utah-Wyoming State Line, over and upon U. S. Highways Nos. 91, 30-S, 40, and 530, and Utah State Highway No. 49; that in accordance with Section 8, Chapter 53, Laws of Utah, 1933, applicant filed financial statement as of July 17, 1933, showing total assets amounting to

\$24,206.00, and liabilities consisting of indebtedness on equipment amounting to \$1,450.00, leaving net assets valued at \$22,756.00, also schedule of equipment showing one 1932 1½-ton Ford truck, appraised value \$600.00 and one combination vehicle 1932 Ford, capacity 1½-ton and eight passengers, appraised value \$1,900.00; that applicant has operated in interstate commerce between Salt Lake City, Utah, and the Utah-Wyoming State Line, transporting freight, for approximately one year, and transporting passengers since June 1, 1933; that applicant has complied with the provisions of Chapter 117, Laws of Utah, 1925, in that he has filed reports of his operations for hire over the public highways of the State of Utah, and paid the state road maintenance taxes thereon; and that he is ready and willing to file the necessary insurance and bond as required by law.

ORDER

INTERSTATE CARRIER LICENSE NO. 21

This case being at issue upon application on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof, made and filed a report containing its findings and conclusions, which said report is hereby referred to and made a part hereof:

IT IS ORDERED, That the application herein of Jack P. Dornan, operating under the name and style of Jackson Hole Stage Lines Company, for a license to operate as a common motor carrier of passengers and property in interstate commerce between Salt Lake City, Utah, and the Utah-Wyoming State Line, over and upon U. S. Highways Nos. 91, 30-S, 40, and 530, and Utah State Highway No. 49, be, and it is hereby, granted.

ORDERED FURTHER, That applicant shall forthwith file with the Public Utilities Commission of Utah, the necessary insurance and bond as required by law, copy of his tariff schedule naming rates, time schedule, rules and regulations, and that he shall at all times operate in accordance with the statutes of Utah and the rules and regulations prescribed by the Commission governing the operation of common motor carriers over the public highways of the State of Utah, and this order shall be, and is his authority therefor.

(Signed) E. E. CORFMAN,

THOS. E. McKAY,

T. H. HUMPHERYS,

Commissioners.

(Seal)

Attest:

(Signed) FRANK L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of JACK P. DORNAN, operating under the name and style of JACKSON HOLE STAGE LINES COMPANY, for a license to operate as a common motor carrier of passengers and property in interstate commerce between Salt Lake City, Utah, and the Utah-Wyoming State Line. } Case No. 1376

CANCELLATION ORDER

By the Commission:

Under date of November 22, 1933, the Commission issued its Report and Order in Case No. 1376 authorizing Jack P. Dornan, operating under the name and style of Jackson Hole Stage Lines Company to operate between Salt Lake City, Utah, and the Utah-Wyoming State Lines, under authority of Interstate Carrier License No. 21, and ordered said line to operate at all times in accordance with the statutes of Utah and the rules and regulations prescribed by the Commission governing the operation of automobile stage lines.

Under date of January 23, 1934, the Commission issued its order to J. P. Dornan, Manager of the Jackson Hole Stage Lines Company to appear before the Commission or be represented on January 30, 1934, at 2:00 p. m. to show cause why interstate carrier license No. 21 should not be cancelled for failure to comply with the Commission's Rule No. XXXII with regard to C. O. D. shipments on complaints made by Karl Winter, Automotive Jobbers, Automotive Service Company, and Henderson Rim and Wheel Service Company. Appearances were made by the three complaining parties, but no representative appeared for Defendant, J. P. Dornan, operating as Jackson Hole Stage Lines Company.

IT IS THEREFORE ORDERED, That Interstate Carrier License No. 21 authorizing J. P. Dornan, operating under the name of Jackson Hole Stage Lines Company, to operate as a common motor carrier of passengers and property in interstate commerce between Salt Lake City, Utah, and the Utah-Wyoming State Line, be, and it is hereby, cancelled, revoked, and annulled for failure to appear as cited, and for failure to account for C. O. D. shipments made by complainants in violation of the Commission's Rule XXXII.

Dated at Salt Lake City, Utah, this 26th day of February, A. D., 1934.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) FRANK L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of JACK P. DORNAN, operating under the name and style of JACKSON HOLE STAGE LINES COMPANY, for a license to operate as a common motor carrier of passengers and property in interstate commerce between Salt Lake City, Utah, and the Utah-Wyoming State Line.	}	Case No. 1376
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VACATION ORDER

By the Commission:

Under date of February 26, 1934, the Commission issued its order cancelling interstate carrier license No. 21, issued to Jack P. Dornan, operating under the name and style of Jackson Hole Stage Lines Company, authorizing him to operate as a common motor carrier of passengers and property in interstate commerce between Salt Lake City, Utah, and the Utah-Wyoming State Line over and upon U. S. highways Nos. 91, 30-S, 40, and 530, and Utah State Highway No. 49, for failure to comply with Rule No. 32, with regard to C. O. D. shipments, of the Commission's Rules and Regulations Governing the Operations of Common Motor Carriers for Hire over the Highways of the State of Utah, on complaint of various parties.

It now appearing that said Jack P. Dornan, operating under the name and style of Jackson Hole Stage Lines Company has made good and paid all outstanding claims on C. O. D. shipments, and complied with the statutory requirements with regard to insurance, bond, and road tax reports,

IT IS THEREFORE ORDERED, That the Commission's cancellation order dated February 26, 1934, be, and it is hereby, set aside and vacated.

ORDERED FURTHER, That said interstate carrier license No. 21, authorizing Jack P. Dornan, operating under the name of Jackson Hole Stage Lines Company, to operate as a common motor carrier of passengers and property in interstate commerce between Salt Lake City, Utah, and the Utah-Wyoming State Line over and upon U. S. Highways Nos. 91, 30-S, 40, and 530, and Utah State Highway No. 49, be, and it is hereby, placed in full force and effect.

Dated at Salt Lake City, Utah, this 6th day of March, A. D., 1934.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of CLYDE
GRAFF, for a permit to operate as a contract
carrier of property between Salt Lake City and
St. George, Utah. } Case No .1377

Submitted: August 8, 1933.

Decided: September 8, 1933.

Appearances:

Vernon Romney, Attorney, } for
Applicant.

Grover A. Giles, Attorney, } for
State of Utah.

Robert B. Porter and
W. Hal. Farr, Attorneys, } for Union Pacific
System Lines.

B. R. Howell, Attorney, } for D. & R. G. W. R. R. Co.
and Rio Grande Motor Way,
Incorporated.

REPORT AND ORDER OF THE COMMISSION

By the Commission:

Under date of July 17, 1933, application was filed by Clyde Graff, for a permit to operate as a contract motor carrier of property

between Salt Lake City and St. George, Utah. This matter came on for hearing before the Public Utilities Commission of Utah on August 8, 1933, after due and legal notice given to interested parties.

From the evidence adduced for and in behalf of the interested parties, the Commission makes the following findings:

That applicant, Clyde Graff, residing at St. George, Utah, commenced operations as a produce dealer during the year 1926; that during the year 1927, he started hauling merchandise for hire and in the early part of 1931, held himself out as a common carrier, offering his services to the public as such between Salt Lake City and St. George, Washington, Leeds, and Santa Clara, Utah, over and upon U. S. Highway No. 91; that he has for a long time made two round trips per week between said points, and other trips when necessary; that he has operated under verbal agreements with the majority of merchants in St. George and other specified points in Washington County; that he has violated the provisions of Chapter 42, Laws of Utah, 1927, and laws amendatory thereto, also the provisions of Section 4818, Compiled Laws of Utah, 1917, and Chapter 117, Laws of Utah, 1925.

That during the year 1932 complaint was filed in the District Court of the Third Judicial District of Salt Lake County by the Public Utilities Commission against applicant, and on November 17, 1932, "Decree Restraining the Defendant" was issued by Judge D. D. Moffat of said court; that during at least a portion of said period applicant had employed his brother, Reed Graff, in connection with his operations between Salt Lake City and St. George, Utah; that after said restraining order was issued, applicant, Clyde Graff, immediately relinquished his equipment to his brother, Reed Graff, who continued to operate as a common motor carrier furnishing exactly the same service as had previously been afforded by Clyde Graff.

That on December 8, 1933, application was filed with the Public Utilities Commission by Reed Graff, for a certificate of convenience and necessity to operate an automobile transportation service for freight between Salt Lake City and points in Washington County, Utah; that after formal hearing, the Commission on July 1, 1933, rendered its report and order in this case, denying the application on the grounds that applicant had not complied with the provisions of the Laws of the State of Utah.

That during all of this period applicant by himself or through the operations of his brother, Reed Graff, has knowingly and persistently violated the laws of the State of Utah with respect to the transportation of merchandise or freight over the public highways of the State of Utah for hire.

That there is now and has been for many years last past daily

freight train service between Cedar City and Salt Lake City, Utah, rendered by the Los Angeles & Salt Lake Railroad Company; that there is also automobile freight service twice each week over U. S. Highway No. 91, between Cedar City and St. George, Utah, and automobile express service over said U. S. Highway No. 91 rendered daily by the Interstate Transit Lines between Salt Lake City and St. George, Utah, all of which automobile transportation facilities are available to the shippers at the points sought to be served by the applicant.

From the foregoing findings, the Commission concludes and decides that the application should be denied.

IT IS THEREFORE ORDERED, That the application herein of Clyde Graff, for a permit to operate as a contract motor carrier of property between Salt Lake City and St. George, Utah, be, and it is hereby, denied.

ORDERED FURTHER, That applicant, Clyde Graff, shall forthwith prepare and file with the Public Utilities Commission of Utah, a complete report of all his past operations for hire over the public highways of the State of Utah since March 21, 1925, the effective date of Chapter 117, Laws of Utah, 1925.

ORDERED FURTHER, That applicant, Clyde Graff, shall immediately cease and desist all operations for hire over the public highways of the State of Utah.

(Signed) E. E. CORFMAN,
THOS. E. MCKAY,
T. H. HUMPHERYS,

(Seal)

Attest:

Commissioners.

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION OF UTAH

In the Matter of the Application of INTER- STATE TRANSIT LINES, for a license to operate as a common motor carrier of passengers between Utah-Wyoming State Line and Utah- Arizona State Line via Salt Lake City, Utah.	}	Case No. 1378
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Submitted: August 14, 1933.

Decided: October 11, 1933.

Appearances:

R. B. Porter and	}	for
W. Hal. Farr, Attorneys,	}	Applicant.
	}	for
Grover A. Giles, Attorney,	}	State of Utah.

REPORT OF THE COMMISSION

By the Commission:

Under date of July 18, 1933, application was filed by the interstate Transit Lines, for a license to operate as a common motor carrier of passengers in interstate commerce between Utah-Wyoming State Line and Utah-Arizona State Line via Salt Lake City, Utah. This matter came on for hearing before the Public Utilities Commission of Utah at Salt Lake City, Utah, on August 14, 1933, after notice given to interested parties.

From the evidence adduced for and in behalf of interested parties, the Commission makes the following findings:

That applicant, Interstate Transit Lines, is a corporation organized and existing under and by virtue of the Laws of the State of Nebraska, and duly authorized to do business in the State of Utah, with post office address at Temple Square Hotel, Salt Lake City, Utah, and now desires a license to operate as a common motor carrier of passengers in interstate commerce between Utah-Wyoming State Line and Utah-Arizona State Line via Salt Lake City, Utah, over and upon U. S. Highways Nos. 30-S and 91; that applicant has heretofore filed statement of its financial condition, showing that it is financially able to render the service applied for, also schedule of equipment, showing that it has sufficient equipment with which to do so; that applicant has complied with the provisions of Chapter 117, Laws of Utah, 1925, in that it has filed monthly reports of its operations for hire over the public highways of the State of Utah, and paid the state road maintenance taxes thereon; and that it has on file with the Commission the necessary insurance and bond as required by law.

From the foregoing findings, the Commission concludes and decides that the application should be granted.

ORDER

INTERSTATE CARRIER LICENSE NO. 12

This case being at issue upon application on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof, made and filed a report containing its findings and conclusions, which said report is hereby referred to and made a part hereof:

IT IS ORDERED, That the application herein of Interstate Transit Lines, a corporation, for a license to operate as a common motor carrier of passengers in interstate commerce between Utah-

Wyoming State Line and Utah-Arizona State Line, via Salt Lake City, Utah, be, and it is hereby, granted.

ORDERED FURTHER, That applicant shall maintain on file with the Public Utilities Commission of Utah, the necessary insurance and bond as required by law, and copy of its tariff schedule naming fares, time schedule, rules and regulations, and shall at all times operate in accordance with the statutes of the State of Utah, and the rules and regulations prescribed by the Commission governing the operation of common motor carriers over the public highways of the State of Utah, and this order shall be, and is its authority therefor.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,

Commissioners.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of UNION
PACIFIC STAGES, INC., for a license to op-
erate as a common motor carrier of passengers
in interstate commerce between the Utah-Idaho
State Line and Salt Lake City, Utah. } Case No. 1379

Submitted: August 14, 1933.

Decided: October 13, 1933.

Appearances:

Robert B. Porter and } for Union Pacific
W. Hal. Farr, Attorneys, } Stages, Inc.

Grover A. Giles, Attorney, } for
} State of Utah.

REPORT OF THE COMMISSION

By the Commission:

Under date of July 18, 1933, application was filed by the Union Pacific Stages, Inc., for a license to operate as a common motor carrier of passengers in interstate commerce between Salt Lake City, Utah, and the Utah-Idaho State Line. This matter came on for hearing

before the Public Utilities Commission of Utah, at Salt Lake City, Utah, on the 14th day of August, 1933, after notice given to interested parties.

From the evidence adduced for and in behalf of interested parties, the Commission makes the following findings:

That applicant, Union Pacific Stages, Inc., is a corporation organized and existing under and by virtue of the laws of the State of Oregon, and authorized to do business in the State of Utah, with post office address at 77 West South Temple, Salt Lake City, Utah, and now desires a license to operate as a common motor carrier of passengers in interstate commerce between Salt Lake City, Utah, and the Utah-Idaho State Line via U. S. Highway No. 91; that applicant has heretofore filed statement of its financial condition, showing that it is financially able to render the service applied for, and schedule of equipment showing that it has sufficient equipment with which to do so; that applicant has complied with the provisions of Chapter 117, Laws of Utah, 1925, in that it has filed monthly reports of its operations for hire over the public highways of the State of Utah, and paid the state road maintenance taxes thereon; and that it has on file with the Commission the necessary insurance and bond as required by law.

From the foregoing findings, the Commission concludes and decides that the application should be granted.

ORDER

INTERSTATE CARRIER LICENSE NO. 13

This case being at issue upon application on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof, made and filed a report containing its findings and conclusions, which said report is hereby referred to and made a part hereof:

IT IS ORDERED, That the application herein of Union Pacific Stages, Inc., for a license to operate as a common motor carrier of passengers in interstate commerce between Salt Lake City, Utah and the Utah-Idaho State Line, over and upon U. S. Highway No. 91, be, and it is hereby, granted.

ORDERED FURTHER, That applicant shall maintain on file with the Public Utilities Commission of Utah, the necessary insurance and bond as required by law, and copy of its tariff schedule naming fares, time schedule, rules and regulations, and shall at all times operate in accordance with the statutes of the State of Utah

and the rules and regulations prescribed by the Commission governing the operation of common motor carriers over the public highways of the State of Utah, and this order shall be, and is its authority therefor.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of UTAH }
CALIFORNIA MOTOR LINES, for a }
license to operate as a common motor carrier of } Case No. 1380
freight in interstate commerce between Salt Lake }
City, Utah, and San Francisco, California. }
Submitted: August 11, 1933. Decided: October 11, 1933.

Appearances:

R. V. Lilenquist,	} for
	} Applicant.
R. B. Porter and	} for Union Pacific
W. Hal. Farr, Attorneys,	} System Lines.

REPORT OF THE COMMISSION

By the Commission:

Under date of July 18, 1933, application was filed with the Public Utilities Commission of Utah, by Utah California Motor Lines, for a license to operate as a common motor carrier of property in interstate commerce between Salt Lake City, Utah, and San Francisco, California. This matter came on for hearing before the Commission at its office in Salt Lake City, Utah, on August 11, 1933, after notice given to interested parties.

From the evidence adduced for and in behalf of interested parties, the Commission makes the following findings:

That applicant, Utah California Motor Lines, is owned and operated by R. V. Lilenquist, whose post office address is 1107 Battery Street, San Francisco, California, and has since April 4, 1933, conducted an interstate freight truck service between Salt Lake City,

Utah, and San Francisco, California, over U. S. Highway No. 40, and now desires a license authorizing him to continue this operation in the State of Utah; that said Highway No. 40 is partly hard surfaced and partly improved gravel; that in accordance with Section 8, Chapter 53, Laws of Utah, 1933, applicant filed financial statement as of July 5, 1933, showing total assets valued at \$16,739.03, with liabilities aggregating \$5,885.00, making net assets \$10,854.03, also schedule of equipment, showing three trucks and three semi-trailers; that applicant proposes to furnish daily service except on Fridays, leaving Salt Lake City and San Francisco each day at 6:00 P.M.; that applicant has complied with the provisions of Chapter 117, Laws of Utah, 1925, with respect to filing monthly reports of his operations for hire over the public highways of the State of Utah, and paid the state road maintenance taxes thereon; that applicant is prepared and willing to file with the Commission the necessary insurance and bond as required by law.

From the foregoing findings, the Commission concludes and decides that the application should be granted.

ORDER

INTERSTATE CARRIER LICENSE NO. 11

This case being at issue upon application on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof, made and filed a report containing its findings and conclusions, which said report is hereby referred to and made a part hereof:

IT IS ORDERED, That the application herein of Utah California Motor Lines, owned and operated by R. V. Lilienquist, for a license to operate as a common motor carrier of property in interstate commerce between Salt Lake City, Utah, and the Utah-Nevada State Line, enroute to San Francisco, California, over and upon U. S. Highway No. 40, be, and it is hereby, granted.

ORDERED FURTHER, That applicant shall forthwith file with the Public Utilities Commission of Utah, the necessary insurance and bond as required by law, and copy of its tariff schedule naming rates, time schedule, rules and regulations, and shall at all times operate in accordance with the statutes of the State of Utah, and the rules and regulations prescribed by the Commission governing the operation of common motor carriers over the public highways

of the State of Utah, and this order shall be, and is its authority therefor.

(Signed) E. E. CORFMAN,
THOS. E. MCKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of RAY LEWIS, }
for a permit to operate as a contract motor car- } Case No. 1381
rier of freight between Provo and Ephraim, }
Utah. }

Submitted: August 9, 1933.

Decided: January 11, 1934.

Appearances:

Ray Lewis,	} for Himself.
B. R. Howell, Attorney,	} for Rio Grande Motor Way, Incorporated, and D. & R. G. W. R. R. Co.
W. Hal. Farr, Attorney,	} for Union Pacific System Lines.

REPORT AND ORDER OF THE COMMISSION

By the Commission:

Under date of July 18, 1933, application was filed with the Public Utilities Commission of Utah, by Ray Lewis, for a permit to operate as a contract motor carrier of property between Provo and Ephraim, Utah. This matter came on regularly for hearing before the Commission at Salt Lake City, Utah, on August 9, 1933, after due notice given to interested parties.

From the evidence adduced for and in behalf of interested parties, the Commission makes the following findings:

That applicant, Ray Lewis, whose post office address is Ephraim, Utah, desires a permit from the Commission to operate as a contract motor carrier of property between Provo and Ephraim, Utah, over and upon U. S. Highway No. 89, for the Progress Meat and Grocery

Company at Ephraim, Utah; that applicant has operated as such since January 1, 1933; that applicant has also transported merchandise for Jensen Brothers of Manti, Utah, between Provo and Manti, and cheese for the Manti Cheese Factory from Manti to Salt Lake City, Utah, since about 1930; that applicant has filed reports of his operations between Provo and Ephraim, for Progress Meat and Grocery Company and paid the state road maintenance taxes thereon, in compliance with the provisions of Chapter 117, Laws of Utah, 1925, but has not reported to the Commission, nor paid the taxes on his operations for Jensen Brothers and Manti Cheese Factory, in violation of said Chapter 117, Laws of Utah, 1925.

That the Rio Grande Motor Way, Inc. is a common motor carrier of passengers and freight, operating under authority of Certificate of Convenience and Necessity No. 352, issued by the Commission on October 26, 1929, between Salt Lake City and Marysville, Utah, rendering daily service, except Sundays, to both Manti and Ephraim, Utah.

That applicant, Ray Lewis, has operated over an established route for more than one person or firm, without first having obtained a permit from the Public Utilities Commission of Utah, in violation of Chapter 42, Laws of Utah, 1927, and laws amendatory thereto.

That applicant filed financial statement as of July 17, 1933, in compliance with Section 13, Chapter 53, Laws of Utah, 1933, showing net assets valued at \$4,432.00; also schedule of equipment showing one 2-ton 1930 Ford truck, with appraised value \$500.00, as of July 17, 1933.

From the foregoing findings, the Commission concludes and decides that the application should be denied.

IT IS THEREFORE ORDERED, That the application herein of Ray Lewis, for a permit to operate as a contract motor carrier of property between Provo and Ephraim, Utah, be, and it is hereby, denied.

ORDERED FURTHER, That applicant, Ray Lewis, forthwith cease and desist all his operations for hire over the public highways of the State of Utah.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,

(Seal)

Commissioners.

Attest:

(Signed) FRANK L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of HARRY McCOLLOM, operating under the name and style of INTERMOUNTAIN LINES, for a license to operate as a common motor carrier of passengers in interstate commerce between Salt Lake City, Utah, and the Utah-Arizona State Line, over U. S. Highway No. 91. } Case No. 1382

Submitted: August 14, 1933.

Decided: December 4, 1933.

Appearances:

Harry McCollom,	} for Himself.
R. B. Porter and W. Hal. Farr, Attorneys,	} for Union Pacific System Lines.
B. R. Howell, Attorney,	} for D. & R. G. W. R. R. Co. and Rio Grande Motor Way, Incorporated.

REPORT OF THE COMMISSION

By the Commission:

Under date of July 18, 1933, application was filed with the Public Utilities Commission of Utah by Harry McCollom, operating under the name and style of Intermountain Lines, for a license to operate as a common motor carrier of passengers in interstate commerce between Salt Lake City, Utah, and the Utah-Arizona State Line enroute to Los Angeles, California. This matter came on for hearing before the Commission at Salt Lake City, Utah, on the 14th day of August, 1933, after due notice given to interested parties.

From the evidence adduced for and in behalf of interested parties, the Commission makes the following findings:

That Harry McCollom, operating under the name and style of Intermountain Lines, with post office address at 511 East 6th Street, Los Angeles, California, desires a license from the Commission to operate as a common motor carrier of passengers in interstate commerce between Salt Lake City, Utah, and the Utah-Arizona State Line enroute to Los Angeles, California, over and upon U. S. Highway No. 91; that in accordance with Section 8, Chapter 53, Laws of Utah, 1933, applicant filed financial statement as of July 17,

1933, showing total assets valued at \$4,955.00, with no liabilities, also schedule of equipment showing five 8-passenger Cadillac Sedans, appraised value as of July 17, 1933, \$2,425.00.

That applicant has not operated in the State of Utah under the name of Intermountain Lines, but did operate in Utah for some time, under the name and style of El Ray Transportation Company, transporting passengers between Salt Lake City and the Utah-Arizona State Line, and made certain reports to the Public Utilities Commission of such operations; that applicant failed to pay to the State of Utah all the taxes due covering his operations under that name, nor has he shown any willingness or intention to do so, which is in violation of the provisions of Chapter 117, Laws of Utah, 1925.

From the foregoing findings, the Commission concludes and decides that the application should be denied.

IT IS THEREFORE ORDERED, That the application herein of Harry McCollom, operating under the name and style of Intermountain Lines for a license to operate as a common motor carrier of passengers in interstate commerce between Salt Lake City, Utah, and the Utah-Arizona State Line, over and upon U. S. Highway No. 91, be, and it is hereby, denied.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) FRANK L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION OF UTAH

In the Matter of the Application of ORANGE TRANSPORTATION COMPANY, INC., for a license to operate as a common motor car- rier of property in interstate commerce between Salt Lake City, Utah, and Boise, Idaho.	} } } } }	Case No. 1383
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Submitted: August 10, 1933.

Decided: October 23, 1933.

Appearances:

A. L. Greenwalt,	}	for
	}	Applicant.
R. B. Porter and	}	for Union Pacific
W. Hal. Farr, Attorneys,	}	System Lines.

REPORT OF THE COMMISSION

By the Commission:

Under date of July 18, 1933, application was filed with the Public Utilities Commission of Utah by the Orange Transportation Company, Inc., for a license to operate as a common motor carrier of property in interstate commerce between Salt Lake City, Utah, and the Utah-Idaho State Line enroute to Boise, Idaho. This matter came on for hearing before the Commission at Salt Lake City, Utah, on August 10, 1933, after notice given to interested parties.

From the evidence adduced for and in behalf of interested parties, the Commission makes the following findings:

That the Orange Transportation Company, Inc. is a corporation organized and existing under and by virtue of the laws of the State of Idaho, and authorized to do business in the State of Utah, with post office address at Pocatello, Idaho; that applicant has for some time operated, and now desires to continue to operate as a common motor carrier of property in interstate commerce between Salt Lake City, Utah, and the Utah-Idaho State Line enroute to Boise, Idaho, over and upon U. S. Highways Nos. 91 and 30-S and Utah State Highway No. 41; that in accordance with Section 8, Chapter 53, Laws of Utah, 1933, applicant filed financial statement as of July 11, 1933, showing total assets valued at \$15,206.12, total liabilities amounting to \$11,845.08, leaving net assets valued at \$3,361.04, also schedule of equipment as of July 11, 1933, showing five trucks and trailers, two of which are used exclusively in Idaho intrastate service; that applicant has complied with the provisions of Chapter 117, Laws of Utah, 1925, with respect to the filing of reports with the Public Utilities Commission of Utah of its operations for hire over the public highways of the State of Utah, and the payment of state road maintenance taxes thereon; and that applicant is ready and willing to file with the Commission the necessary insurance and bond as required by law.

From the foregoing findings, the Commission concludes and decides that the application should be granted.

ORDER

INTERSTATE CARRIER LICENSE NO. 15

This case being at issue upon application on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof, made and filed a report contain-

ing its findings and conclusions, which said report is hereby referred to and made a part hereof:

IT IS ORDERED, That the application herein of Orange Transportation Company, Inc., for a license to operate as a common motor carrier of property in interstate commerce between Salt Lake City, Utah, and the Utah-Idaho State Line enroute to Boise, Idaho, over and upon U. S. Highways Nos. 91 and 30-S, and Utah State Highway No. 41, be, and it is hereby, granted.

ORDERED FURTHER, That applicant shall forthwith file with the Public Utilities Commission of Utah, the necessary insurance and bond as required by law, and copy of its tariff schedule naming rates, time schedule, and rules and regulations, and that it shall at all times operate in accordance with the statutes of the State of Utah, and the rules and regulations prescribed by the Public Utilities Commission governing the operation of common motor carriers over the public highways of the State of Utah, and this order shall be, and is his authority therefor.

(Signed) E. E. CORFMAN,
THOS. E. MCKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION OF UTAH

In the Matter of the Application of REX SHEPHERD, operating under the name and style of MOTOR EXPRESS COMPANY OF WYOMING, for a license to operate as a common motor carrier of property in interstate commerce between Salt Lake City, Utah, and Rock Springs, Wyoming.	}	Case No. 1384
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Submitted: August 10, 1933.

Decided: December 1, 1933.

Appearances:

Rex Shepherd,	}	for
		Himself.
R. B. Porter and		for Union Pacific
W. Hal. Farr, Attorneys,		
		System Lines.

REPORT OF THE COMMISSION

By the Commission:

Under date of July 18, 1933, application was filed with the Public Utilities Commission of Utah, by Rex Shepherd, operating under the name and style of Motor Express Company of Wyoming, for a license to operate as a common motor carrier of property in interstate commerce between Salt Lake City, Utah, and Rock Springs, Wyoming. This matter came on regularly for hearing before the Commission at Salt Lake City, Utah, on August 10, 1933, after notice given to interested parties.

From the evidence adduced for and in behalf of interested parties, the Commission makes the following findings:

That applicant, Rex Shepherd, operating under the name and style of Motor Express Company of Wyoming, with post office address at 168 East 2nd South, Salt Lake City, Utah, has, since June, 1930 operated as a common motor carrier of property in interstate commerce between Salt Lake City, Utah, and the Utah-Wyoming State Line, enroute to Rock Springs, Wyoming, over and upon U. S. Highways Nos. 40, 530, and 30-S; that in accordance with Section 8, Chapter 53, Laws of Utah, 1933, applicant filed financial statement as of July 18, 1933, showing total assets valued at \$4,847.62, liabilities aggregating \$1,451.15, leaving net assets valued at \$3,396.47, also schedule of equipment showing four trucks, total appraised value as of July 18, 1933, \$3,390.00; that applicant has complied with the provisions of Chapter 117, Laws of Utah, 1925, in that he has filed reports of his operations for hire over the public highways of the State of Utah, and paid the state road maintenance taxes thereon; and that he is prepared to file the necessary insurance and bond as required by law.

From the foregoing findings, the Commission concludes and decides that the application should be granted.

ORDER

INTERSTATE CARRIER LICENSE NO. 24

This case being at issue upon application on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof, made and filed a report containing its findings and conclusions, which said report is hereby referred to and made a part hereof:

IT IS ORDERED, That the application herein of Rex Shepherd, operating under the name and style of Motor Express Company of Wyoming, for a license to operate as a common motor carrier of property in interstate commerce between Salt Lake City, Utah, and the Utah-Wyoming State Line, enroute to Rock Springs, Wyoming, over and upon U. S. Highways Nos. 40, 530, and 30-S, be, and it is hereby, granted.

ORDERED FURTHER, That applicant shall forthwith file with the Public Utilities Commission of Utah the necessary insurance and bond as required by law, copy of his tariff schedule, naming rates, time schedule, rules and regulations, and that he shall at all times operate in accordance with the statutes of the State of Utah, and the rules and regulations prescribed by the Public Utilities Commission of Utah governing the operation of common motor carriers over the public highways of the State of Utah, and this order shall be, and is his authority therefor.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) FRANK L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION OF UTAH

<p>In the Matter of the Application of C. W. MERCILL, operating under the name and style of CIRCLE M. TRUCK LINE, for a license to operate as a common motor carrier of property in interstate commerce between Salt Lake City, Utah, and the Utah-Wyoming State Line.</p>	}	Case No. 1385
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Submitted: August 10, 1933.

Decided: October 23, 1933.

Appearances:

C. W. Mercill,	}	for Himself.
R. B. Porter and W. Hal. Farr, Attorneys,	}	for Union Pacific System Lines.
B. R. Howell, Attorney,	}	for D. & R. G. W. R. R. Co.

REPORT OF THE COMMISSION

By the Commission:

Under date of July 19, 1933, application was filed with the Public Utilities Commission of Utah by C. W. Mercill, operating under the name and style of Circle M. Truck Line, for a license to operate as a common motor carrier of property in interstate commerce between Salt Lake City, Utah, and the Utah-Wyoming State Line over and upon U. S. Highway No. 40 through Parley's Canyon. This matter came on for hearing before the Commission, on August 10, 1933, after notice given to interested parties.

From the evidence adduced for and in behalf of interested parties, the Commission makes the following findings:

That C. W. Mercill is an individual operating under the name and style of Circle M. Truck Line, with post office address Jackson Wyoming, and has since May 4, 1933, making one round trip each week, been operating and desires a license to continue to operate as a common motor carrier of property in interstate commerce between Salt Lake City, Utah and the Utah-Wyoming State Line over U. S. Highway No. 40 through Parley's Canyon; that in accordance with Section 8, Chapter 53, Laws of Utah, 1933, applicant has filed financial statement as of July 17, 1933, showing total assets including real property, amounting to \$5,275.00, with liabilities, principally indebtedness on equipment, amounting to \$1,210.00, making net assets amount to \$4,065.00, also schedule of equipment showing one 1933 2-ton International truck purchased new May 4, 1933, at a cost of \$1,425.00; that applicant is prepared to file a report of his operations over the public highways of the State of Utah since commencing operations, and pay the state road maintenance taxes thereon; and that applicant is also in a position to procure and file with the Commission the necessary insurance and bond as required by law.

From the foregoing findings, the Commission concludes and decides that the application should be granted.

ORDER

INTERSTATE CARRIER LICENSE NO. 14

This case being at issue upon application on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof, made and filed a report containing its findings and conclusions, which said report is hereby referred to and made a part hereof:

IT IS ORDERED, That the application herein of C. W. Mercill, operating under the name and style of Circle M. Truck Line, for a license to operate as a common motor carrier of property in interstate commerce between Salt Lake City, Utah, and the Utah-Wyoming State Line, over U. S. Highway No. 40, be, and it is hereby, granted.

ORDERED FURTHER, That applicant shall forthwith file with the Public Utilities Commission of Utah, the necessary insurance and bond as required by law, and copy of his tariff schedule naming rates, time schedule, and rules and regulations, and that he shall at all times operate in accordance with the statutes of the State of Utah, and the rules and regulations prescribed by the Public Utilities Commission governing the operation of common motor carriers over the public highways of the State of Utah, and this order shall be, and is his authority therefor.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION OF UTAH

In the Matter of the Application of C. W. Mercill, operating under the name and style of CIRCLE M. TRUCK LINE, for a license to operate as a common motor carrier of property in interstate commerce between Salt Lake City, Utah, and the Utah-Wyoming State Line.	}	Case No. 1385
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SUPPLEMENTARY REPORT AND ORDER OF THE COMMISSION

By the Commission:

Under date of October 23, 1933, the Commission issued Interstate Carrier License No. 14, authorizing C. M. Mercill, doing business as Circle M. Truck Line, to operate as a common motor carrier of property in interstate commerce between Salt Lake City, Utah, and the Utah-Wyoming State Line, over and upon U. S. Highway No. 40.

Applicant now desires to have said Interstate Carrier License No. 14 amended, so as to permit him to alternate his route as occasion demands over U. S. Highways Nos. 91, via Ogden; thence over 30-S to the Wyoming State Line. And there appearing no reason why application to so amend said Interstate Carrier License No. 14 should not be granted,

IT IS ORDERED, That Interstate Carrier License No. 14, issued to C. W. Mercill, doing business as the Circle M. Truck Line, be, and it is hereby amended, to permit him to alternate his route when occasion demands over U. S. Highways Nos. 91 via Ogden, and thence over 30-S to the Utah-Wyoming State Line, or over U. S. Highways Nos. 40, 530, and 30-S, via Parley's Canyon, as heretofore authorized.

Dated at Salt Lake City, Utah, this 8th day of June, 1934.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION OF UTAH

In the Matter of the Application of CRANDIC STAGES, INC., for a license to operate as a common motor carrier of passengers between Utah-Wyoming State Line and Utah-Arizona State Line.	}	Case No. 1386
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Submitted: August 14, 1933.

Decided: September 6, 1933.

Appearances:

Albert C. Bissing,	}	for Applicant.
R. B. Porter and	}	for Union Pacific System Lines.
W. Hal. Farr, Attorneys,	}	
Grover Giles, Attorney,	}	for State of Utah.
B. R. Howell, Attorney,	}	for D. & R. G. W. R. R. Co. and Rio Grande Motor Way, Incorporated.
	}	
E. J. Hardesty,	}	for Railway Express Agency, Inc.

REPORT AND ORDER OF THE COMMISSION

By the Commission:

Under date of July 20, 1933, application was filed by the Crandic Stages, Inc., for a license to operate as a common motor carrier of passengers between the Utah-Wyoming and Utah-Arizona State Lines, over and upon U. S. Highways Nos. 30 and 91, via Salt Lake City, Utah. This matter came on for hearing on August 14, 1933, after due notice given to all interested parties.

From the evidence adduced for and in behalf of interested parties, the Commission makes the following findings:

That applicant, Crandic Stages, Inc., is a corporation, with post office address at 211 2nd Street, N. E., Cedar Rapids, Iowa, and commenced operations through the State of Utah during the month of July, 1933; that in accordance with Section 8, Chapter 53, Laws of Utah, 1933, applicant filed financial statement as of November 30, 1932, showing net assets valued at \$283,836.78, also schedule of equipment showing 4 21-passenger Yellow Coaches and 4 25-passenger Yellow coaches to be used in its operations in Utah; that schedule of fares and time schedule together with insurance policy have been filed by applicant with the Public Utilities Commission of Utah; that applicant conducts an automobile transportation service in interstate commerce for the accommodation of passengers between New York City, N. Y., Philadelphia, Penna., and other eastern points and San Francisco, Los Angeles, and San Diego, California, and intermediate points; that applicant has filed road tax reports covering its operations through Utah, and paid the state road maintenance taxes thereon.

From the foregoing findings, the Commission concludes and decides that the application should be granted.

ORDER

INTERSTATE CARRIER LICENSE NO. 7

This case being at issue upon application on file, and having been duly heard and submitted by the parties, and full investigation having been had, and the Commission having, on the date hereof, made and filed a report of its findings and conclusions, which said report is hereby referred to and made a part hereof:

IT IS ORDERED, That the application herein of Crandic Stages, Inc., for a license to operate as a common motor carrier of passengers in interstate commerce between the Utah-Wyoming State Line and the Utah-Arizona State Line via Salt Lake City, Utah,

over and upon U. S. Highways Nos. 30 and 91, be, and it is hereby, granted.

ORDERED FURTHER, That applicant shall forthwith file with the Public Utilities Commission of Utah, the necessary insurance and bond as required by law, and copy of its tariff schedule naming fares, time schedule, and rules and regulations, and shall at all times operate in accordance with the statutes of the State of Utah, and the rules and regulations prescribed by the Public Utilities Commission of Utah governing the operation of common motor carriers over the public highways of the State of Utah, and this order shall be, and is its authority therefor.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of CRANDIC
STAGES, INC., for a license to operate as a
common motor carrier of passengers between } Case No. 1386
Utah-Wyoming State Line and Utah-Arizona
State Line. }

CANCELLATION ORDER

By the Commission:

Upon motion of the Applicant, and for good cause shown,

IT IS ORDERED, That Interstate Carrier License No. 7 authorizing Crandic Stages, Inc., to operate as a common motor carrier of passengers in interstate commerce between the Utah- Wyoming State Line and the Utah-Arizona State Line, via Salt Lake City, Utah, over and upon U. S. Highways Nos. 30, and 91, be, and it is hereby, cancelled and annulled.

Dated at Salt Lake City, Utah, this 6th day of March, A. D., 1934.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of JAMES E. MAUGHAN, for a permit to operate as a contract motor carrier of property between Salt Lake City and Ogden, on the one hand, and Logan and Richmond, Utah, on the other hand. } Case No. 1387

Submitted: August 14, 1933.

Decided: December 1, 1933.

Appearances:

James E. Maughan,	} for Himself.
J. A. Howell, Attorney,	} for Utah Idaho Central Railroad Company.
R. B. Porter and W. Hal. Farr, Attorneys,	} for Union Pacific System Lines.

REPORT OF THE COMMISSION

By the Commission:

Under date of July 20, 1933, application was filed with the Public Utilities Commission of Utah, by James E. Maughan, for a permit to operate as a contract motor carrier of property between Salt Lake City and Ogden, Utah, on the one hand, and Logan and Richmond, Utah, on the other hand. This matter came on for hearing before the Commission at Salt Lake City, Utah, on August 10, 1933, after due notice given to interested parties.

From the evidence adduced for and in behalf of interested parties, the Commission makes the following findings:

That applicant, James E. Maughan, whose post office address is North Logan, Utah, has been operating under written contract with the Utah Wholesale Grocery Company for a period of approximately one and one-half years, transporting property between Ogden and Salt Lake City, Utah, on the one hand, and Logan, Richmond, Hyde Park, and Providence, Utah, on the other hand, over and upon U. S. Highway No. 91, making two trips each week, and extra trips occasionally when required to do so; that in accordance with Section 13, Laws of Utah, 1933, applicant filed financial statement as of July 20, 1933, showing total assets valued at \$4,750.00, liabilities aggregating \$1,350.00, leaving net assets valued at \$3,400.00, also schedule of equipment showing one 1929 1½-ton Chevrolet truck, appraised value as of July 20, 1933, \$200.00; that ap-

plicant has complied with the provisions of Chapter 117, Laws of Utah, 1925, in that he has made reports of his operations for hire over the public highways of the State of Utah to the Public Utilities Commission, and paid the state road maintenance taxes thereon; and that applicant is prepared to file the necessary insurance and bond as required by law.

From the foregoing findings, the Commission concludes and decides that the application should be granted.

ORDER

CONTRACT CARRIER PERMIT NO. 30

This case being at issue upon application on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof, made and filed a report containing its findings and conclusions, which said report is hereby referred to and made a part hereof:

IT IS ORDERED, That the application herein of James E. Maughan, for a permit to operate as a contract motor carrier of property for the Utah Wholesale Grocery Company only, between Ogden and Salt Lake City, Utah, on the one hand, and Logan, Richmond, Hyde Park, and Providence, Utah, on the other hand, over and upon U. S. Highway No. 91, be, and it is hereby, granted.

ORDERED FURTHER, That applicant shall forthwith file with the Public Utilities Commission of Utah the necessary insurance and bond as required by law, copy of his tariff schedule naming rates, time schedule, rules and regulations, and that he shall at all times operate in accordance with the statutes of Utah and the rules and regulations prescribed by the Commission governing the operation of contract motor carriers over the Public Highways of the State of Utah, and this order shall be, and is his authority therefor.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) FRANK L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of JAMES E. MAUGHAN, for a permit to operate as a contract motor carrier of property between Salt Lake City and Ogden, on the one hand, and Logan, and Richmond, Utah, on the other hand. } Case No. 1387

CANCELLATION ORDER

By the Commission:

Under date of December 1, 1933, the Commission issued its report and order in the above entitled matter, granting the application of James E. Maughan to operate as a contract motor carrier of property between Salt Lake City and Ogden, Utah, on the one hand, and Logan, Richmond, Hyde Park and Providence, Utah, on the other hand, over and upon U. S. Highway No. 91, for the Utah Wholesale Grocery Company.

Under date of January 20, 1934, the Commission ordered that James E. Maughan appear before it to show cause if any there were, why Contract Carrier Permit No. 30 should not be cancelled and annulled for violating the provisions of the Commission's Report and Order issued on December 1, 1933. Due to the explanation of James E. Maughan to the effect that the Utah Wholesale Grocery had cancelled his contract, and that he could no longer operate for them,

IT IS THEREFORE ORDERED, That Contract Carrier Permit No. 30, issued by the Public Utilities Commission of Utah on the 1st day of December, 1933, to James E. Maughan, be, and it is hereby, cancelled and annulled.

Dated at Salt Lake City, Utah, this 4th day of April, 1934.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of J. W. AULT TRANSFER, for a permit to operate as a contract motor carrier of property in the State of Utah. } Case No. 1388

ORDER

By the Commission:

Upon the motion of the Commission, and for good cause shown:

IT IS ORDERED, That the application of J. W. Ault Transfer for a permit to operate as a contract motor carrier of property in the State of Utah, be, and the same is hereby, dismissed without prejudice.

Dated at Salt Lake City, Utah, this 28th day of August, 1933.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of STEPHEN
G. SKILLHORN, for a permit to operate as a
contract motor carrier of milk and cream between
Salt Lake City and Brighton, Utah. } Case No. 1389

Submitted: August 14, 1933.

Decided: May 31, 1934.

Appearances:

Stephen G. Skillhorn, } for
Himself.

Geo. N. Lawrence, } for Ernest and Nephi Nelson,
Protestants.

REPORT OF THE COMMISSION

By the Commission:

Under date of July 20, 1933, application was filed with the Public Utilities Commission of Utah by Stephen G. Skillhorn for a permit to operate as a contract motor carrier of property between Salt Lake City and Brighton, Utah. This matter came on regularly for hearing before the Commission at Salt Lake City, Utah, on August 14, 1933, after due notice given to interested parties.

From the evidence adduced for and in behalf of interested parties, the Commission makes the following findings:

That applicant, Stephen G. Skillhorn, with address at 170

Commonwealth Avenue, Salt Lake City, Utah, desires a permit from the Commission to operate as a contract motor carrier of property between Salt Lake City and Brighton, Utah; that applicant has transported milk and dairy products for the Midwest Dairy Company between said points for three summers; that applicant also desires to transport bread and bakery products for the Continental Baking Company between said points; that applicant proposes to operate during the summer season only, from approximately the early part of June to and until the early part of September.

That in accordance with Section 8, Chapter 53, Laws of Utah, 1933, applicant filed financial statement as of July 19, 1933, showing total assets valued at \$5,975.00, liabilities aggregating \$1,275.00, leaving net assets valued at \$4,700.00; also schedule of equipment showing one 1930 1/2-ton Ford truck, valued as of that date, \$400.00. That applicant has filed with the Commission reports of his operations for hire over the public highways of the State of Utah and paid the state road maintenance taxes thereon in compliance with the provisions of Chapter 117, Laws of Utah, 1925, and that he is prepared to file the necessary insurance and bond.

From the foregoing findings, the Commission concludes and decides that the application should be granted.

ORDER

CONTRACT CARRIER PERMIT NO. 69

This case being at issue upon application and protest on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof, made and filed a report containing its findings and conclusions, which said report is hereby referred to and made a part hereof,

IT IS ORDERED, That the application herein of Stephen G. Skillhorn for a permit to operate as a contract motor carrier of property between Salt Lake City and Brighton, Utah, for the purpose of transporting milk and dairy products for the Midwest Dairy Company, and bread and bakery products for the Continental Baking Company between Brighton and Salt Lake City, Utah, during the summer season, each year from approximately the early part of June to the early part of September, be, and it is hereby, granted.

ORDERED FURTHER, That applicant shall maintain on file with the Commission the necessary insurance and bond as required by law, and a copy of his tariff schedule showing rates, time schedule,

rules and regulations, and that he shall operate at all times in accordance with the statutes of the State of Utah and the rules and regulations prescribed by the Public Utilities Commission of Utah governing the operation of contract motor carriers over the public highways of the State of Utah, and this order shall be, and is his authority therefor.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of L. J. ELIASON, for a permit to operate as a contract motor carrier of property between Park Valley and Salt Lake City, Utah. } Case No. 1390

Submitted: August 10, 1933.

Decided: December 1, 1933.

Appearances:

L. J. Eliason, } for
Himself.

REPORT OF THE COMMISSION

By the Commission:

Under date of July 20, 1933, application was filed with the Public Utilities Commission of Utah by L. J. Eliason, for a permit to operate as a contract motor carrier of property between Park Valley and Salt Lake City, Utah. This matter came on for hearing before the Commission at Salt Lake City, Utah, on August 10, 1933, after due and legal notice given to interested parties.

From the evidence adduced for and in behalf of interested parties, the Commission makes the following findings:

That applicant, L. J. Eliason, whose post office address is 437 Pleasant Ct., Salt Lake City, Utah, desires a permit to operate as a contract motor carrier of property for the Great Western Gold Mines and the Little May Mining Company between Park Valley, Utah, and Salt Lake City, Utah, and the Midvale Smelter, over and upon U. S. Highways Nos. 91 and 30-S, and certain county roads;

that in accordance with Section 13, Chapter 53, Laws of Utah, 1933, applicant filed financial statement as of July 15, 1933, showing total assets valued at \$1,000.00, and liabilities consisting of \$300.00 indebtedness on equipment, leaving net assets valued at \$700.00, also schedule of equipment showing three 3-ton trucks, appraised value as of July 15, 1933, \$1,050.00; that applicant is prepared to file road tax reports covering his proposed operations for hire, pay the state road taxes thereon, and file the necessary insurance and bond as required by law.

That there are no authorized transportation facilities, either by rail or by automobile, serving the mines in the vicinity of Park Valley, Utah, which applicant proposes to serve.

From the foregoing findings, the Commission concludes that convenience and necessity require applicant's proposed service, and that application should be granted.

ORDER

CONTRACT CARRIER PERMIT NO. 31

This case being at issue upon application on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof, made and filed a report containing its findings and conclusions, which said report is hereby referred to and made a part hereof:

IT IS ORDERED, That the application herein of L. J. Eliason, for a permit to operate as a contract motor carrier of property for the Great Western Gold Mines and the Little May Mining Company between Park Valley, Utah, and Salt Lake City, Utah, and the Midvale Smelter, over and upon U. S. Highways Nos. 91 and 30-S, and certain county roads, be, and it is hereby, granted.

ORDERED FURTHER, That before beginning operation, applicant shall file with the Commission the necessary insurance and bond as provided by law, tariff schedule naming rates, time schedule, rules and regulations, and that he shall at all times operate in accordance with the Statutes of Utah, and the rules and regulations prescribed by the Public Utilities Commission of Utah governing the operation of contract motor carriers over the public highways of the State, and this order shall be, and is his authority therefor.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

Attest:

(Seal)

(Signed) FRANK L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of Mr. ROBERT
C. JOHNSON, for a permit to operate as a
contract motor carrier of property between Park
City and Salt Lake City, Utah. } Case No. 1391

ORDER

It appearing that the above named applicant has failed to appear
at the hearing of the above entitled matter, now, therefore:

IT IS HEREBY ORDERED, That the application herein of
Mr. Robert C. Johnson, for a permit to operate as a contract motor
carrier of property between Park City and Salt Lake City, Utah, be,
and it is hereby, dismissed without prejudice.

By the Commission.

Dated at Salt Lake City, Utah, this 26th day of September, 1933.

(Signed) E. E. CORFMAN,

T. E. McKAY,

T. H. HUMPHERYS,

Commissioners.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of NORM SAR-
GENT, for a permit to operate as a contract
motor carrier of property between Panguitch and
Salt Lake City, Utah. } Case No. 1392

ORDER

By the Commission:

Upon the motion of applicant, and with the consent of the
Public Utilities Commission of Utah;

IT IS ORDERED, That the application of Norm Sargent for
a permit to operate as a contract motor carrier of property between
Panguitch and Salt Lake City, Utah, be, and the same is hereby,
dismissed without prejudice.

Dated at Salt Lake City, Utah, this 15th day of August, 1933.

(Signed) E. E. CORFMAN,

THOS. E. McKAY,

T. H. HUMPHERYS,

Commissioners.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION OF UTAH

In the Matter of the Application of E. T. GRASS,
for a permit to operate as a contract motor car-
rier of property between Salt Lake City and
Spanish Fork, Utah. } Case No. 1393

Submitted: August 8, 1933.

Decided: October 30, 1933.

Appearances:

G. M. Sullivan, Attorney,	} for Applicant.
F. M. Orem,	} for Salt Lake & Utah Railroad Company.
B. R. Howell, Attorney,	} for D. & R. G. W. R. R. Co. and Rio Grande Motor Way, Incorporated.
R. B. Porter and W. Hal. Farr, Attorneys,	} for Union Pacific System Lines.

REPORT OF THE COMMISSION

By the Commission:

Under date of July 21, 1933, application was filed with the Public Utilities Commission of Utah by E. T. Grass, for a permit to operate as a contract motor carrier of property between Salt Lake City and Spanish Fork, Utah. This matter came on for hearing before the Commission at Salt Lake City, Utah, on August 8, 1933, after due and legal notice given to interested parties.

From the evidence adduced for and in behalf of interested parties, the Commission makes the following findings:

That applicant, E. T. Grass, operating under the name and style of Grass Produce, with post office address at 752 South State Street, Salt Lake City, Utah, desires a permit to operate as a contract motor carrier of property between Salt Lake City and Spanish Fork, Utah, transporting grain, flour, and mill products for the Huslers Flour Mills; that in accordance with Section 13, Chapter 53, Laws of Utah, 1933, applicant filed financial statement as of July 23, 1933, showing total assets valued at \$18,400.00, total liabilities aggregating \$7,650.00, leaving net assets valued at \$10,750.00, and schedule of equipment as of July 21, 1933, showing two trucks with appraised value of \$500.00.

That applicant at the time of the hearing before this Commission on his application, had not complied with the laws of the State of Utah, in that he had failed to apply for and obtain a permit to operate over the highways of the State for hire, nor had he paid taxes for the use of the highways as required by Chapter 53, Laws of Utah, 1933, but that since said hearing he has fully conformed to the laws of the State by reporting his past transactions, and paid to the state the taxes due from him.

That since July 20, 1933, applicant has had a verbal contract with Huslers Flour Mills, operating a milling plant at Salt Lake City, Utah, to transport its products over U. S. Highway No. 91 between Salt Lake City and Spanish Fork, Utah, serving its stores at American Fork, Provo, Springville, and Spanish Fork, Utah, making one or two trips each day, and rendering a special service that is to be performed for said Company, either by itself or by a specially employed motor carrier for hire, and that said service is to be an adjunct to the milling operations of said company.

That there are existing transportation facilities by rail and truck, consisting of the Salt Lake & Utah Railroad Company, operating an electric railroad line daily between Salt Lake City and Payson, Utah, and intermediate points, the Los Angeles & Salt Lake Railroad Company and The Denver & Rio Grande Western Railroad Company furnishing steam railroad service daily between points applied for, and the Utah Central Truck Line, furnishing daily truck service, except on Sundays, between Salt Lake City and points applied for, but that the requirements of the said milling operations of The Huslers Flour Mills calls for a special service not afforded by the last above mentioned transportation agencies, that the applicant has applied to give.

From the findings made and for the reasons stated, the Commission concludes and decides that the application herein of E. T. Grass should be granted.

ORDER

CONTRACT CARRIER PERMIT NO. 22

This case being at issue upon application on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof, made and filed a report containing its findings and conclusions, which said report is hereby referred to and made a part hereof:

IT IS HEREBY ORDERED, That the application herein of E. T. Grass, for a permit to operate as a contract motor carrier of

property, transporting grain, flour, and mill products for The Husler Flour Mills between Salt Lake City and Spanish Fork, Utah, including intermediate points, American Fork, Provo, and Springville, Utah, be, and it is hereby, granted.

ORDERED FURTHER, That applicant, E. T. Grass, shall forthwith file with the Public Utilities Commission of Utah the necessary insurance and bond as required by law, copy of his tariff schedule naming rates, time schedule, rules and regulations, and that he shall at all times operate in accordance with the statutes of Utah and the rules and regulations prescribed by the Commission governing the operation of contract motor carriers over the public highways of the State of Utah, and this order shall be, and is his authority therefor.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION OF UTAH

In the Matter of the Application of E. T. GRASS, for a permit to operate as a contract motor carrier of property between Salt Lake City and Spanish Fork, Utah.	}	Case No. 1393
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CANCELLATION ORDER

Under date of October 30, 1933, the Commission issued its Report and Order in the above entitled matter, authorizing E. T. Grass to operate as a contract motor carrier of property for the Husler Flour Mills, between Salt Lake City and Spanish Fork, Utah, and certain intermediate points under and by authority of Contract Carrier Permit No. 22.

It now appearing that applicant, E. T. Grass, has discontinued the operation as authorized by the Commission on account of the termination of contract, has made verbal request that Contract Carrier Permit No. 22, be cancelled.

IT IS THEREFORE ORDERED, That Contract Carrier Permit No. 22, authorizing E. T. Grass to operate as a contract motor

carrier of property, transporting grain, flour and mill products for the Husler Flour Mills between Salt Lake City and Spanish Fork, Utah, including intermediate points—American Fork, Provo, and Springville, Utah, be, and it is hereby, cancelled and annulled.

Dated at Salt Lake City, Utah, this 25th day of April, 1934.
By the Commission.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of PAUL J. BLACK, for a permit to operate as a contract motor carrier of property between Thompson and Bluff, Utah. } Case No. 1394

Submitted: August 9, 1933.

Decided: September 26, 1933.

Appearances:

Robert Murray Stewart, Attorney,	} for Applicant.
Grover A. Giles, Attorney,	} for State of Utah.
B. R. Howell, Attorney,	} for D. & R. G. W. R. R. Co. and Rio Grande Motor Way, Incorporated.
D. E. Baldwin,	} for Moab Garage Company.

REPORT AND ORDER OF THE COMMISSION

By the Commission:

Under date of July 21, 1933, application was filed with the Public Utilities Commission of Utah by Paul J. Black, for a permit to operate as a contract motor carrier of property between Thompson, Blanding and Bluff, Utah, and to the Utah-Colorado State Line. This matter came on for hearing before the Commission at Salt Lake City, Utah, on August 9, 1933, after due and legal notice given to all interested parties.

From the evidence adduced for and in behalf of interested parties, the Commission makes the following findings:

That applicant, Paul J. Black, is a resident of Blanding, Utah, and has for approximately 3½ years operated an automobile truck service transporting property for any and all persons requesting his service, between Thompson, Blanding, and Bluff, Utah, via U. S. Highway No. 450 and Utah State Highway No. 47, and to the Utah-Colorado State Line via U. S. Highway No. 450; that Blanding has a population of approximately 1100 people, and Bluff a population of approximately 150 people; that applicant desires to make one round trip every two weeks, and if necessary, is prepared and willing to furnish more frequent service; that he has transported wheat and beans in interstate service to Grand Junction, Colorado; that in accordance with Section 13, Chapter 53, Laws of Utah, 1933, applicant filed financial statement as of July 21, 1933, showing total assets valued at \$8,360.00, with liabilities amounting to \$401.00, making net assets \$7,959.00, also schedule of equipment showing one 2-ton 1929 Dodge truck purchased new July 18, 1929 for \$1,800.00, now appraised at \$600.00, and one 1930 1½-ton used Chevrolet truck purchased January 5, 1933 for \$980.00, and now appraised at \$300.00.

That applicant has operated over the public highways of the State of Utah for hire in violation of Section 4818, Compiled Laws of Utah, 1917, which requires that a certificate of convenience and necessity be procured from the Commission before operating over the public highways of the State of Utah as a common motor carrier of persons and/or property for hire; that he has violated the provisions of Chapter 42, Laws of Utah, 1927, and laws amendatory thereto, which require that a permit be procured from the public Utilities Commission of Utah before transporting persons and/or property for hire over the public highways of the State of Utah for more than one person, firm, or corporation, outside of cities or towns; and that he has also violated the provisions of Chapter 117, Laws of Utah, 1925, in that he has failed to make monthly reports of his operations over the public highways of the State of Utah for hire to the Public Utilities Commission, and pay the state road maintenance taxes thereon.

That the Moab Garage Company operates a freight and passenger motor vehicle service between Thompson and Monticello, Utah, and intermediate points under authority of certificate of convenience and necessity from the Commission, as well as an interstate line furnishing tri-weekly service between Moab, Utah and Grand Junction, Colorado; that Elmer Dalton has for some time past and is now operating between Blanding and Bluff, Utah, furnishing in connection with his mail service, freight and passenger service to

connect with the Moab Garage Company, and now has filed application with the Public Utilities Commission of Utah for a certificate of convenience and necessity to authorize such operation.

From the foregoing findings, the Commission concludes and decides that the application should be denied.

IT IS THEREFORE ORDERED, That the application herein of Paul J. Black, for a permit to operate as a contract motor carrier of property between Thompson and Bluff, Utah, be, and it is hereby, denied.

ORDERED FURTHER, That applicant shall immediately cease and desist all operations for hire over the public highways of the State of Utah, and shall forthwith prepare and file with the Public Utilities Commission of Utah, a report of all such operations since March 21, 1925, the effective date of Chapter 117, Laws of Utah, 1925.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION OF UTAH

<p>In the Matter of the Application of LOUIS R. LUND and A. R. BARTON, for a certificate of convenience and necessity to operate as a common motor carrier of passengers and freight between Marysville and Kanab, Utah, and the Utah-Arizona State Line.</p>	<p style="font-size: 3em;">}</p>	<p>Case No. 1395</p>
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Submitted: August 9, 1933.

Decided: September 6, 1933.

Appearances:

L. R. Lund and	}	for
A. R. Barton,	}	Themselves.
 Grover A Giles, Attorney,	 }	 for
	}	State of Utah.
 B. R. Howell, Attorney,	 }	 for D. & R. G. W. R. R. Co.
	}	and Rio Grande Motor Way,
	}	Incorporated.
 E. J. Hardesty,	 }	 for Railway Express
	}	Agency, Inc.

REPORT AND ORDER OF THE COMMISSION

By the Commission:

Under date of July 25, 1933, application was filed by Louis R. Lund and A. R. Barton, for a certificate of convenience and necessity to operate as a common motor carrier of passengers and freight between Marysvale and Kanab, Utah, and the Utah-Arizona State Line. This matter came on for hearing before the Public Utilities Commission of Utah, on August 9, 1933, after due and legal notice given to all interested parties. No protests were made or filed to the granting of the application.

From the evidence adduced for and in behalf of the interested parties, the Commission makes the following findings:

That applicants, Louis R. Lund and A. R. Barton, whose post office address is Marysvale, Utah, have for some time operated under contract with the United States Government transporting mail between Marysvale and Kanab, Utah; that applicants now desire a certificate of convenience and necessity to transport passengers and freight between said points and to and from Fredonia, Arizona; that there is no bus or truck line authorized to transport passengers and freight between the points applied for; that in the course of their operations transporting mail, they are frequently requested to transport other packages and passengers between the points on their route; that applicants have complied with the law with respect to the filing of reports covering their operations over the public highways of the State of Utah, and have paid the state road maintenance taxes thereon.

From the foregoing findings, the Commission concludes and decides that convenience and necessity require the service proposed to be rendered by the applicants, and that the application should therefore be granted.

ORDER

CERTIFICATE OF CONVENIENCE AND NECESSITY

No. 405

This case being at issue upon application on file, and having been duly heard and submitted by the parties, and full investigation having been had, and the Commission having, on the date hereof, made and filed a report of its findings and conclusions, which said report is hereby referred to and made a part hereof:

IT IS ORDERED, That the application herein of Louis R. Lund and A. R. Barton, for a certificate of convenience and necessity to operate as a common motor carrier of passengers and freight be-

tween Marysvale and Kanab, Utah, and the Utah-Arizona State Line, be, and it is hereby, granted.

ORDERED FURTHER, That applicant shall forthwith file with the Public Utilities Commission of Utah, the necessary insurance and bond as required by law, and copy of their tariff schedule, naming rates, time schedule, and rules and regulations, and shall at all times operate in accordance with the statutes of the State of Utah, and the rules and regulations prescribed by the Public Utilities Commission of Utah governing the operation of common motor carriers over the public highways of the State of Utah, and this order shall be, and is their authority therefor.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION OF UTAH

In the Matter of the Application of LOUIS R. LUND and A. R. BARTON, for a certificate of convenience and necessity to operate as a common motor carrier of passengers and freight between Marysvale and Kanab, Utah, and the Utah-Arizona State Line.	} Case No. 1395
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SUPPLEMENTAL REPORT AND ORDER

By the Commission:

Under date of September 6, 1933, the Public Utilities Commission of Utah issued its Report and Order in the above entitled matter, authorizing Louis R. Lund and A. R. Barton to operate as a common motor carrier of passengers and freight between Marysvale and Kanab, Utah, and the Utah-Arizona State Line, under authority of Certificate of Convenience and Necessity No. 405. This Report and Order, however, was withheld from the applicants for the reason that applicants had failed to comply with the Statutory Provisions relative to the filing of insurance, bond, and tax reports.

It now appearing that sufficient time has elapsed for applicants to have fully complied with the provisions of the law, and the Commission's rules and regulations governing the operation of common

motor carriers in Utah, but that applicants have failed to do so,

IT IS THEREFORE ORDERED, That Certificate of Convenience and Necessity No. 405, issued by the Commission on September 6, 1933, to Louis R. Lund and A. R. Barton, be, and it is hereby, cancelled and annulled for failure to comply with the provisions of Chapter 117, Laws of Utah, 1925, and laws amendatory thereto; also Chapter 53, Laws of Utah, 1933.

ORDERED FURTHER, That applicants shall forthwith cease and desist all operations for hire over the public highways of the State of Utah, unless otherwise ordered by the Commission.

Dated at Salt Lake City, Utah, this 19th day of March, A. D., 1934.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of HAPPY
TRANSFER & STORAGE COMPANY, for } Case No. 1396
a permit to operate as a contract motor carrier }
of freight in and around Cedar City, Utah. }

ORDER

By the Commission:

Upon the motion of the Commission, and for good cause shown:

IT IS ORDERED, That the application of Happy Transfer & Storage Company for a permit to operate as a contract motor carrier of freight in and around Cedar City, Utah, be, and the same is hereby, dismissed without prejudice.

Dated at Salt Lake City, Utah, this 28th day of August, 1933.

(Signed) E. E. CORFMAN,
T. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of PHILO CAMERON, for a Certificate of Convenience and Necessity to operate as a common motor carrier of property between Salt Lake City and Panguitch, Utah. } Case No. 1397

Submitted: September 6, 1933. Decided: March 23, 1934.

Appearances:

Philo Cameron,	} for Himself.
B. R. Howell,	} for D. & R. G. W. R. R. Co. and Rio Grande Motor Way, Incorporated.

REPORT OF THE COMMISSION

By the Commission:

Under date of July 19, 1933, application was filed by Philo Cameron, operating under the name and style of Cameron Truck Line for a Certificate of Convenience and Necessity to operate as a common motor carrier of property between Salt Lake City and Panguitch, Utah. This matter came on regularly for hearing before the Commission at Salt Lake City, Utah, on September 6, 1933, after due and legal notice given to interested parties. From the evidence adduced for and in behalf of interested parties, the Commission makes the following findings:

That applicant, Philo Cameron, operating under the name and style of Cameron Truck Lines, with post office address at Panguitch, Utah, desires a Certificate of Convenience and Necessity from the Public Utilities Commission authorizing him to operate as a common motor carrier of property between Salt Lake City and Marysville, Utah, on the one hand, and Panguitch, Circleville, and Junction, Utah, on the other hand, over and upon U. S. Highways Nos. 91 and 89, and Utah State Highway No. 28; that applicant has operated for hire over the highways of the State off and on since about 1925, and has been engaged in the transportation business regularly for a period of about two years between points as applied for herein; that applicant's financial statement filed as of July 17, 1933, shows total assets valued at \$2,344, and total liabilities amounting to \$490, consisting of indebtedness on equipment, leaving net assets valued at \$1,854; that applicant proposes to use in the conduct of his service

one 1933 3½-ton Chevrolet truck, purchased new in April, 1933, at a cost of \$1,100; that applicant proposes to render service of a sufficient frequency to take care of the transportation needs of the territory proposed to be served; that applicant has filed reports of his operations for hire over the highways of the State of Utah, and paid the State Road Maintenance taxes thereon, and has also filed the necessary insurance and bond in compliance with the provisions of Chapter 53, Laws of Utah, 1933; that applicant does not propose to render any intermediate service between Salt Lake City and Marysville, Utah.

That the Rio Grande Motor Way, Inc. is a common motor carrier of property between Salt Lake City and Marysville, operating under authority of Certificate of Convenience and Necessity No. 401, issued by the Commission, rendering daily passenger, freight, and express service. That South of Marysville, Utah, there is no regular transportation service available at this time to the points proposed to be served by the applicant.

From the foregoing findings, the Commission concludes and decides that convenience and necessity require the service as applied for herein, and that the application should therefore be granted.

ORDER

CERTIFICATE OF CONVENIENCE AND NECESSITY

No. 414

This case being at issue upon application on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof, made and filed a report containing its findings and conclusions, which said report is hereby referred to and made a part hereof,

IT IS ORDERED, That the application herein of Philo Cameron for a Certificate of Convenience and Necessity authorizing him to operate as a common motor carrier of property between Salt Lake City and Marysville, Utah, on the one hand, and Panguitch, Circleville, and Junction, Utah, on the other hand, over and upon U. S. Highways Nos. 91 and 89, and Utah State Highway No. 28, be, and it is hereby, granted; no intermediate points to be served, however, between Salt Lake City and Marysville, Utah.

ORDERED FURTHER, That applicant shall maintain on file with the Commission the necessary insurance and bond as required by law, and a copy of his tariff schedule showing rates, time schedule, rules and regulations, and that he shall operate at all times in ac-

cordance with the statutes of the State of Utah, and the rules and regulations prescribed by the Public Utilities Commission of Utah governing the operation of common motor carriers over the public highways of the State of Utah, and this order shall be, and is his authority therefor.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of HALES
TRUCK LINES, for a license to operate as a
common motor carrier of property in interstate
commerce between points in Utah and points in
California. } Case No. 1398

Submitted: August 8, 1933. Decided: November 29, 1933.

Appearances:

Parley Jensen, Attorney,	} for Applicant.
B. R. Howell, Attorney,	} for D. & R. G. W. R. R. Co. and Rio Grande Motor Way, Incorporated.
R. B. Porter and W. Hal. Farr, Attorneys,	} for Union Pacific System Lines.

REPORT OF THE COMMISSION

By the Commission:

Under date of July 26, 1933, application was filed with the Public Utilities Commission of Utah by Hales Truck Lines, for a license to operate as a common motor carrier of property in interstate commerce between points in Utah and points in California. This matter came on regularly for hearing before the Commission at Salt Lake City, Utah, on August 8, 1933, after due notice given to interested parties.

From the evidence adduced for and in behalf of interested parties, the Commission makes the following findings:

That applicant, Hales Truck Lines, is a partnership, consisting of William Hales and Loren Hales, with post office address at 840 So. West Temple, Salt Lake City, Utah, and desires a license from this Commission to operate as a common motor carrier of property in interstate commerce, between Salt Lake City, Utah, and the Utah-Arizona State Line enroute to Los Angeles, California, over and upon U. S. Highways Nos. 91 and 89, and has operated as such for approximately three years; that in accordance with Section 8, Chapter 53, Laws of Utah, 1933, applicant filed financial statement showing total assets valued at \$10,400.00, and liabilities consisting of indebtedness on equipment of \$5,000.00, leaving net assets valued at \$5,400.00; also schedule of equipment showing four new 1933 semi-trailer trucks, appraised value as of July 26, 1933, amounting to \$10,000.00.

That at the time of hearing applicant had not filed reports with the Commission of all its operations for hire over the public highways of the State of Utah, nor paid the state road maintenance taxes thereon, as required by the provisions of Chapter 117, Laws of Utah, 1925, but that since the hearing, applicant has filed said reports with the Commission and has made satisfactory arrangements with the State Tax Commission to pay up back taxes in monthly installments; and that applicant is prepared to file the necessary insurance and bond as required by law.

From the foregoing findings, the Commission concludes and decides that the application should be granted.

ORDER

INTERSTATE CARRIER LICENSE NO. 25

This case being at issue upon application on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof, made and filed a report containing its findings and conclusions, which said report is hereby referred to and made a part hereof:

IT IS HEREBY ORDERED, That the application herein of Hales Truck Lines, a partnership, consisting of William Hales and Loren Hales, for a license to operate as a common motor carrier of property in interstate commerce between Salt Lake City, Utah, and the Utah-Arizona State Line enroute to Los Angeles, California, over and upon U. S. Highways Nos. 91 and 89, be, and it is hereby, granted.

ORDERED FURTHER, That applicant forthwith file with

the Public Utilities Commission of Utah the necessary insurance and bond as provided by law, tariff schedule, naming rates, time schedule, rules and regulations, and that it shall at all times operate in compliance with the statutes of the State of Utah, and the rules and regulations prescribed by the Public Utilities Commission of Utah governing the operation of common motor carriers over the public highways of the State of Utah, and this order shall be, and is its authority therefor.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of HALES
TRUCK LINES, for a license to operate as a
common motor carrier of property in interstate
commerce between points in Utah and points in
California. } Case No. 1398

CANCELLATION ORDER

Under date of November 29, 1933, the Commission issued its Report and Order, authorizing the Hales Truck Line, a co-partnership, consisting of W. H. Hales and Loren Hales, to operate as a common motor carrier of property in interstate commerce between Salt Lake City and the Utah-Arizona State Line, enroute to Los Angeles, California, under authority of Interstate Carrier License No. 25, over and upon U. S. Highways Nos. 91 and 89.

Upon certain allegations made to the Commission, W. H. Hales, as Operator and Manager of the Hales Truck Lines was cited to appear before the Commission on February 26, 1934, to show cause why said Interstate Carrier License No. 25 should not be cancelled and revoked for violating the provisions of the License as issued by the Commission in that he was alleged to have been engaging in intrastate commerce between different points within the State of Utah, and otherwise failing and neglecting to conform to the statutes and the rules and regulations of the Public Utilities Commission.

That said Hales Truck Lines, a co-partnership as aforesaid,

appeared before the Commission in response to said citation on the 26th day of February, 1934, and by W. H. Hales, its Manager, testified and represented to the Commission that since the granting of said Interstate Carrier License No. 25, the Hales Truck Line had conformed in every particular to the Statutes of Utah, and the Rules and Regulations of the Public Utilities Commission, with respect to the use of the public highways of the State for hire, when

IN TRUTH AND IN FACT, the said Hales Truck Lines have in their trucking operations under said Interstate Carrier License No. 25 failed, neglected and refused to report to the Public Utilities Commission of Utah all the ton-miles or gross ton miles traveled over the highways of the State while engaged in the use of said highways for the transportation of property for compensation, both in intrastate and interstate commerce, as will more fully appear by the records and files of the Commission and admissions made by the said W. H. Hales, in the matter of the application of Wildon Hales, P. U. C. Case No. 1520, hereby referred to and made a part of these findings.

That said Hales Truck Lines is now financially unable to render the transportation service authorized by Interstate Carrier License No. 25, issued to them by the Commission under date of November 29, 1933, and is not now conforming to the provisions of Chapter 53, Laws of Utah, 1933, in the particulars aforesaid.

NOW, THEREFORE, by reason of the premises,

IT IS HEREBY ORDERED, That interstate Carrier License No. 25, issued by the Public Utilities Commission of Utah, to the said Hales Truck Lines, on the 29th day of November, 1933, in P. U. C. Case No. 1398, be, and the same is hereby cancelled and annulled.

ORDERED FURTHER, That the said Hales Truck Lines, its partnership members, employees and servants, and each of them, be, and they and each of them are hereby ordered and required to forthwith cease and desist in the use of the highways of the State of Utah for the transportation of any and all property for hire.

Dated at Salt Lake City, Utah, this 15th day of March, A. D., 1934.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)
Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of HALES
TRUCK LINES, for a license to operate as a
common motor carrier of property in interstate
commerce between points in Utah and points in
California. } Case No. 1398

ORDER

The Hales Truck Lines, having on the 24th day of March, 1934, appeared before the Commission and filed a partial report concerning their past operations over the highways of the State of Utah, and having promised the Commission to make their reports in every detail with respect to the use of the highways, and to hereafter conform to the statutes of the State of Utah, and the Rules and Regulations of the Commission in every particular; now, therefore,

IT IS HEREBY ORDERED, That the Cancellation Order of the License of the Hales Truck Lines entered by the Commission on the 15th day of March, 1934, be, and the same is hereby revoked, cancelled, and annulled.

Dated at Salt Lake City, Utah, this 26th day of March, A. D., 1934.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of ALFRED
RANDALL, for a permit to operate as a con-
tract motor carrier of property between Woods
Cross and Salt Lake City, Utah. } Case No. 1399

Submitted: August 10, 1933.

Decided: December 4, 1933.

Appearance:

Alfred Randall,

} for
} Himself.

REPORT OF THE COMMISSION

By the Commission:

Under date of July 26, 1933, application was filed with the Public Utilities Commission of Utah by Alfred Randall, for a permit to operate as a contract motor carrier of property between Woods Cross and Salt Lake City, Utah. This matter came on regularly for hearing at Salt Lake City, Utah, on the 10th day of August, 1933, after due and legal notice given to interested parties.

From the evidence adduced for and in behalf of interested parties, the Commission makes the following findings:

That applicant, Alfred Randall, whose post office address is Centerville, Utah, desires a permit from the Commission to operate as a contract motor carrier of property, consisting principally of milk for the Salt Lake City Milk Producers Association between Woods Cross and Salt Lake City, Utah, over and upon U. S. Highway No. 91, rendering daily service; that applicant has been operating as such for a period of five years last past; that in accordance with Section 13, Chapter 53, Laws of Utah, 1933, applicant filed financial statement as of July 26, 1933, showing total assets valued at \$1,550.00, and liabilities consisting of a \$1,500.00 mortgage payable, leaving net assets valued at \$50.00, also schedule of equipment, showing one 1929 1½-ton Chevrolet truck appraised value as of July 26, 1933, \$200.00; that applicant has complied with the provisions of Chapter 117, Laws of Utah, 1925, in that he has made reports to the Commission of his operations for hire over the public highways of the State of Utah, and paid the state road maintenance taxes thereon; and that applicant is prepared to file the necessary insurance and bond as required by law.

From the foregoing findings, the Commission concludes and decides that the application should be granted.

ORDER

CONTRACT CARRIER PERMIT NO. 32

This case being at issue upon application on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof, made and filed a report containing its findings and conclusions, which said report is hereby referred to and made a part hereof:

IT IS ORDERED, That the application herein of Alfred Randall for a permit to operate as a contract motor carrier of property

for the Salt Lake City Milk Producers Association between Woods Cross and Salt Lake City, Utah, over and upon U. S. Highway No. 91, be, and it is hereby, granted.

ORDERED FURTHER, That applicant shall forthwith file with the Public Utilities Commission of Utah the necessary insurance and bond as required by law, copy of his tariff schedule, naming rates, time schedule, rules and regulations, and that he shall at all times operate in accordance with the statutes of the State of Utah and the rules and regulations prescribed by the Public Utilities Commission of Utah governing the operation of contract motor carriers over the public highways of the State of Utah, and this order shall be, and is his authority therefor.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) FRANK L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of J. CLAUD
HICKEN & SON, for a permit to operate as
a contract motor carrier of property in the State
of Utah. } Case No. 1400

ORDER

By the Commission:

Upon the motion of the Commission, and for good cause shown:

IT IS HEREBY ORDERED, That the application of J. Claud Hicken & Son for a permit to operate as a contract motor carrier of property in the State of Utah, be, and the same is hereby, dismissed without prejudice.

Dated at Salt Lake City, Utah, this 28th day of August, 1933.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of W. R. TIMMS, for a permit to operate as a contract motor carrier of property between Roosevelt and Salt Lake City, Utah. } Case No. 1401

Submitted: September 7, 1933. Decided: December 6, 1933.

Appearances:

W. R. Timms,	} for Himself.
S. D. Thurman, Attorney,	} for Sterling Transportation Company and Eastern Utah Transportation Company.

REPORT AND ORDER OF THE COMMISSION

By the Commission:

Under date of July 28, 1933, application was filed with the Public Utilities Commission of Utah by W. R. Timms, for a permit to operate as a contract motor carrier of property between Roosevelt and Salt Lake City, Utah. This matter came on for hearing before the Commission at Salt Lake City, Utah, on September 7, 1933, after due and legal notice given to interested parties.

From the evidence adduced for and in behalf of interested parties, the Commission makes the following findings:

That applicant, W. R. Timms, whose post office address is Roosevelt, Utah, desires a permit from the Commission to operate as a contract motor carrier of property for Pierson Motor Company, Duchesne, Utah, James Dalquist, Myton, Utah, Consolidated Wagon & Machine Company, McLea Hardware Company, Robert Lambert, and Cash Meat Market of Roosevelt, Utah, between Roosevelt and Salt Lake City, Utah, over and upon U. S. Highway No. 40; that in accordance with Section 13, Chapter 53, Laws of Utah, 1933, applicant filed financial statement as of July 27, 1933, showing total assets amounting to \$5,455.00, with liabilities amounting to \$441.50, leaving net assets valued at \$5,013.50; also schedule of equipment showing one 1931 1½-ton G. M. C. truck, appraised value as of July 27, 1933, \$975.00.

That the Sterling Transportation Company operates as a common motor carrier of freight between Salt Lake City, Utah, and points in the Uintah Basin under authority of Certificate of Convenience and Necessity No. 274, and has operated as such since 1926,

rendering daily freight truck service, except Sundays and holidays; and is prepared and willing to render additional service to any and all points on its route, when and if public convenience and necessity require the same.

That applicant, W. R. Timms, has operated over an established route for hire between Salt Lake City and points in the Uintah Basin for divers parties for some time past without having procured from the Public Utilities Commission of Utah a certificate of convenience and necessity or a permit, which is in violation of Section 4818, Compiled Laws of Utah, 1917, and Chapter 42, Laws of Utah, 1927, as amended; that applicant has operated for hire over the public highways of the State of Utah, and has not made reports of such operations to the Commission, nor paid the state road maintenance taxes thereon, in violation of Chapter 117, Laws of Utah, 1925; that applicant admitted his familiarity with the provisions of Chapter 117, Laws of Utah, 1925 with regard to reports and road taxes; that he is not willing to make report of his operations for hire prior to June 26, 1933, but is ready to make report and pay taxes on his operations since that time.

From the foregoing findings, the Commission concludes that applicant has knowingly and wilfully violated the laws of the State of Utah, and decides that the application should therefore be denied.

IT IS THEREFORE ORDERED, That the application herein of W. R. Timms, for a permit to operate as a contract motor carrier of property between Salt Lake City and points in the Uintah Basin, be, and it is hereby, denied.

ORDERED FURTHER, That applicant shall forthwith file with the Public Utilities Commission of Utah, report covering his operations for hire over the public highways of the State of Utah since March 21, 1925, and pay the state road maintenance taxes thereon.

ORDERED FURTHER, That applicant, W. R. Timms, shall forthwith cease and desist operating for hire over the public highways of the State of Utah.

(Signed) E. E. CORFMAN,
THOS. E. MCKAY,
T. H. HUMPHERYS,

(Seal)

Commissioners.

Attest:

(Signed) FRANK L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION OF UTAH

In the Matter of the Application of RAY F. SMITH, for a permit to operate as a contract motor carrier of property between Upper Provo River to Hailstones, Heber City, and Keetley, Utah. } Case No. 1402

Submitted: September 7, 1933.

Decided: December 6, 1933.

Appearances:

Ray F. Smith,	} for Himself.
B. R. Howell, Attorney,	} for Rio Grande Motor Way, Inc., and D. & R. G. W. R. R. Co.
R. B. Porter and W. Hal. Farr, Attorneys,	} for Union Pacific System Lines.

REPORT OF THE COMMISSION

By the Commission:

Under date of July 31, 1933, application was filed with the Public Utilities Commission of Utah by Ray F. Smith, for a permit to operate as a contract motor carrier of property between Upper Provo River and Heber City, Utah. This matter came on for hearing before the Commission at Salt Lake City, Utah, on September 7, 1933, after due notice given to interested parties. Application was amended at the hearing to include Hailstones and Keetley, Utah.

From the evidence adduced for and in behalf of interested parties, the Commission makes the following findings:

That applicant, Ray F. Smith, residing at Heber City, Utah, desires a permit to operate as a contract motor carrier of property under verbal contract with Great Lake Timber Company, between Upper Provo River and Hailstones, Heber City, and Keetley, Utah, in order to connect with the railroad; that in accordance with Section 13, Chapter 53, Laws of Utah, 1933, applicant filed financial statement as of July 1, 1933, showing net assets valued at \$500.00, also schedule of equipment showing one 1931 1½-ton Chevrolet truck, and one 2-ton trailer, appraised value as of July 1, 1933, \$450.00; that there are no regular transportation facilities from the point on the Upper Provo River from which applicant proposes to operate to connect with the railroads or to give direct service to the points

of destination; and that applicant is prepared to file the necessary insurance and bond as required by law.

From the evidence adduced for and in behalf of interested parties, the Commission concludes and decides that the application should be granted.

ORDER

CONTRACT CARRIER PERMIT NO. 34

This case being at issue upon application on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof, made and filed a report containing its findings and conclusions, which said report is hereby referred to and made a part hereof:

IT IS ORDERED, That the application herein of Ray F. Smith, for a permit to operate as a contract motor carrier of property for Great Lake Timber Company between Upper Provo River to Hailstones, Heber City, and Keetley, Utah to connect with the railroad, be, and it is hereby, granted.

ORDERED FURTHER, That applicant shall, before beginning operation, file with the Commission the necessary insurance and bond as required by law, tariff schedule naming rates, time schedule, rules and regulations, and shall at all times operate in accordance with the rules and regulations prescribed by the Public Utilities Commission of Utah governing the operation of contract motor carriers over the public highways of Utah, and this order shall be, and is his authority therefor.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) FRANK L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION OF UTAH

In the Matter of the Application of RAY F. SMITH, for a permit to operate as a contract motor carrier of property between Upper Provo River to Hailstones, Heber City, and Keetley, Utah.	}	Case No. 1402
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CANCELLATION ORDER

By the Commission:

On December 6, 1933, the Commission issued its report and order granting the application of Ray F. Smith for a permit to operate as a contract motor carrier of property between Upper Provo River and Hailstones, Heber City, and Keetley, Utah.

Under date of December 13, 1933, Mr. Smith was requested to file with the Commission, as provided by law, public liability, property damage, and cargo insurance, and a bond to guarantee the payment of the State road maintenance tax.

It now appearing that Mr. Smith has failed to meet these requirements,

IT IS THEREFORE ORDERED, That Contract Carrier Permit No. 34, issued by the Public Utilities Commission of Utah on the 6th day of December, 1933, to operate as a contract motor carrier of property for Great Lake Timber Company between the Upper Provo River to Hailstones, Heber City, and Keetley, Utah, to connect with the railroad, be, and the same is hereby cancelled and annulled.

ORDERED FURTHER, That Ray F. Smith forthwith cease and desist from operating as a contract carrier over the highways of the State of Utah.

Dated at Salt Lake City this 27th day of January, A. D., 1934.

(Signed) E. E. CORFMAN,
THOS. E. MCKAY,
T. H. HUMPHERYS,

Commissioners.

(Seal)

Attest:

(Signed) FRANK L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of SLADE
TRANSFER for a permit to operate as a con-
tract motor carrier of property between Ogden
and any city in Utah. } Case No. 1403

It appearing that the above named applicant has failed to appear at the hearing of the above entitled matter, now, therefore:

IT IS HEREBY ORDERED, That the application herein of Slade Transfer, for a permit to operate as a contract motor carrier of property between Ogden and any city in Utah, be, and it is hereby, dismissed without prejudice.

By the Commission.

Dated at Salt Lake City, Utah, this 26th day of September, 1933.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of JOHN E. SLAGOWSKI, for a license to operate as a common motor carrier of property between Salt Lake City, Ogden, and Lyman, Wyoming. } Case No. 1404

Submitted: September 8, 1933.

Decided: April 9, 1934.

Appearances:

John E. Slagowski,	} for Himself.
B. R. Howell, Attorney,	} for D. & R. G. W. R. R. Co.
W. Hal. Farr, Attorney,	} for Union Pacific System Lines.

REPORT OF THE COMMISSION

By the Commission:

Under date of August 1, 1933, application was filed with the Commission by John E. Slagowski for a license to operate as a common motor carrier of property in interstate commerce between Salt Lake City and Ogden, Utah, on the one hand, and the Utah-Wyoming State Line enroute to Lyman, Wyoming, on the other hand. This matter came on regularly for hearing before the Commission on September 8, 1933, after due notice given to interested parties.

From the evidence adduced for and in behalf of interested parties, the Commission makes the following findings:

That applicant, John E. Slagowski, with post office address at Lyman, Wyoming, desires a license to operate as a common motor carrier of property in interstate commerce between Salt Lake City and Ogden, Utah, on the one hand, and the Utah-Wyoming State Line on the other hand, over and upon U. S. Highways Nos. 91, 30-S, 40 and 530; that applicant has operated in interstate commerce for hire for a period of approximately two years; that in compliance with the provisions of Chapter 53, Laws of Utah, 1933, applicant filed financial statement as of July 29, 1933, showing total assets valued at \$3,175.00, liabilities amounting to \$550.00, leaving net assets in the value of \$2,625.00; also schedule of equipment showing one 1933 1½-ton Chevrolet truck, appraised value, \$850.00.

That applicant has filed reports with the Commission of his operations for hire, and paid the state road maintenance taxes thereon, as well as filed the necessary insurance and bond, in compliance with the provisions of Chapter 117, Laws of Utah, 1925, and the laws amendatory thereto; and that applicant testified it was his desire and purpose to conduct his operations in the State of Utah in full compliance with the statutory requirements, and the rules and regulations prescribed by the Commission.

From the foregoing findings, the Commission concludes and decides that the application should be granted.

ORDER

INTERSTATE CARRIER LICENSE NO. 46

This case being at issue upon application on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof, made and filed a report containing its findings and conclusions, which said report is hereby referred to and made a part hereof,

IT IS ORDERED, That the application herein of John E. Slagowski for a license to operate as a common motor carrier of property in interstate commerce between Salt Lake City and Ogden, Utah, on the one hand, and the Utah-Wyoming State Line, on the other hand, over and upon U. S. Highways Nos. 91, 30-S, 40, and 530, be, and it is hereby, granted.

ORDERED FURTHER, That applicant shall maintain on file with the Commission the necessary insurance and bond as required by law, and a copy of his tariff schedule showing rates, time schedule, rules and regulations, and that he shall operate at all times in accord-

ance with the statutes of the State of Utah and the rules and regulations prescribed by the Public Utilities Commission of Utah governing the operation of common motor carriers over the public highways of the State of Utah, and this order shall be, and is his authority therefor.

(Signed) E. E. CORFMAN,
THOS. E. MCKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION OF UTAH

In the Matter of the Application of COWLES & SONS, for a permit to operate as a contract motor carrier of property between Escalante, Widtsoe, and Antimony, Utah, on the one hand, and Salt Lake City, Utah, on the other hand.	}	Case No. 1405
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Submitted: September 6, 1933.

Decided: March 22, 1934.

Appearances:

H. N. Cowles,	}	for Applicant.
B. R. Howell, Attorney,	}	for Rio Grande Motor Way, Inc., and D. & R. G. W. R. R. Co.
E. J. Hardesty,	}	for Railway Express Agency.

REPORT OF THE COMMISSION

By the Commission:

Under date of August 4, 1933, application was filed with the Public Utilities Commission of Utah, by Cowles & Sons, for a permit to operate as a contract motor carrier of property between Escalante, Widtsoe, and Antimony, Utah on the one hand, and Salt Lake City, Utah, on the other hand. This matter came on for hearing before the Commission at Salt Lake City, Utah, on September 6, 1933, after due notice given to interested parties.

From the evidence adduced for and in behalf of interested parties, the Commission makes the following findings:

That applicant, Cowles & Sons, with post office address at Escalante, Utah, is a partnership, consisting of H. N. Cowles, Le Roy Cowles, and A. E. Cowles, and desires a permit to operate as a contract motor carrier of property between Escalante, Widtsoe, and Antimony, Utah, on the one hand, and Salt Lake City, Utah, on the other hand, over and upon U. S. Highways Nos. 91 and 89, and Utah State Highways Nos. 22, 23, and 28, for Nelson-Ricks Creamery Company, Wilcock & Company, Alexie Shurtz, and Roland Porter between Salt Lake City and Escalante, Mutual Creamery Company between Salt Lake City and Antimony, and Ole Neilson between Salt Lake City and Widtsoe; that applicant has operated as such for a period of approximately one year, making one trip each week, depending on the demands of its customers; that in accordance with Section 13, Chapter 53, Laws of Utah, 1933, applicant filed financial statement as of August 4, 1933, showing total assets valued at \$3,280.00, liabilities aggregating \$410.00, leaving net assets valued at \$2,870.00, also schedule of equipment showing two International 1931 trucks total appraised value as of August 4, 1933, \$1,150.00; that there is no regular authorized transportation service, either by truck or by rail, between Salt Lake City, Utah, and the points applicant desires to serve; that applicant has conducted its operations for hire over the public highways of the State of Utah in compliance with the provisions of the laws, has made reports to the Commission of such operations, and paid the state maintenance taxes thereon, and is prepared to furnish the necessary insurance and bond as required by law.

From the foregoing findings, the Commission concludes and decides that the application should be granted.

ORDER

CONTRACT CARRIER PERMIT NO. 48

This case being at issue upon application on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof, made and filed a report containing its findings and conclusions, which said report is hereby referred to and made a part hereof:

IT IS ORDERED, That the application herein of Cowles and Sons, a partnership consisting of H. N. Cowles, Le Roy Cowles, and A. E. Cowles, for a permit to operate as a contract motor carrier of property between Salt Lake City, Utah, on the one hand, and Escalante, Widtsoe, and Antimony, Utah, over and upon U. S. High-

ways Nos. 89 and 91, and Utah State Highways Nos. 22, 23, and 28, for Nelson-Ricks Creamery Company, Wilcock & Company, Alexie Shurtz, Roland Porter, Mutual Creamery Company, and Ole Neilson, be, and it is hereby, granted.

ORDERED FURTHER, That applicant shall forthwith file with the Public Utilities Commission of Utah the necessary insurance and bond as required by law, and tariff schedule, naming rates, time schedule, rules and regulations, and shall at all times operate in accordance with the statutes of Utah and the rules and regulations prescribed by the Public Utilities Commission of Utah governing the operation of contract motor carriers over the public highways of the State, and this order shall be, and is its authority therefor.

(Signed) E. E. CORFMAN,
THOS. E. MCKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) FRANK L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION OF UTAH

In the Matter of the Application of JOSEPH J. MILNE, for a certificate of convenience and necessity to operate an automobile freight truck line between Salt Lake City and St. George, Utah, and certain intermediate points.	}	Case No. 1406
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Submitted: September 7, 1933. Decided: September 21, 1933.

Appearances

Sam D. Thurman, Attorney,	}	for
R. B. Porter, and	}	Applicant.
W. Hal. Farr, Attorneys,	}	for Union Pacific
	}	System Lines.
B. R. Howell, Attorney,	}	for D. & R. G. W. R. R. Co.
	}	and Rio Grande Motor Way,
	}	Incorporated.

REPORT AND ORDER OF THE COMMISSION

McKAY, Commissioner:

Under date of August 7, 1933, application was filed with the Public Utilities Commission of Utah by Joseph J. Milne, for a certificate of convenience and necessity to operate an automobile freight

truck line between Salt Lake City and St. George, Utah, and certain intermediate points in Washington County, Utah. This matter came on for hearing before the Commission at its office in the State Capitol, Salt Lake City, Utah, on September 7, 1933, after due and legal notice given to all interested parties. Proof of Publication of Notice of Hearing was filed at the hearing. There were no protests made or filed to the granting of this application.

From the evidence adduced for and in behalf of the interested parties, the Commission makes the following findings:

That applicant, Joseph J. Milne, is a resident of St. George, Washington County, Utah, and for more than eight years last past has been and is now engaged in the business of transporting freight and express between Cedar City, Iron County, Utah, and St. George, Washington County, Utah, serving said cities and certain intermediate points twice each week under authority of Certificate of Convenience and Necessity No. 293, issued by the Public Utilities Commission of Utah; that applicant proposes to provide a semi-weekly service transporting all kinds and classes of freight available for transportation between Salt Lake City, Utah, and Washington, Leeds, St. George, and Santa Clara, Utah, over and upon United States Highway No. 91; that applicant is financially able and has sufficient equipment, consisting of one 1½-3-ton Mack truck, one 2½-ton Graham truck, one 1½-ton Ford truck, and one 1-ton International truck, to adequately take care of and meet the requirements of the shipping public, and is willing and able to furnish additional service if convenience and necessity so require; that the rates applicant proposes to charge will be submitted to the Commission for its approval.

That applicant has complied with the provisions of the statutes of the State of Utah and the rules and regulations of the Public Utilities Commission of Utah in his operations for hire over the public highways of the State of Utah.

That there are approximately sixty-five business houses and merchants at St. George and other points in Washington County entirely dependent upon truck service for delivering and receiving merchandise; that St. George and other points in Washington County are not located on any railroad, neither are they served by any authorized automobile freight line; and that convenience and necessity require automobile freight service between the points applied for herein, as is further evidenced by a petition filed with the Commission on September 11, 1933, signed by approximately 30 merchants doing business at said points.

From the foregoing findings, the Commission concludes and decides that the application should be granted.

ORDER
CERTIFICATE OF CONVENIENCE AND NECESSITY
No. 406

This case being at issue upon application on file, and having been duly heard and submitted by the parties, and full investigation having been had, and the Commission having, on the date hereof, made and filed a report of its findings and conclusions, which said report is hereby referred to and made a part hereof:

IT IS ORDERED, That the application herein of Joseph J. Milne, for a certificate of convenience and necessity to operate an automobile freight truck line between Salt Lake City, Utah, and Washington, Leeds, St. George, and Santa Clara, Utah, over and upon U. S. Highway No. 91, be, and it is hereby, granted.

ORDERED FURTHER, That applicant, Joseph J. Milne, before beginning operation, shall file with the Commission and post at each station on his route, a schedule as provided by law, naming rates, time schedule, and rules and regulations, also the necessary insurance and bond as required by law, and shall at all times operate in accordance with the statutes of the State of Utah, and the rules and regulations prescribed by the Public Utilities Commission of Utah governing the operation of common motor carriers over the public highways of the State of Utah, and this order shall be, and is his authority therefor.

(Signed) THOS. E. McKAY,
Commissioner.

We Concur:

(Signed) E. E. CORFMAN,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of W. F. MILES and O. L. McLAUGHLIN, operating as WESTERN TRUCK LINE, for a license to operate as a common carrier of property between Grand Junction, Colorado, and Salt Lake City, Utah, over Highways Nos. 50 and 91.	}	Case No. 1407
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ORDER

It appearing that the above named applicants have failed to appear at hearing of the above entitled matter before the Commission, now therefore upon motion of opposing carriers:

IT IS HEREBY ORDERED, That the application herein of W. F. Miles and O. L. McLaughlin, operating as Western Truck Line, for a permit to operate as a common carrier of property between Grand Junction, Colorado, and Salt Lake City, Utah, over Highways Nos. 50 and 91, be, and it is hereby, dismissed.

By the Commission.

Dated at Salt Lake City, Utah, this 18th day of September, 1933.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of CAMPBELL
TRANSFER, for a permit to operate as a contract motor carrier of property between various points in Utah. } Case No. 1408

ORDER

Upon motion of the opposing counsel for the carriers:

IT IS HEREBY ORDERED, That the application herein of Campbell Transfer, for a permit to operate as a contract motor carrier of property between various points in Utah, be, and it is hereby dismissed without prejudice.

By the Commission.

Dated at Salt Lake City, Utah, this 18th day of September, 1933.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of UTAH CENTRAL TRUCK LINE, a Utah Corporation, for a certificate of convenience and necessity to take over and assume, and UTAH CENTRAL TRANSFER COMPANY, a Utah Corporation, to sell and transfer all rights, title, and interest in automobile freight lines operated under authority of Certificates of Convenience and Necessity Nos. 290 and 376. } Case No. 1409

Submitted: September 7, 1933. Decided: October 30, 1933.

Appearances:

Walter C. Hurd, Attorney,	} for Applicants.
F. M. Orem, Comptroller,	} for Salt Lake & Utah Railroad Company.
B. R. Howell, Attorney,	} for D. & R. G. W. R. R. Co. and Rio Grande Motor Way, Incorporated.

REPORT OF THE COMMISSION

McKAY, Commissioner:

Under date of August 8, 1933, a joint application was filed with the Public Utilities Commission by the Utah Central Truck Line, a Utah Corporation, for a certificate of convenience and necessity to take over and assume, and the Utah Central Transfer Company to sell and transfer all rights, title, and interest accruing to it under authority of Certificates of Convenience and Necessity Nos. 290 and 376 issued to it by the Public Utilities Commission of Utah. This matter came on for hearing before the Commission at Salt Lake City, Utah, on the 7th day of September, 1933, after due and legal notice given to all interested parties. Proof of Publication of Notice was filed at the time of hearing. There were no protests made or filed to the granting of the application.

From the evidence adduced for and in behalf of the interested parties, the Commission makes the following findings:

That applicant, Utah Central Truck Line, is a corporation organized and existing under and by virtue of the laws of the State of Utah, and is the holder of Certificate of Convenience and Necessity No. 216, issued to it by the Public Utilities Commission of Utah

in Case No. 724, authorizing it to operate an automobile freight and express line between Salt Lake City and Provo, Utah, and intermediate points.

That applicant, Utah Central Transfer Company, is a corporation organized and existing under and by virtue of the laws of the State of Utah, and is the holder of Certificate of Convenience and Necessity No. 290, issued by the Public Utilities Commission of Utah in Case No. 938, authorizing it to operate an automobile freight line between Provo and Eureka, Utah, and intermediate points, and Certificate of Convenience and Necessity No. 376, issued by the Commission in Case No. 1206, authorizing it to operate an automobile passenger, freight and express line between Provo and Silver City, Utah, via Eureka, Utah.

That the capital stock of both companies is owned principally by J. A. McHale of Salt Lake City, Utah; that for economic reasons applicants desire to consolidate their interests under the name and style of Utah Central Truck Line, which will effect a reduction in operating expenses of approximately from \$600.00 to \$700.00 per year.

That public convenience and necessity for the service rendered by applicants was established at the time Certificates of Convenience and Necessity Nos. 216, 290, and 376 were issued by the Commission, and is now virtually the same as it was then, and will be best subserved by the consolidation of these two lines under one certificate.

That applicants have complied with the statutes of Utah and the rules and regulations of the Public Utilities Commission in their operations for hire over the public highways of the State of Utah.

From the foregoing findings, the Commission concludes and decides that the application should be granted.

ORDER

CERTIFICATE OF CONVENIENCE AND NECESSITY

No. 407

CANCELS CERTIFICATES OF CONVENIENCE AND

NECESSITY NOS. 216, 290 and 376

This case being at issue upon application on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof, made and filed a report contain-

ing its findings and conclusions, which said report is hereby referred to and made a part hereof:

IT IS ORDERED, That the application be, and it is hereby, granted, and that the Utah Central Truck Line is hereby authorized to operate an automobile freight and express line between Salt Lake City and Provo, Utah, and intermediate points, an automobile freight line between Provo and Eureka, Utah, and intermediate points, and an automobile passenger, freight, and express line between Provo and Silver City, Utah, via Eureka, Utah, holding the same rights and privileges as heretofore held by virtue of Certificates of Convenience and Necessity Nos. 216, 290, and 376.

ORDERED FURTHER, That Certificate of Convenience and Necessity No. 216, issued by the Public Utilities Commission in Case No. 724 to the Utah Central Truck Line, authorizing the operation of an automobile freight and express line between Salt Lake City and Provo, be, and it is hereby, cancelled and annulled.

ORDERED FURTHER, That Certificate of Convenience and Necessity No. 290, issued to the Utah Central Transfer Company, authorizing the operation of an automobile freight line between Provo and Eureka, Utah, and Certificate of Convenience and Necessity No. 376, authorizing the operation of an automobile passenger, freight, and express line between Provo and Silver City, Utah, via Eureka, Utah, be, and they are hereby, cancelled and annulled.

ORDERED FURTHER, That the Utah Central Truck Line shall maintain on file with the Commission the necessary insurance and bond as required by law, and copy of its tariff schedule, naming rates and fares, time schedule, rules and regulations, and that it shall at all times operate in accordance with the statutes of the State of Utah and the rules and regulations prescribed by the Commission governing the operation of common motor carriers over the public highways of the State, and this order shall be, and is its authority therefor.

We Concur: (Signed) THOS. E. MCKAY,
Commissioner.

(Signed) E. E. CORFMAN,
T. H. HUMPHERYS,
Commissioners.

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION OF UTAH

In the Matter of the Application of NORM
SARGENT, for a Certificate of Convenience
and Necessity to operate as a common motor
carrier of property between Marysvale and Pan-
guitch, Utah. } Case No. 1410

Submitted: September 6, 1933.

Decided: May 19, 1934.

Appearances:

Norm Sargent,	} for
	} Himself.
B. R. Howell, Attorney,	} for Rio Grande Motor Way,
	} Inc., and D. & R. G. W.
	} R. R. Co.

REPORT OF THE COMMISSION

By the Commission:

Under date of August 14, 1933, application was filed with the Public Utilities Commission of Utah by Norm Sargent for a Certificate of Convenience and Necessity to operate as a common motor carrier of property between Marysvale and Panguitch, Utah. This matter came on regularly before the Commission, for hearing, on September 6, 1933, after due notice given to interested parties.

From the evidence adduced for and in behalf of interested parties, the Commission makes the following findings:

That applicant, Norm Sargent, residing at Panguitch, Utah, desires a Certificate of Convenience and Necessity from the Public Utilities Commission for authority to operate as a common motor carrier of property between Marysvale and Panguitch, Utah, over and upon U. S. Highway No. 89; that applicant has operated for hire over the highways of the State of Utah since about 1925; that he filed reports with the Commission of such operations, and paid the taxes thereon up until about 1927, and Since July 1, 1933, and that he has, subsequent to the hearing in this case, filed reports covering his operations during the period 1927, and up to January 1, 1934.

That applicant is financially able and has sufficient equipment to render the service as applied for herein.

That Philo Cameron operates as a common motor carrier of property between Salt Lake City and Panguitch, Utah, excluding intermediate service between Salt Lake City and Marysvale, Utah, under authority of Certificate of Convenience and Necessity No. 414, issued by the Commission in Case No. 1397.

That the Rio Grande Motorway, Inc. operates as a common motor carrier of freight between Salt Lake City and Marysville, Utah; that applicant proposes to connect with said Rio Grande Motor Way, Inc. at Marysville, making about four trips per month, or more if necessary.

From the foregoing findings, the Commission concludes that convenience and necessity require the service as applied for herein, and that the application should therefore be granted.

ORDER

CERTIFICATE OF CONVENIENCE AND NECESSITY

NO. 417

This case being at issue upon application on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof, made and filed a report containing its findings and conclusions, which said report is hereby referred to and made a part hereof,

IT IS ORDERED, That the application herein of Norm Sargent for a Certificate of Convenience and Necessity to operate as a common motor carrier of property between Marysville and Panquitch, Utah, and intermediate points, be, and it is hereby, granted.

ORDERED FURTHER, That applicant shall maintain on file with the Commission the necessary insurance and bond as required by law, and a copy of his tariff schedule, showing rates, time schedule, rules and regulations, and that he shall operate at all times in accordance with the statutes of the State of Utah and the rules and regulations prescribed by the Public Utilities Commission of Utah governing the operation of common motor carriers over the public highways of the State of Utah, and this order shall be, and is his authority therefor.

(Signed) E. E. CORFMAN,
THOS. E. MCKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of GARRETT }
TRANSFER & STORAGE CO., INC., for }
a license to operate as a common motor carrier } Case No. 1411
of property in interstate commerce between Salt }
Lake City, Utah, and points in Idaho. }

Submitted: September 8, 1933. Decided: October 30, 1933.

Appearances:

Sam D. Thurman, Attorney,	} for
	} Applicant.
Grover A. Giles, Attorney,	} for
	} State of Utah.
R. B. Porter and	} for Union Pacific
W. Hal. Farr, Attorneys,	} System Lines.

REPORT OF THE COMMISSION

By the Commission:

Under date of August 10, 1933, application was filed with the Public Utilities Commission of Utah by the Garrett Transfer and Storage Company, Inc., for a license to operate as a common motor carrier of property in interstate commerce between Salt Lake City, Utah, and points in Idaho. This matter came on for hearing before the Commission at Salt Lake City, Utah, on the 8th day of September, 1933, after notice given to interested parties.

From the evidence adduced for and in behalf of interested parties, the Commission makes the following findings:

That applicant, Garrett Transfer & Storage Company, Inc., is a corporation organized and existing under and by virtue of the laws of the State of Idaho, and duly authorized to do business in the State of Utah, with post office address Box 180, Pocatello, Idaho, and desires a license to operate as a common motor carrier of property in interstate commerce between Salt Lake City, Utah, and the Utah-Idaho State Line enroute to points in Idaho, over and upon U. S. Highways Nos. 91 and 30-S and Utah State Highway No. 41; that in accordance with Section 8, Chapter 53, Laws of Utah, 1933, applicant filed financial statement as of May 31, 1933, showing total assets valued at \$114,627.50, with liabilities aggregating \$45,606.40, leaving net assets valued at \$69,021.10, and schedule of equipment as of July 19, 1933, showing 15 pieces of equipment, consisting of trucks and trailers; that applicant has complied with the provisions

of Chapter 117, Laws of Utah, 1925, by filing reports with the Public Utilities Commission of Utah of its operations for hire over the public highways of the State of Utah, and paying the state road maintenance taxes thereon; and that applicant is ready and willing to file the necessary insurance and bond as required by law.

From the foregoing findings, the Commission concludes and decides that the application should be granted.

ORDER

INTERSTATE CARRIER LICENSE NO. 16

This case being at issue upon application on file, and having been duly heard and submitted by the parties; and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof, made and filed a report containing its findings and conclusions, which said report is hereby referred to and made a part hereof:

IT IS ORDERED, That the application herein of Garrett Transfer & Storage Co., Inc., for a license to operate as a common motor carrier of property in interstate commerce between Salt Lake City, Utah, and the Utah-Idaho State Line, be, and it is hereby, granted.

ORDERED FURTHER, That applicant, Garrett Transfer & Storage Company, Inc., shall forthwith file with the Public Utilities Commission of Utah the necessary insurance and bond as required by law, copy of its tariff schedule naming rates, time schedule, rules and regulations, and that it shall at all times operate in accordance with the statutes of Utah and the rules and regulations prescribed by the Commission governing the operation of common motor carriers over the public highways of the State of Utah, and this order shall be, and is its authority therefor.

(Signed) E. E. CORFMAN,
THOS. E. MCKAY,
T. H. HUMPHERYS,

(Seal)

Commissioners.

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION OF UTAH

In the Matter of the Application of INTER-
STATE MOTOR LINES, for a license to
operate as a common motor carrier of property
in interstate commerce between Salt Lake City,
Utah, on the one hand, and the Utah-Wyoming
and Utah-Nevada State Lines. } Case No. 1412

Submitted: September 8, 1933. Decided: December 21, 1933.

Appearances:

Sam D. Thurman, Attorney,	} for
	} Applicant.
Grover A. Giles, Attorney,	} for
	} State of Utah.
R. B. Porter and	} for Union Pacific
W. Hal. Farr, Attorneys,	} System Lines.

REPORT OF THE COMMISSION

By the Commission:

Under date of August 10, 1933, application was filed with the Public Utilities Commission of Utah by the Interstate Motor Lines, for a license to operate as a common motor carrier of property in interstate commerce between Salt Lake City, Utah, on the one hand, and the Utah-Wyoming and Utah-Nevada State Lines, on the other hand. This matter came on regularly for hearing before the Commission on September 8, 1933, after due notice given to interested parties.

From the evidence adduced for and in behalf of interested parties, the Commission makes the following findings:

That applicant, Interstate Motor Lines, is a partnership consisting of T. S. Carter and Elton Cooley, with post office address at 245 West 3rd South, Salt Lake City, Utah, and desires a license to operate as a common motor carrier of property in interstate commerce between Salt Lake City, Utah, on the one hand, and the Utah-Wyoming and Utah-Nevada State Lines, over and upon U. S. Highways Nos. 40 and 30-S; that applicant has operated as such under its present name, also under the name of Salt Lake & Ely Transportation Company, for a period of approximately four years; that in accordance with Section 8, Chapter 53, Laws of Utah, 1933, applicant filed financial statement as of August 7, 1933, showing total assets valued

at \$22,841.42, liabilities aggregating \$5,434.80, leaving net assets valued at \$17,406.62; also schedule of equipment showing eight pieces of equipment present appraised value \$6,800.00; that applicant has conducted its operation in the State of Utah in compliance with the statutes of Utah, has made reports of such operations for hire to the Commission, and paid its state road maintenance taxes thereon; and that it is prepared and ready to file the necessary insurance and bond as required by law.

From the foregoing findings, the Commission concludes and decides that the application should be granted.

ORDER

INTERSTATE CARRIER LICENSE NO. 26

This case being at issue upon application on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof made and filed a report containing its findings and conclusions, which said report is hereby referred to and made a part hereof:

IT IS ORDERED, That the application herein of Interstate Motor Lines, a partnership consisting of T. S. Carter and Elton Cooley, for a license to operate as a common motor carrier of property in interstate commerce between Salt Lake City, Utah, on the one hand, and the Utah-Wyoming and Utah-Nevada State Lines, over and upon U. S. Highways Nos. 40 and 30-S, be, and it is hereby, granted.

ORDERED FURTHER, That applicant shall forthwith file with the Public Utilities Commission of Utah the necessary insurance and bond as required by law, tariff schedule naming rates, time schedule, rules and regulations, and that it shall at all times operate in accordance with the statutes of Utah and the rules and regulations prescribed by the Public Utilities Commission governing the operation of common motor carriers over the public highways of the State, and this order shall be, and is its authority therefor.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) FRANK L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of JOHN RASMUSSEN, operating under the name and style of RASMUSSEN TRUCKING, for a license to operate as a common motor carrier of property in interstate commerce between Salt Lake City, and the Utah-Nevada State Line. } Case No. 1413

Submitted: September 8, 1933. Decided: January 2, 1934.

Appearances:

John Rasmussen,	} for
	} Himself.
Grover A. Giles, Attorney,	} for
	} State of Utah.

REPORT OF THE COMMISSION

By the Commission:

Under date of August 10, 1933, application was filed with the Public Utilities Commission of Utah, by John Rasmussen, operating under the name and style of Rasmussen Trucking, for a license to operate as a common motor carrier of property in interstate commerce between Salt Lake City, Utah, and the Utah-Nevada State Line. This matter came on regularly for hearing before the Commission at Salt Lake City, Utah, on the 8th day of September, 1933, after due notice given to interested parties.

From the evidence adduced for and in behalf of interested parties, the Commission makes the following findings:

That applicant, John Rasmussen, operating under the name and style of Rasmussen Trucking, with post office address at Magna, Utah, desires a license to operate as a common motor carrier of property in interstate commerce between Salt Lake City, Utah, and the Utah-Nevada State Line over and upon U. S. Highway No. 40; that applicant has operated as such for a period of approximately one year, making two trips each week; that in accordance with Section 8, Chapter 53, Laws of Utah, 1933, applicant filed financial statement as of June 30, 1933, showing total assets valued at \$16,928.97, with liabilities aggregating \$3,115.00, leaving net assets valued at \$13,813.97; also schedule of equipment showing five trucks, appraised value as of June 30, 1933, \$5,275.00; that applicant has conducted his operations for hire over the public highways of the State of Utah in compliance with the provisions of the statutes of Utah in that

he has made reports of such operations to the Commission and paid the state road maintenance taxes thereon; and that he is prepared to file with the Commission the necessary insurance and bond as required by law.

From the foregoing findings, the Commission concludes and decides that the application herein should be granted.

ORDER

INTERSTATE CARRIER LICENSE NO. 27

This case being at issue upon application on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof, made and filed a report containing its findings and conclusions, which said report is hereby referred to and made a part hereof:

IT IS ORDERED, That the application herein of John Rasmussen, operating under the name and style of Rasmussen Trucking, for a license to operate as a common motor carrier of property in interstate commerce between Salt Lake City, Utah, and the Utah-Nevada State Line, over and upon U. S. Highway No. 40, be, and it is hereby, granted.

ORDERED FURTHER, That applicant, John Rasmussen, forthwith file with the Public Utilities Commission of Utah the necessary insurance and bond, copy of his tariff schedule, naming rates, time schedule, rules and regulations, and that he shall at all times operate in accordance with the statutes of Utah, and the rules and regulations prescribed by the Public Utilities Commission of Utah governing the operation of common motor carriers over the public highways of Utah, and this order shall be, and is his authority therefor.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,

(Seal)

Commissioners.

Attest:

(Signed) FRANK L. OSTLER, Secretary.

thence to the Utah-Wyoming State Line via U. S. Highway No. 30-S; that all of said highways with the exception of about 5 miles of gravelled road, are hard surfaced highways; that applicant had not at the time of hearing, made reports of all its operations within the State of Utah for hire, neither had it paid all the taxes thereon, however, subsequent to the hearing, the delinquent reports have all been made and filed, and arrangements made with the State Tax Commission for the payment of the taxes thereon; and that applicant is ready and willing to file necessary insurance and bond as required by law.

From the foregoing findings, the Commission concludes and decides that the application should be granted.

ORDER

INTERSTATE CARRIER LICENSE NO. 8

This case being at issue upon application on file, and having been duly heard and submitted by the parties, and full investigation having been had, and the Commission having, on the date hereof, made and filed a report of its findings and conclusions, which said report is hereby referred to and made a part hereof:

IT IS ORDERED, That the application herein of Columbia Pacific Nitcoach Lines, Inc., for a license to operate as a common motor carrier of passengers in interstate commerce between the Utah-Arizona State Line and the Utah-Wyoming State Line, over and upon U. S. Highway No. 91, Utah State Highway No. 49, and U. S. Highway No. 30-S, be, and it is hereby, granted.

ORDERED FURTHER, That applicant, Columbia Pacific Nitcoach Lines, Inc., shall forthwith file with the Public Utilities Commission of Utah, the necessary insurance and bond as required by law, and copy of its tariff schedule naming fares, time schedule, and rules and regulations, and shall at all times operate in accordance with the statutes of the State of Utah, and the rules and regulations prescribed by the Public Utilities Commission of Utah governing the operation of common motor carriers over the public highways of the State of Utah, and this order shall be, and is its authority therefor.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,

Commissioners.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of ELMER
DALTON, for a certificate of convenience and
necessity to transport freight and passengers by
motor vehicle between Monticello, Blanding,
and Bluff, San Juan County, Utah. } Case No. 1415

Submitted: August 24, 1933.

Decided: May 31, 1934.

Appearances:

F. B. Hammond, Attorney,	} for
	} Applicant.
Robert Murray Stewart,	} for Paul J. Black and
Attorney,	} Joseph C. Hunt.

REPORT OF THE COMMISSION

By the Commission:

Under date of August 11, 1933, application was filed with the Public Utilities Commission by Elmer Dalton for a Certificate of Convenience and Necessity to operate as a common motor carrier of freight and passengers between Monticello, Blanding, and Bluff in San Juan County, Utah. This matter came on regularly for hearing before the Commission at Moab, Utah, on August 24, 1933, after due and legal notice given to interested parties.

From the evidence adduced for and in behalf of interested parties, the Commission makes the following findings:

That applicant, Elmer Dalton, with post office address at Monticello, Utah, has been for the past three years, and now is, engaged in the business of transporting United States Mail by motor vehicle between Blanding, Monticello, and Bluff in San Juan County, Utah; that in connection therewith he makes daily trips, except on Sundays, between said points, over and upon Utah State Highway No. 47; that applicant now desires a Certificate of Convenience and Necessity from the Commission authorizing him to transport passengers, freight, and express between said points.

That Moab Garage Company is a common motor carrier of passengers and freight between Thompson and Monticello, Utah, operating under Certificate of Convenience and Necessity No. 403, issued by the Commission, making connections with The Denver & Rio Grande Western Railroad Company at Thompson, Utah; that applicant makes connections with the said Moab Garage Company

at Monticello, Utah; that there is no regular transportation service either by rail or by motor vehicle between Monticello and Bluff, and that the communities of Blanding and Bluff are in need of some regular, authorized transportation service.

That applicant is financially able, and has sufficient equipment to maintain and render the service as applied for herein; that he has filed reports with the Commission of his operations for hire over the public highways of the State, and paid the state road maintenance taxes thereon, in compliance with Chapter 117, Laws of Utah, 1925, and that he is prepared to file the necessary insurance and bond as required by law.

It now appearing that on February 23, 1934, the Commission wrote a letter to the applicant, advising him that favorable action would be taken on his application herein as soon as the necessary insurance and bond, as required by law, was filed in this office; the Commission wrote again on March 21, 1934, also on May 3, 1934, allowing the applicant until May 12 in which to file the necessary insurance and bond; and that no answers to any of these letters have been received, or any efforts made to secure the insurance and bond. The Commission therefore concludes that the applicant no longer desires a Certificate of Convenience and Necessity, as applied for herein, and that the application should therefore be dismissed without prejudice.

IT IS THEREFORE ORDERED, That the application herein of Elmer Dalton for a Certificate of Convenience and Necessity to transport freight and passengers by motor vehicle between Monticello, Blanding, and Bluff, in San Juan County, Utah, be, and it is hereby, dismissed without prejudice.

ORDERED FURTHER, That applicant shall cease and desist from operating for hire over the public highways of the State of Utah until further order by the Commission.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of NIELS LASSEN, for a permit to operate as a contract motor carrier of property between Salt Lake City, Utah, on the one hand, and Hatch and Panguitch, Utah, on the other hand. } Case No. 1416

Submitted: September 6, 1933. Decided: December 18, 1933.

Appearances:

Niels Lassen,	} for Himself.
B. R. Howell, Attorney,	} for Rio Grande Motor Way, Inc., and D. & R. G. W. R. R. Co.

REPORT OF THE COMMISSION

By the Commission:

Under date of August 11, 1933, application was filed with the Public Utilities Commission of Utah, by Niels Lassen, for a permit to operate as a contract motor carrier of property between Salt Lake City, Utah, on the one hand, and Hatch and Panguitch, Utah, on the other hand. This matter came on regularly for hearing before the Commission at Salt Lake City, Utah, after due notice given to interested parties.

From the evidence adduced for and in behalf of interested parties, the Commission makes the following findings:

That applicant, Niels Lassen, whose post office address is Panguitch, Utah, desires a permit to operate as a contract motor carrier of property between Salt Lake City, Utah, on the one hand, and Hatch and Panguitch, Utah, on the other hand, over and upon U. S. Highways Nos. 91 and 89, and Utah State Highway No. 28, for seven merchants in Panguitch, and one in Hatch; that applicant commenced such operations only a short time prior to the effective date of Chapter 53, Laws of Utah, 1933, which was June 26, 1933; that in accordance with Section 13, Chapter 53, Laws of Utah, 1933, applicant filed financial statement as of August 7, 1933, showing total assets consisting of one 1930 used Dodge 1-ton truck, valued at \$250.00, on which there is still owing \$190.00; that applicant has filed reports of his operations for hire over the public highways of the State with the Public Utilities Commission, during the period June, July, and August, 1933, and has paid the state road main-

tenance taxes thereon, and that applicant is prepared to file the necessary insurance and bond as required by law.

That the Rio Grande Motor Way, Inc. operates an automobile passenger and freight line between Salt Lake City and Marysvale, Utah, under authority of Certificate of Convenience and Necessity No. 401 issued by the Public Utilities Commission of Utah, rendering daily service between said points; that Barton and Lund, Inc., operates an automobile passenger and freight service between Marysvale and the Utah-Arizona State Line, rendering daily service, except Sundays to both Panguitch and Hatch, Utah, and other intermediate points; that these two lines are adequately prepared and able to handle all transportation needs between Salt Lake City, Utah, and all points to the Utah-Arizona State Line, including Panguitch and Hatch, Utah, as applied for by applicant.

From the foregoing findings the Commission concludes that applicant's financial statement does not show sufficient assets for him to properly render the service applied for, that he did not show convenience and necessity for such service, and that the application should therefore be denied.

IT IS THEREFORE ORDERED, That the application herein of Niels Lassen, for a permit to operate as a contract motor carrier of property between Salt Lake City, Utah, on the one hand, and Hatch and Panguitch, Utah, on the other hand, be, and it is hereby, denied.

ORDERED FURTHER, That applicant, Niels Lassen, forthwith cease and desist all operations for hire over the public highways of the State of Utah.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) FRANK L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of LAWRENCE
HORMANSEN, for a permit to operate as a
contract motor carrier of property between North
Sanpete and Manti, Utah, via U. S. Highway
No. 189. } Case No. 1417

ORDER

Upon motion of the applicant and with the consent of the Commission:

IT IS HEREBY ORDERED, That the application herein of Lawrence Hormansen, for a permit to operate as a contract motor carrier of property between North Sanpete and Manti, Utah, via U. S. Highway No. 189, be, and it is hereby, dismissed without prejudice.

By the Commission.

Dated at Salt Lake City, Utah, this 16th day of September, 1933.

(Signed) E. E. CORFMAN,

T. E. McKAY,

T. H. HUMPHERYS,

Commissioners.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of JESSE N. JEPSON, for a permit to operate as a contract motor carrier of general merchandise between Salt Lake City and Hurricane, Utah, via Highway No. 91. } Case No. 1418

ORDER

Upon motion of the applicant, and with the consent of the Commission:

IT IS HEREBY ORDERED, That the application of Jesse N. Jepson, for a permit to operate as a contract motor carrier of general merchandise between Salt Lake City and Hurricane, Utah, via Highway No. 91, be, and it is hereby, dismissed.

By the Commission.

Dated at Salt Lake City, Utah, this 17th day of October, 1933.

(Signed) E. E. CORFMAN,

T. E. McKAY,

T. H. HUMPHERYS,

Commissioners.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of L. GLEN
WILLIAMS, for a permit to operate as a con-
tract motor carrier of property between Salt
Lake City and St. George, Parowan, and Kanab,
Utah, via U. S. Highway No. 91. } Case No. 1419

ORDER

It appearing that the above named applicant failed to appear
at hearing of the above entitled matter before the Commission:

IT IS HEREBY ORDERED, That the application herein of
L. Glen Williams, for a permit to operate as a contract motor carrier
of property between Salt Lake City and St. George, Parowan and
Kanab, Utah, via U. S. Highway No. 91, be, and it is hereby dismissed.

By the Commission.

Dated at Salt Lake City, Utah, this 17th day of October, 1933.

(Signed) E. E. CORFMAN,
T. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of INTER-
STATE TRANSIT LINES, on behalf of
COAST TO COAST STAGES, for a license
to operate as a common motor carrier of pas-
sengers in interstate commerce between Utah-
Wyoming and Utah-Arizona State Lines, via
Salt Lake City, Utah. } Case No. 1420

Submitted: September 7, 1933. Decided: October 30, 1933.

Appearances:

R. B. Porter and } for
W. Hal. Farr, Attorneys, } Applicant.

REPORT OF THE COMMISSION

McKAY, Commissioner :

Under date of August 16, 1933, application was filed with the Public Utilities Commission of Utah by the Interstate Transit Lines, a corporation, on behalf of Coast to Coast Stages, for a license to operate as a common motor carrier of passengers in interstate commerce, between Utah-Wyoming State Line and Utah-Arizona State Line, via Salt Lake City, Utah. This matter came on for hearing before the Commission at Salt Lake City, Utah, on September 7, 1933, after notice given to interested parties.

From the evidence adduced for and in behalf of interested parties, the Commission makes the following findings:

That Interstate Transit Lines is a corporation organized and existing under and by virtue of the laws of the State of Nebraska, and duly authorized to do business in the State of Utah, with post office address at Temple Square Hotel, Salt Lake City, Utah, and operates an interstate passenger bus line under the name and style of Coast to Coast Stages between Utah-Wyoming State Line and Utah-Arizona State Line, via Salt Lake City, Utah, over and upon U. S. Highways Nos. 30-S and 91, and Utah State Highway No. 41; that applicant now desires a license under the name of Coast to Coast Stages, authorizing it to continue such operations; that applicant has heretofore filed statement of its financial condition, showing that it is financially able to render the service applied for, and schedule of equipment, showing that applicant also has sufficient equipment with which to do so; that applicant has complied with the provisions of Chapter 117, Laws of Utah, 1925, in that it has filed monthly reports of its operations for hire over the public highways of the State of Utah, and paid the state road maintenance taxes thereon; and that it has on file with the Commission the necessary insurance and bond as required by law.

From the foregoing findings, the Commission concludes and decides that the application should be granted.

ORDER

INTERSTATE CARRIER LICENSE NO. 17

This case being at issue upon application on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof, made and filed a report containing its findings and conclusions, which said report is hereby referred to and made a part hereof:

IT IS ORDERED, That the application herein of Interstate Transit Lines, on behalf of Coast to Coast Stages, for a license to operate as a common motor carrier of passengers in interstate commerce between Utah-Wyoming and Utah-Arizona State Lines, via Salt Lake City, Utah, over and upon U. S. Highways Nos. 30-S and 91, and Utah State Highway No. 41, be, and it is hereby, granted.

ORDERED FURTHER, That applicant shall maintain on file with the Public Utilities Commission of Utah the necessary insurance and bond as required by law, and copy of its tariff schedule naming fares, time schedule, rules and regulations, and shall at all times operate in accordance with the statutes of Utah and the rules and regulations prescribed by the Commission governing the operation of common motor carriers over the public highways of the State of Utah, and this order shall be, and is its authority therefor.
(Signed) THOS. E. MCKAY,

We Concur:

(Signed) E. E. CORFMAN,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION OF UTAH

In the Matter of the Application of INTER- STATE TRANSIT LINES, on behalf of COAST TO COAST STAGES, for a license to operate as a common motor carrier of passen- gers in interstate commerce between Utah-Wy- oming and Utah-Arizona State Lines via Salt Lake City, Utah.	}	Case No. 1420
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Appearances:

R. B. Porter and	}	for Applicant.
W. Hal. Farr, Attorneys,		

ORDER OF THE COMMISSION

By the Commission:

Under date of October 30, 1933, the Public Utilities Commission filed its report and order in Case No. 1420, granting the application of the Interstate Transit Lines, a Corporation, on behalf

of Coast to Coast Stages for a license to operate as a common motor carrier of passengers in interstate commerce between Utah-Wyoming State Line and Utah-Arizona State Line, via Salt Lake City, under authority of Interstate Carrier License No. 17.

It now appears that applicant, Interstate Transit Lines on behalf of Coast to Coast Stages, desires permission to discontinue the operation of its line known as Coast to Coast Stages, and that the business heretofore handled by said Coast to Coast Stages will be taken care of by the Interstate Transit Lines.

And there appearing no reason why the application should not be granted;

IT IS HEREBY ORDERED, That Interstate Transit Lines, on behalf of Coast to Coast Stages be, and it is hereby, authorized to discontinue the operation of its interstate passenger line between Utah-Wyoming State Line and Utah-Arizona State Line, via Salt Lake City, and that Interstate Carrier License No. 17 be, and it is hereby, cancelled and annulled.

ORDERED FURTHER, That transportation service heretofore rendered by said Coast to Coast Stages be taken over and handled by said Interstate Transit Lines, under authority heretofore issued by the Public Utilities Commission of Utah.

Dated at Salt Lake City, Utah, this 16th day of November, A. D., 1933.

By the Commission.

(Signed) E. E. CORFMAN,
T. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)
Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION OF UTAH

In the Matter of the Application of JOHN
CHAMBERLAIN & SONS, for a permit to
operate as a contract motor carrier of property
between Cedar City and Marysville, Utah, over
Highways Nos. 89 and 91 and Mt. Carmel
Zion's Canyon Highway. } Case No. 1421

Submitted: September 6, 1933.

Decided: February 28, 1934.

Appearances:

John Chamberlain,	} for Applicant.
W. Hal. Farr, Attorney,	} for Union Pacific System Lines.
B. R. Howell, Attorney,	} for D. & R. G. W. R. R. and Rio Grande Motor Way, Incorporated.

REPORT AND ORDER OF THE COMMISSION

By the Commission:

Under date of August 17, 1933, application was filed by John Chamberlain & Sons, a partnership, for a permit to operate as a contract motor carrier of property between Cedar City and Marysville, Utah. This matter came on regularly for hearing before the Commission at Salt Lake City, Utah, on September 6, 1933, after due notice given to interested parties.

From the evidence adduced for and in behalf of interested parties, the Commission makes the following findings:

That applicant, John Chamberlain & Sons, a partnership with post office address at Orderville, Utah, desires a permit from the Commission to operate as a contract motor carrier of property between Cedar City and Marysville, Utah, over and upon U. S. Highways 89 and 91, and Utah State Highway No. 15; that applicant's operations over the highways have consisted principally of transportation of merchandise for himself and brother for their store at Springdale, Utah; that applicant has operated for hire over the public highways of the State of Utah for a period of approximately two years, but has not filed road tax reports with the Commission nor paid the state road maintenance taxes thereon, as required by Chapter 117, Laws of Utah, 1925.

That in accordance with the provisions of Chapter 53, Laws of Utah, 1933, applicant filed financial statement as of August 15, 1933, showing net assets valued at \$4,890.00; also schedule of equipment showing two 1½-ton trucks, appraised value as of same date, \$1,500.00; that during the course of the hearing in this case, applicant was instructed and agreed to file reports of his past operations and pay the state road maintenance taxes thereon; that sufficient time has now been allowed for applicant to make this report, and pay the taxes thereon, but that applicant has failed to do so.

From the foregoing findings, the Commission concludes and decides that the application should therefore be denied.

IT IS THEREFORE ORDERED, That the application herein of John Chamberlain & Sons for a permit to operate as a contract motor carrier of property between Cedar City and Marysville, Utah, over and upon U. S. Highways No. 89 and 91, and Utah State Highway No. 15 be, and it is hereby, denied.

ORDERED FURTHER, That applicant shall forthwith file with the Commission a complete report of all his past operations for hire over the public highways of the State of Utah, and that he shall forthwith cease and desist from all operations for hire over the highways of the State of Utah.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) FRANK L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of F. W. CARROLL, for a permit to operate as a contract motor carrier of property between Vernal and Salt Lake City, Price, Watson, Heber, Provo, and Craig, Colorado. } Case No. 1422

ORDER

It appearing that the above named applicant has failed to appear at the hearing of the above entitled matter, now therefore:

IT IS HEREBY ORDERED, That the application herein of F. W. Carroll, for a permit to operate as a contract motor carrier of property between Vernal and Salt Lake City, Price, Watson, Heber, Provo, and Craig, Colorado, be, and it is hereby, dismissed without prejudice.

By the Commission.

Dated at Salt Lake City, Utah, this 18th day of September, 1933.

(Signed) E. E. CORFMAN,
T. E. McKAY,
T. H. HUMPHERYS,

Commissioners.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of THE DEN-
VER & RIO GRANDE WESTERN RAIL-
ROAD COMPANY, for itself and in behalf of
the Bamberger Electric Railroad Company, et al,
for permission to revise rule covering diversion
or reconsignment of coal and coke. } Case No. 1423

Submitted: September 12, 1933. Decided: March 3, 1934.

Appearances:

J. A. Gallaher,
T. K. Early,
Van Cott, Riter & Farnsworth, } for Applicants.

REPORT AND ORDER OF THE COMMISSION

By the Commission:

Under date of June 27, 1933, application was filed with the Public Utilities Commission of Utah, by The Denver & Rio Grande Western Railroad Company, by George Williams, Freight Traffic Manager, for itself and in behalf of the Bamberger Electric Railroad Company, Bingham and Garfield Railway Company, Carbon County Railway Company, Deep Creek Railroad Company, Los Angeles and Salt Lake Railroad Company, Oregon Short Line Railroad Company, Salt Lake & Utah Railroad Company, Southern Pacific Company, Tooele Valley Railway Company, Union Pacific Railroad Company, The Utah-Idaho Central Railroad Company, Utah Railway Company, and The Western Pacific Railroad Company, for permission to amend rule in various tariffs covering diversion or reconsignment of coal and coke.

This matter came before the Commission for hearing on September 12, 1933, after due and legal notice had been given to all interested parties. Proof of publication of said notice was filed with the Commission September 11, 1933.

On July 18, 1933, the Commission received a communication from Mr. John R. Doolin, Executive Secretary of the Utah Coal Producers Association, in which is stated:

"Inasmuch as this change results in an increase we are of the opinion that the Commission should enter upon an investigation to develop the reasonableness of the proposed change."

The record discloses the fact that no protests, either written or verbal, were filed.

From the evidence adduced for and in behalf of interested parties, the Commission makes the following findings:

That applicants desire to change the rule covering the diversion or reconsignment of coal and coke to points within switching limits before placement, to read as follows:

"RULE GOVERNING THE DIVERSION OR RECONSIGNMENT OF COAL AND COKE TO POINTS WITHIN SWITCHING LIMITS BEFORE PLACEMENT.

"A single change in the name of consignor and/or consignee at destination and/or a single change in or a single addition to the designation of place of delivery at destination will be allowed:

- (a) Without charge if order is received in time to permit instructions to be given to yard employees prior to arrival of car at destination, *or if the destination is served by a terminal yard, then prior to arrival at such terminal yard.*
- (b) At a charge of \$2.25 per car if such order is received in time to permit instructions to be given to yard employees *within twenty-four (24) hours after arrival of car at destination, or if the destination is served by a terminal yard, then within twenty-four (24) hours after arrival at such terminal yard. (See notes 1 and 2.)*
- (c) At a charge of \$5.85 per car if such order is received *subsequent to twenty-four (24) hours after arrival of the car at destination, or if the destination is served by a terminal yard, then subsequent to twenty-four (24) hours, after arrival at such terminal yard. (See notes 1 and 2.)*

NOTE 1. Where only change is made in the name of the consignee at destination and no further change is involved in billing records, nor additional movement of the car is required, Section (b) and (c) of this rule will not apply, *and a charge of \$1.35 per car will be assessed.*

NOTE 2. In computing time, Sundays and legal holidays (National, State or Municipal) *but not half holidays*, will be excluded. When a legal holiday falls on a Sunday, the following Monday will be excluded."

Italics indicate new or substituted material.

That carriers propose to make nation-wide general revision of the diversion and reconsignment rules and changes covering coal and coke, so that all carriers would be subject to a uniform rule throughout the country. At the present time this rule applies to Western Classification Territory, which includes the intermountain section; that at the present time there is allowed a period of 24 hours after the first 7:00 a. m. after the day on which notice of arrival is sent or given to the consignee or party entitled to receive the same. Under the proposed rule this time is to be changed to 24 hours after arrival of the car at destination. That certain other minor changes are requested for the purpose of clarifying the rules. That coal dealers throughout the State appear to be not sufficiently interested to protest against the proposed changes.

From the foregoing findings, the Commission concludes and decides that the granting of the application would not impose any undue hardship upon the shippers and consignees, and that in the interest of uniformity throughout the country, the application should be granted.

IT IS THEREFORE ORDERED, That the application be, and it is hereby, granted, to become effective on thirty (30) days notice to the public and the Commission.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) FRANK L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of RAY JUDD, }
for a permit to operate as a contract motor carrier } Case No. 1424
of property between Hoytsville, Utah, and Salt }
Lake City and Draper, Utah. }

Submitted: September 8, 1933.

Decided: March 3, 1934.

Appearances :

Ray Judd,	} for } Himself.
E. J. Hardesty,	} for Railway Express } Agency, Inc.
R. B. Porter, Attorney,	} for Union Pacific } System Lines.
D. R. Hout,	} for Salt Lake-Coalville } Stage Line.

REPORT OF THE COMMISSION

By the Commission :

Under date of August 18, 1933, application was filed with the Public Utilities Commission of Utah, by Ray Judd, for a permit to operate as a contract motor carrier of property between Hoytsville and Salt Lake City and Draper, Utah. This matter came on regularly for hearing before the Commission at Salt Lake City, Utah, on the 8th day of September, 1933, after due notice given to interested parties.

From the evidence adduced for and in behalf of interested parties, the Commission makes the following findings:

That applicant, Ray Judd, whose post office address is Hoytsville, Utah, desires a permit to operate as a contract motor carrier of property between Hoytsville, Utah, on the one hand, and Salt Lake City and Draper, Utah, over and upon U. S. Highways Nos. 40 and 530, transporting dairy products for the Mutual Creamery Co.; that applicant has operated as such since October, 1932, under verbal contract with said Mutual Creamery Company; that in accordance with Section 13, Chapter 53, Laws of Utah, 1933, applicant filed financial statement as of August 18, 1933, showing total assets valued at \$1,535.00, with liabilities aggregating \$450.00, leaving net assets valued at \$1,085.00; also schedule of equipment showing one 1930 1½-ton Ford truck, appraised value as of August 18, 1933, \$400.00; that applicant has conducted his operations over the highways of the State of Utah in compliance with the statutes of Utah, that he has made reports to the Commission of such operations, and paid the state road maintenance taxes thereon in accordance with the provisions of Chapter 117, Laws of Utah, 1925, and that he is prepared to file with the Commission the necessary insurance and bond as required by law.

From the foregoing findings, the Commission concludes and decides that the application should be granted.

ORDER
CONTRACT CARRIER PERMIT NO. 45

This case being at issue upon application on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof, made and filed a report containing its findings and conclusions, which said report is hereby referred to and made a part hereof:

IT IS ORDERED, That the application herein of Ray Judd, for a permit to operate as a contract motor carrier of property between Hoytsville, Utah, on the one hand, and Salt Lake City and Draper, Utah, on the other hand, over and upon U. S. Highways Nos. 40 and 530, transporting dairy products for the Mutual Creamery Company and Draper Egg Producers Association, be, and it is hereby, granted.

ORDERED FURTHER, That applicant maintain on file with the Public Utilities Commission of Utah the necessary insurance and bond as required by law, copy of his tariff schedule naming rates, time schedule, rules and regulations, and that he shall at all times operate in compliance with the statutes of the State of Utah, and the rules and regulations prescribed by the Public Utilities Commission of Utah governing the operation of contract motor carriers over the public highways of the State of Utah, and this order shall be, and is his authority therefor.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,

(Seal)

Attest:

Commissioners.

(Signed) FRANK L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

CLARENCE BAMBERGER,

Complainant,

vs.

WASATCH GAS COMPANY,
A Corporation,

Defendant.

} Case No. 1425

Submitted: September 28, 1933. Decided: January 12, 1934.

Appearances:

E. R. Callister, Attorney,	} for the
	} Complainant.
W. W. Ray, Attorney,	} for the
	} Defendant.

REPORT AND ORDER OF THE COMMISSION

By the Commission:

On the 28th day of July, 1933, Clarence Bamberger, a resident of Walkers Lane, Murray, Salt Lake County, Utah, hereinafter referred to as Complainant, filed complaint herein against Wasatch Gas Company of Salt Lake City, Utah, hereinafter referred to as Defendant, charging in effect that he, as a large consumer of natural gas supplied by the Defendant for domestic uses, including the heating of his residence, is being discriminated against in the matter of rates and charges therefor, more especially because the Defendant's schedules on file with the Public Utilities Commission make distinction in the matter of charges for gas supplied for domestic purposes and those charged for apartment houses or buildings likewise used for residential purposes.

The Complainant prays that the schedules of the Defendant for natural gas service be so modified that no distinction be made between private dwellings and apartment houses, and that the rates charged by Defendant shall be based upon the amount of gas consumed regardless as to whether supplied to the private residences or apartment houses when the consumption is the same in amount.

In substance the answer made by the Defendant to the Complainant admits that the Complainant is a customer using natural gas supplied by the Defendant for domestic uses, but denies that the Complainant is a large consumer, and affirmatively alleges that the annual consumption of the Complainant is approximately 1,212,000 cubic feet of gas, and that the charges made therefor are just and reasonable and in accordance with its published schedules on file with the Public Utilities Commission, the provisions of which with respect to rates are predicated largely on the amount of gas consumed, and as represented by classified business and edifices.

The Defendant also moved to dismiss the complaint upon the ground that under the allegations made the Complainant is not entitled to the relief prayed for in his complaint nor to any relief, nor to any modification or change in the rates of the Defendant.

Upon the complaint and the answer and motion of the Defend-

ant, the matter came on regularly for hearing before the Commission at its office in the State Capitol, Salt Lake City, on the 28th day of September, 1933.

From the evidence adduced for and in behalf of the respective parties, the Commission finds:

The defendant, Wasatch Gas Company, is a corporation organized and existing under and by virtue of the laws of the State of Utah, and is a "gas corporation" within the meaning of Subdivision 18, of Chapter 2, Title 76, (76-2-1) Revised Statutes of Utah, 1933, and as such is now and for several years last past has been engaged in supplying natural and manufactured gas for all useful purposes to consumers in the territory served by it, in the State of Utah.

That for the purpose of serving the consuming public with natural gas in the State of Utah it published and filed with the Public Utilities Commission certain schedules of class rates together with its rules governing and controlling their application, among others, not pertinent here, providing as follows:

SCHEDULE OF DOMESTIC AND COMMERCIAL RATES FOR NATURAL GAS, EFFECTIVE OCTOBER 6th, 1931.

Applying to the following territory:

Bountiful, Centerville, Farmington, Layton, Kaysville, Clearfield, Murray, Sandy, Midvale, Garfield, Magna, Morgan and Tooele; also Davis, Morgan, Salt Lake, Tooele, and Weber Counties, all in the STATE OF UTAH.

First	400 cubic feet per month or part thereof.....	\$.90	
Next	600 cubic feet per month or part thereof.....	.15	per 100 c.f.
Next	1,000 cubic feet per month or part thereof.....	.12	per 100 c.f.
Next	1,000 cubic feet per month or part thereof.....	.075	per 100 c.f.
Next	2,000 cubic feet per month or part thereof.....	.06	per 100 c.f.
Next	15,000 cubic feet per month or part thereof.....	.0425	per 100 c.f.
Next	30,000 cubic feet per month or part thereof.....	.035	per 100 c.f.
All over	50,000 cubic feet per month or part thereof.....	.03	per 100 c.f.
Minimum Bill, \$.90.			

SCHEDULE OF INDUSTRIAL RATE FOR NATURAL GAS EFFECTIVE APRIL 7th, 1932.

CLASS IV—Gas used as fuel in space heaters, circulating heaters, steam radiators, furnaces, and under boilers in steam or hot water heating plants for heating and water heating for office buildings, apartment buildings, factories, stores, garages, churches, hospitals, schools, theatres, auditoriums, hotels and public buildings, etc.

First	100,000 cubic feet per month.....	25c per M. c.f.
Next	400,000 cubic feet per month.....	20c per M. c.f.
Next	500,000 cubic feet per month.....	19c per M. c.f.
All over	1,000,000 cubic feet per month.....	18c per M. c.f.
Minimum Bill, \$250.00 Per Year.		

That the Complainant, Clarence Bamberger, owns and maintains a large suburban home or residence in the Murray district about eight miles distant from Salt Lake City, which is being served by the defendant with natural gas for domestic uses including residential heating, under its said schedule for domestic and commercial rates.

That the defendant supplies the complainant for the uses aforesaid approximately 1,412,400 cubic feet of gas annually at a cost of \$433.43, the monthly consumption and charges varying according to the season. That in order to serve the complainant and a few other domestic consumers in the territory where Complainant resides it became necessary for the Defendant to construct and maintain at considerable expense a special long distance service pipe line. That Defendant under its aforementioned domestic schedule, accords to its patrons of that class preference over industrial consumers of natural gas, if at any time or for any reason there is a shortage in the supply of gas—a duty imposed upon the Defendant under the franchise granted to it by Salt Lake County.

The average fixed capital of the defendant, as shown by its annual report rendered to this Commission for the year 1932, was \$3,862,524.84; its operating revenues for the same year amounted to \$386,840.54; its operating expenses were, including uncollectibles, \$8,384.61, and taxes \$29,531.11, \$471,938.66, leaving a net operating loss to the Defendant \$85,098.12 for that year.

From the foregoing findings and upon the record and files of this Case, all of which are referred to and made a part hereof, the Commission concludes and decides that the complaint against the defendant herein of unlawful discrimination has not been sustained.

We believe that the classifications made by the Defendant are under all the circumstances and conditions that attend the service just and reasonable and for the best interests of the public in the territory served by it. The Complainant is being accorded, under the Defendant's classification, precisely the same rates as are accorded other rate payers in the class he occupies. Were he accorded in his domestic uses, including house heating, the same rates enjoyed by apartment buildings, factories, stores, churches, hospitals, etc., for which he contends, by reason of his being the owner of a large building used for private residential purposes, then all of the patrons of the defendant using gas for like domestic purposes should be accorded the same rates, as otherwise unlawful discrimination would exist as to them, and the principle of equality always sought for by courts and commissions as between ratepayers in the same class would be entirely destroyed.

In passing upon the reasonableness or the equality of rate classifications, consideration must always be given, not only as to whether

the classes constitute separate or different kinds of service, but also as to whether the service is furnished under the same or substantially the same conditions.

It is apparent from the record in this case that the complainant if afforded the same rates for his domestic uses as apply to the apartment house, the result clearly would be discrimination against the small home owner, likewise create discrimination as between himself and the apartment house, hotel, church, hospital, theatre, public building etc., now being served at rates which he contends should be applied to his domestic uses. Moreover, it appears that the equities in this case are all in favor of the Defendant. The extension of a gas main to serve the Complainant's residence and a few others in the territory where he resides was necessarily made at considerable cost at a time when the net operating revenues of the Defendant's distributing system meant, and still means, service below cost, at present rates predicated on the fixed capital of the Defendant, which was not questioned by the Complainant, nor passed upon by the Commission in this proceeding.

WHEREFORE, upon the findings and conclusions aforesaid,

IT IS HEREBY ORDERED, That the complaint of the Complainant herein be, and the same is hereby, dismissed.

(Signed) E. E. CORFMAN,

THOS. E. McKAY,

T. H. HUMPHERYS,

Commissioners.

Attest:

(Seal)

(Signed) FRANK L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION OF UTAH

In the Matter of the Application of the OREGON
SHORT LINE RAILROAD COMPANY, } Case No. 1426
for permission to publish tolerance rule.

Submitted: October 20, 1933.

Decided: March 10, 1934.

Appearances:

Geo. H. Smith,
Robt. B. Porter, and
W. Hal. Farr, Attorneys,

} for Applicants, Oregon Short
} Line Railroad Co. and all
} carriers by rail in Utah.

T. K. Earley,

} for Applicants, all carriers
} by rail in Utah.

Ernest D. Salm,

} for Protestants, Utah Citizens
} Rate Association and Retail Fuel
} Dealers Association of Utah.

REPORT AND ORDER OF THE COMMISSION

By the Commission:

On August 16, 1933, application was filed with the Public Utilities Commission of Utah, by the Oregon Short Line Railroad Company by its Assistant Traffic Manager, J. L. Amos, for permission to publish revised tolerance rule.

This matter came on for hearing September 12, 1933, after due and legal notice had been given to all interested parties. Proof of publication of notice of hearing was filed at the time of hearing.

From the evidence adduced for and in behalf of the interested parties the Commission makes the following findings:

That applicant is a corporation organized and existing by virtue of the laws of the State of Utah.

That it is engaged in the business of a common carrier by rail in the transportation of passengers, freight, baggage, and express within the State of Utah in intrastate and interstate commerce.

That applicant desires authority for itself as well as all carriers by rail within the State of Utah to publish in connection with their respective coal tariffs, the following tolerance rule:

"The tolerance shall be one percent (1%) of the lading with minimum of five-hundred (500) pounds on all carload freight, except that when Ashes, Coal, Coke, Cinders, Clay, Dolomite, Ganister, Gravel, Mill Scale, Ore, Sand, Slag, All Stone (not cut), Brick, Soft Drain Tile, and Borings, Filings or turnings (Metal, are loaded in open cars the tolerance shall be one and one-half percent (1½%) of the lading with minimum of five-hundred (500) pounds. (See Note as to Coal.)

NOTE: All provisions for tolerance in this rule covering Coal are separate from the allowance on Washed Coal published in tariff of originating carrier."

That tolerance is defined by the Interstate Commerce Commission as the difference in weights due to variations in scales or weighing which may be permitted without correction of the billed weight.

That to grant this application would be in violation of Title 76, Chapter 3, Section 12, Revised Laws of Utah, 1933, which reads as follows:

"No common carrier shall collect from any consignee for coal in carload lots delivered at any point within this state freight charges for any weight in excess of the actual weight of the coal delivered to said consignee, if railroad track scales

are maintained at the point of delivery or in the line of transit; and in determining the actual weight of such coal the common carrier shall be entitled to take the weight of the empty car, as determined by weighing such car at the point where the coal is loaded for shipment, and to deduct such weight from the gross weight of the car and coal as weighed on the railroad track scales at the point nearest in the line of transit to the point of delivery. Such weighing shall be done within a reasonable time after the arrival of the car at its destination. No charge shall be made to the consignee by such common carrier for such weighing. If the difference between the original net weight as determined at the point of shipment and the net weight obtained by reweighing at the track scales nearest in the line of transit to or at the destination does not exceed 200 pounds on a carload of coal, then the weight determined at the point of shipment shall not be changed."

From the foregoing findings, the Commission concludes and decides that the application should be denied and that rail carriers, applicants in the proceeding, should immediately amend their present tolerance rules so as to strictly conform with the provisions of Title 76, Chapter 3, Section 12, revised Laws of Utah, 1933.

IT IS THEREFORE ORDERED, That the application herein be, and it is hereby, denied;

ORDERED FURTHER, That all rail carriers, applicants herein, be, and they are hereby, ordered to amend their present tolerance rules to strictly conform with Title 76, Chapter 3, Section 12, Revised Laws of Utah, 1933.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,

(Seal)
Attest:

Commissioners.

(Signed) FRANK L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of LESTER
MILLER, for a certificate of convenience and
necessity to operate as a common motor carrier
of freight between Hyrum, Utah, on the one
hand, and Salt Lake City and Ogden, Utah, on
the other hand. } Case No. 1427

Submitted: September 12, 1933. Decided: January 23, 1934.

Appearances:

Junius S. Romney, Attorney,	} for
	} Applicant.
R. B. Porter and	} for Union Pacific
W. Hal. Farr, Attorneys,	} System Lines.
	} for Utah Idaho
J. A. Howell, Attorney,	} Central R. R.
	} for
E. J. Hardesty,	} Railway Express Agency.

REPORT AND ORDER OF THE COMMISSION

By the Commission:

Under date of August 18, 1933, application was filed with the Public Utilities Commission of Utah by Lester Miller for a Certificate of Convenience and Necessity to operate as a common motor carrier of property between Salt Lake City and Hyrum, Utah, and Ogden and Hyrum, Utah. This matter came on regularly for hearing before the Commission at Salt Lake City, Utah, on September 12, 1933, after due and legal notice given to interested parties.

From the evidence adduced for and in behalf of interested parties, the Commission makes the following findings:

That applicant, Lester Miller, with post office address, Box 44, Hyrum, Cache County, Utah, is engaged in the business of buying and marketing veal, and in the conduct of said business maintains his principal place of business at Hyrum, Utah; that in connection therewith he transports said veal from Hyrum, Utah, to Salt Lake City and Ogden, Utah, on Tuesday morning of each week, returning to Hyrum the same day; that applicant now desires a certificate of convenience and necessity authorizing him to also transport merchandise from Salt Lake City and Ogden for certain merchants and ranches in Southern Cache Valley on Tuesday of each week when he makes his regular trips to market his veal; that applicant is financially able and has sufficient equipment to render the service herein applied for, and that he is prepared and willing to operate in compliance with the statutes of the State of Utah;

That Protestant, The Utah Idaho Central Railroad Company is a corporation organized and existing under and by virtue of the laws of the State of Delaware, and qualified to do business in the State of Utah; that it is a common carrier of both passengers, freight, and express in the territory proposed to be served by the applicant both by rail and bus between Ogden, Utah, and Preston, Idaho,

and all intermediate points, rendering daily pick-up and delivery service at said points in connection therewith;

That Protestant, the Oregon Short Line Railroad Company operates a steam line of railroad between Salt Lake City, Utah, and the Utah-Idaho State Line, rendering daily freight and express service between said Salt Lake City, Utah, and the Utah-Idaho State Line, and all intermediate points;

That these two railroads practically parallel highway No. 91 through Cache County upon which applicant proposes to conduct his operations;

That in connection with the railroad service rendered by the Oregon Short Line Railroad Company and The Utah Idaho Central Railroad Company, the Railway Express Agency, Inc., renders daily express service to all points on their lines.

From the foregoing findings, the Commission concludes and decides that the transportation facilities between the points applicant proposes to serve are reasonably adequate, that public convenience and necessity does not require the proposed service and that the applicant should therefore be denied.

IT IS THEREFORE ORDERED, That the application herein of Lester Miller for a Certificate of Convenience and Necessity to operate as a common motor carrier of property between Hyrum, Utah, on the one hand, and Salt Lake City and Ogden, Utah, on the other hand, be, and it is hereby, denied.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) FRANK L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of COLORADO-
UTAH STAGES, for a license to operate as a
common motor carrier of passengers in interstate
commerce between Salt Lake City, Utah, and
Grand Junction, Colorado. } Case No. 1428

Submitted: September 6, 1933.

Decided: February 13, 1934

Appearances:

B. W. Dalton, Attorney,	} for } Applicant.
B. R. Howell, Attorney,	
	} for D. & R. G. W. R. R. Co. } and Rio Grande Motor Way, } Incorporated.

REPORT OF THE COMMISSION

By the Commission:

Under date of August 18, 1933, application was filed with the Public Utilities Commission of Utah, by Colorado-Utah Stages, a corporation, for a license to operate as a common motor carrier of passengers in interstate commerce between Salt Lake City, Utah, and the Utah-Colorado State Line enroute to Grand Junction, Colorado. This matter came on regularly for hearing before the Commission at Salt Lake City, Utah, on the 6th day of September, 1933, after due notice given to interested parties.

From the evidence adduced for and in behalf of interested parties, the Commission makes the following findings:

That applicant, Colorado-Utah Stages, whose post office address is Grand Junction, Colorado, is a corporation organized and existing under and by virtue of the laws of the State of Utah, and desires a license to operate as a common motor carrier of property in interstate commerce between Salt Lake City, Utah, and the Utah-Colorado State Line, enroute to Grand Junction, Colorado, over and upon U. S. Highways Nos. 91 and 50; that applicant has operated as such for a period of approximately five years, under its present name and under the name of Colorado Utah Motorway, Inc.; that applicant has liquid assets of a value of more than \$5,000.00, with no liability against such assets, and its equipment consists of two seven-passenger 1927 Hudson cars; that applicant has in the past occasionally transported passengers intrastate when requested to do so, but will in the future restrict its operations to interstate commerce only; that applicant complied with the provisions of Chapter 117, Laws of Utah, 1925, in that it has made reports to the Public Utilities Commission of Utah of its operations for hire over the public highways, and paid the state road maintenance taxes thereon; and that applicant is prepared to furnish the necessary insurance and bond as required by law.

From the foregoing findings, the Commission concludes and decides that the application should be granted.

ORDER

INTERSTATE CARRIER LICENSE NO. 34

This case being at issue upon application on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof, made and filed a report containing its findings and conclusions, which said report is hereby referred to and made a part hereof:

IT IS ORDERED, That the application herein of Colorado-Utah Stages, a corporation, for a license to operate as a common motor carrier in interstate commerce only, between Salt Lake City, Utah, and the Utah-Colorado State Line, enroute to Grand Junction, Colorado, over and upon U. S. Highways Nos. 91 and 50, be, and it is hereby, granted.

ORDERED FURTHER, That applicant shall forthwith file with the Public Utilities Commission of Utah the necessary insurance and bond as required by law, and shall at all times operate in accordance with the statutes of Utah, and the rules and regulations prescribed by the Public Utilities Commission of Utah governing the operation of common motor carriers over the public highways of the State of Utah, and this order shall be, and is its authority therefor.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) FRANK L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of C. E. TOOMBS, for a permit to operate as a contract motor carrier of property between Howell, Cement Plant, and Brigham, Utah. } Case No. 1429

Submitted: September 12, 1933.

Decided: April 9, 1934.

Appearances:

C. E. Toombs,	} for
R. B. Porter and	} Himself.
W. Hal. Farr, Attorneys,	} for Union Pacific
	} System Lines.

REPORT OF THE COMMISSION

By the Commission:

Under date of August 22, 1933, application was filed with the Public Utilities Commission of Utah, by C. E. Toombs, for a permit to operate as a contract motor carrier of property between Howell, Cement Plant, and Brigham, Utah. This matter came on for hearing before the Commission at Salt Lake City, Utah, on the 12th day of September, 1933, after due and legal notice given to interested parties.

From the evidence adduced for and in behalf of interested parties, the Commission makes the following findings:

That applicant, C. E. Toombs, residing at Willard, Utah, desires a permit to operate as a contract motor carrier of property between Howell, Cement Plant, and Brigham, Utah, over and upon U. S. Highways Nos. 30-S and 91, for George Wood, Merle Mason, Jesse Rock, Joe Shriber, Carl Shriber, and a Mr. Christensen, at Howell, Faus Valley and Blue Creek, Utah, and Roy Christensen, Isaac Jensen and Noble Hunsaker of Brigham City, Utah; that in accordance with the provisions of Section 13, Chapter 53, Laws of Utah, 1933, applicant filed financial statement as of August 22, 1933, showing total assets valued at \$1,700.00, and total liabilities aggregating \$399.00, consisting of indebtedness on equipment, leaving net assets valued at \$1,301.00; also schedule of equipment showing one 1933 three-ton Ford truck, appraised value as of August 22, 1933, \$800.00; that applicant has not operated over the public highways of the State of Utah for hire prior to August, 1933, and has filed reports with the Commission of such operations since that time, and paid the State Road Maintenance taxes thereon in compliance with the provisions of Chapter 117, Laws of Utah, 1925; that there is no regular transportation service, either by rail or truck to and from the points applicant desires to serve, and that he has on file the necessary insurance and bond as required by law.

From the foregoing findings, the Commission concludes and decides that the application should be granted.

ORDER

CONTRACT CARRIER PERMIT NO. 56

This case being at issue upon application on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof, made and filed a report containing its findings and conclusions, which said report is hereby referred to and made a part hereof:

IT IS ORDERED, That the application herein of C. E. Toombs, for a permit to operate as a contract motor carrier of property between Howell, Faus Valley, and Blue Creek, Utah, on the one hand, and Brigham City, Utah, on the other hand, over and upon U. S. Highways Nos. 30-S and 91, for George Wood, Merle Mason, Jesse Rock, Joe Shriber, Carl Shriber, Mr. Christensen, Roy Christensen, Isaac Jensen, and Noble Hunsaker, be, and it is hereby, granted.

ORDERED FURTHER, That applicant maintain on file with the Public Utilities Commission of Utah the necessary insurance and bond, copy of his tariff schedule, naming rates, time schedule, rules and regulations, and that he shall at all times operate in compliance with the statutes of Utah, and the rules and regulations prescribed by the Public Utilities Commission of Utah governing the operation of contract motor carriers over the public highways of the State of Utah, and this order shall be and is his authority therefor.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of R. A. GOULD for a permit to operate as a contract motor carrier of gasoline between Ogden and Salt Lake City, Utah, via Highway No. 91.	}	Case No. 1430
PENDING		

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

UNITED STATES GOVERNMENT (War Department, Quartermaster Corps, U. S. Army) By Major C. W. Haney, Quartermaster Corps, Complainant,	}	Case No. 1431
vs		
UTAH POWER AND LIGHT COMPANY, Defendant.	}	

BEFORE THE PUBLIC UTILITIES COMMISSION OF UTAH

COMMANDING OFFICER, OGDEN ORD- NANCE DEPOT, Ogden, Utah, for and in behalf of the United States Government, Complainant,	} Case No. 1442
vs	
UTAH POWER AND LIGHT COMPANY, Defendant.	

Submitted: February 24, 1934.

Decided: May 21, 1934.

Appearances:

Hugh C. Smith, Colonel I.A.G.D. Corps Area, Judge Advocate, John D. Rice, Deputy Attorney General of Utah,	} for Complainant.
George R. Corey and A. C. Inman, Attorneys,	
	} for Defendant.
Lorenzo Elggren, Warwick C. Lamoreaux,	
	} for Themselves and other residents of Salt Lake City, Utah, Interveners.

REPORT AND ORDER OF THE COMMISSION

By the Commission:

July 12, 1933, Major C. W. Haney, Quartermaster Corps, U. S. Army, for and in behalf of the United States Government, filed a complaint with the Public Utilities Commission of Utah, to the effect that the charges made against the War Department by the Utah Power and Light Company, an "electrical corporation" within the meaning of subdivisions 20 and 28, of 76-21, Revised Statutes of Utah, 1933, for electric lighting and power services under certain contracts entered into with the War Department, for serving Main Post, Fort Douglas, a detached Government Building in Salt Lake City and the Army Hangar at the Municipal Airport, Salt Lake City, Utah, are unjust and unreasonable, and prayed that the charges therefor be reduced by the Commission at least ten percent (10%) under the said contracts, (Case No. 1431).

On the 26th day of July, 1933, a similar complaint with prayer for relief was filed against the Utah Power and Light Company with the Commission in behalf of the United States Government by Joseph Zaine, Master Sergeant, Ordnance Department, U. S. A. Commanding, Ogden Ordnance Depot, at Ogden, Utah, (Case No. 1442).

The two cases were by order of the Commission combined for investigation, hearing, and determination. For convenience, the respective parties thereto will be hereinafter referred to as the Government, the Company, and Interveners.

In due time the Company filed in these cases a motion to dismiss the complaints upon the grounds of insufficient facts, that the complaints failed to state that the rates charged were unjust, unreasonable, discriminatory, or in any other way unlawful, and also challenged the jurisdiction of the Commission over the rates involved and at the same time answered the complaint by denying the rates charged the Government are too high because of their being the rates in full force and effect and those applicable to the general business of the Company in the State of Utah. The answers further affirmatively alleged, that if the relief prayed for by the Government be granted, the result would be, under its established rate schedules, discrimination in the Government's favor as against the Company's other patrons and therefore in direct violation of the Statutes of the State of Utah.

On the 28th day of September, 1933, these cases came on regularly for hearing before the Commission at its office in the State Capitol, Salt Lake City, Utah, at which time the Company further moved to strike the complaints, upon the ground that they did not comply with the requirements of Section 76-6-9, Revised Statutes of Utah, 1933, which said motion was also taken under advisement by the Commission.

At this hearing the Government was not represented by Attorney or Counsel, the only appearances in its behalf being F. L. Schroder, Warrant Officer, Main Post, United States Army, Fort Douglas, Utah, in Case No. 1431, and Joseph Zaine, Master Sergeant of the Ordnance Department, United States Army, Ogden Ordnance Depot at Ogden, Utah, in Case No. 1442, whereupon by request of the Commission, Deputy Attorney General for Utah, John D. Rice, acted for and in behalf of the Government. No evidence had been prepared and none offered to sustain the charge made in the complaint that the Company's rates were "considered too high," and upon the suggestion of Deputy Attorney General Rice, over the objection of the Company and its motion for dismissal, these cases were continued by the Commission for further hearing until the 19th day of October, 1933, and afterwards continued by request of the parties until the 9th day of November, 1933, at which time certain evidence was offered and received in behalf of the Government over the objection of the Company. During the course of the proceedings at this hearing, the Government asked for and was granted leave by the Commission to file an amended complaint, alleging in substance and in effect, that the Company had not rendered electrical service to the Gov-

ernment under contracts since June 30, 1933, and that from thence to the present time the service was rendered and charged for by the Company under its regular rate schedules effective in Utah for many years last past, notwithstanding that in recent years changed economic conditions have been brought about in the country. It was further alleged by the amended complaint that all of the charges and rates of the Company at the present time for electrical energy furnished the Government are unjust, unreasonable, and excessive; that the Company's present rates and charges for electrical service are excessive in that they will provide a larger return to the Company than it is entitled to earn on the property used and useful in the public service. It is further alleged in the Government's amended complaint that the Company discriminates as to rates and charges between the Government and other users of electrical energy within the State of Utah; that the standards, classifications and measurements of the electrical energy used by the Company in rendering service are unjust and unreasonable as applied to the service rendered to the Government, because of present economic conditions, and that the Company is now earning a greater return on its capital investment than is just and reasonable.

However, during the course of the proceedings before the Commission at this hearing the Government announced it did not care to press its claims with respect to excessive charges made by the Company for services rendered at the Ogden Ordnance Depot, at Ogden, Utah, as set forth in Case No. 1442, and thereupon, that Case was dismissed without prejudice.

During the course of the proceedings had before the Commission with respect to Case No. 1431, and shortly before the hearing was closed on November 14, 1933, application was made by Warwick C. Lamoreaux and Lorenzo E. Elggren, in their own behalf, and in the behalf of some thirty other citizens of Salt Lake City, Utah, for leave to intervene by filing a petition in intervention, alleging that the rates charged by the Company for electrical energy in Salt Lake City and vicinity are excessive, unreasonable, and unjust, and prayed that the evidence introduced in behalf of the Government, in so far as the same might be pertinent, be considered by the Commission in their behalf, and further prayed that they be privileged to offer evidence in support of their allegations. Their application to intervene was granted with the understanding on the part of the Commission and all interested parties that the said intervenors might offer further testimony in their own behalf, but that the Government would submit its case on the record then made. However, further testimony was not offered in behalf of the intervenors, nor was any evidence introduced on the part and in behalf of the Company tending to refute

the charges made by the Government and the Intervenor in their respective complaints that the Company's rates and charges are excessive, unreasonable, and unjust.

The Government's evidence in the case before us consists largely of excerpts taken and read into the record from a report rendered by the Acting Chairman of the Federal Trade Commission to the United States Senate, pursuant to the Senate Resolution No. 83, Seventieth Congress, first session, approved February 15, 1928, directing the investigation of certain classes of electric power companies including the Defendant, Utah Power & Light Company, and its affiliated companies. Public hearings were held pursuant to Senate Resolution No. 83 in Washington, D. C. June 14, to and inclusive of July 1, 1932, and an interim report rendered to the Senate by the Acting Chairman of the Federal Trade Commission, accompanied by a transcript of the evidence taken at the hearings, on the 15th day of July, 1932.

The case as submitted to us by the Government is far from being complete, and the evidence insufficient to sustain or justify a finding that the rates charged the Government are unjust, unreasonable, and excessive as claimed by both the Government and the Intervenor.

On the 19th day of December, 1933, this Commission on its own motion filed a complaint, Case No. 1531, against the Company that the rates charged by it in the State of Utah are excessive and its classifications, rules, regulations, practices, and measurements with respect to its electrical service unjust, unreasonable, and discriminatory, therefore unlawful, to the end that they may be fully investigated, and proper orders made in conformity with the public utility laws of the State.

Under all of the circumstances, the Commission believes that the complaint of the Government and the petition of the Intervenor should not at this time be dismissed for want of proof; that they should be combined with the state-wide case No. 1531, now pending before the Commission, for further hearing and investigation. The Intervenor has in the interest of certain civic organizations already filed petition in intervention in Case No. 1531, as have other civic and industrial organizations whose interests are involved and are affected as rate payers and patrons of the Company.

IT IS NOW THEREFORE ORDERED, That Case No. 1431 be, and the same is hereby combined with Case No. 1531 for further hearing and investigation before the Commission.

ORDERED FURTHER, That the record and files of the proceedings heretofore had before the Commission in Case No. 1431, shall be considered in connection with Case No. 1531, subject, how-

ever, to the same objections and motions of the respective parties, not heretofore ruled upon by the Commission.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS.

Commissioners.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION OF UTAH

<p>In the Matter of the Application of UTAH LIGHT & TRACTION COMPANY, for permission to institute and operate a motor bus transportation system on State Street in Salt Lake City and Murray, Utah, (Route No. 12), to discontinue street car service thereon, and to abandon and remove its street car tracks over a portion of said route.</p>	}	Case No. 1432
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Submitted: September 28, 1933. Decided: November 15, 1933.

Appearances:

<p>George R. Corey and A. C. Inman, Attorneys, Salt Lake City, Utah,</p>	}	for Applicant.
<p>Harold E. Wallace, Attorney, Salt Lake City, Utah,</p>	}	for Salt Lake County.
<p>H. S. Kerr, Chief Engineer, State Road Commission, Salt Lake City, Utah,</p>	}	for State Road Commission.
<p>Wm. A. Fraser, Attorney, Salt Lake City, Utah,</p>	}	for Salt Lake City Corp.

REPORT OF THE COMMISSION

By the Commission:

Under date of August 24, 1933, application was filed with the Public Utilities Commission of Utah by the Utah Light & Traction Company, for permission to institute and operate a motor bus transportation system on State Street in Salt Lake City and Murray City, Salt Lake County, Utah (Route No. 12), to discontinue street car service thereon, and to abandon and remove its street car tracks over a portion of said route. Amended application was filed on September

16, 1933. This matter came on regularly for hearing before the Commission at its office, State Capitol, Salt Lake City, Utah, after due and legal notice given to interested parties, on September 28, 1933. No protests were made or filed to the granting of the application. Proof of Publication of Notice of Hearing was filed at the time of the hearing.

From the evidence adduced for and in behalf of interested parties, the Commission makes the following findings:

That applicant, Utah Light & Traction Company, is a corporation organized and existing under and by virtue of the laws of the State of Utah, with its principal place of business at Salt Lake City, Utah; that applicant owns and operates an electric street and inter-urban railway and bus system in Salt Lake City, and Salt Lake and Davis Counties, all in the State of Utah, and as a part of its said street railway system, applicant owns and operates a certain street car line known as Route No. 12, operating in Salt Lake City and Murray, Utah, as follows:

"From the intersection of First South and State Streets in Salt Lake City, Utah, south on State Street to the terminus of said line at Second Avenue in Murray City, Utah."

That petitioner now desires to discontinue the operation of the street car and railway service on Route No. 12, and in lieu thereof to institute, maintain, and operate a gasoline motor bus service, to be known as Route No. 12, on said State Street between the downtown district in Salt Lake City, Utah, and the intersection of said State Street and Second Avenue in Murray City, Utah, and to remove its overhead wires and other equipment from and along that part of said Route No. 12, south of Ninth South Street, and to remove its street railway tracks from and along that part of said Route No. 12 on State Street between Ninth South Street in Salt Lake City and Regal Avenue in Murray City, Utah, consisting of approximately 29,411 route feet of single and double tracks.

That the State Road Commission of Utah contemplates and proposes to pave and improve said State Street between Ninth South in Salt Lake City and Regal Avenue in Murray City, Utah, and the removal of applicant's tracks therefrom will eliminate the necessity of having street railway tracks located upon said improved highway.

That if permission is granted to the applicant to operate a gasoline motor bus service as applied for, the street railway tracks which applicant desires to abandon and remove will no longer be necessary in the service of the public, and that the proposed bus service will satisfy the needs of the public, and that public convenience and necessity will be as well served thereby as by the present street car service.

From the foregoing findings, the Commission concludes and decides that the application should be granted.

ORDER

CERTIFICATE OF CONVENIENCE AND NECESSITY

No. 409

This case being at issue upon application on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof, made and filed a report containing its findings and conclusions, which said report is hereby referred to and made a part hereof:

IT IS ORDERED, That the application herein of Utah Light & Traction Company, for permission to discontinue the operation of street car and railway service on its Route No. 12, between the downtown district in Salt Lake City, Utah, and the intersection of said State Street and Second Avenue in Murray, Utah, and to institute, maintain, and operate a gasoline motor bus transportation line in lieu thereof, be, and it is hereby, granted.

ORDERED FURTHER, That applicant, Utah Light & Traction Company, be, and it is hereby, authorized to remove its overhead wires and other equipment, as well as its street railway tracks from and along that part of its said Route No. 12, south of Ninth South Street in Salt Lake City, Utah, to Regal Avenue in Murray City, Utah, consisting of approximately 29,411 route feet of single and double tracks.

ORDERED FURTHER, That the fares to be charged by applicant for the gasoline motor bus service as applied for, shall be the same as those heretofore charged for street car service, and that the service to be rendered shall be of the same frequency as that heretofore rendered by applicant's street cars.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) FRANK L. OSTLER, Secretary.

In the Matter of the Application of V. D. ATKINSON, for a permit to operate as a contract motor carrier of property between Salt Lake City and Oakley, Utah. } Case No. 1433

Submitted: September 29, 1933. Decided: January 11, 1934.

Appearance:

V. D. Atkinson, } for
Himself.

By the Commission:

Under date of August 25, 1933, application was filed with the Public Utilities Commission of Utah, by V. D. Atkinson, for a permit to operate as a contract motor carrier of property between Salt Lake City and Oakley, Utah. This matter came on for hearing before the Commission at Salt Lake City, Utah, on the 29th day of September, 1933, after due notice given to interested parties.

From the evidence adduced for and in behalf of interested parties, the Commission makes the following findings:

That applicant, V. D. Atkinson, with post office address at Kamas, Utah, desires a permit to operate as a contract motor carrier of property between Salt Lake City, Utah, and Kamas and Oakley, Utah, over and upon U. S. Highways Nos. 40 and 530, and Utah State Highway No. 35, for Midwestern Dairy and Nelson Ricks Dairy Companies of Salt Lake City, R. L. King of Kamas, Utah, and Stewart's Ranch; that applicant has operated as such for a period of about two years, rendering daily service; that in accordance with Section 13, Chapter 53, Laws of Utah, 1933, applicant has filed financial statement as of August 25, 1933, showing total assets valued at \$1,450.00, with liabilities aggregating \$600.00 indebtedness on equipment, leaving net assets valued at \$850.00; also schedule of equipment as of August 25, 1933, showing two 1½-ton trucks with appraised value as of that date, \$1,250.00; that applicant has conducted his operations for hire over the public highways of the State of Utah in compliance with the statutes and the Commission's rules and regulations; that applicant has filed monthly reports of such operations to the Commission and paid the state road maintenance taxes thereon, in compliance with Chapter 117, Laws of Utah, 1925; and that applicant is prepared to file with the Commission the necessary insurance and bond as required by law.

From the foregoing findings, the Commission concludes and decides that the application should be granted.

ORDER

CONTRACT CARRIER PERMIT NO. 37

This case being at issue upon application on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof, made and filed a report containing its findings and conclusions, which said report is hereby referred to and made a part hereof:

IT IS ORDERED, That the application herein of V. D. Atkinson for a permit to operate as a contract motor carrier of property between Salt Lake City, Utah, and Kamas and Oakley, Utah, over and upon U. S. Highways Nos. 40 and 530, and Utah State Highway No. 35, for Midwestern Dairy Company, Nelson Ricks Dairy Company, R. L. King, and Stewart's Ranch, be, and it is hereby, granted.

ORDERED FURTHER, That applicant forthwith file with the Public Utilities Commission of Utah the necessary insurance and bond as required by law, tariff schedule naming rates, time schedule, rules and regulations, and that he shall at all times operate in accordance with the statutes of Utah, and the rules and regulations prescribed by the Commission governing the operation of contract motor carriers over the public highways of the State of Utah, and this order shall be, and is his authority therefor.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) FRANK L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION OF UTAH

In the Matter of the Application of PAUL GER-	}	Case No. 1434
NAND, operating under the name and style of		
INTERMOUNTAIN LINES, for a license		
to operate as a common motor carrier of passen-		
gers in interstate commerce between Salt Lake		
City, Utah, and the Utah-Arizona State Line.		

ORDER

Upon motion of the applicant, and with the consent of the Commission:

IT IS HEREBY ORDERED, That the application herein of Paul Gernand, operating under the name and style of Intermountain Lines, for a license to operate as a common motor carrier of passengers in interstate commerce between Salt Lake City, Utah, and the Utah-Arizona State Line, be, and it is hereby, dismissed without prejudice.

By the Commission.

Dated at Salt Lake City, Utah, this 8th day of January, 1934.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) FRANK L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of G. D. } MICHAELSON, for a permit to operate as a } contract motor carrier of property between } Case No. 1435 Smithfield and Salt Lake City, Utah, via U. S. } Highway No. 91. }
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ORDER

It appearing that the above named applicant failed to appear at the hearing of the above entitled matter before the Commission:

IT IS HEREBY ORDERED, That the application herein of G. D. Michaelson, for a permit to operate as a contract motor carrier of property between Smithfield and Salt Lake City, Utah, via U. S. Highway No. 91, be, and it is hereby dismissed.

By the Commission.

Dated at Salt Lake City, Utah, this 17th day of October, 1933.

(Signed) E. E. CORFMAN,
T. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION OF UTAH

In the Matter of the Application of MARTIN
ROARK and LEONARD HYLAND, co-part-
ners, for a certificate of convenience and necessity
to operate as a common motor carrier of property
between Salt Lake City and St. George, Utah,
and intermediate points between Beaver and St.
George, Utah, } Case No. 1436

Submitted: October 4, 1933.

Decided: February 27, 1934.

Appearances:

R. J. Hogan, Attorney,	} for
	} Applicant.
Robert B. Porter, Attorney,	} for Union Pacific
	} System Lines.
Sam D. Thurman, Attorney,	} for
	} E. LeRoy Puffer.

REPORT AND ORDER OF THE COMMISSION

By the Commission:

Under date of September 1, 1933, application was filed by Martin Roark and Leonard Hyland, co-partners, for a certificate of convenience and necessity to operate as a common motor carrier of property between Salt Lake City, Utah, and St. George, Utah, and intermediate points, between Beaver and St. George, inclusive.

This matter came on regularly for hearing before the Commission at Salt Lake City, Utah, on October 4, 1933, after due and legal notice given to interested parties. Proof of Publication of notice was filed at the hearing.

From the evidence adduced for and in behalf of interested parties, the Commission makes the following findings:

That applicants, Martin Roark and Leonard Hyland, co-partners, with addresses at 726 Brazier Court and 1024 South 5th East, Salt Lake City, Utah, respectively, desire a certificate of convenience and necessity from the Public Utilities Commission to operate as a common motor carrier of property between Salt Lake City and St. George, Utah, and intermediate points between Beaver and St. George, inclusive, over and upon U. S. Highway No. 91; that applicants are financially able and have sufficient equipment to render the service as applied for, and are prepared and ready to comply with the statutory insurance and bond provisions.

That the Los Angeles and Salt Lake Railroad Company operates

a steam line of railroad between Salt Lake City and Los Angeles, California, rendering daily passenger and freight service between said points, with a branch line from Lund to Cedar City.

That J. J. Milne is a common motor carrier of freight, operating under Certificate of Convenience and Necessity No. 406 between Salt Lake City and Santa Clara, Utah, and certain intermediate points, and Certificate of Convenience and Necessity No. 293 between Cedar City and St. George, Utah, rendering freight service between Salt Lake City and Santa Clara, Utah, twice weekly, and between Cedar City and St. George, Utah, daily, connecting with the Los Angeles and Salt Lake Railroad Company at Cedar City.

That E. LeRoy Puffer is a common motor carrier of property operating under authority of Certificate of Convenience and Necessity No. 411 between Salt Lake City and Fillmore and intermediate points between Beaver and Fillmore, rendering daily freight service between said points.

From the foregoing findings, the Commission concludes and decides that the transportation facilities between the points applicants propose to serve appear to be reasonably adequate, that convenience and necessity do not require the service applied for, and that the application should therefore be denied.

IT IS THEREFORE ORDERED, That the application herein of Martin Roark and Leonard Hyland, co-partners, for a certificate of convenience and necessity to operate as a common motor carrier of freight between Salt Lake City and St. George, Utah, and intermediate points between Beaver and St. George, inclusive, be, and it is hereby, denied.

(Signed) E. E. CORFMAN,

T. E. McKAY,

T. H. HUMPHERYS,

Commissioners.

(Seal)

Attest:

(Signed) FRANK L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of MARTIN
CAMPBELL, for a permit to operate as a con-
tract motor carrier of property between Vernal,
Utah, and Salt Lake City, Utah, Price, Heber,
Provo, Utah and Utah-Colorado State Line, via
U. S. Highways Nos. 40 and 50 and Utah State
Highways Nos. 7 and 33.

} Case No. 1437

ORDER

It appearing that the above named applicant failed to appear at hearing of the above entitled matter before the Commission:

IT IS HEREBY ORDERED, That the application herein of Martin Campbell, for a permit to operate as a contract motor carrier of property between Vernal, Utah, and Salt Lake City, Utah, Price, Heber, Provo, Utah, and Utah-Colorado State Line, via U. S. Highways Nos. 40 and 50, and Utah State Highways Nos. 7 and 33, be, and it is hereby, dismissed.

By the Commission.

Dated at Salt Lake City, Utah, this 17th day of October, 1933.

(Signed) E. E. CORFMAN,

T. E. McKAY,

T. H. HUMPHERYS,

Commissioners.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of GEORGE T. }
HISLOP, for a permit to operate as a contract } Case No. 1438
motor carrier of property between Salt Lake }
City, Utah, and Vernal and Jensen, Utah. }

Submitted: September 29, 1933. Decided: December 26, 1933.

Appearances:

George T. Hislop, } for
Himself.

Sam D. Thurman, Attorney, } for Sterling
Transportation Co.

REPORT AND ORDER OF THE COMMISSION

By the Commission:

Under date of September 2, 1933, application was filed with the Public Utilities Commission of Utah, by George T. Hislop, for a permit to operate as a contract motor carrier of property between Salt Lake City, Utah, and Vernal and Jensen, Utah, over and upon U. S. Highway No. 40. This matter came on regularly for hearing before the Commission at Salt Lake City, Utah, on the 29th day of September, 1933, after due and legal notice given to interested parties.

From the evidence adduced for and in behalf of interested parties, the Commission makes the following findings:

That applicant, George T. Hislop, whose post office address is Vernal, Utah, desires a permit to operate as a contract motor carrier of property between Salt Lake City, Utah, and Vernal and Jensen, Utah, for Allen Cash Store, Vernal, Utah, Cy's Cash Store, and Kelley Mercantile of Jensen, Utah, over and upon U. S. Highway No. 40; that applicant has operated as such since about January, 1933, without a permit from the Public Utilities Commission of Utah, in violation of Chapter 42, Laws of Utah, 1927, and laws amendatory thereto; that in accordance with Section 13, Chapter 53, Laws of Utah, applicant filed financial statement and schedule of equipment as of August 30, 1933, showing one 1931 1½-ton Willys truck valued at \$275.00 as total assets, with no liabilities; that applicant has filed reports of his operations for hire over the public highways of the State of Utah as provided by Chapter 117, Laws of Utah, 1925, but has not paid the state road maintenance taxes thereon, which are now delinquent in the amount of \$173.10; that applicant is prepared to file the necessary insurance and bond as required by law.

That the Sterling Transportation Company operates as a common motor carrier of freight between Salt Lake City and Vernal, Utah, under authority of Certificate of Convenience and Necessity No. 274, issued by the Public Utilities Commission of Utah in Case No. 885, and has so operated since 1926; and that said Sterling Transportation Company is prepared and able to render any and all freight transportation service between Salt Lake City and Vernal, Utah, and intermediate points, as public needs may require.

From the foregoing findings, the Commission concludes and decides that the application should be denied for failure to comply with the provisions of the statutes of the State of Utah.

IT IS THEREFORE ORDERED, That the application herein of George T. Hislop, for a permit to operate as a contract motor carrier of property between Salt Lake City, Utah, and Vernal and Jensen, Utah, be, and it is hereby, denied.

ORDERED FURTHER, That applicant, George T. Hislop, forthwith cease and desist all operations for hire over the public highways of the State of Utah.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

Attest:

(Seal)

(Signed) FRANK L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION OF UTAH

In the Matter of the Application of WILL KILL-
PACK, for a permit to operate as a contract
motor carrier of passengers and property making
excursion trips over any and all highways in the
State of Utah. } Case No. 1439

ORDER

Upon motion of the applicant and with the consent of the
Commission:

IT IS HEREBY ORDERED, That the application of Will
Killpack, for a permit to operate as a contract motor carrier of pas-
sengers and property making excursion trips over any and all high-
ways in the State of Utah, be, and it is hereby dismissed.

By the Commission.

Dated at Salt Lake City, Utah, this 17th day of October, 1933.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION OF UTAH

In the Matter of the Application of UTAH-CAL-
IFORNIA MOTOR LINES, INC., for a
license to operate as a common motor carrier of
property in interstate commerce between Salt
Lake City, Utah, and Utah-Arizona State Line. } Case No. 1440

Submitted: September 29, 1933. Decided: January 8, 1934.

Appearances:

Ray Lilienquist,	} for
	} Applicant.
R. B. Porter and	} for Union Pacific
W. Hal. Farr, Attorneys,	
	} System Lines.
B. R. Howell, Attorney,	} for D. & R. G. W. R. R. Co.
	} and Rio Grande Motor Way,
	} Incorporated.

REPORT OF THE COMMISSION

By the Commission:

Under date of September 5, 1933, application was filed with the Public Utilities Commission of Utah by the Utah-California Motor Lines, Inc., for a license to operate as a common motor carrier of property in interstate commerce between Salt Lake City, Utah, and the Utah-Arizona State Line. This matter came on for hearing at Salt Lake City, Utah, on the 29th day of September, 1933, after notice given to interested parties.

From the evidence adduced for and in behalf of interested parties, the Commission makes the following findings:

That applicant, Utah-California Motor Lines, Inc., whose post office address is 36 South First West Street, Salt Lake City, Utah, is a corporation organized and existing under and by virtue of the laws of the State of Utah, and desires a license to operate as a common motor carrier of property in interstate commerce between Salt Lake City, Utah, and the Utah-Arizona State Line, over and upon U. S. Highway No. 91; that in accordance with Section 8, Chapter 53, Laws of Utah, 1933, applicant filed financial statement as of September 1, 1933, showing total assets valued at \$22,337.27, with liabilities aggregating \$10,349.76, leaving net assets valued at \$11,987.51, also schedule of equipment showing seven trucks with appraised value as of September 1, 1933, \$16,300.00; that applicant has filed reports of its operations for hire over the public highways of Utah with the Public Utilities Commission of Utah, and paid the state road maintenance taxes thereon in accordance with the provisions of Chapter 117, Laws of Utah, 1925; and that applicant is prepared to file the necessary insurance and bond as required by law.

From the foregoing findings, the Commission concludes and decides that the application should be granted.

ORDER

INTERSTATE CARRIER LICENSE NO. 28

This case being at issue upon application on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof, made and filed a report containing its findings and conclusions, which said report is hereby referred to and made a part hereof:

IT IS ORDERED, That the application herein of Utah-California Motor Lines, Inc., a corporation, for a license to operate as a common motor carrier of property in interstate commerce be-

tween Salt Lake City, Utah, and the Utah-Arizona State Line, over and upon U. S. Highway No. 91, be, and it is hereby, granted.

ORDERED FURTHER, That applicant shall forthwith file with the Public Utilities Commission of Utah, the necessary insurance and bond as required by law, copy of its tariff schedule, naming rates, time schedule, rules and regulations, and that it shall at all times operate in accordance with the statutes of the State of Utah, and the rules and regulations prescribed by the Public Utilities Commission of Utah governing the operation of common motor carriers over the highways of the State of Utah, and this order shall be, and is its authority therefor.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) FRANK L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION OF UTAH

In the Matter of the Application of FRED W. LINDSAY and W. C. LINDSAY, for a permit to operate as a contract motor carrier of property between Salt Lake City and Bingham Canyon, Utah.	}	Case No. 1441
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Submitted: October 19, 1933.

Decided: March 10, 1934.

Appearances:

Fred W. Lindsay,	}	for Applicants.
Dan B. Shields, Attorney,	}	for Bingham Stage Lines.

REPORT OF THE COMMISSION

By the Commission:

Under date of September 7, 1933, application was filed with the Public Utilities Commission of Utah, by Fred W. Lindsay and W. C. Lindsay, for a permit to operate as a contract motor carrier of property between Salt Lake City and Bingham Canyon, Utah. This matter came on regularly for hearing before the Commission at Salt Lake City, Utah, on October 19, 1933, after due notice given to interested parties.

From the evidence adduced for and in behalf of interested parties, the Commission makes the following findings:

That applicants, Fred W. Lindsay and W. C. Lindsay, with post office address at No. 3 Woodruff Apartments, Salt Lake City, Utah, have operated between Salt Lake City and Bingham Canyon, Utah, transporting the United States Mail under contract, for a period of several years, and now desires a permit from the Public Utilities Commission for authority to continue such operation; that in accordance with Section 13, Chapter 53, Laws of Utah, 1933, applicants filed financial statement as of September 1, 1933, showing net assets consisting of one Model A Ford 1930 ½-ton truck, valued at \$175.00, with no liabilities; that applicants have conducted their operations for hire over the highways in compliance with the statutes, and have made monthly reports to the Commission and paid the state road maintenance taxes to the State on such operations, in compliance with the provisions of Chapter 117, Laws of Utah, 1925, and have filed the necessary insurance and bond as required by law.

From the foregoing findings, the Commission concludes and decides that the application should be granted.

ORDER CONTRACT CARRIER PERMIT NO. 47

This case being at issue upon application on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof, made and filed a report containing its findings and conclusions, which said report is hereby referred to and made a part hereof:

IT IS ORDERED, That the application herein of Fred W. Lindsay and W. C. Lindsay, for a permit to operate as a contract motor carrier of property between Salt Lake City, Utah, and Bingham Canyon, Utah, transporting mail for the U. S. Government, be, and it is hereby, granted.

ORDERED FURTHER, That applicants shall maintain on file with the Public Utilities Commission of Utah the necessary insurance and bond as required by law, and copy of their tariff schedule, naming rates, time schedule, rules and regulations, and that they shall at all times operate in accordance with the statutes of Utah, and the rules and regulations prescribed by the Commission governing the operation of contract motor carriers over the public highways of the State of Utah, and this order shall be, and is their authority therefor.

(Signed) E. E. CORFMAN,

(Seal)

THOS. E. MCKAY,

Attest:

T. H. HUMPHERYS,

(Signed) FRANK L. OSTLER, Secretary. Commissioners.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

COMMANDING OFFICER, OGDEN ORD- NANCE DEPOT, OGDEN, UTAH, for and in behalf of the United States Government; Complainant,	} Case No. 1442
vs	
UTAH POWER & LIGHT COMPANY, Defendant.	

(SEE CASE NO. 1431)

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of LEE M. HAWKES, for a license to operate as a common motor carrier of property between Utah-Idaho State Line and various points in Utah.	} Case No. 1443

Submitted: September 29, 1933. Decided: January 16, 1934.

Appearances:

Junius S. Romney, Attorney,	} for Applicant
J. A. Howell, Attorney,	} for The Utah-Idaho Central Railroad Company.
W. Hal. Farr, Attorney,	} for Union Pacific System.

REPORT OF THE COMMISSION

By the Commission:

Under date of September 14, 1933, application was filed with the Public Utilities Commission by Lee M. Hawkes for a license to operate as a common motor carrier of property in interstate commerce between Salt Lake City and the Utah-Idaho Line, enroute to Pocatello, Idaho. This matter came on for hearing before the Commission on September 29, 1933, at Salt Lake City, Utah, after notice given to interested parties.

From the evidence adduced for and in behalf of interested parties, the Commission makes the following findings:

That Applicant, Lee M. Hawkes, whose post office address is Pocatello, Idaho, desires a license to operate as a common motor carrier of property in interstate commerce between Salt Lake City and the Utah-Idaho State Line, enroute to Pocatello, Idaho, over and upon U. S. Highways Nos. 91 and 30-S; that applicant has operated as such for a period of about two years; that in accordance with Section 8, Chapter 53, Laws of Utah, 1933, applicant filed financial statement as of September 1, 1933, showing total assets valued at \$5,110.00, total liabilities aggregating \$600.00, leaving net assets valued at \$4,510.00; also schedule of equipment showing one 1929 1½-ton G.M.C. truck, appraised value as of September 1, 1933, \$1,200.00, including trailer; that applicant has filed with the Public Utilities Commission reports of his operations for hire over the public highways of the State, and paid the State road maintenance taxes thereon in compliance with the provisions of Chapter 117, Laws of Utah, 1925, and that he is prepared to file with the Commission the necessary insurance and bond as required by law.

From the foregoing findings, the Commission concludes and decides that the application should be granted.

ORDER

INTERSTATE CARRIER LICENSE NO. 30

This case being at issue upon application on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof, made and filed a report containing its findings and conclusions, which report is hereby referred to and made a part hereof:

IT IS ORDERED, That the application herein of Lee M. Hawkes for a license to operate as a common motor carrier of property in interstate commerce between Salt Lake City, Utah, and the Utah-Idaho State Line, enroute to Pocatello, Idaho, over and upon U. S. Highways Nos. 91 and 30-S be, and it is hereby, granted.

ORDERED FURTHER, That applicant shall maintain on file with the Commission the necessary insurance and bond as required by law, and copy of his tariff schedule showing rates, time schedule, rules and regulations, and that he shall operate at all times in accordance with the statutes of the State of Utah and the rules and regulations prescribed by the Public Utilities Commission of

Utah governing the operation of common motor carriers over the public highways of the State of Utah, and this order shall be, and is his authority therefor.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) FRANK L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION OF UTAH

In the Matter of the Application of B. F. McINTIRE, for a permit to operate as a contract motor carrier of property between Price and Castle Gate, Utah.	}	Case No. 1444
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Submitted: September 29, 1933. Decided: January 8, 1934.

Appearances:

B. F. McIntire,	}	for
		Himself.
B. R. Howell, Attorney,	}	for Rio Grande Motor Way,
		Inc., and B. E. Johnson.
E. J. Hardesty,	}	for Railway Express
		Agency, Inc.

REPORT OF THE COMMISSION

By the Commission:

Under date of September 16, 1933, application was filed with the Public Utilities Commission of Utah by B. F. McIntire, for a permit to operate as a contract motor carrier of property between Price and Castle Gate, Utah. This matter came on regularly for hearing before the Commission at Salt Lake City, Utah, on September 29, 1933, after due notice given to interested parties.

From the evidence adduced for and in behalf of interested parties, the Commission makes the following findings:

That applicant, B. F. McIntire, residing at Price, Utah, desires a permit to operate as a contract motor carrier of express matter for the Railway Express Agency, Inc., freight billings for The Denver

& Rio Grande Western Railroad Company, and films for Rice Studio, between Price, Utah, and Castle Gate and Helper, Utah, over and upon U. S. Highway No. 50; that applicant has operated as such for several years last past; that in accordance with Section 13, Chapter 53, Laws of Utah, 1933, applicant filed financial statement as of September 16, 1933, showing total assets valued at \$2,100.00, with no liabilities; also schedule of equipment showing three trucks with appraised value as of September 16, 1933, \$1,200.00; that applicant has conducted his operations for hire over the public highways of the State of Utah in compliance with the statutes of Utah; that he has filed reports with the Commission of such operations, and paid the state road maintenance taxes thereon in compliance with the provisions of Chapter 117, Laws of Utah, 1925; and that he is prepared to file the necessary insurance and bond as required by law.

That applicant, B. F. McIntire, is the holder of Certificate of Convenience and Necessity No. 350, issued in case No. 1134, authorizing him to operate as a common motor carrier of passengers between Price, Utah, and Olsen Mine, via Helper, Castle Gate, and Rolapp, Utah, and passengers and express between Price, Utah, and Helper and Gibson, via Coal City, Utah; that he is also the holder of Certificate of Convenience and Necessity No. 397, issued by the Commission in Case No. 1257, authorizing him to operate as a common motor carrier of freight between Price, Utah, and National, Consumers, and Sweets Mine, Utah, and between Helper, Utah, and National, Consumers, and Sweets Mine, Utah.

From the foregoing findings, the Commission concludes and decides that the application should be granted.

ORDER

CONTRACT CARRIER PERMIT NO. 36

This case being at issue upon application on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof, made and filed a report containing its findings and conclusions, which said report is hereby referred to and made a part hereof:

IT IS ORDERED, That the application herein of B. F. McIntire for a permit to operate as a contract motor carrier of property between Price, Utah, and Castle Gate, Rolapp, and Helper, Utah, over and upon U. S. Highway No. 50, transporting express matter for the Railway Express Agency, Inc., coal billings for The Den-

ver & Rio Grande Western Railroad Company, and films for Rice Studio, be, and it is hereby, granted.

ORDERED FURTHER, That applicant, B. F. McIntire, forthwith file with the Public Utilities Commission of Utah the necessary insurance and bond as required by law, copy of his tariff schedule, naming rates, time schedule, rules and regulations, and that he shall at all times operate in accordance with the statutes of Utah, and the rules and regulations prescribed by the Commission governing the operation of contract motor carriers over the public highways of the State of Utah, and this order shall be, and is his authority therefor.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) FRANK L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION OF UTAH

In the Matter of the Application of NEWELL WARNER, operating under the name and style of WARNER TRUCK LINE, for a permit to operate as a contract motor carrier of property between Salt Lake City and Fillmore, Utah.	}	Case No. 1445
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Submitted: September 29, 1933. Decided: February 26, 1934.

Appearances:

Newell Warner,	}	for Himself.
W. Hal. Farr, Attorney,	}	for Union Pacific System Lines.

REPORT OF THE COMMISSION

By the Commission:

Under date of September 16, 1933, application was filed with the Public Utilities Commission of Utah by Newell Warner, for a permit to operate as a contract motor carrier of property between Salt Lake City and Fillmore, Utah. This matter came on for hearing before the Commission at Salt Lake City, Utah, on September 29, 1933, after due notice given to interested parties.

From the evidence adduced for and in behalf of interested parties, the Commission makes the following findings:

That applicant, Newell Warner, operating under the name and style of Warner Truck Line, with post office address at Fillmore, Utah, desires a permit to operate as a contract motor carrier of property between Salt Lake City and Fillmore, Utah, over and upon U. S. Highway No. 91, for Stevens Mercantile Co., Ed. Day Mercantile, McBride Lumber Co., Cluff Chevrolet Co., Utah Oil Refining Co., Continental Oil Co., Fillmore Drug Co., Warner Bros. Garage Co., James A. Kelley & Co., Fillmore City, J. C. Wilcken, Swallow Confectionery Co., of Fillmore, Utah, and Scipio Mercantile Co. of Scipio, Utah; that applicant has operated as such for approximately three years; that in accordance with Section 13, Chapter 53, Laws of Utah, 1933, applicant filed financial statement as of September 15, 1933, showing total assets valued at \$3,675.00, and net assets valued at \$3,515.00; also schedule of equipment showing one 1½-ton 1932 Chevrolet truck, appraised value as of September 15, 1933, \$600.00; that applicant has made reports of his operations for hire over the highways of the State, to the Public Utilities Commission, in compliance with the provisions of Chapter 117, Laws of Utah, 1925, and has made arrangements with the State Tax Commission for the payment thereof; and that applicant is prepared to file the necessary insurance and bond as required by law.

That the Los Angeles & Salt Lake Railroad Company operates a steam railroad between Salt Lake City and Fillmore, Utah, furnishing at least two round trips each week, but that the railroad station is nearly two miles from the town of Fillmore, to the inconvenience of the shipping public.

From the foregoing findings, the Commission concludes and decides that the application should be granted.

ORDER

CONTRACT CARRIER PERMIT NO. 44

This case being at issue upon application on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof, made and filed a report containing its findings and conclusions, which said report is hereby referred to and made a part hereof:

IT IS ORDERED, That the application herein of Newell Warner, for a permit to operate as a contract motor carrier of property between Salt Lake City and Fillmore, Utah, over and upon

U. S. Highway No. 91, for Stevens Mercantile Co., Ed Day Mercantile, McBride Lumber Co., Cluff Chevrolet Co., Utah Oil Refining Co., Continental Oil Co., Fillmore Drug Co., Warner Bros. Garage Co., James A. Kelley & Co., Filmore City, J. C. Wilcken, Swallow Confectionery Co., of Fillmore, Utah, and Scipio Mercantile Company, of Scipio, be, and it is hereby, granted.

ORDERED FURTHER, That applicant shall maintain on file with the Public Utilities Commission of Utah the necessary insurance and bond as required by law, and copy of his tariff schedule, naming rates, time schedule, rules and regulations, and that he shall at all times operate in compliance with the statutes of Utah, and the rules and regulations prescribed by the Public Utilities Commission of Utah governing the operation of contract motor carriers over the public highways of the State, and this order shall be, and is his authority therefor.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)
Attest:

(Signed) FRANK L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION OF UTAH

In the Matter of the Application of INLAND STAGES, a partnership, for a license to operate as a common motor carrier of passengers between Salt Lake City, Utah, and Grand Junction, Colorado, via U. S. Highway No. 50.	}	Case No. 1446
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Submitted: October 4, 1933.

Decided: January 29, 1934.

Appearances:

O. M. Baker,	} for } Applicant.
B. R. Howell, Attorney,	} for D. & R. G. W. R. R. Co. } and Rio Grande Motor Way, } Incorporated.
W. Hal. Farr, Attorney,	} for Union Pacific } System Lines.

REPORT OF THE COMMISSION

By the Commission:

Under date of September 16, 1933, application was filed by Inland Stages, a partnership, consisting of O. M. Baker and A. E. Gosnell, for a license to operate as a common motor carrier of passengers in interstate commerce between Salt Lake City, Utah, and Grand Junction, Colorado. This matter came on for hearing before the Commission on October 4, 1933, after due notice given to interested parties.

From the evidence adduced for and in behalf of interested parties, the Commission makes the following findings:

That applicant, Inland Stages, with post office address at 213 Main Street, Salt Lake City, is a partnership consisting of O. M. Baker and A. E. Gosnell; that applicant desires a license to operate as a common motor carrier of passengers in interstate commerce between Salt Lake City, Utah, and Grand Junction, Colorado, over and upon U. S. Highway No. 91 and 50; that applicant has operated as such carrier interstate without license from the Public Utilities Commission of Utah since the latter part of September, 1933; that in accordance with Section 8, Chapter 53, Laws of Utah, 1933, applicant filed financial statement as of September 11, 1933, showing total assets valued at \$800.00, with no liabilities; also schedule of equipment showing one 1932 seven-passenger Plymouth sedan, appraised value as of September 11, 1933, \$700.00; that applicant has filed reports of his operations for hire over the public highways of the State of Utah with the Public Utilities Commission of Utah, and paid the state road maintenance taxes thereon in compliance with the provisions of Chapter 117, Laws of Utah, 1925, and the statutes amendatory thereto, and that applicant is prepared to file the necessary insurance and bond as required by law.

From the foregoing findings, the Commission concludes and decides that the application should be granted.

ORDER

INTERSTATE CARRIER LICENSE NO. 32

This case being at issue upon application on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof, made and filed a report containing its findings and conclusions, which report is hereby referred to and made a part hereof:

IT IS ORDERED, That the application herein of Inland

Stages, a partnership consisting of O. M. Baker and A. E. Gosnell, for a license to operate as a common motor carrier of passengers in interstate commerce between Salt Lake City, Utah, and Grand Junction, Colorado, over and upon U. S. Highways Nos. 91 and 50 be, and it is hereby, granted;

ORDERED FURTHER, That applicant shall forthwith file with the Commission the necessary insurance and bond as required by law and copy of its tariff schedule showing fares, time schedule, rules and regulations, and that it shall operate at all times in accordance with the statutes of the State of Utah and the rules and regulations prescribed by the Public Utilities Commission of Utah governing the operation of common motor carriers over the public highways of the State of Utah, and this order shall be, and is its authority therefor.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) FRANK L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION OF UTAH

In the Matter of the Application of INLAND }
STAGES, a partnership, for dissolution of part- } Case No. 1446
nership, operation to be assumed by A. E. Gosnell. }

SUPPLEMENTAL REPORT AND ORDER OF THE COMMISSION

By the Commission:

Under date of January 29, 1934, the Commission issued its Report and Order in the case herein, authorizing A. E. Gosnell and O. M. Baker, a partnership, doing business as Inland Stages to operate as a common motor carrier of passengers in interstate commerce between Salt Lake City and the Utah-Colorado State Line, over and upon U. S. Highways Nos. 91 and 50, under authority of Interstate Carrier License No. 32.

On April 30, 1934, A. E. Gosnell, one of the partners, filed application with the Commission to assume sole operation of the service as heretofore rendered by the partnership. This matter came on regularly for hearing before the Commission on June 13, 1934,

after due notice given to interested parties, at which time he made a showing as follows:

That he, together with O. M. Baker, were a partnership doing business as Inland Stages; that said Inland Stages is an interstate passenger bus line, operating between Salt Lake City, Utah, and the Utah-Colorado State Line enroute to Grand Junction, Colorado, and that the partnership has conducted such business in compliance with the statutory requirements and the rules and regulations of the Commission governing such operations, and is fully qualified and authorized under the provisions of the N. R. A. Code Authorities to conduct such business; that O. M. Baker now has no connection whatsoever with the partnership, and inasmuch as he has never been financially interested in this business has no objection to Mr. Gosnell's assuming sole operation.

That all the equipment used in this operation is owned by A. E. Gosnell, and that he is financially able, and in a position to continue such operations without the aid and assistance of said O. M. Baker.

From the foregoing findings, the Commission concludes and decides that the application should be granted.

IT IS THEREFORE ORDERED, That A. E. Gosnell, as sole owner, be, and he is hereby authorized to continue the operation of the Inland Stages as a common motor carrier of passengers between Salt Lake City and the Utah-Colorado State Line over and upon U. S. Highways Nos. 91 and 50, under authority of Interstate Carrier License No. 32, as heretofore issued.

Dated at Salt Lake City, Utah, this 28th day of June, A. D., 1934.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of CRANDIC STAGES, INC., for a license to operate as a common motor carrier of passengers in interstate commerce between Utah-Wyoming State Line and Utah-Nevada State Line.	}	Case No. 1447
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Submitted : September 29, 1933. Decided : January 11, 1934.

Appearances :

A. E. Gosnell,	} for
	} Applicant.
W. Hal. Farr, Attorney,	} for Union Pacific
	} System Lines.

REPORT OF THE COMMISSION

By the Commission :

Under date of September 21, 1933, application was filed with the Public Utilities Commission of Utah by Crandic Stages, Inc., for a license to operate as a common motor carrier of passengers in interstate commerce between Utah-Wyoming State Line and Utah-Nevada State Line. This matter came on for hearing before the Commission at Salt Lake City, Utah, on September 29, 1933, after due notice given to interested parties.

From the evidence adduced for and in behalf of interested parties, the Commission makes the following findings:

That applicant, Crandic Stages, Inc., with post office address at 211 2nd Street, N. E., Cedar Rapids, Iowa, desires a license from the Commission to operate as a common motor carrier of passengers in interstate commerce between the Utah-Wyoming State Line and the Utah-Nevada State Line, via Salt Lake City, Utah, over and upon U. S. Highways Nos. 30-S, 91, and 40; that applicant has operated as such since October 21, 1933, at which time an application was filed with the Commission for applicant to take over and assume the interstate operations of H. J. Seerey, operating under the name and style of Rainbow Stages, transporting passengers between Salt Lake City, Utah, and the Utah-Nevada State Line; that H. J. Seerey, operating under the name and style of Rainbow Stages was on July 28, 1933, granted Interstate Carrier License No. 2, in Case No. 1326, authorizing such interstate passenger line between Salt Lake City, Utah, and the Utah-Nevada State Line.

That applicant, Crandic Stages, Inc., also operates as a common motor carrier of passengers in interstate commerce between the Utah-Wyoming State Line and the Utah-Arizona State Line, via Salt Lake City, Utah, over and upon U. S. Highways Nos. 30-S and 91, under authority of Interstate Carrier License No. 7, issued by the Commission on September 6, 1933, in Case No. 1386.

That in accordance with Section 8, Chapter 53, Laws of Utah, applicant filed financial statement as of November 30, 1932, showing total assets valued at \$638,534.89, and net assets valued at \$283,-836.78; also schedule of equipment showing four 21-passenger coaches

and four 25-passenger buses to be used in its operations in Utah.

That applicant conducts an automobile transportation service in interstate commerce for the accommodation of passengers between New York City, New York, and other eastern points, and San Francisco, Los Angeles, and San Diego, California, and intermediate points.

That applicant has conducted its operations for hire over the public highways of the State of Utah in compliance with the statutes of the State; that it has filed reports with the Commission of such operations, and paid the state road maintenance taxes thereon, in compliance with the provisions of Chapter 117, Laws of Utah, 1925; and that it is prepared to maintain on file with the Commission the necessary insurance and bond as required by law.

From the foregoing findings, the Commission concludes and decides that the application should be granted.

ORDER

INTERSTATE CARRIER LICENSE NO. 29

This case being at issue upon application on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof, made and filed a report containing its findings and conclusions, which said report is hereby referred to and made a part hereof:

IT IS ORDERED, That the application herein of Crandic Stages, Inc., for a license to operate as a common motor carrier of passengers in interstate commerce between the Utah-Wyoming State Line and the Utah-Nevada State Line, via Salt Lake City, Utah, over and upon U. S. Highways Nos. 30-S, 91, and 40, be, and it is hereby, granted.

ORDERED FURTHER, That applicant shall maintain on file with the Public Utilities Commission of Utah, the necessary insurance and bond as required by law, and shall at all times operate in accordance with the statutes of the State of Utah, and the rules and regulations prescribed by the Commission governing the operation of common motor carriers over the public highways of the State of Utah, and this order shall be, and is its authority therefor.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,

Commissioners.

(Seal)

Attest:

(Signed) FRANK L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of CRANDIC
STAGES, INC., for a license to operate as a
common motor carrier of passengers in interstate
commerce between Utah-Wyoming State Line
and Utah-Nevada State Line. } Case No. 1447

CANCELLATION ORDER

By the Commission:

Upon motion of the applicant, and for good cause shown,

IT IS ORDERED, That Interstate Carrier License No. 29, authorizing Crandic Stages, Inc. to operate as a common motor carrier of passengers between Utah-Wyoming State Line and the Utah-Nevada State Line, via Salt Lake City, Utah, over and upon U. S. Highways Nos. 30-S, 91, and 40, be, and it is hereby, cancelled and annulled.

Dated at Salt Lake City, Utah, this 6th day of March, A. D., 1934.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) FRANK L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of HOMER
BANGERTER, for a license to operate as a
common motor carrier of property between
Bountiful, Utah, and the Utah-Wyoming State
Line. } Case No. 1448

Submitted: October 19, 1933.

Decided: March 23, 1934.

Appearances:

Homer Bangerter,	} for
	} Himself.
W. Hal. Farr, Attorney,	} for Union Pacific
	} System Lines.

REPORT OF THE COMMISSION

By the Commission:

Under date of September 20, 1933, application was filed with the Public Utilities Commission of Utah, by Homer Bangerter, for a license to operate as a common motor carrier of property in interstate commerce between Bountiful, Utah, and the Utah-Wyoming State Line, enroute to Rock Springs, Wyoming. This matter came on regularly for hearing before the Commission at Salt Lake City, Utah, on October 19, 1933, after notice given to interested parties.

From the evidence adduced for and in behalf of interested parties, the Commission makes the following findings:

That applicant, Homer Bangerter, residing at Bountiful, Utah, desires a license to operate as a common motor carrier of property in interstate commerce between Salt Lake City, Bountiful and Ogden, Utah, on the one hand, and the Utah-Wyoming State Line enroute to Rock Springs, Wyoming, over and upon U. S. Highways Nos. 91 and 30-S, via Utah State Highway No. 49, or what is known as the "Farmington Cut-Off;" that applicant has operated as such since about June, 1933; that applicant has, in accordance with Section 8, Chapter 53, Laws of Utah, 1933, filed financial statement as of September 18, 1933, showing total assets valued at \$7,500, with liabilities aggregating \$1,900, leaving net assets valued at \$5,600; also schedule of equipment showing one 1932 1½-ton Chevrolet truck, appraised value as of September 18, 1933, \$800; that applicant has filed reports with the Commission of his operations for hire over the public highways of the State of Utah, and paid the state road maintenance taxes thereon, in compliance with the provisions of Chapter 117, Laws of Utah, 1933, and that he is prepared to file the necessary insurance and bond as required by law.

From the foregoing findings, the Commission concludes and decides that the application should be granted.

ORDER

INTERSTATE CARRIER LICENSE NO. 43

This case being at issue upon application on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof, made and filed a report containing its findings and conclusions, which said report is hereby referred to and made a part hereof:

IT IS ORDERED, That the application herein of Homer Bangerter, for a license to operate as a common motor carrier of pro-

perty in interstate commerce between Salt Lake City, Bountiful, and Ogden, Utah, on the one hand, and the Utah-Wyoming State Line enroute to Rock Springs, Wyoming, on the other hand, over and upon U. S. Highways Nos. 91 and 30-S, and Utah State Highway No. 49, over what is known as the "Farmington Cut-Off," be, and it is hereby, granted.

ORDERED FURTHER, That applicant, Homer Bangerter, forthwith file with the Public Utilities Commission of Utah, the necessary insurance and bond as required by law, copy of his tariff schedule, naming rates, time schedule, rules and regulations, and that he shall at all times operate in compliance with the statutes of Utah, and the rules and regulations prescribed by the Public Utilities Commission of Utah, governing the operation of common motor carriers over the public highways of the State of Utah, and this order shall be, and is his authority therefor.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION OF UTAH

<p>In the Matter of the Application of GRAYSON GARAGE, for a license to operate as a contract motor carrier of property between Grand Junction, Colorado, and Blanding, Utah, in interstate commerce.</p>	}	Case No. 1449
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Submitted: November 16, 1933.

Decided: March 8, 1934.

Appearances:

M. F. Lyman, Blanding, Utah,	}	for Applicant.
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Robert Murray Stewart,	}	for Joseph C. Hunt.
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F. B. Hammond,	}	for Moab Garage Company.
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REPORT OF THE COMMISSION

By the Commission:

Under date of September 20, 1933, application was filed by the Grayson Garage for a license to operate as a common motor carrier of property between Blanding, Utah, and the Utah-Colorado Line, enroute to Grand Junction, Colorado. This matter came on for hearing before the Commission at Blanding, Utah, on November 16, 1933, after notice given to interested parties.

From the evidence adduced for and in behalf of interested parties, the Commission makes the following findings:

That applicant, Grayson Garage, with post office address at Blanding, Utah, is owned and operated by M. F. Lyman; that applicant desires a license to operate as a common motor carrier of property in interstate commerce between Blanding, Utah, and the Utah-Colorado line enroute to Grand Junction, Colorado, over and upon Utah State Highway No. 47, and U. S. Highways Nos. 50 and 450; that applicant has operated as such since about 1925; that in accordance with Chapter 53, Laws of Utah, 1933, applicant filed financial statement as of September 16, 1933, showing total assets valued at \$10,750.00; with liabilities aggregating \$2,600.00, leaving net assets valued at \$8,150.00; also schedule of equipment showing two trucks, and one Chevrolet sedan, with appraised value as of September 16, 1933, \$1,350.00.

That at the time of hearing, applicant had not made reports of his operations for hire to the Public Utilities Commission, but has since that time made a report of his past operations, and paid the State Road Maintenance taxes thereon, in compliance with Chapter 117, Laws of Utah, 1925, and that applicant is prepared to file the necessary insurance and bond as required by law.

From the foregoing findings, the Commission concludes and decides that the application should be granted.

ORDER

INTERSTATE CARRIER LICENSE NO. 41

This case being at issue upon application on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof, made and filed a report containing its findings and conclusions, which said report is hereby referred to and made a part hereof,

IT IS ORDERED, That the application herein of Grayson

Garage for a license to operate as a common motor carrier of property in interstate commerce between Blanding, Utah, and the Utah-Colo-
rado line enroute to Grand Junction, Colorado, over and upon
Utah State Highway No. 47, and U. S. Highways Nos. 50 and 450,
be, and it is hereby, granted;

ORDERED FURTHER, That applicant shall maintain on
file with the Commission the necessary insurance and bond as required
by law; also copy of its tariff schedule showing rates, time schedule,
rules and regulations, and that it shall operate at all times in accord-
ance with the statutes of the State of Utah, and the rules and regula-
tions prescribed by the Public Utilities Commission of Utah govern-
ing the operation of common motor carriers over the public highways
of the State of Utah, and this order shall be, and is its authority
therefor.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION OF UTAH

In the Matter of the Application of J. F. MAX- FIELD, for a license to operate as a common motor carrier of property in interstate commerce between Salt Lake City and Ogden, Utah, on the one hand, and the Utah-Wyoming State Line.	}	Case No. 1450
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Submitted: October 19, 1933. Decided: February 27, 1934.

Appearances:

J. F. Maxfield,	}	for Himself.
W. Hal. Farr, Attorney,	}	for Union Pacific System Lines.
E. J. Hardesty,	}	for Railway Express Agency, Inc.

REPORT OF THE COMMISSION

By the Commission:

Under date of September 22, 1933, application was filed with the Public Utilities Commission of Utah by J. F. Maxfield, for a license to operate as a common motor carrier of property in interstate commerce between Salt Lake City and Ogden, Utah, on the one hand, and the Utah-Wyoming State Line enroute to Evanston, Wyoming, on the other hand. This matter came on regularly for hearing before the Commission at Salt Lake City, Utah, on October 19, 1933, after due notice given to interested parties.

From the evidence adduced for and in behalf of interested parties, the Commission makes the following findings:

That applicant, J. F. Maxfield, whose post office address is Lyman, Wyoming, desires a license to operate as a common motor carrier of property in interstate commerce between the Utah-Wyoming State Line, on the one hand, and Salt Lake City and Ogden, Utah, on the other hand; that applicant has operated as such since about June, 1931; that in accordance with Section 8, Chapter 53, Laws of Utah, 1933, applicant filed financial statement as of September 22, 1933, showing total assets valued at \$925.00, with total liabilities amounting to \$384.00, leaving net assets valued at \$541.00; also schedule of equipment showing one new 1½-ton 1933 Chevrolet truck; that applicant has made reports of his operations for hire over the public highways of the State of Utah to the Public Utilities Commission of Utah, and paid the state road maintenance taxes thereon in compliance with the provisions of Chapter 117, Laws of Utah, 1925; and that he is prepared to file the necessary insurance and bond as required by law.

From the foregoing findings, the Commission concludes and decides that the application should be granted.

ORDER

INTERSTATE CARRIER LICENSE NO. 39

This case being at issue upon application on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof, made and filed a report containing its findings and conclusions, which said report is hereby referred to and made a part hereof:

IT IS ORDERED, That the application herein of J. F. Maxfield for a license to operate as a common motor carrier of property

in interstate commerce between Salt Lake City, Utah, and Ogden, Utah, on the one hand, and the Utah-Wyoming State Line on the other hand, over and upon U. S. Highways Nos. 91 and 30-S, be, and it is hereby, granted.

ORDERED FURTHER, That applicant shall maintain on file with the Commission the necessary insurance and bond as required by law, and copy of his tariff schedule naming rates, time schedule, rules and regulations, and that he shall at all times operate in accordance with the statutes of Utah and the rules and regulations prescribed by the Commission governing the operation of common motor carriers over the public highways of the State of Utah, and this order shall be, and is his authority therefor.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)
Attest:

(Signed) FRANK L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION OF UTAH

In the Matter of the Application of EDGAR CALDER TRUCK LINES, for a permit to operate as a contract motor carrier of property between Salt Lake City, Vernal, and Jensen, Utah.	}	Case No. 1451
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Submitted: November 8, 1933.

Decided: January 15, 1934.

Appearances:

Joseph S. Calder,	}	for Applicant.
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S. D. Thurman, Attorney,	}	for Sterling Transportation Co.
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REPORT AND ORDER OF THE COMMISSION

By the Commission:

Under date of September 22, 1933, application was filed with the Public Utilities Commission of Utah by Edgar Calder Truck Lines, for a permit to operate as a contract motor carrier of property

between Salt Lake City and Vernal and Jensen, Utah. This matter came on regularly for hearing before the Commission at Salt Lake City, Utah, on November 8, 1933, after due notice given to interested parties.

From the evidence adduced for and in behalf of interested parties, the Commission makes the following findings:

That applicant, Egdar Calder Truck Lines, is owned and operated by Edgar Calder of Vernal, Utah, and desires a permit to operate as a contract motor carrier of property between Salt Lake City and Vernal and Jensen, Utah, for Calder Brothers Creamery, The California Company, Farmers Market, Kelley Mercantile Company, and Sy's Cash Store; that applicant has operated as such periodically for approximately four years; that in accordance with Section 13, Chapter 53, Laws of Utah, 1933, applicant filed financial statement as of August 8, 1933, showing total assets valued at \$9,690.00, with total liabilities amounting to \$4,900.00, leaving net assets valued at \$4,790.00 also schedule of equipment, showing five pieces of equipment appraised value as of August 8, 1933, \$1,975.00; that applicant has filed reports with the Commission of operations for hire over the public highways of the State of Utah, and paid the state road maintenance taxes thereon; and that applicant is prepared to file the necessary insurance and bond as required by law.

That the Sterling Transportation Company operates as a common motor carrier of property between Salt Lake City and Vernal, Utah, under authority of Certificate of Convenience and Necessity No. 274, issued by the Commission in Case No. 885 on October 2, 1926, and is prepared and able to take care of the transportation needs of the shipping public between said points as necessity may require.

That applicant has operated over the established route of the Sterling Transportation Company for more than one person or firm without having procured a certificate of convenience and necessity or a permit from the Public Utilities Commission, which is in violation of the provisions of Section 4818, Compiled Laws of Utah, 1917, and Chapter 42, Laws of Utah, 1927, and laws amendatory thereto.

From the foregoing findings, the Commission concludes and decides that the application should be denied.

IT IS THEREFORE ORDERED, That the application herein of Edgar Calder Truck Lines, for a permit to operate as a contract motor carrier of property between Salt Lake City and Vernal and Jensen, Utah, be, and it is hereby, denied.

ORDERED FURTHER, That applicant, Edgar Calder Truck Lines forthwith cease and desist all operations for hire over the public

highways of the State of Utah, unless otherwise authorized by the Commission.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) FRANK L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of SAMUEL C. }
TURNER, for a permit to operate as a contract } Case No. 1452
motor carrier of property between Midvale and }
Salt Lake City, Utah. }

DISMISSAL ORDER

Upon motion of the applicant, and with the consent of the Commission,

IT IS ORDERED, That the application of Samuel C. Turner for a permit to operate as a contract motor carrier of property between Midvale and Salt Lake City, Utah, be, and the same is hereby dismissed without prejudice.

By the Commission.

Dated at Salt Lake City, Utah, this 16th day of May, A. D., 1934.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of E. LEROY }
PUFFER, for a certificate of convenience and } Case No. 1453
necessity to operate as a common motor carrier }
of property between Salt Lake City and points }
between Fillmore to Beaver, inclusive. }

Submitted: November 3, 1933. Decided: January 13, 1934.

Appearances:

E. LeRoy Puffer,	} for Himself.
R. B. Porter and W. Hal. Farr, Attorneys,	} for Union Pacific System Lines.
B. R. Howell, Attorney,	} for Rio Grande Motor Way, Inc. and D. & R. G. W. R. R. Co.
E. J. Hardesty,	} for Railway Express Agency, Inc.

REPORT OF THE COMMISSION

By the Commission:

Under date of September 25, 1933, application was filed with the Public Utilities Commission of Utah by E. LeRoy Puffer, operating under the name and style of Puffer Truck Line, for a certificate of convenience and necessity to operate as a common motor carrier of property between Salt Lake City, Utah, and points between Fillmore to Beaver, inclusive. This matter came on regularly for hearing before the Commission at Salt Lake City, Utah, on the 3rd day of November, A. D., 1933, after due and legal notice given to interested parties.

From the evidence adduced for and in behalf of interested parties, the Commission makes the following findings:

That applicant, E. LeRoy Puffer, operating under the name and style of Puffer Truck Line, whose post office address is Beaver, Utah, desires a certificate of convenience and necessity to operate as a common motor carrier of property between Salt Lake City and Beaver, Utah, serving intermediate points Scipio, Holden, Fillmore, Meadow, Kanosh, Cove Fort, and Sulphurdale, Utah, over and upon U. S. Highway No. 91, rendering daily service except on Sundays.

That applicant filed financial statement as of September 21, 1933, showing total assets valued at \$4,226.55, total liabilities aggregating \$1,756.00, leaving net assets valued at \$2,470.55, also schedule of equipment showing two 3-ton 1933 Chevrolet trucks appraised value as of September 21, 1933, \$1,940.00, which shows that applicant is financially able and has sufficient equipment to render proposed service; and that applicant is prepared and able to render additional service when and if public needs require it.

That the Los Angeles & Salt Lake Railroad Company operates

a steam line of railroad between Salt Lake City, Utah, and Los Angeles, California, with a branch line running from Milford to within about four miles of Fillmore, Utah; that the Railway Express Agency, Inc., renders in connection with the Los Angeles & Salt Lake Railroad Company, daily express service over said line of railroad; that the Interstate Transit Line operates a daily passenger and express between Salt Lake City, Utah, and the Utah-Arizona Stage Line, serving all points on applicant's proposed route; but that there is no regular or dependable freight service either by rail or truck, to the points applicant proposes to serve, with the exception of the branch line of the Los Angeles & Salt Lake Railroad Company to a point about four miles from Fillmore.

That applicant has operated between Salt Lake City, Utah, and points between Beaver to Fillmore, inclusive, for a period of approximately two years, and in rendering such operations has complied with the provisions of the law with regard to filing reports and paying the State road maintenance taxes, and that he is prepared to file the necessary insurance and bond as required by law.

From the foregoing findings the Commission concludes that public convenience and necessity requires the service proposed to be rendered by applicant, and that the application should be granted.

ORDER

CERTIFICATE OF CONVENIENCE AND NECESSITY

No. 411

This case being at issue upon application on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof, made and filed a report containing its findings and conclusions, which said report is hereby referred to and made a part hereof:

IT IS ORDERED, That the application herein of E. LeRoy Puffer for a certificate of convenience and necessity to operate as a common motor carrier of property between Salt Lake City, Utah, and Beaver, Utah, serving intermediate points Scipio, Holden, Fillmore, Meadow, Kanosh, Cove Fort, and Sulphurdale, Utah, over and upon U. S. Highway No. 91, be, and it is hereby granted.

ORDERED FURTHER, That applicant, E. LeRoy Puffer, before beginning operation, shall file with the Commission the necessary insurance and bond as required by law, and tariff schedule naming rates, time schedule, rules and regulations, and shall at all times

operate in accordance with the statutes of Utah and the rules and regulations prescribed by the Public Utilities Commission of Utah governing the operation of common motor carriers over the public highways of Utah, and this order shall be, and is his authority therefor.

(Signed) E. E. CORFMAN,
THOS. E. MCKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) FRANK L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of HOWARD
HOUT, operating under the name and style of
Beehive Stages, for an amendment to Certificate
of Convenience and Necessity No. 320. } Case No. 1454

PENDING

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of J. N. JEPSON
and I. H. BRADSHAW, for a certificate of con-
venience and necessity to operate as a common
motor carrier of property between Salt Lake City
and Hurricane, Utah, and certain intermediate
points. } Case No. 1455

Submitted: November 3, 1933.

Decided: April 25, 1934.

Appearances:

S. D. Thurman, Attorney,	} for
	} Applicant.
W. Hal. Farr, Attorney,	} for Union Pacific
	} System Lines.
E. J. Hardesty,	} for Railway Express
	} Agency.

REPORT OF THE COMMISSION

By the Commission:

Under date of September 29, 1933, application was filed with the Public Utilities Commission by J. N. Jepson and I. H. Bradshaw for a Certificate of Convenience and Necessity to operate as a common motor carrier of property between Salt Lake City and Hurricane, Utah, and certain intermediate points. This matter came on regularly for hearing before the Commission on November 3, 1933, after due and legal notice given to interested parties.

From the evidence adduced for and in behalf of interested parties, the Commission makes the following findings:

That applicants, J. N. Jepson and I. H. Bradshaw, residing at Hurricane, Utah, desire a certificate of convenience and necessity from the Public Utilities Commission authorizing them to operate as a common motor carrier of property between Salt Lake City and Hurricane, Utah, serving intermediate points of Toquerville, Springdale, Rockville, and LaVerkin in Washington County, Utah, making one round trip each week, over and upon U. S. Highway No. 91, and Utah State Highway No. 15; that applicants have operated between said points at infrequent intervals, and since June 26, 1933, the effective date of Chapter 53, Laws of Utah, 1933, applicants have procured the necessary temporary permits from the Commission for each trip made.

That applicant, I. H. Bradshaw, operating under the name and style of Hurricane Truck Line has for many years past operated as a common motor carrier of property between Cedar City and Hurricane, Utah, and intermediate points under authority of Certificate of Convenience and Necessity No. 181, issued in Case No. 656.

That there is no regular transportation service either by rail or motor truck between Salt Lake City and Hurricane to the points in Washington County proposed to be served by applicants, and that said territory is now served at irregular intervals by individuals operating over the highways of Utah in violation of the laws of the State of Utah; that applicants have filed reports with the Public Utilities Commission of their operations for hire over the public highways of Utah and paid the state road maintenance taxes thereon in compliance with the provisions of Chapter 117, Laws of Utah, 1925; that applicants have also filed insurance and bond with the Commission as required by law.

From the foregoing findings, the Commission concludes and decides that the application should be granted, providing, however, that nothing herein shall be construed as to give applicants authority to operate between Salt Lake City and Cedar City in connection with the operations of the Hurricane Truck Line.

ORDER

CERTIFICATE OF CONVENIENCE AND NECESSITY
No. 412

This case being at issue upon application and protest on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof, made and filed a report containing its findings and conclusions, which said report is hereby referred to and made a part hereof,

IT IS ORDERED, That the application herein of J. N. Jepson and I. H. Bradshaw, for a certificate of convenience and necessity to operate as a common motor carrier of property between Salt Lake City and Hurricane, Utah, serving only the intermediate points of Toquerville, Springdale, Rockville, and LaVerkin in Washington County, Utah, making one round trip each week, over and upon U. S. Highway No. 91, and Utah State Highway No. 15, be, and it is hereby, granted.

ORDERED FURTHER, That applicants shall maintain on file with the Commission the necessary insurance and bond as required by law, and a copy of its tariff schedule showing rates, time schedule, rules and regulations, and that it shall operate at all times in accordance with the statutes of the State of Utah and the rules and regulations prescribed by the Public Utilities Commission of Utah governing the operation of common motor carriers over the public highways of the State of Utah, and this order shall be, and is their authority therefor.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) FRANK L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of J. F. STEWART, for a permit to operate as a contract motor carrier of property between Fairview, Utah, and other Utah points.	}	Case No. 1456
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Submitted: November 3, 1933. Decided: January 15, 1934.

Appearances:

Mr. J. F. Stewart,	} for Himself.
Mr. B. R. Howell, Attorney,	} for D. & R. G. W. R. R. Co. and Rio Grande Motor Way, Incorporated.
Mr. W. Hal. Farr,	} for Union Pacific System Lines.

REPORT AND ORDER OF THE COMMISSION

By the Commission:

Under date of September 29, 1933, application was filed with the Public Utilities Commission of Utah by J. F. Stewart, for a permit to operate as a contract motor carrier of property between Fairview, Utah, and other Utah points. This matter came on regularly for hearing before the Commission at Salt Lake City, Utah, on November 3, 1933, after due notice given to interested parties.

From the evidence adduced for and in behalf of interested parties, the Commission makes the following findings:

That applicant, J. F. Stewart, residing at Fairview, Utah, previously filed an application with the Commission to operate as a contract motor carrier over the public highways between Fairview and Salt Lake City, Utah; that after hearing and due consideration the Commission issued its Report and Order in Case No. 1347 denying said application, and ordering applicant to cease and desist operating for hire over the public highways of the State of Utah, which said Report and Order is hereby expressly referred to, and made a part of these findings.

That applicant failed to introduce any new evidence and testimony at the hearing accorded to him in this case to justify the Commission to vacate and set aside its Order issued in Case No. 1347, and that the application herein should therefore be denied.

IT IS THEREFORE ORDERED, That the application herein of J. F. Stewart, for a permit to operate as a contract motor carrier of property between Fairview, Utah, and other Utah points, be, and it is hereby, denied.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

Attest:
(Seal)

(Signed) FRANK L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of DAVID J. WILLIAMS, operating under the name and style of WILLIAMS TRANSPORTATION, for a license to operate as a common motor carrier of property in interstate commerce between Salt Lake City, Utah, and Malad, Idaho. } Case No. 1457

Submitted: October 19, 1933.

Decided: February 16, 1934.

Appearances:

David J. Williams,	} for Himself.
W. Hal. Farr,	} for Union Pacific System Lines.
J. A. Howell,	} for U. I. C. Railroad Company.

REPORT OF THE COMMISSION

By the Commission:

Under date of September 29, 1933, application was filed with the Public Utilities Commission by David J. Williams, operating under the name and style of Williams Transportation, for a license to operate as a common motor carrier of property in interstate commerce between Salt Lake City, Utah, and the Utah-Idaho State Line, enroute to Malad, Idaho. This matter came on for hearing before the Commission at Salt Lake City, Utah, on October 19, 1933, after due notice given to interested parties.

From the evidence adduced for and in behalf of interested parties, the Commission makes the following findings:

That applicant, David J. Williams, operating under the name and style of Williams Transportation, with post office address at Malad, Idaho, desires a license to operate as a common motor carrier of property in interstate commerce between Salt Lake City and the Utah-Idaho State Line, over and upon U. S. Highways Nos. 91, 30-S, and Utah State Highway No. 41; that applicant has operated as such since 1928; that in compliance with Section 8, Chapter 53, Laws of Utah, 1933, applicant filed financial statement showing total assets valued at \$3,555.00, total liabilities aggregating \$1,185.00, leaving net assets valued at \$2,370.00; also schedule of equipment showing 4 trucks with appraised value as of September 28, 1933, \$1,650.00.

That applicant testified he had complied with the provisions of Chapter 117, Laws of Utah, 1925, in that he had filed reports with the Commission of his operations for hire over the highways, and paid the State Road Maintenance taxes thereon, and that he was prepared to file the necessary insurance and bond as required by law.

From the foregoing findings, the Commission concludes and decides that the application should be granted.

ORDER

INTERSTATE CARRIER LICENSE NO. 36

This case being at issue upon application on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof, made and filed a report containing its findings and conclusions, which said report is hereby referred to and made a part hereof,

IT IS ORDERED, That the application herein of David J. Williams for a license to operate as a common motor carrier of property in interstate commerce between Salt Lake City, Utah, and the Utah-Idaho State Line, enroute to Malad, Idaho, over and upon U. S. Highways Nos. 91, 30-S, and Utah State Highway No. 41, be, and it is hereby, granted.

ORDERED FURTHER, That applicant shall maintain on file with the Commission the necessary insurance and bond as required by law, and copy of his tariff schedule showing rates, time schedule, rules and regulations, and that he shall operate at all times in accordance with the statutes of the State of Utah and the rules and regulations prescribed by the Public Utilities Commission of Utah governing the operations of common motor carriers over the public highways of the State of Utah, and this order shall be, and is his authority therefor.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,

(Seal)

Commissioners.

Attest:

(Signed) FRANK L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION OF UTAH

In the Matter of the Application of UTAH-
WYOMING INDEPENDENT TELE-
PHONE COMPANY, for permission to ad- } Case No. 1458
just rural and urban telephone rates at its Ran- }
dolph and Laketown Exchanges. }

Submitted: October 26, 1933. Decided: November 16, 1933.

Appearance:

J. B. Richey, } for
Applicant.

REPORT OF THE COMMISSION

McKAY, Commissioner:

This matter came on regularly for hearing before the Public Utilities Commission of Utah at Randolph, Utah, on the 26th day of October, 1933, after due notice given to the public as required by law. No protests were filed on the part and in behalf of the general public, although individuals asked a number of questions, and the opinion expressed by Mr. Hyrum Nebeker of Laketown that the rate asked between Laketown and Randolph was too high seemed quite general.

From the evidence it appears:

1. That the Utah-Wyoming Independent Telephone Company is a corporation duly organized and existing under the laws of the State of Utah; that it is a public utility corporation, subject to the laws of Utah relating to public utilities; that it has for many years conducted, and now is conducting, a general telephone business in the State of Utah, and particularly in and near Randolph, Utah; and that the business office address of the applicant is care of J. B. Richey, Manager, Randolph, Utah.

2. That the service and rates for telephone service now being charged by the applicant at its Randolph Exchange are:

RURAL RATES

Business Service	\$ 2.00 per month
Residence Service	2.00 per month

URBAN RATES

Individual line, business service.....	\$ 2.00 per month
Two-party line, business service.....	2.00 per month
Individual line, residence service.....	2.00 per month
Two-party line, residence service.....	2.00 per month
Four-party line, residence service.....	2.00 per month

In addition, there is offered at present a special rate which entitles the subscriber to receive two telephones for a charge of \$3.00 per month.

In the Laketown Exchange, the rates are:

For service within the Laketown area alone, all charges, \$1.00.

For service within the Laketown Exchange and to subscribers in the Randolph Exchange, the rates are \$2.00 per month.

3. That the service and rates for service now proposed to be put into effect by the applicant at its Randolph and Laketown Exchanges are:

RURAL RATES

Within radius of six (6) miles of Central Office:

Business service	\$ 4.00 per month
Residence service	2.00 per month

Without radius of six (6) miles of Central Office:

Twenty-five cents (25c) per month in addition to the above rates, business and residence, for each additional three (3) miles or fraction thereof from the Central Office.

URBAN RATES

Individual line, business service.....	\$ 3.00 per month
Two-party line, business service.....	2.50 per month
Individual Line, residence service.....	2.50 per month
Residence Party-line service.....	2.00 per month
Business extensions	1.00 per month
Residence extensions50 per month

TOLL RATES

Station-to-Station rate from Randolph to Laketown or Laketown to Randolph, 25c for a period of three (3) minutes. Overtime to be charged for at the rate of five cents (5c) for each additional minute.

Person-to-Person service thirty cents (30c) for three (3) minutes. Overtime to be charged for at the rate of ten cents (10c) for each additional minute.

4. That since the establishment of the exchange, no increased rates have been put into effect; and the present rates, both urban and rural, now being charged, are wholly inadequate and unreasonably low; that at the time of the establishment of these exchanges, and since that time the applicant invested in its plant some Nine Thousand Six Hundred (\$9,600.00) dollars; that the applicant in doing so provided to the citizens in this territory telephone service which previously had not been rendered.

5. That during the year 1932, and based on the average value of its property employed, applicant suffered as a result of its operations a deficit of approximately Twelve Hundred (\$1,200.00) dollars, and that during the year 1933 the losses being suffered exceed those during the year 1932 for a like period; that these figures indicating the loss do not take into consideration any fair return whatever on its investment; that the change in rates as prayed for in this application will afford an annual increase in revenue of approximately Five Hundred (\$500.00) dollars a year, and that consequently the change will not wholly relieve the annual deficit as shown by the following exhibits:

PRESENT REVENUE: (Exhibit "B")

UTAH-WYOMING TELEPHONE COMPANY

Present Revenue (70 Telephones) April.....	\$125.00	
Total Toll Revenue April.....	60.00	
		<hr/>
Total	185.00	
Less Uncollectible	10.00	
Gross Revenue	\$175.00	
EXPENSES:		
Rent, Light, Heat.....	\$ 11.00	
Operating, Salaries & Wages.....	75.00	
Taxes	5.00	
Auto	40.00	
Postage, Printing & Stationery.....	5.00	
Manager Salary	100.00	
Nothing for Repairs to Plant & equipment		
Depreciation 5%	40.00	\$276.00
		<hr/>
Net Deficit for the Month.....		\$101.00
8% Return on Investment.....		64.00
		<hr/>
		\$165.00

(Exhibit "A")

UTAH-WYOMING TELEPHONE COMPANY

Capital Investment (?).....	\$9,600.00	
Deficit Mo.	165.00	\$165.00
Increases asked for:		
Business Telephones, 7 @ \$1.00.....	7.00	
10 Telephones between		
6 and 9 Miles @ 25c.....	2.50	
15 Telephones beyond @ 50c.....	5.00	
Business Extensions, 5 @ \$1.00.....	5.00	
Increased Toll		
Randolph-Evanston	10.00	
Other Tolls	10.00	42.00
		<hr/>
Still Deficit		\$123.00

EXCHANGES:

Randolph, 62 subscribers

Laketown, 8 subscribers (Pop. 350.)

From the foregoing findings of fact, the Commission concludes and decides that the application of the Utah-Wyoming Independent Telephone Company for permission to adjust rural and urban telephone rates at its Randolph and Laketown Exchanges should be granted with the exception of Toll Rates which the Commission believes are too high, and would defeat the very purpose for which they are recommended—that of increasing the revenue. The following changes, therefore, in the Toll Rates are made:

Station-to-Station rate from Randolph to Laketown or Laketown to Randolph, ten cents (10c) instead of twenty-five cents (25c) for a period of three (3) minutes. Overtime to be charged for at the rate of five cents (5c) for each additional minute.

Person-to-Person service—Fifteen cents (15c) instead of Thirty Cents (30c) for three (3) minutes. Overtime to be charged for at the rate of five cents (5c) instead of ten (10c) for each additional minute.

ORDER

This case being at issue upon application on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Com-

mission having, on the date hereof, made and filed a report containing its findings and conclusions, which said report is hereby referred to and made a part hereof:

IT IS ORDERED, That the application herein of the Utah-Wyoming Independent Telephone Company for permission to adjust its rural and urban rates at its Laketown and Randolph Exchanges be, and it is hereby, granted, with the exception of toll rates between Laketown and Randolph;

ORDERED FURTHER, That applicant, Utah-Wyoming Telephone Company be, and it is hereby, authorized to charge the following rates for telephone service at its Randolph and Laketown Exchanges:

RURAL RATES

Within radius of six (6) miles of Central Office:

Business service	\$ 4.00 per month
Residence service	2.00 per month

Without radius of six (6) miles of Central Office:

Twenty-five cents (25c) per month in addition to the above rates, business and residence, for each additional three (3) miles or fraction thereof from the central office.

URBAN RATES

Individual line, business service.....	\$ 3.00 per month
Two-party line, business service.....	2.50 per month
Individual line, Residence Service.....	2.50 per month
Residence Party-line service.....	2.00 per month
Business extensions	1.00 per month
Residence extensions50 per month

ORDERED FURTHER, That Toll Rates between Randolph and Laketown, shall be as follows:

Station-to-Station rate from Randolph to Laketown or Laketown to Randolph, ten cents (10c) for a period of three (3) minutes. Overtime to be charged for at the rate of five cents (5c) for each additional minute.

Person-to-Person service, fifteen cents (15c) for three (3) minutes. Overtime to be charged for at the rate of five cents (5c) for each additional minute.

(Signed) THOMAS E. McKAY,
Commissioner,

We Concur:

(Signed) E. E. CORFMAN,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) FRANK L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of MONTANA }
PACIFIC TRANSPORT, INC., for a license }
to operate as a common motor carrier of property } Case No. 1459
in interstate commerce between Salt Lake City, }
Utah, and Seattle, Washington. }

Submitted: October 19, 1933.

Decided: May 9, 1934.

Appearances:

C. R. Holmstrom,	}	for
Transportation Manager,		
	}	Applicant.
J. A. Howell, Attorney,		
	}	for Utah-Idaho
	}	Central R. R. Co.
W. Hal. Farr, Attorney,		
	}	for Union Pacific
	}	System Lines.

REPORT OF THE COMMISSION

By the Commission:

Under date of September 30, 1933, application was filed with the Public Utilities Commission of Utah by the Montana-Pacific Transport, Inc., for a license to operate as a common motor carrier of property in interstate commerce between Salt Lake City, Utah, and the Utah-Idaho State Line, enroute to Seattle, Washington. This matter came on for hearing before the Commission at its office in Salt Lake City on October 19, 1933, after due notice given to interested parties.

From the evidence adduced for and in behalf of interested parties, the Commission makes the following findings:

That applicant, Montana Pacific Transport, Inc., with post office address at 321 West Republican Street, Seattle, Washington, is a Washington Corporation, operating as a common motor carrier of property between Seattle, Washington, and Salt Lake City, Utah, over and upon Utah State Highway no. 41, U. S. Highways Nos. 30-S and 91; that applicant commenced such operations about September 1, 1933, and now desires a license from the Public Utilities Commission of Utah for authority to continue to so operate in interstate commerce in the State of Utah.

That in compliance with Section 8, Chapter 53, Laws of Utah, 1933, applicant filed financial statement as of August 31, 1933, showing total assets valued at \$7,620.43, total liabilities aggregating \$7,098.19, leaving net assets valued at \$522.24; also schedule of equipment showing one 3-ton 1933 Kenworth truck with appraised value as of September 25, 1933, \$3,450.00; that applicant has filed reports with the Commission of its operations over the highways for hire, and paid the state road maintenance taxes thereon in compliance with the provisions of Chapter 117, Laws of Utah, 1925, and that applicant is prepared to file insurance and bond as required by law.

From the foregoing findings, the Commission concludes and decides that the application should be granted.

ORDER

INTERSTATE CARRIER LICENSE NO. 49

This case being at issue upon application on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof, made and filed a report containing its findings and conclusions, which said report is hereby referred to and made a part hereof,

IT IS ORDERED, That the application herein of Montana Pacific Transport, Inc., for a license to operate as a common motor carrier of property in interstate commerce between Salt Lake City, Utah, and Seattle, Washington, over and upon Utah State Highway No. 41, and U. S. Highways Nos. 30-S and 91, be, and it is hereby granted.

ORDERED FURTHER, That applicant shall maintain on file with the Commission the necessary insurance and bond as required by law, and a copy of its tariff schedule showing rates, time schedule, rules and regulations, and that it shall operate at all times in accordance with the statutes of the State of Utah, and the rules and regulations prescribed by the Public Utilities Commission of Utah governing the operation of common motor carriers over the public highways of the State of Utah, and this order shall be, and is its authority therefor.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION OF UTAH

In the Matter of the Application of B. E. JOHNSON, for a permit to operate as a contract motor carrier of property between Price, Utah, and Hiawatha, Mohrland, Sunnyside, Columbia, National, Consumers, and Sweets Mine, Utah. } Case No. 1460

Submitted: October 19, 1933.

Decided: March 23, 1934.

Appearances:

B. R. Howell, Attorney,	} for Applicant, and
	} Rio Grande Motor Way, Inc.
B. W. Dalton, Attorney,	} for B. F. McIntire,
	} and Arrow Auto Lines.
E. J. Hardesty,	} for Railway Express
	} Agency, Incorporated.

REPORT OF THE COMMISSION

By the Commission:

Under date of October 4, 1933, application was filed with the Public Utilities Commission of Utah, by B. E. Johnson, for a permit to operate as a contract motor carrier of property for the Rio Grande Motor Way, Inc., between Price, Utah, and Hiawatha, Mohrland, Sunnyside, Columbia, National, Consumers, and Sweets Mine, Utah. This matter came on regularly for hearing before the Commission at Salt Lake City, Utah, on October 19, 1933, after due notice given to interested parties.

From the evidence adduced for and in behalf of interested parties, the Commission makes the following findings:

That applicant, B. E. Johnson, with post office address at Price, Utah, operating under the name and style of Johnson Transfer, desires a permit from the Commission to operate as a contract motor carrier of property for the Rio Grande Motor Way, Inc., between Price, Utah, and Hiawatha, Mohrland, Sunnyside, Columbia, National, Consumers, and Sweets Mine, Utah; that applicant has operated as such since October 8, 1933; that in accordance with Section 13, Chapter 53 Laws of Utah, 1933, applicant filed financial statement as of September 2, 1933, showing net assets valued at \$657.00, also schedule of equipment showing one 1½-ton 1929 Ford truck, and one 1½-ton Chevrolet 1931 truck, appraised value as of September 2, 1933, \$600.00; that applicant has filed reports with the

Public Utilities Commission of Utah of his operations for hire over the public highways of the State of Utah, and paid the state road maintenances taxes thereon in compliance with the provisions of Chapter 117, Laws of Utah, 1925, and that he is prepared to file the necessary insurance and bond as required by law.

That the Rio Grande Motor Way, Inc., is a common motor carrier, transporting freight between Salt Lake City and Price, Utah, under authority of Certificate of Convenience and Necessity No. 384 issued by the Commission in Case No. 1194; that the mining communities desired to be served from Price by applicant, are more or less contiguous to the territory served by the Rio Grande Motor Way, Inc., and that as such, it is more convenient and expedient to render service to these communities as applied for herein by applicant.

From the foregoing findings, the Commission concludes and decides that the application herein should be granted.

ORDER

CONTRACT CARRIER PERMIT NO. 51

This case being at issue upon application on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof, made and filed a report containing its findings and conclusions, which said report is hereby referred to and made a part hereof:

IT IS ORDERED, That the application herein of B. E. Johnson for a permit to operate as a contract motor carrier of property between Price, Utah, and Hiawatha, Mohrland, Sunnyside, Columbia, National, Consumers, and Sweets Mine, Utah, be, and it is hereby, granted.

ORDERED FURTHER, That applicant's operations be restricted to handling merchandise transported by the Rio Grande Motor Way, Inc., which is consigned to said points.

ORDERED FURTHER, That applicant shall forthwith file with the Public Utilities Commission of Utah the necessary insurance and bond as required by law, and copy of his tariff schedule naming rates, time schedule, rules and regulations, and that he shall at all times operate in compliance with the statutes of Utah, and the rules and regulations prescribed by the Public Utilities Commission of Utah, governing the operation of contract motor carriers

over the highways of the State of Utah, and this order shall be, and is his authority therefor.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION OF UTAH

In the Matter of the Application of W. F. PRATT, for a permit to operate as a contract motor carrier of newspapers between Salt Lake City, Utah, and Richmond, Utah, via U. S. Highway No. 91.	}	Case No. 1461
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Submitted: December 8, 1933.

Decided: March 31, 1934.

Appearances:

W. F. Pratt,	}	for Himself.
J. A. Howell, Attorney,	}	for U. I. C. Railroad Co.
W. Hal. Farr, Attorney,	}	for Union Pacific System Lines.
George H. Lowe, Attorney,	}	for Fuller & Toponce Truck Company.

REPORT OF THE COMMISSION

By the Commission:

Under date of October 5, 1933, application was filed with the Public Utilities Commission by W. F. Pratt for a permit to operate as a contract motor carrier of property between Salt Lake City, Utah, and the Utah-Idaho State Line, and intermediate points. This matter came on regularly for hearing before the Commission at Salt Lake

City, Utah, on the 8th day of December, 1933, after due notice given to interested parties.

From the evidence adduced for and in behalf of interested parties, the Commission makes the following findings:

That applicant, W. F. Pratt, with post office address at Preston, Idaho, desires a permit from the Public Utilities Commission to operate as a contract motor carrier of newspapers between Salt Lake City, Utah, and the Utah-Idaho State Line, and intermediate points, over and upon U. S. Highway No. 91; that applicant has a written contract with the Deseret News Publishing Company dated September 30, 1933; that applicant has operated as a common motor carrier of property between Salt Lake City and Preston, Idaho, in interstate commerce since December, 1932; that in compliance with Section 8, Chapter 53, Laws of Utah, 1933, applicant filed financial statement as of October 5, 1933, showing total assets valued at \$1,900, and liabilities amounting to \$640, leaving net assets valued at \$1,260; also schedule of equipment showing two 1½-ton trucks, with appraised value as of October 5, 1933, \$1,600.

That at the time of hearing applicant had not filed reports of his operations for hire over the highways of the State of Utah, but has since that time filed reports with the Commission of such operations, and paid the state road maintenance taxes thereon in compliance with the provisions of Chapter 117, Laws of Utah, 1925, and that applicant is prepared to file the necessary insurance and bond as required by law.

ORDER

CONTRACT CARRIER PERMIT NO. 53

This case being at issue upon application on file and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof, made and filed a report containing its findings and conclusions, which said report is hereby referred to and made a part hereof,

IT IS ORDERED, That the application herein of W. F. Pratt, for a permit to operate as a contract motor carrier of newspapers between Salt Lake City, Utah, and the Utah-Idaho State Line, and intermediate points, over and upon U. S. Highway No. 91, be, and it is hereby, granted;

ORDERED FURTHER, That applicant shall maintain on file with the Commission the necessary insurance and bond as required by law, and a copy of his tariff schedule showing rates, time schedule, rules and regulations, and that he shall operate for none other than the Deseret News Publishing Company and at all times in accordance with the statutes of the State of Utah and the rules and regulations prescribed by the Public Utilities Commission of Utah governing the operation of contract motor carriers over the public highways of the State of Utah, and this order shall be, and is his authority therefor.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of INTER-
MOUNTAIN TRANSFER COMPANY,
a co-partnership, for a license to operate as a contract motor carrier of property in interstate commerce between Ogden, Utah, and the Utah-Wyoming State Line. } Case No. 1462

PENDING

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of INTER-
MOUNTAIN TRANSFER COMPANY,
for a permit to operate as a contract motor carrier of property between Ogden and Springville, Utah, via U. S. Highway No. 91. } Case No. 1463

PENDING

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of NIELS JENSEN, for a license to operate as a common motor carrier of property in interstate commerce between Rexburg, Idaho, and Salt Lake City, Utah. } Case No. 1464

Submitted: November 8, 1933. Decided: December 26, 1933.

Appearances:

Niels Jensen,	} for Himself.
J. A. Howell, Attorney,	} for Utah Idaho Central Railroad Company.
W. Hal. Farr, Attorney,	} for Union Pacific System Lines.

REPORT AND ORDER OF THE COMMISSION

By the Commission:

Under date of October 10, 1933, application was filed with the Public Utilities Commission of Utah, by Niels Jensen, of Rexburg, Idaho, for a license to operate as a common motor carrier of property in interstate commerce between Rexburg, Idaho and Salt Lake City, Utah. This matter came on for hearing before the Public Utilities Commission at Salt Lake City, Utah, on the 8th day of November, 1933, after due notice given to interested parties.

From the evidence adduced for and in behalf of interested parties, it appears that applicant has operated for hire over the public highways of Utah, since January, 1933, without having filed reports of such operations with the Public Utilities Commission of Utah, nor paid the state road maintenance taxes thereon, in violation of Chapter 117, Laws of Utah, 1925; that applicant was instructed to file such reports and pay the taxes thereon at the time hearing on the application herein was held; and that applicant has now had sufficient time in which to file said delinquent reports with the Commission, but has failed to do so.

IT IS THEREFORE ORDERED, That the application herein of Niels Jensen, for a license to operate as a common motor carrier of property in interstate commerce between Utah-Idaho State Line and Salt Lake City, Utah, be, and it is hereby, dismissed, for fail-

ure to comply with the provisions of the statutes of the State of Utah, and the Commission's instructions with regard to the filing of reports and the payment of state road maintenance taxes on his operations for hire over the public highways of the State of Utah.

ORDERED FURTHER, That applicant, Niels Jensen, forthwith cease and desist all operations for hire over the public highways of the State of Utah.

(Signed) E. E. CORFMAN,
THOMAS E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) FRANK L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of G. M. CAM-
BLIN for a license to operate as a common motor
carrier of property in interstate commerce be-
tween Ogden and Salt Lake City, Utah, on the
one hand, and Boise, Idaho, on the other hand. } Case No. 1465

DISMISSAL ORDER

Upon motion of the Commission,

IT IS ORDERED, That the application of G. M. Camblin for a license to operate as a common motor carrier of property in interstate commerce between Ogden and Salt Lake City, Utah, on the one hand, and Boise, Idaho, on the other hand be, and it is hereby, dismissed for want of prosecution, without prejudice.

Dated at Salt Lake City, Utah, this 11th day of June, 1934.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of LESLIE
ASHTON AND SONS, for a permit to oper-
ate as a contract motor carrier of property be-
tween Heber, Utah, and Roosevelt and Vernal,
Utah. } Case No. 1466

ORDER

It appearing that the above named applicant failed to appear
at the hearing of the above entitled matter before the Commission:

IT IS HEREBY ORDERED, That the application herein
of Leslie Ashton & Sons, for a permit to operate as a contract motor
carrier of property between Heber, Utah, and Roosevelt and Vernal,
Utah, be, and it is hereby dismissed without prejudice.

ORDERED FURTHER, That said applicant cease and desist
from all operations for hire over the highways of the State of Utah.

By the Commission.

Dated at Salt Lake City, Utah, this 2nd day of January, A. D.,
1934.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest: .

(Signed) FRANK L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of LESLIE
ASHTON AND SONS, for a permit to operate
as a contract motor carrier of property between
Heber, Utah, and Roosevelt and Vernal, Utah. } Case No. 1466

Submitted: January 15, 1934.

Decided: March 23, 1934.

Appearances:

Ray E. Dillman, Attorney,	} for Applicant.
Sam D. Thurman, Attorney,	
	} for Sterling Transportation Company.

REPORT OF THE COMMISSION

By the Commission:

Under date of October 11, 1933, application was filed by Leslie Ashton & Sons, a corporation, for a permit to operate as a contract motor carrier of property between Heber City, Utah, and Roosevelt and Vernal, Utah, over and upon U. S. Highway No. 40. This matter came on regularly for hearing before the Commission at Salt Lake City, Utah, on January 15, 1934, after due notice given to interested parties.

From the evidence adduced for and in behalf of interested parties, the Commission makes the following findings:

That applicant, Leslie Ashton & Sons, with post office address at Roosevelt, Utah, is a Utah corporation engaged in conducting a general merchandising business; that in connection therewith applicant has, since June, 1929, transported gasoline and oil, etc. for the Shell Oil Company, under a written contract, from Heber City, Utah, to points in the Uintah Basin, as far east as Vernal, Utah, over and upon U. S. Highway No. 40; that in compliance with Section 13, Chapter 53, Laws of Utah, 1933, applicant filed financial statement as of September 18, 1933, showing total assets, \$106,143.46; total liabilities \$4,257.65, leaving net assets amounting to \$101,885.81; also schedule of equipment showing five pieces of equipment, valued at \$9,242.78; that applicant has filed reports with the Public Utilities Commission of its operations for hire over the public highways of Utah and paid the state road maintenance taxes thereon, in compliance with the provisions of Chapter 117, Laws of Utah, 1925, and that it is prepared to file the necessary insurance and bond as required by law.

From the foregoing findings, the Commission concludes and decides that the application should be granted.

ORDER

CONTRACT CARRIER PERMIT NO. 50

This case being at issue upon application on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof, made and filed a report containing its findings and conclusions, which said report is hereby referred to and made a part hereof,

IT IS ORDERED, That the application herein of Leslie Ashton and Sons, for a permit to operate as a contract motor carrier of property for the Shell Oil Company between Heber City, Utah, to points in the Uintah Basin, as for East as Vernal, over and upon U. S. Highway No. 40, be, and it is hereby, granted.

ORDERED FURTHER, That applicant shall maintain on file with the Commission the necessary insurance and bond as required by law, tariff schedule naming rates, time schedule, rules and regulations, and that he shall at all times operate in accordance with the Statutes of Utah, and the rules and regulations prescribed by the Commission governing the operation of contract motor carriers over the public highways of the State of Utah, and this order shall be, and is his authority therefor.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of ROY
BECKER, for a permit to operate as a contract
motor carrier of property between Ogden and
Tremonton, Utah. } Case No. 1467

ORDER

It appearing that the above named applicant failed to appear at the hearing of the above entitled matter before the Commission:

IT IS HEREBY ORDERED, That the application of Roy Becker, for a permit to operate as a contract motor carrier of property between Ogden and Tremonton, Utah, be, and it is hereby dismissed without prejudice.

ORDERED FURTHER, That applicant cease and desist from all operations for hire over the public highways of the State of Utah.

By the Commission.

Dated at Salt Lake City, Utah, this 16th day of November, A. D., 1933.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of RILEY
HAYES, for a license to operate as a common
motor carrier of property in interstate commerce
between Soda Springs, Idaho, and Ogden, Utah. } Case No. 1468

ORDER

It appearing that the above named applicant failed to appear at the hearing of the above entitled matter before the Commission:

IT IS HEREBY ORDERED, That the application herein of Riley Hayes for a license to operate as a common motor carrier of property in interstate commerce between Soda Springs, Idaho, and Ogden, Utah, be, and it is hereby dismissed without prejudice.

ORDERED FURTHER, That said applicant cease and desist from all operations for hire over the highways of the State of Utah.

By the Commission.

Dated at Salt Lake City, Utah, this 16th day of November, A. D., 1933.

(Signed) E. E. CORFMAN,
T. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of D. D. GAIS-
FORD, for a permit to operate as a contract
motor carrier of property between Salt Lake
City and Ogden, Utah, for the Midwestern
Dairy Products Company. } Case No. 1469

ORDER

It appearing that the above named applicant failed to appear
at the hearing of the above entitled matter before the Commission:

IT IS HEREBY ORDERED, That the application herein of
D. D. Gaisford, for a permit to operate as a contract motor carrier
of property between Salt Lake City, and Ogden, Utah, for the
Midwestern Dairy Products Company, be, and it is hereby, dismissed
without prejudice.

ORDERED FURTHER, That said applicant cease and desist
from all operations for hire over the highways of the State of Utah.
By the Commission.

Dated at Salt Lake City, Utah, this 22nd day of November,
A. D., 1933.

(Signed) E. E. CORFMAN,
T. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of J. E. TRE-
AGLE and A. NAY, operating under the name
and style of ARIZONA UTAH TRANSPOR-
TATION LINES, for a license to operate as
a common motor carrier of passengers and ex-
press in interstate commerce between Salt Lake
City, Utah, and the Utah-Arizona State Line. } Case No. 1470

Submitted: November 8, 1933. Decided: November 22, 1933.

Appearances:

A. Nay,	} for Applicants.
B. R. Howell, Attorney,	} for D. & R. G. W. R. R. Co. and Rio Grande Motor Way, Incorporated.
W. Hal. Farr, Attorney,	} for Union Pacific System Lines.

REPORT OF THE COMMISSION

By the Commission:

Under date of October 17, 1933, application was filed with the Public Utilities Commission of Utah, by J. E. Treagle and A. Nay, operating under the name and style of Arizona-Utah Transportation Lines, for a license to operate as a common motor carrier of passengers and express in interstate commerce between Salt Lake City, Utah, and the Utah-Arizona State Line. This matter came on regularly for hearing before the Commission at Salt Lake City, Utah, on the 8th day of November, 1933, after notice given to interested parties.

From the evidence adduced for and in behalf of interested parties, the Commission makes the following findings:

That applicants, J. E. Treagle and A. Nay, are partners, operating under the name and style of Arizona-Utah Transportation Lines, with post office address at Flagstaff, Arizona, and desire a license from the Commission to operate as a common motor carrier of passengers and express in interstate commerce between Salt Lake City, Utah, and the Utah-Arizona State Line over and upon U. S. Highway No. 91, Utah State Highway No. 28, and United States Highway No. 89; that in accordance with Section 8, Chapter 53, Laws of Utah, 1933, applicant has filed financial statement as of October 17, 1933, showing total assets amounting to \$2,550.00 with no liabilities, also schedule of equipment showing one 1930 7-passenger Buick sedan, and one 1927 7-passenger Cadillac sedan, appraised value as of October 17, 1933, \$1,750.00; and that applicant is ready and willing to file insurance and bond as required by law,

And from the foregoing findings, the Commission concludes and decides that application should be granted.

ORDER

INTERSTATE CARRIER LICENSE NO. 23

This case being at issue upon application on file, and having been duly heard and submitted by the parties, and full investigation

of the matters and things involved having been had, and the Commission having, on the date hereof, made and filed a report containing its findings and conclusions, which said report is hereby referred to and made a part hereof:

IT IS ORDERED, That the application herein of J. E. Tregle and A. Nay, partners, operating under the name and style of Arizona-Utah Transportation Lines, for a license to operate as a common motor carrier of passengers and express in interstate commerce between Salt Lake City, Utah, and Utah-Arizona State Line, over and upon U. S. Highway No. 91, Utah State Highway No. 28, and U. S. Highway No. 89, be, and it is hereby, granted.

ORDERED FURTHER, That before beginning operation, applicant shall file with the Commission the necessary insurance and bond as required by law, copy of their tariff schedule, naming rates, fares, time schedule, rules and regulations, and shall at all times operate in accordance with the statutes of the State of Utah, and the rules and regulations prescribed by the Commission governing the operation of common motor carriers over the public highways of the State, and this order shall be, and is their authority therefor.

Dated at Salt Lake City, Utah, this 22nd day of November, A. D., 1933.

(Signed) E. E. CORFMAN,
THOS. E. MCKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of LORIN
CHRISTENSEN, for a permit to operate as a
contract motor carrier of property between Salt
Lake City and Monroe, Utah. } Case No. 1471

Submitted: November 8, 1933.

Decided: February 9, 1934.

Appearances:

Lorin Christensen,	} for Applicant.
B. R. Howell, Attorney,	} for D. & R. G. W. R. R. Co. and Rio Grande Motor Way, Incorporated.
R. B. Porter and W. Hal. Farr, Attorneys,	} for Union Pacific System Lines.

REPORT OF THE COMMISSION

By the Commission:

Under date of October 18, 1933, application was filed with the Public Utilities Commission by Lorin Christensen for a permit to operate as a contract motor carrier of property between Salt Lake City and Monroe, Utah. This matter came on regularly for hearing before the Commission at its office in Salt Lake City on November 8, 1933, after due notice given to interested parties.

From the evidence adduced for and in behalf of interested parties, the Commission makes the following findings:

That applicant, Lorin Christensen, whose post office address is Nephi, Utah, desires a permit from the Public Utilities Commission of Utah to operate as a contract motor carrier of newspapers for the Deseret News Publishing Company between Salt Lake City, Utah, and Monroe, Utah, and intermediate points; that applicant has a contract with said Deseret News Publishing Company to render exclusive service between the points applied for.

That in accordance with Section 13, Chapter 53, Laws of Utah, 1933, applicant filed schedule of equipment showing one new 1½-ton 1933 Ford truck, original cost to operator, \$977.00, but that no financial statement was filed. However, applicant testified at the hearing that he was financially able to conduct the service as applied for.

That Monroe, Utah, is not situated on a main highway of the State, but is located some distance from U. S. Highway No. 89; that The Denver & Rio Grande Western Railroad Company operates a steam line of railroad between Ogden, Utah, and Denver, Colorado; that in connection therewith the Rio Grande Motor Way, Inc. operates as a common motor carrier between Salt Lake City, and Marysvale, Utah, over and upon U. S. Highway No. 89.

That the service proposed to be rendered by applicant for the Deseret News Publishing Company is a special service that does not coincide with any regular schedule of the Rio Grande Motor Way, Inc.; that in order to permit the newspapers to be delivered promptly,

it is necessary for the said Deseret News Publishing Company to contract for the transportation of said newspapers with a carrier other than the Rio Grande Motor Way, Inc.; that applicant is prepared to conduct his operations in compliance with the statutes of the State of Utah with regard to filing reports of such operations with the Commission, paying the state road maintenance taxes and, the filing of insurance and bond.

From the foregoing findings, the Commission concludes and decides that the application should be granted.

ORDER

CONTRACT CARRIER PERMIT NO. 40

This case being at issue upon application and protest on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof, made and filed a report containing its findings and conclusions, which said report is hereby referred to and made a part hereof,

IT IS ORDERED, That the application herein of Lorin Christensen, for a permit to operate as a contract motor carrier of newspapers for the Deseret News Publishing Company between Salt Lake City, Utah, and Monroe, Utah, and intermediate points, rendering exclusive service to the Deseret News Publishing Company between the points applied for, be, and it is hereby, granted;

ORDERED FURTHER, That applicant shall forthwith file with the Commission the necessary insurance and bond as required by law, and a copy of his tariff schedule showing rates, time schedule, rules and regulations, and that he shall operate at all times in accordance with the statutes of the State of Utah, and the rules and regulations prescribed by the Public Utilities Commission of Utah governing the operation of common motor carriers over the public highways of the State of Utah, and this order shall be, and is his authority therefor.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) FRANK L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of LORIN }
CHRISTENSEN, for a permit to operate as a } Case No. 1471
contract motor carrier of property between Salt }
Lake City and Monroe, Utah. }

Submitted: March 16, 1934.

Decided: April 9, 1934.

Appearances:

Lorin Christensen,	} for Himself.
F. M. Orem, Comptroller,	} for Salt Lake & Utah Railroad Company.
R. B. Porter and W. Hal. Farr, Attorneys,	} for Union Pacific System Lines.

REPORT AND ORDER OF THE COMMISSION

By the Commission:

Under date of February 27, 1934, application was filed by Lorin Christensen for an amendment to Contract Carrier Permit No. 40, issued to him by the Commission on February 9, 1934, to include the transportation of property for the Allen Cash Store of Nephi, Utah, between Salt Lake City and Nephi, Utah; also milk and dairy products for the Juab County Dairymen's Association between Nephi and Provo, Utah. This matter came on regularly for hearing before the Commission at Salt Lake City, Utah, on March 16, 1934, after due notice given to interested parties.

From the evidence adduced for and in behalf of interested parties, the Commission makes the following findings:

That on February 9, 1934, the Commission issued its Report and Order in the above entitled matter, granting the application of Lorin Christensen for a permit to operate as a contract motor carrier of property between Salt Lake City and Monroe, Utah, for the Deseret News Publishing Company, under authority of Contract Carrier Permit No. 40, which said report and order is hereby referred to and made a part hereof;

That applicant now desires to have said Contract Carrier Permit No. 40 amended to include the transportation of property for the Allen Cash Store, between Salt Lake City and Nephi, and the Juab County Dairy Association between Provo and Nephi; that applicant filed

copies of agreements dated February 26, 1934, and February 16, 1934, respectively as entered into between himself and the parties he proposes to serve.

That the Utah Central Truck Line operates as a common motor carrier of freight between Salt Lake City and Eureka, Utah, and intermediate points including Provo and Nephi, rendering daily freight service to all such points.

That the Salt Lake and Utah Railroad Company operates an electric line of railroad between Salt Lake City and Payson, Utah, rendering daily freight service to all intermediate points including Provo on its line.

That the Rio Grande Motor Way, Inc. is a common motor carrier of passengers and freight between Salt Lake City and Marysvale, Utah, and certain intermediate points including Nephi, Utah, rendering daily service to all such points.

That all three of these carriers render pick-up and delivery service at all points on their routes.

That applicant proposes to transport milk and cream for the Dairy Association daily and the merchandise for the Allen Cash Store twice weekly. Applicant alleged that the service he proposed to render for the Dairy Association was justifiable for the reason that the cream must be hauled in the early mornings during the summer time in order to prevent souring. Cross-examination of witness showed, however, that the Rio Grande Motor Way is adequately prepared to and capable of rendering proposed service, as is also the Utah Central Truck Line and the Salt Lake and Utah Railroad Company; that the principal justification for the service proposed to be rendered by applicant is purely a matter of service rendered at much lower rates than existing carriers charge.

From the foregoing findings, the Commission concludes that the transportation facilities between the points as applied for herein are reasonably adequate, and that the application should therefore be denied.

IT IS THEREFORE ORDERED, That the application herein of Lorin Christensen to amend Contract Carrier Permit No. 40 to include the transportation of property for the Allen Cash Store, between Salt Lake and Nephi, and the Juab County Dairy Association, between Provo and Nephi, be, and it is hereby, denied.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)
Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of B. H. BECK-STEAD, for a permit to operate as a contract motor carrier of property between West Jordan Milk Plant and Salt Lake City, Utah. } Case No. 1472

ORDER

It appearing that the above named applicant failed to appear at the hearing of the above entitled matter before the Commission:

IT IS HEREBY ORDERED, That the application herein of B. H. Beckstead, for a permit to operate as a contract motor carrier of property between West Jordan Milk Plant and Salt Lake City, Utah, be, and it is hereby, dismissed without prejudice.

ORDERED FURTHER, That said applicant cease and desist from all operations for hire over the highways of the State of Utah.

Dated at Salt Lake City, Utah, this 16th day of November, A. D., 1933.

By Order of the Commission.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of B. H. BECK-STEAD, for a permit to operate as a contract motor carrier of property between West Jordan Milk Plant and Salt Lake City, Utah. } Case No. 1472

Submitted: December 8, 1933.

Decided: March 10, 1934.

Appearances:

B. H. Beckstead,	}	for
	}	Himself.
E. J. Hardesty,	}	for Railway Express
	}	Agency, Inc.

REPORT OF THE COMMISSION

By the Commission:

Under date of October 18, 1933, application was filed with the Public Utilities Commission by B. H. Beckstead, for a permit to operate as a contract motor carrier of property between West Jordan Milk Plant and Salt Lake City, Utah. This matter came on regularly for hearing before the Commission on December 8, 1933, after due notice given to interested parties. From the evidence adduced for and in behalf of interested parties, the Commission makes the following findings:

That applicant, B. H. Beckstead, with post office address at R. F. D. No. 1, Riverton, Utah, desires a permit from the Commission to operate as a contract motor carrier of property between West Jordan Milk Plant and Salt Lake City, Utah, for the Salt Lake Milk Producers Association; that applicant has operated as such since July, 1933; that in compliance with the provisions of Chapter 53, Laws of Utah, 1933, applicant filed financial statement as of October 18, 1933, showing net assets valued at \$13,400.00; also schedule of equipment showing one 1½-ton, 1933 Chevrolet truck, purchased in July, 1933, at a cost of \$900.00; that at the time of hearing applicant had not filed reports of his operations for hire over the public highways of Utah, nor paid the state road maintenance taxes thereon, but since that time he has filed such reports, paid such taxes, in compliance with the provisions of Chapter 117, Laws of Utah, 1925; that applicant is prepared to file the necessary insurance and bonds required by law.

That there are no existing transportation facilities between the West Jordan Milk Plant and Salt Lake Milk Producers Association's plant in Salt Lake City.

From the foregoing findings, the Commission concludes that convenience and necessity require the service proposed to be rendered by the applicant, and decides that the application should therefore be granted.

ORDER

CONTRACT CARRIER PERMIT NO. 46

This case being at issue upon application on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof, made and filed a report containing its findings and conclusions, which said report is hereby referred to and made a part hereof,

IT IS ORDERED, That the application herein of B. H. Beckstead for a permit to operate as a contract motor carrier of property between West Jordan Milk Plant and Salt Lake City, Utah, for the Salt Lake Milk Producers Association, be, and it is hereby, granted.

ORDERED FURTHER, That applicant shall maintain on file with the Commission the necessary insurance and bond as required by law, and a copy of his tariff schedule showing rates, time schedule, rules and regulations, and that he shall operate at all times in accordance with the statutes of the State of Utah and the rules and regulations prescribed by the Public Utilities Commission of Utah governing the operation of contract motor carriers over the public highways of the State of Utah, and this order shall be, and is his authority therefor.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of G. J. Nielson, }
for a license to operate as a common motor carrier }
of property in interstate commerce between } Case No. 1473
Monticello, Utah, and the Utah-Colorado and }
Utah-Arizona State Lines. }

Submitted: November 16, 1933.

Decided: May 8, 1934.

Appearances:

G. J. Nielson,	} for } Himself.
F. B. Hammond, Attorney,	} for } Moab Garage Company.
Robert Murray Stewart,	} for } Joseph C. Hunt.

REPORT OF THE COMMISSION

By the Commission:

Under date of October 17, 1933, application was filed by G. J. Nielson for a license to operate as a common motor carrier of property in interstate commerce between Monticello, Utah, and the Utah-Colorado Line, and the Utah-Arizona State Line. This matter came on regularly for hearing before the Commission at Blanding, Utah, on November 16, 1933, after due notice given to interested parties.

From the evidence adduced for and in behalf of interested parties, the Commission makes the following findings:

That applicant, G. J. Nielson, with post office address at Monticello, Utah, now desires a license from the Public Utilities Commission to operate as a common motor carrier of property between Monticello, Utah, and the Utah-Colorado line over and upon U. S. Highways Nos. 50 and 450, and between Monticello and the Utah-Arizona State Line over and upon State Highway No. 47; that applicant has operated as such in the past in connection with the transportation of his own merchandise which has constituted the principal part of his operations; that applicant is the owner of one International 1½-ton truck with a 2-ton semi-trailer; that in compliance with the provisions of Chapter 53, Laws of Utah, 1933, applicant filed financial statement as of October 16, 1933, showing total assets valued at \$11,400.00, liabilities amounting to \$2,458.00, leaving net assets in the value of \$8,942.00; that applicant filed report of his operations for hire, covering the period 1930 to November 30, 1933, as required by Chapter 117, Laws of Utah, 1925, and laws amendatory thereto, but has not paid in full the amount of taxes due the State of Utah, as computed from this report; that applicant is prepared to file the necessary insurance and bond as required by law.

From the foregoing findings, the Commission concludes and decides that the application should be granted.

ORDER

INTERSTATE CARRIER LICENSE NO. 53

This case being at issue upon application on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof, made and filed a report containing its findings and conclusions, which said report is hereby referred to and made a part hereof,

IT IS ORDERED, That the application herein of G. J. Nielson, for a license from the Public Utilities Commission to operate as a common motor carrier of property between Monticello, Utah, and the Utah-Colorado line over and upon U. S. Highways Nos. 50 and 450, and between Monticello and the Utah-Arizona State Line over and upon State Highway No. 47, be, and it is hereby, granted.

ORDERED FURTHER, That applicant shall maintain on file with the Commission the necessary insurance and bond as required by law, and a copy of his tariff schedule showing rates, time schedule, rules and regulations, and that he shall operate at all times in accordance with the statutes of the State of Utah and the rules and regulations prescribed by the Public Utilities Commission of Utah governing the operation of common motor carriers over the public highways of the State of Utah, and this order shall be, and is his authority therefor.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)
Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION OF UTAH

In the Matter of the Application of STAR VALLEY TRUCKERS ASSOCIATION, a partnership, for a license to operate as a common motor carrier of property in interstate commerce between Etna, Wyoming, and Salt Lake City, Utah.	}	Case No. 1474
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ORDER

It appearing that the above named applicant failed to appear at the hearing of the above entitled matter before the Commission:

IT IS HEREBY ORDERED, That the application herein of Star Valley Truckers Association, a partnership, for a license to operate as a common motor carrier of property in interstate commerce between Etna, Wyoming, and Salt Lake City, Utah, be, and it is hereby, dismissed without prejudice.

By the Commission.

Dated at Salt Lake City, Utah, this 16th day of November,
A. D., 1933.

(Signed) E. E. CORFMAN,
THOS. E. MCKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of ELGANT
COVERT, for a permit to operate as a contract
motor carrier of property between points in Salt
Lake County and points in Sanpete County, via
U. S. Highways Nos. 91 and 89. } Case No. 1475

Submitted: December 8, 1933.

Decided: March 19, 1934.

Appearances:

Elgant Covert,	} for Himself.
B. R. Howell,	} for D. & R. G. W. R. R. Co. and Rio Grande Motor Way, Incorporated.
E. J. Hardesty,	} for Railway Express Agency.

REPORT AND ORDER OF THE COMMISSION

By the Commission:

Under date of October 21, 1933, application was filed with the Public Utilities Commission by Elgant Covert, for a permit to operate as a contract motor carrier of property between points in Salt Lake County and points in Sanpete County. This matter came on for hearing before the Commission on December 8, 1933, at Salt Lake City, Utah, after due notice given to interested parties.

From the evidence adduced for and in behalf of interested parties, the Commission makes the following findings:

That applicant, Elgant Covert, with post office address at Spring

City, Utah, now desires a permit from the Commission to operate as a contract motor carrier of property between points in Salt Lake County and points in Sanpete County, over and upon U. S. Highways Nos. 91 and 89; that applicant has operated as such since October 18, 1933, transporting milk for farmers, and cheese from the Mt. Pleasant Cheese Factory; that applicant filed, in compliance with the provisions of Chapter 53, Laws of Utah, 1933, financial statement as of October 20, 1933, showing total and net assets amounting to \$855.00; also schedule of equipment showing one 1921 1½-ton Ford truck, appraised value as of said date, \$250.00; that applicant has filed no reports of his operations for hire with the Commission, nor paid the state road maintenance taxes thereon, as required by the provisions of Chapter 117, Laws of Utah, 1925, and laws amendatory thereto; that applicant was ordered by the Commission, and indicated his willingness to make a report of these operations to the Commission, and pay the taxes thereon, but has failed to do so.

That the Rio Grande Motor Way, Inc. operates as a common motor carrier of passengers, freight, and express between Salt Lake City and Marysvale, Utah, rendering daily service, serving intermediate points between Nephi and Marysvale, including Mt. Pleasant, Utah.

From the foregoing findings, the Commission concludes that convenience and necessity do not require the service proposed to be rendered by the applicant, and that applicant has failed to operate in accordance with the provisions of the law, and decides that the application should therefore be denied.

IT IS THEREFORE ORDERED, That the application herein of Elgant Covert for a permit to operate as a contract motor carrier of property between Salt Lake County points and Sanpete County points, over and upon U. S. Highways Nos. 89 and 91, be, and it is hereby, denied.

ORDERED FURTHER, That applicant forthwith file with the Commission a complete record of his operations for hire over the public highways of the State of Utah, and pay the state road maintenance taxes thereon.

ORDERED FURTHER, That applicant immediately cease and desist operating over the public highways of the State of Utah for hire.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,

(Seal)
Attest:

(Signed) F. L. OSTLER, Secretary.

Commissioners.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of UTAH
LIGHT AND TRACTION COMPANY,
for permission to operate a motor bus service on
Twenty-first South Street in Salt Lake City,
Utah, for a trial period only. } Case No. 1476

Submitted: October 24, 1933.

Decided: October 24, 1933.

Appearance:

Mr. E. A. West, } for
} Applicant.

REPORT AND ORDER OF THE COMMISSION

By the Commission:

Application having been made by the Utah Light & Traction Company to the Public Utilities Commission, for permission to operate a gasoline motor bus service along Twenty-first South Street in Salt Lake City, Utah, between State Street and Twenty-third East Street, and also along Fifteenth East Street between Seventeenth and Twenty-first South Streets, said operation to be for a trial period of two weeks only, and for the purpose of determining the most effective routing and schedule for such service, and for the further purpose of determining whether such a service would receive a sufficient patronage to warrant the continuation thereof:

And there appearing no reason why said application should not be granted:

IT IS ORDERED, That the application of the Utah Light and Traction Company, for permission to institute a gasoline motor bus service as hereinabove described be, and it is hereby, granted, for a trial period of two weeks only, from Sunday, October 29, 1933, to Saturday, November 11, 1933, both dates inclusive, and that the fares to be charged shall be the standard fares of said company applicable to the first fare zone, including transfer privileges.

(Signed) E. E. CORFMAN,
THOS. E. MCKAY,

(Seal)

Commissioners.

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of UTAH
LIGHT AND TRACTION COMPANY, }
for permission to operate a motor bus service on } Case No. 1476
Twenty-first South Street in Salt Lake City, }
Utah, for a trial period only. }

SUPPLEMENTAL REPORT AND ORDER
OF THE COMMISSION

By the Commission:

Under date of October 24, 1933, the Public Utilities Commission of Utah issued its Report and Order in Case No. 1476, authorizing the Utah Light and Traction Company to operate a gasoline motor bus service along Twenty-first South Street in Salt Lake City, Utah, between State Street and Twenty-third East Street, and also along Fifteenth East Street between Seventeenth and Twenty-first South Streets, said operation to be for a trial period of two weeks only.

It now appearing that applicant desires to operate said bus service for an additional period of two weeks, or from November 12th, to November 25, 1933.

IT IS THEREFORE ORDERED, That application of the Utah Light and Traction Company for permission to continue gasoline motor bus service as hereinabove described, be, and it is hereby, granted for a further trial period of two weeks, from November 12th, to November 25, 1933 inclusive, and that the fares to be charged shall be the standard fares of said company applicable to the first fare zone, including transfer privileges.

Dated November 13, 1933.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of UTAH
LIGHT AND TRACTION COMPANY,
for permission to operate a motor bus service on
Twenty-first South Street in Salt Lake City,
Utah, for a trial period only. } Case No. 1476

SUPPLEMENTAL REPORT AND ORDER
OF THE COMMISSION

By the Commission:

Under date of December 5, 1933, the Public Utilities Commission of Utah issued its Supplemental Report and Order in Case No. 1476, authorizing the Utah Light and Traction Company to operate a gasoline motor bus service along Twenty-first South Street in Salt Lake City, Utah, between State Street and Twenty-third East Street, and also along Fifteenth East Street between Seventeenth and Twenty-first South Streets, for an additional period of two weeks, or from November 26th to December 10, 1933. And under date of December 30, 1933, the Commission authorized said Utah Light and Traction Company by letter to continue such operations until April 1, 1934, only.

It now appearing that applicant desires to operate said bus service, as a trial operation, for a period of three months, or until June 30, 1934.

IT IS THEREFORE ORDERED, That application of the Utah Light and Traction Company for permission to continue gasoline motor bus service as hereinabove described, be, and it is hereby, granted for a further trial period of three months, or until June 30, 1934, and that the fares to be charged shall be the standard fares of said Company applicable to the first fare zone, including transfer privileges.

Dated at Salt Lake City, Utah, this 4th day of April, 1934.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION OF UTAH

In the Matter of the Application of LEWIS
BROS. STAGES, for a certificate of convenience and necessity to operate as a common motor carrier of passengers and light express in intrastate commerce between Salt Lake City, Utah, and the Utah-Idaho State Line, via Tremonton, Utah, excluding local service between Salt Lake City and Brigham, Utah, and intermediate points. } Case No. 1477

Submitted: November 20, 1933. Decided: December 9, 1933.

Appearances:

John E. Pixton, Attorney,	} for Applicant.
Robert B. Porter, Attorney,	} for Union Pacific System Lines.
George H. Lowe, Attorney,	} for Fuller & Toponce Truck Line.
E. J. Hardesty,	} for Railway Express Agency, Inc.

REPORT OF THE COMMISSION

By the Commission:

Under date of October 25, 1933, application was filed with the Public Utilities Commission of Utah by Lewis Brothers Stages, for a certificate of convenience and necessity to operate as a common motor carrier of passengers and light express in intrastate commerce between Salt Lake City, Utah, and the Utah-Idaho State Line, via Tremonton, Utah, excluding local service between Salt Lake City and Brigham, Utah, and intermediate points. This matter came on regularly for hearing before the Commission at Garland, Utah, on November 20, 1933, after due and legal notice given to interested parties. Proof of Publication of Notice of Hearing was filed at the hearing.

From the evidence adduced for and in behalf of interested parties, the Commission makes the following findings:

That applicant, Lewis Brothers Stages, is a partnership, consisting of C. M. Lewis and Orson Lewis, with post office address at

671 South State Street, Salt Lake City, Utah, and desires a certificate of convenience and necessity from the Commission to operate as a common motor carrier of passengers and light express between Salt Lake City, Utah, and the Utah-Idaho State Line, via Tremonton, serving intermediate points between Brigham, Utah, and the Utah-Idaho State Line, but not between Salt Lake City and Brigham, Utah, over and upon U. S. Highway No. 91, and Utah State Highway No. 41, in connection with its interstate operations rendered under authority of Interstate Carrier License No. 6, issued by the Commission.

That applicant has filed a statement of its financial condition as of October 24, 1933, showing total assets valued at \$8,270.60, total liabilities aggregating \$798.42, leaving net assets valued at \$7,472.18; also schedule of equipment, showing two 5-passenger Reo buses, two 7-passenger Packard buses, and one 7-passenger La Salle bus, total appraised value as of October 24, 1933, \$5,559.20.

That the Oregon Short Line Railroad Company operates a steam railroad between Salt Lake City, Utah, and the Utah-Idaho State Line, with certain branch lines rendering daily passenger and freight service to all points on its main line and branch lines; that the Railway Express Agency, Inc. operates daily express service to the same points in connection with the Oregon Short Line Railroad Company; that Fuller & Toponce Truck Line operates a daily automobile freight service from Salt Lake City, Utah, to the Utah-Idaho State Line, serving the same points that applicant proposes to serve, under authority of Certificate of Convenience and Necessity No. 408 issued by the Public Utilities Commission of Utah.

That protestant, Fuller & Toponce Truck Line, agreed to withdraw its protest to the granting of the application upon stipulation by the applicant that the light express to be handled would be restricted to emergency express, not to exceed 100 lbs. per parcel and 500 lbs. total per unit, which stipulation was filed November 21, 1933.

That there is no regular or authorized automobile bus service between Salt Lake City and the Utah-Idaho State Line serving the points applicant proposes to serve.

That applicant is prepared to file the necessary insurance and bond as required by law.

From the foregoing findings, the Commission concludes and decides that public convenience and necessity requires the service

proposed to be rendered by the applicant, and decides that the application should be granted.

ORDER

CERTIFICATE OF CONVENIENCE AND NECESSITY

No. 410

This case being at issue upon application and protest on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof, made and filed a report containing its findings and conclusions, which said report is hereby referred to and made a part hereof:

IT IS ORDERED, That the application herein of Lewis Brothers Stages, a partnership, consisting of C. M. Lewis and Orson Lewis, for a certificate of convenience and necessity to operate as a common motor carrier of passengers and emergency express, not to exceed 100 pounds per parcel and 500 pounds total per unit, in intrastate commerce between Salt Lake City, Utah, and the Utah-Idaho State Line serving intermediate points between Brigham and the State Line, but not points between Salt Lake City and Brigham, Utah, over and upon U. S. Highway No. 91, and Utah State Highway No. 41, be, and it is hereby, granted.

ORDERED FURTHER, That applicant, Lewis Brothers Stages, before beginning operation, shall file with the Commission the necessary insurance and bond as required by law, tariff schedule, naming rates, fares, time schedule, rules and regulations, and that it shall at all times operate in accordance with the statutes of Utah and the Commission's rules and regulations governing the operation of common motor carriers over the public highways of the State of Utah, and this order shall be and is its authority therefor.

(Signed) E. E. CORFMAN,

THOS. E. MCKAY,

T. H. HUMPHERYS,

Commissioners.

(Seal)

Attest:

(Signed) FRANK L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of H. J. SEEREY, operating under the name and style of RAINBOW STAGES, to withdraw from, and CRANDIC STAGES, INC., to take over and assume, that portion of his interstate passenger line between Salt Lake City and Utah-Nevada State Line. } Case No. 1478

Submitted: November 8, 1933.

Decided: January 8, 1934.

Appearances:

H. J. Seerey, } for
 } Himself.

A. E. Gosnell, } for
 } Crandic Stages, Inc.

REPORT AND ORDER OF THE COMMISSION

By the Commission:

Under date of October 21, 1933, application was filed with the Public Utilities Commission of Utah by H. J. Seerey, operating under the name and style of Rainbow Stages, to withdraw from, and Crandic Stages, Inc. to take over and assume the operation of interstate passenger line between Salt Lake City, Utah, and Utah-Nevada State Line. This matter came on for hearing before the Commission on the 8th day of November, 1933, after due notice given to interested parties.

It now appearing that Interstate License No. 2, issued to H. J. Seerey, operating as the Rainbow Stages, in Case No. 1326, authorizing the operation of an interstate passenger line between the Utah-Wyoming State Line and the Utah-Nevada State Line, via Salt Lake City, Utah, has now been cancelled for failure to comply with the provisions of Sections 22 and 23, Chapter 53, Laws of Utah, 1933:

IT IS THEREFORE ORDERED, That the application herein of H. J. Seerey, operating as the Rainbow Stages, to withdraw from and Crandic Stages, Inc. to assume, the operation of interstate passenger line between Salt Lake City, Utah, and the Utah-Nevada State Line, be, and it is hereby, dismissed.

(Signed) E. E. CORFMAN,

(Seal)

THOS. E. MCKAY,

Attest:

T. H. HUMPHERYS,

(Signed) FRANK L. OSTLER, Secretary. Commissioners.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

PUBLIC UTILITIES COMMISSION OF UTAH, <div style="text-align: center;">vs</div> THE MOUNTAIN STATES TELEPHONE AND TELEGRAPH COMPANY, <div style="text-align: right;">Complainant, Defendant.</div>	} }	Case No. 1479
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Submitted: March 23, 1934.

Decided: April 11, 1934.

Appearances:

John D. Rice, Deputy Attorney General,	}	for State of Utah.
Milton Smith, Jr., Attorney, Van Cott, Riter & Farnsworth, Attorneys,	}	for Mountain States Telephone and Telegraph Company.
Herbert B. Maw, Attorney,	}	for Logan City.
E. S. Chambers, Attorney,	}	for Logan City Chamber of Commerce.

REPORT AND ORDER OF THE COMMISSION

By the Commission:

On the 23rd day of September, 1933, the Public Utilities Commission of Utah, on its own motion, filed complaint against The Mountain States Telephone and Telegraph Company, a "telephone corporation" and a public utility within the meaning, and subject to its jurisdiction under the provisions of Title 76, Revised Statutes of Utah, 1933, among other things charging "That the conditions on the Logan Exchange and on the Provo Exchange are comparable, and that defendant is discriminating against the users of telephone service on the Logan Exchange to the extent that the rates exceed those charged users of telephone service on the Provo Exchange, which is in violation of Title 76, Chapter 3, Paragraph 1, Revised Laws of Utah, 1933."

In due time, the Defendant, The Mountain States Telephone and Telegraph Company, hereinafter referred to as the Company made and filed its answer to the complaint of the Public Utilities

Commission, hereinafter referred to as the Commission, admitting and denying certain allegations thereof, not material here, but specifically denying "that the conditions on or at the Logan Exchange and on or at the Provo Exchange are comparable; denies that this defendant is discriminating against the users of telephone service on or at the Logan Exchange to the extent that the rates exceed those charged users of the telephone service on or at the Provo Exchange, but on the contrary alleges that the rates at the Logan Exchange are not discriminatory to the extent that they exceed charges at the Provo Exchange and denies that there is any violation of Title 76, Chapter 3, Paragraph 1, Revised Laws of Utah, 1933, or any other law."

Upon the issues joined by the complaint of the Commission and the answer of the Company, it was then mutually agreed between the Commission and the Company that a complete inventory and appraisal of the property used and useful in rendering telephone service by the Company within the State of Utah should be made and rendered, and a full and complete investigation of the affairs of the Company entered upon for the purpose of determining on the part of the Commission the justness, reasonableness, and the lawfulness of the rates, rules, and practices of the Company within and throughout the State of Utah. A complete inventory and appraisal of the physical property both at Logan and at Provo having been made by the Company in pursuance of the agreement aforesaid between the Commission and the Company, the Commission at Logan, on the 21st day of November, 1933, entered upon a hearing of the above entitled matter, more especially with respect to and for the purpose of determining on the part of the Commission whether or not as between the Logan and Provo exchanges the charges of the Company for telephone service are discriminatory and unduly prejudicial as against the Company's patrons at Logan over the objections of the Company there made, in substance and to the effect that a full and complete inventory and appraisal of the properties used and useful in rendering telephone service throughout the State of Utah had not, as yet, been made and further it was impossible, on account of insufficient time, to make a segregation of its property, revenues, and expenses between exchange and toll, which objections for the purpose of consideration of the motion on the part and in the behalf of the Company's patrons at Logan with respect to discrimination, herein-after mentioned is over-ruled, as are all other objections made to the Commission's considering and passing on that question at this time.

The Commission finds from the evidence already presented in these proceedings that the defendant Company, is a corporation organized and existing under the laws of the State of Colorado, and for many years last past duly qualified to, has been, and is now

doing business in Utah as a "telephone corporation" rendering service to the cities of Provo, Logan, and elsewhere throughout the State of Utah.

That Provo has a population of approximately 15,000 and Logan 10,000 people; that the business and social needs and requirements for telephone service of these two cities are practically the same, comparatively—the average fixed capital of the Company's exchanges here involved as shown by the books of the Company for the first six months of 1933, was at Provo \$383,308.97, and at Logan \$286,071.86; the average number of stations in service for the same period at Provo 1890 and at Logan 1862, and the Company's net income therefrom for the same period at Provo \$656.98, and at Logan \$1,086.37, the total average of the two exchanges for the period being \$1,743.35 of which Logan contributed 62.3%, while Provo contributed but 37.7% under the present rates charged at these exchanges.

The Commission further finds that the foregoing comparative statement covering a six months period ending June 30, 1933, is fairly representative of the Company's average fixed capital employed in rendering telephone service at its Provo and Logan exchanges, the average number of stations in service, and the average net income derived therefrom both in recent years, before and subsequently thereto including the present time.

The present rates charged by the Company for telephone services at the Logan and Provo exchanges are uniformly the same, except as follows:

Residence, one-party line service at Logan, \$3.00 per month.

Residence, one-party line service at Provo, \$2.50 per month.

Residence, two-party line service at Logan, \$2.50 per month.

Residence, two-party line service at Provo, \$2.25 per month.

The foregoing findings are made from the evidence in the proceedings had in this case, from time to time to and including the 6th day of February, 1934, at which time the evidence with respect to the Company's exchanges at Provo and at Logan was concluded, and upon consent of all interested parties the further hearing in the case continued until the 15th day of October, 1934. Further reference will be made to the evidence in the consideration of the motion hereinafter passed upon.

Both at the inception of the hearing of this case before the Commission on the 21st day of November, 1933, and upon the conclusion of the evidence given with respect to the Provo and Logan exchanges on February 6, 1934, it was moved on behalf of Logan City and telephone subscribers thereof, that the Commission make an

ad interim order requiring the Company to reduce the charges for residential one-party line and two-party line telephone service at the Logan exchange to \$2.50 and \$2.25 per month, respectively, the same rates as charged at the Provo exchange for like services.

This motion was opposed by the Company and taken under advisement to be ruled upon by the Commission after the submission of briefs and the arguments of the respective parties immediately concerned.

The evidence and our findings therefrom quite conclusively show that as between the Provo and the Logan exchanges, the rates charged by the Company results in discrimination to the extent that at the Logan exchange telephone users are required to pay fifty cents more for one-party line and twenty-five cents for two-party line service, than do the Company's patrons at the Provo exchange, under very similar conditions.

Section 76-3-10, Revised Statutes of Utah, 1933, provides:

"No public utility shall, as to rates, charges, service, facilities or in any other respect, make or grant any preference or advantage to any person, or subject any person to any prejudice or disadvantage. No public utility shall establish or maintain any unreasonable difference as to rates, charges, service, or facilities, or in any other respect either as between localities or as between classes of service. The Commission shall have power to determine any question of fact arising under this section."

It is contended on the part of the Company that should the order now applied for be granted at this time by reducing the rates at the Logan exchange to those charged at the Provo exchange the result would be confiscation of the Company's property because the evidence in the state-wide case thus far is not complete and pertains largely to the rate bases of the Provo and Logan exchanges, neither of which is earning a fair return, and are such that are generally held confiscatory by the courts. Upon the record now before us, and in view of the provisions of 76-3-10, Revised Statutes of Utah, 1933, above quoted, we are not in accord with the contention of the Company. Under our regulatory laws, the rates charged for public utility service are presumed to be just and reasonable and therefore lawful until the contrary is shown.

Moreover, under the provisions of 76-3-10, as we view it, when discrimination is found to exist, it becomes the duty of the Commission to remove it. The evidence of the Company's witness clearly shows that it has earned for some years last past a fair return on its

capital investment, devoted to telephone service in Utah. The order applied for, if granted, would mean a reduction of its gross revenue at the Logan exchange of slightly less than \$3,000.00, and that, too, without taking into consideration that its revenues may be substantially increased by some of the present two-party line subscribers shifting to one-party line service upon reduction of rates.

Further, the evidence of the Company's witnesses thus far clearly shows that in conducting the affairs of a statewide telephone system, it is wholly impractical as well as impossible to earn a full and fair return at all exchanges; that the larger exchanges by reason of the greater benefits derived must necessarily pay more for service and be held to bear to some extent the burdens of the smaller exchanges. Under the prevailing conditions and circumstances attending the Provo and Logan exchanges, the reverse is found to be true. Logan, the smaller exchange, is paying more than Provo, the larger exchange.

It should be also kept in mind that in the case now pending, the Company has declared that it has no disposition to and will not seek rate increases in order to secure a greater return on its capital investment devoted to the telephone service in the entire state, although it claims its present return is below that which might be regarded as just and reasonable. Therefore at the conclusion of the hearing the same discrimination in any event as between the rates charged at the Provo and Logan exchanges would still prevail.

It is the opinion of the Commission that no good reason has been assigned why such discrimination should not now be removed by granting the order applied for in behalf of the patrons of the Logan exchange.

IT IS THEREFORE ORDERED, That the rates charged by The Mountain States Telephone and Telegraph Company at its Logan exchange for one party line telephone service and two party line telephone service be, and the same are hereby reduced to \$2.50 and \$2.25 per month, respectively, pending the further hearing and determination of this case and until the further order of the Commission.

Effective, May 1, 1934.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAHPUBLIC UTILITIES COMMISSION OF
UTAH,

Complainant,

vs.

THE MOUNTAIN STATES TELEPHONE
AND TELEGRAPH COMPANY,

Defendant.

Case No. 1479

PENDING

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of JOHN W.
CRAIG, E. H. CURRY, and PAUL GER-
NAND, operating under the name and style of
NORTHWESTERN STAGES, for a license
to operate as a common motor carrier of passen-
gers in interstate commerce between Salt Lake
City, Utah, and Boise, Idaho, via Snowville, over
and upon highway No. 30-S.

Case No. 1480

Submitted: December 8, 1933.

Decided: February 13, 1934.

Appearances:

E. H. Curry,

} for
} Applicant.

W. Hal. Farr,

} for Union Pacific
} System Lines.

J. A. Howell,

} for
} U. I. C. R. R. Co.

REPORT OF THE COMMISSION

By the Commission:

Under date of October 28, 1933, application was filed by J. W. Craig, E. H. Curry, and Paul Gernand, operating under the name and style of Northwestern Stages, for a license to operate in interstate commerce, as a common motor carrier of passengers between Salt Lake City, Utah, and the Utah-Idaho State Line, via Snowville, Utah, enroute to Boise, Idaho. This matter came on regularly

for hearing before the Commission on December 8, 1933, after due notice given to interested parties.

From the evidence adduced for and in behalf of interested parties, the Commission makes the following findings:

That applicants, John W. Craig, E. H. Curry, and Paul Gernand, operating under the name and style of Northwestern Stages, with post office address at 33 West Second South, Salt Lake City, Utah, desire a license from the Public Utilities Commission to operate as a common motor carrier of passengers in interstate commerce between Salt Lake City, Utah, and the Utah-Idaho State Line, enroute to Boise, Idaho, over and upon U. S. Highway No. 91 and 30-S; that applicants have operated as such since November 5, 1933, and appear to have complied with the provisions of the National Recovery Code for automobile bus line, and are registered as operating carriers with the code authorities; that applicants have filed, in compliance with the provisions of Section 8, Chapter 53, Laws of Utah, 1933, financial statement showing total and net assets amounting to \$7,305.00, there being no liabilities; also schedule of equipment showing six 8-passenger cars, and one coupe, with appraised value as of October 26, 1933, \$3,300.00; that applicants have filed reports with the Public Utilities Commission of their operations for hire over the highways of the State of Utah, and paid the state road maintenance taxes thereon; that applicants are prepared to file the necessary insurance and bond as required by law.

From the foregoing findings, the Commission concludes and decides that the application should be granted.

ORDER

INTERSTATE CARRIER LICENSE NO. 35

This case being at issue upon application on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof, made and filed a report containing its findings and conclusions, which said report is hereby referred to and made a part hereof;

IT IS ORDERED, That the application herein of John W. Craig, E. H. Curry, and Paul Gernand, operating under the name and style of Northwestern Stages, for a license to operate as a common motor carrier of passengers in interstate commerce between Salt Lake City, Utah, and Boise, Idaho, via Snowville, over and upon Highways No. 91 and 30-S, be, and it is hereby, granted;

ORDERED FURTHER, That applicants shall maintain on

file with the Commission the necessary insurance and bond as required by law, tariff schedule naming rates, time schedule, rules and regulations, and that they shall at all times operate in accordance with the Statutes of Utah, and the rules and regulations prescribed by the Commission governing the operation of contract motor carriers over the public highways of the State of Utah, and this order shall be, and is their authority therefor.

(Signed) E. E. CORFMAN,
THOS. E. MCKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) FRANK L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION OF UTAH

In the Matter of the Application of DAVID J. WILLIAMS, for a permit to operate as a contract motor carrier of property between Ogden, Utah, and the Utah-Idaho State Line.	}	Case No. 1481
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Submitted: December 8, 1933.

Decided: February 16, 1934.

Appearances:

David J. Williams,	}	for Himself.
W. Hal. Farr, Attorney,	}	for Union Pacific System Lines.
J. A. Howell,	}	for U. I. C. Railroad Company.
George H. Lowe, Attorney,	}	for Fuller & Toponce.

REPORT OF THE COMMISSION

By the Commission:

Under date of October 28, 1933, application was filed by David J. Williams, operating under the name and style of Williams Transportation, for a permit to operate as a contract motor carrier of newspapers between Ogden, Utah, and the Utah-Idaho State Line,

and intermediate points. This matter came on regularly for hearing before the Commission on December 8, 1933, after due notice given to interested parties.

From the evidence adduced for and in behalf of interested parties, the Commission makes the following findings:

That applicant, David J. Williams, operating under the name and style of Williams Transportation, with post office address at Malad, Idaho, desires a permit from the Commission to operate as a contract motor carrier of newspapers for the Ogden Standard Examiner from Ogden, and the Deseret News between Brigham City, Utah, and the Utah-Idaho State Line, and intermediate points, over and upon U. S. Highways Nos. 91 and 30-S, and Utah State Highway No. 41; that applicant has transported such newspapers for a period of about one year under contract with the Ogden Standard Examiner and the Deseret News Publishing Company. That in compliance with Section 13, Chapter 53, Laws of Utah, 1933, applicant filed financial statement as of October 23, 1933, showing total assets valued at \$3,555.00, total liabilities aggregating \$1,185.00, leaving net assets valued at \$2,370.00; also schedule of equipment showing 4 trucks, appraised value as of October 23, 1933, \$2,550.00, two of which will be used in applicant's operations in Utah, the two others to be used in his Idaho operations only; that at the time of hearing, applicant had not filed road tax reports, nor paid the taxes on the transportation of said newspapers, in violation of Chapter 117, Laws of Utah, 1925. However, since that time, applicant has filed with the Commission a report covering these past operations, and paid the state road maintenance taxes thereon, and that applicant is prepared to file the necessary insurance and bond as required by law.

From the foregoing findings, the Commission concludes and decides that the application should be granted.

ORDER

CONTRACT CARRIER PERMIT NO. 42

This case being at issue upon application on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof, made and filed a report containing its findings and conclusions, which said report is hereby referred to and made a part hereof,

IT IS ORDERED, That the application herein of David J. Williams, operating under the name and style of Williams Transportation, for a contract carrier permit to operate as a carrier of

newspapers for the Ogden Standard Examiner from Ogden, Utah, to the Utah-Idaho State Line and intermediate points, and the Deseret News Publishing Company, from Brigham City, Utah, to the Utah-Idaho State Line, and intermediate points over and upon U. S. Highways Nos. 91 and 30-S, and Utah State Highway No. 41, be, and it is hereby, granted;

ORDERED FURTHER, That applicant shall maintain on file with the Commission the necessary insurance and bond as required by law, and copy of his tariff schedule showing rates, time schedule, rules and regulations, and that he shall operate at all times in accordance with the statutes of the State of Utah and the rules and regulations prescribed by the Public Utilities Commission of Utah governing the operation of contract motor carriers over the public highways of the State of Utah, and this order shall be, and is his authority therefor.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,

Commissioners.

(Seal)

Attest:

(Signed) FRANK L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of The Denver &
Rio Grande Western R. R. Co., for permission
to publish on Utah Intrastate Traffic arbitraries
over and above the mileage scale of rates pre-
scribed by the Interstate Commerce Commission
for application on cottonseed, its products and re-
lated articles.

} Case No. 1482

PENDING

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of E. T. BEN-
SON, for a permit to operate as a contract motor
carrier in intrastate commerce for the transporta-
tion of milk between Centerville and Salt Lake
City, Utah, over and upon highway No. 91.

} Case No. 1483

ORDER

It appearing that the above named applicant failed to appear at the hearing in the above entitled matter before the Commission:

IT IS HEREBY ORDERED, That the application herein of E. T. Benson, for a permit to operate as a contract motor carrier in intrastate commerce for the transportation of milk between Centerville and Salt Lake City, Utah, over and upon highway No. 91 be, and it is hereby, dismissed without prejudice.

ORDERED FURTHER, That said applicant cease and desist from all operations for hire over the highways of the State of Utah.

By the Commission.

Dated at Salt Lake City, Utah, this 2nd day of January, A. D., 1934.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) FRANK L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of the STATE
ROAD COMMISSION, for the creation of a
railroad grade crossing of the Cache Valley
Branch of the O. S. L. R. R. Co., and the abandon-
ment of an existing adjacent grade crossing,
both near Wellsville, Utah. } Case No. 1484

Submitted: December 11, 1933.

Decided: June 8, 1934.

Appearances:

Ezra C. Knowlton, Assistant Engineer,	} for State Road Commission.
A. W. Chambers, Chairman, Cache County Commissioners,	} for Cache County.

REPORT AND ORDER OF THE COMMISSION

By McKAY, Commissioner:

On November 14, 1933, application was filed with the Public Utilities Commission of Utah by the State Road Commission of Utah for permission to create a railroad grade crossing on the Cache Valley Branch of the Oregon Short Line Railroad Company, and to abandon an existing adjacent grade crossing, both near Wellsville in Cache County, Utah. This matter came on regularly for hearing at the office of the Public Utilities Commission in Salt Lake City, Utah, on December 11, 1933, after due notice given to interested parties.

From the evidence adduced for and in behalf of interested parties, the Commission makes the following findings:

That the applicant, the State Road Commission of Utah, is a Commission created by the Laws of the State of Utah having power to administer and exercise general supervision over the highways of the State, and among other things is vested, in conjunction with other public authorities, with power to establish public highways, construct and maintain the same as may be needed for convenience of the traveling public; that applicant has, in conjunction with other public authorities, laid out and established United States Highway No. 91 through the State of Utah.

That applicant desires to re-locate, construct, and improve as National Recovery Highway Project No. 127-B, a section of said State Highway No. U. S. 91 near Wellsville, in Cache County, Utah, and to cross at grade in connection therewith the Cache Valley Branch Main Track and two appurtenant spur tracks of the Oregon Short Line Railroad Company at Railroad Mile-post 14.51, designated as Crossing "A" on the blue-print attached to application, which is hereby referred to and made a part hereof;

That in connection therewith, applicant desires to abandon the existing grade crossing of said Cache Valley Branch at Railroad Mile Post 14.68 on the present Wellsville and Hyrum road, which said crossing is marked Crossing "B" on blue-print attached to application;

That the abandonment of the portion of the present Wellsville-Hyrum road, on which was included said crossing "B," was approved by the Board of County Commissioners of Cache County on November 10, 1933; that the cost of construction of the new grade crossing, and the elimination of the old crossing, as applied for, will be borne by the State Road Commission with funds available through the National Recovery Act.

That representatives of Cache County requested that said crossing "B" proposed by the applicant to be abandoned, be maintained

instead as a private crossing for the benefit of individuals with properties near said crossing; that if said crossing "B" is entirely eliminated, it will necessitate that these parties travel a considerable distance to the new crossing; that there appeared to be no objections on the part of either the State Road Commission or the Oregon Short Line Railroad Company to the maintenance of crossing "B" as a private crossing, the cost of installing the gates and appurtenances to be borne by the State Road Commission.

From the foregoing findings, the Commission concludes and decides that the application herein to cross at grade tracks of the Oregon Short Line Railroad Company on U. S. Highway No. 91 near Wellsville, Cache County, Utah, be granted; that crossing "B" proposed to be eliminated and abandoned be maintained as a private crossing.

IT IS THEREFORE ORDERED, That the application herein of the State Road Commission for permission to cross at grade on U. S. Highway No. 91 the tracks of the Oregon Short Line Railroad Company near Wellsville in Cache County, Utah, Crossing "A" as shown on blue-print made a part hereof; and that crossing "B" shown thereon be maintained as a private crossing.

ORDERED FURTHER, That the entire cost of the construction of the new crossing and the installation of the gates and appurtenances at the private crossing be borne by the State Road Commission, and that the future maintenance of the new crossing and the gates at the private crossing be borne by the Oregon Short Line Railroad Company.

ORDERED FURTHER, That the Oregon Short Line Railroad Company shall provide such crossing signs and warnings as may be necessary from the view point of public safety, and at all times shall maintain said crossings in good condition, in accordance with the grade and the crossing.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of F. W. SMITH, d/b/a OMAHA RAPID TRANSIT LINES, for a license to operate as a common motor carrier of passengers between Salt Lake City and Los Angeles, California, over U. S. Highway No. 91. } Case No. 1485

ORDER

For good cause shown,

IT IS HEREBY ORDERED, That the application herein of Mr. F. W. Smith, doing business as Omaha Rapid Transit Company, for a license to operate as a common motor carrier of passengers between Salt Lake City and Los Angeles, California, over U. S. Highway No. 91, be, and it is hereby, dismissed, without prejudice.

By the Commission.

Dated at Salt Lake City, Utah, this 10th day of March, 1934.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) FRANK L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of CACHE COUNTY BOARD OF EDUCATION, for a permit to operate as a contract carrier of passengers between various points in Cache County. } Case No. 1486

ORDER

By the Commission:

Upon the motion of the Commission, and for good cause shown:
IT IS ORDERED, That the application of Cache County Board of Education for a permit to operate as a contract carrier of

passengers between various points in Cache County, be, and the same is hereby dismissed without prejudice.

Dated at Salt Lake City, Utah, this 8th day of January, A. D., 1934.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) FRANK L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION OF UTAH

In the Matter of the Application of W. E. WHEELER, d/b/a WESTERN MOTOR FREIGHT COMPANY, for a license to operate as a common motor carrier of property between Seattle, Washington, and Salt Lake City, Utah, upon highways Nos. 308 and 91.	}	Case No. 1487
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Submitted: December 8, 1933.

Decided: March 19, 1934.

Appearances:

J. S. Lockhead,	}	for Applicant.
W. Hal. Farr,	}	for Union Pacific System Lines.
J. A. Howell,	}	for U. I. C. Railroad Co.

REPORT AND ORDER OF THE COMMISSION

By the Commission:

Under date of November 18, 1933, application was filed by W. E. Wheeler, operating under the name and style of Western Motor Freight Company, for a license to operate as a common motor carrier of property in interstate commerce between Salt Lake City, Utah, and the Utah-Idaho State Line, enroute to Seattle, Washington. This matter came on regularly for hearing before the Commission at Salt Lake City, Utah, on December 8, 1933, after due notice given to interested parties.

From the evidence adduced for and in behalf of interested parties, the Commission makes the following findings:

That applicant has operated as a common motor carrier in interstate commerce, and also under the name of Refrigerated Express, Inc., for several months last past; that applicant filed, in compliance with the provisions of Chapter 53, Laws of Utah, 1933, financial statement as of November 6, 1933, showing total assets valued at \$4,700.00, total liabilities amounting to \$702.00, leaving net assets amounting to \$3,998.00; also schedule of equipment showing one 5-ton, 1932 Reo truck, proposed to be used in this operation.

That applicant's service consists principally of the transportation of fresh fish from Seattle, Washington, to Salt Lake City; that no appearance was made on behalf of applicant, except by J. S. Lockhead, who is a shipper interested in this service; that the Commission ordered hearing in this case continued, pending further action on the part of applicant in complying with the law, and having a representative appear to testify as to his operations; that sufficient time has now elapsed for these matters to have been taken care of, but that no effort has been made on the part of applicant to do so.

From the foregoing findings, the Commission concludes and decides that the application should therefore be dismissed.

IT IS THEREFORE ORDERED, That the application herein of W. E. Wheeler, d/b/a Western Motor Freight Company, for a license to operate as a common motor carrier of property between Seattle, Washington, and Salt Lake City, Utah, upon highways Nos. 308 and 91, be, and it is hereby, dismissed without prejudice.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,

(Seal)

Attest:

Commissioners.

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION OF UTAH

In the Matter of the Application of MOAB GAR- AGE COMPANY, for a license to operate as a common motor carrier of property in inter- state commerce.	}	Case No. 1488
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Submitted: December 8, 1933.

Decided: January 22, 1934.

Appearances:

F. B. Hammond, Attorney,	}	for
	}	Applicant.
	}	for Denver &
B. R. Howell, Attorney,	}	Rio Grande Motor Way.

REPORT OF THE COMMISSION

By the Commission:

Under date of November 22, 1933, application was filed with the Public Utilities Commission of Utah by the Moab Garage Company for a license to operate as a common motor carrier of property in interstate commerce between Salt Lake City, Utah, and the Utah-Colorado State Line enroute to Grand Junction, Colorado. This matter came on for hearing before the Commission on December 8, 1933, after due notice given to interested parties.

From the evidence adduced for and in behalf of interested parties, the Commission makes the following findings:

That the Moab Garage Company, with post office address at Moab, Utah, is a Utah corporation, and desires a license herein from the Public Utilities Commission of Utah to operate as a common motor carrier of property in interstate commerce between Salt Lake City, Utah, and the Utah-Colorado State Line enroute to Grand Junction, Colorado, over and upon U. S. Highways Nos. 91, 50, and Utah State Highway No. 8; that applicant commenced such operations during the month of August, 1933, according to monthly reports filed with the Commission; that in accordance with Section 8, Chapter 53, Laws of Utah, 1933, applicant filed financial statement as of June 30, 1933, showing total assets valued at \$98,803.06, total liabilities aggregating \$49,645.58, leaving net assets amounting to \$49,157.48; also schedule of equipment showing two trucks, appraised value as of December 5, 1933, \$1,700.00, to be used on the Salt Lake to Grand Junction run, also nine trucks which are used in its intra-state operations, with appraised value as of the same date, \$6,500.00.

That applicant, Moab Garage Company, is the holder of Certificate of Convenience and Necessity No. 403, issued in Case No. 1302, authorizing it to operate as a common motor carrier of property between Price and the Utah-Colorado State Line, and Moab and Monticello, Utah; that applicant has made reports to the Commission of its operations for hire over the public highways of the State of Utah, and paid the state road maintenance taxes thereon; and that applicant has on file with the Commission the necessary insurance and bond as required by law.

From the foregoing findings, the Commission concludes and decides that the application should be granted.

ORDER

INTERSTATE CARRIER LICENSE NO. 31

This case being at issue upon application and protest on file, and having been duly heard and submitted by the parties, and full

investigation of the matters and things involved having been had, and the Commission having, on the date hereof, made and filed a report containing its findings and conclusions, which said report is hereby referred to and made a part hereof,

IT IS ORDERED, That the application herein of Moab Garage Company for a license to operate as a common motor carrier of property in interstate commerce between Salt Lake City, Utah, and the Utah-Colorado State Line enroute to Grand Junction, Colorado, over and upon U. S. Highways Nos. 91 and 50, and Utah State Highway No. 8, be, and it is hereby, granted;

ORDERED FURTHER, That applicant shall maintain on file with the Commission the necessary insurance and bond as required by law, and a copy of its tariff schedule showing rates, time schedule, rules and regulations, and that it shall operate at all times in accordance with the statutes of the State of Utah and the rules and regulations prescribed by the Public Utilities Commission of Utah governing the operation of common motor carriers over the public highways of the State of Utah, and this order shall be, and is its authority therefor.

(Signed) E. E. CORFMAN,

THOS. E. McKAY,

T. H. HUMPHERYS,

Commissioners.

(Seal)

Attest:

(Signed) FRANK L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

CITIZENS OF THE TOWN OF
MONTICELLO

vs

BLUE MOUNTAIN IRRIGATION
COMPANY

} Case No. 1489

PENDING

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of MARVIN NELSON, for a permit to operate as a contract motor carrier of property in intrastate commerce in the vicinity of Brigham City, Utah. } Case No. 1490

ORDER

Upon motion of the applicant and with the consent of the Commission:

IT IS HEREBY ORDERED, That the application of Marvin Nelson for a permit to operate as a contract motor carrier of property in intrastate commerce in the vicinity of Brigham City, Utah, be, and the same is hereby dismissed without prejudice.

By the Commission.

Dated at Salt Lake City, Utah, this 6th day of February, A. D., 1934.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of MESSINGER TRUCK for a license to operate as a common motor carrier of property in interstate commerce between Salt Lake City and the Utah-Idaho State Line. } Case No. 1491

Submitted: January 15, 1934.

Decided: February 27, 1934.

Appearances:

David A. West,
Attorney,

} for
} Applicant.

David L. Stine,
Attorney,

} for
} U. I. C. R. R. Co.

REPORT OF THE COMMISSION

By the Commission:

Under date of December 4, 1933, application was filed with the Public Utilities Commission by Blake Messinger, operating under the name and style of Messinger Truck for a license to operate as a common motor carrier of property in interstate commerce between Salt Lake City and the Utah-Idaho State Line. This matter came on regularly for hearing before the Commission at Salt Lake City, Utah, on January 15, 1934, after due notice given to interested parties.

From the evidence adduced for and in behalf of interested parties, the Commission makes the following findings:

That applicant, Blake Messinger, operating under the name and style of Messinger Truck, with post office address at 1063 East 33rd South, Salt Lake City, Utah, desires a license to operate as a common motor carrier of property in interstate commerce between Salt Lake City, Utah, and the Utah-Idaho State Line over and upon U. S. Highway No. 91; that applicant has operated as such for approximately ten years; that in connection with his interstate operations, applicant also operated as a contract motor carrier between the same points, transporting newspapers for the Salt Lake Tribune-Telegram Publishing Company, under authority of Contract Carrier Permit No. 33, issued by the Commission; that in compliance with the provisions of Section 13, Chapter 53, Laws of Utah, 1933, applicant filed financial statement as of December 1, 1933, showing total assets valued at \$10,050.00, with liabilities aggregating \$5,200.00, leaving net assets valued at \$4,850.00; also schedule of equipment showing one 3-ton 1930 Fageol truck, and two 1½-ton 1933 Chevrolet trucks, with total appraised value as of December 1, 1933, \$4,500.00; that applicant has filed with the Commission reports of his operations for hire over the highways of the State of Utah and paid the state road maintenance taxes thereon, and complied with the provisions of Chapter 117, Laws of Utah, 1925, and the statutes amendatory thereto, and that he has also complied with the statutory requirements relative to the filing of insurance and bond.

From the foregoing findings, the Commission concludes and decides that the application should be granted.

ORDER

INTERSTATE CARRIER LICENSE NO. 38

This case being at issue upon application and protest on file, and having been duly heard and submitted by the parties, and full in-

vestigation of the matters and things involved having been had, and the Commission having, on the date hereof, made and filed a report containing its findings and conclusions, which said report is hereby referred to and made a part hereof,

IT IS ORDERED, That the application herein of Blake Messinger, operating under the name and style of Messinger Truck, for a license to operate as a common motor carrier of property in interstate commerce between Salt Lake City, Utah, and the Utah-Idaho State Line over and upon U. S. Highway No. 91, be, and it is hereby, granted.

ORDERED FURTHER, That applicant shall maintain on file with the Commission the necessary insurance and bond as required by law, and copy of his tariff schedule showing rates, time schedule, rules and regulations, and that he shall operate at all times in accordance with the statutes of the State of Utah and the rules and regulations prescribed by the Public Utilities Commission of Utah governing the operation of common motor carriers over the public highways of the State of Utah, and this order shall be, and is his authority therefor.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)
Attest:

(Signed) FRANK L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION OF UTAH

In the Matter of the Application of E. D. LEWIS for a permit to operate as a contract motor carrier of property in intrastate commerce between Le- ota, Ouray, and Randlett.	}	Case No. 1492
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Submitted: January 15, 1934. Decided: February 28, 1934.

Appearances:

E. D. Lewis,	}	for
		Himself.
S. D. Thurman,		for Sterling
		Transportation Co.
F. M. Orem,		for Salt Lake & Utah
		Railroad Company.

REPORT AND ORDER OF THE COMMISSION

By the Commission:

Under date of December 7, 1933, application was filed by E. D. Lewis, operating as the Lewis Truck Line, for a permit to operate as a contract motor carrier of property between Salt Lake City and Leota, Ouray, and Randlett, Utah. This matter came on for hearing before the Commission at Salt Lake City, Utah, on January 15, 1934, after due notice given to interested parties.

From the evidence adduced for and in behalf of interested parties, the Commission makes the following findings:

That applicant, E. D. Lewis, operating as the Lewis Truck Line, with post office address at Leota, Utah, again desires a permit from the Commission to operate as a contract motor carrier of property between Salt Lake City and Leota, Ouray and Randlett, Utah; that under date of November 15, 1933, the Commission issued its report and order in Case No. 1364, denying the application of said E. D. Lewis for a permit to operate as a contract motor carrier of property between Salt Lake City, Ouray, Leota, and Randlett, as herein applied for, which said report and order is hereby referred to and made a part hereof; that there was no new testimony introduced at the hearing in this case to warrant the Commission's granting a permit as applied for by applicant.

From the foregoing findings, the Commission concludes and decides that the application should therefore be denied.

IT IS HEREBY ORDERED, That the application herein of E. D. Lewis, for a permit to operate as a contract motor carrier of property between Salt Lake City, Utah, and Ouray, Randlett, and Leota, Utah, over and upon U. S. Highway No. 40, be, and it is hereby denied.

ORDERED FURTHER, That E. D. Lewis cease and desist from operating over the public highways of the State of Utah, as a contract motor carrier.

Dated at Salt Lake City, Utah, this 26th day of February, A. D., 1934.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)
Attest:

(Signed) FRANK L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of W. F. PRATT, for a license to operate as a common or contract motor carrier of property in interstate commerce between Salt Lake City and Preston, Idaho. } Case No. 1493

Submitted: January 15, 1934.

Decided: March 22, 1934.

Appearances:

W. F. Pratt,	} for Himself.
David L. Stein, Attorney,	} for Utah Idaho Central Railroad Company.
George H. Lowe, Attorney,	} for Fuller & Toponce Truck Co.

REPORT OF THE COMMISSION

By the Commission:

Under date of December 8, 1933, application was filed with the Public Utilities Commission of Utah by W. F. Pratt for a license to operate as a common motor carrier of property between Salt Lake City, Utah, and the Utah-Idaho State Line enroute to Preston, Idaho, over and upon U. S. Highway No. 91. This matter came on for hearing before the Commission at Salt Lake City, Utah, on January 15, 1934, after notice given to interested parties.

From the evidence adduced for and in behalf of interested parties, the Commission makes the following findings:

That applicant, W. F. Pratt, with post office address at Preston, Idaho, desires a license from the Commission to operate as a common motor carrier of property between Salt Lake City, Utah, and the Utah-Idaho State Line, enroute to Preston, Idaho, over and upon U. S. Highway No. 91; that applicant has operated as such since December of 1932, and in connection therewith operates under contract with the Deseret News Publishing Company transporting newspapers between Salt Lake City, Utah, and the Utah-Idaho State Line and intermediate points; that in compliance with Section 13, Chapter 53, Laws of Utah, 1933, applicant filed financial statement as of December 8, 1933, showing total assets valued at \$10,250.00, with liabilities amounting to \$3,500.00, leaving net assets valued at \$6,750.00; also schedule of equipment showing one 1933 1½-ton International truck valued at \$1,131.00.

That applicant has filed reports of his operations for hire over the highways of the State of Utah, and paid the state road maintenance taxes thereon, in compliance with the provisions of Chapter 117, Laws of Utah, 1925, and that he is prepared to file the necessary insurance and bond as required by law.

From the foregoing findings, the Commission concludes and decides that the application should be granted.

ORDER

INTERSTATE CARRIER LICENSE NO. 40

This case being at issue upon application on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof, made and filed a report containing its findings and conclusions, which said report is hereby referred to and made a part hereof,

IT IS ORDERED, That the application herein of W. F. Pratt for a license to operate as a common motor carrier of property between Salt Lake City, Utah, and the Utah-Idaho State Line, enroute to Preston, Idaho, over and upon U. S. Highway No. 91, in connection with his operations as a contract motor carrier of newspapers for the Deseret News Publishing Company, be, and it is hereby, granted ;

ORDERED FURTHER, That applicant shall maintain on file with the Commission the necessary insurance and bond as required by law, and a copy of his tariff schedule showing rates, time schedule, rules, and regulations, and that he shall operate for none other than the Deseret News Publishing Company, and at all times in accordance with the statutes of the State of Utah and the rules and regulations prescribed by the Public Utilities Commission of Utah governing the operation of common motor carriers over the public highways of the State of Utah, and this order shall be, and is his authority therefor.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest :

(Signed) FRANK L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of THE RIO
GRANDE MOTORWAY, Inc., for permis-
sion to amend certain items in its P. U. C. U.
No. 5 to include explosives. } Case No. 1494

Submitted: January 25, 1934.

Decided: March 19, 1934.

Appearance:

A. J. Cronin, } for
Applicant,

REPORT AND ORDER OF THE COMMISSION

By the Commission:

Under date of November 14, 1933, application was filed by the Rio Grande Motorway, Inc., by A. J. Cronin, its Traffic Representative, for permission to amend Items 20 to 60 inclusive, of its Freight Tariff No. 4, P. U. C. U. No. 5 to include explosives in a commodity description, "furniture, musical instruments, plate glass, and light and bulky articles." This matter came on regularly for hearing before the Commission at Salt Lake City on January 25, 1934, after due notice given to interested parties. From the evidence adduced for and in behalf of interested parties, the Commission makes the following findings:

That applicant, Rio Grande Motorway, Inc. desires to amend items 20 to 60 inclusive of its Freight Tariff No. 4 P. U. C. U. No. 5, to include explosives in a commodity description "furniture, musical instruments, plate glass, and light and bulky articles;" that the rates proposed to be published under the above named description will supersede and take the place of the rates as set forth in said freight tariff No. 4 under the description "of other freight"; that applicant desires to establish the proposed rate on explosives which is an increase over the present rate, for the reason that handling of this commodity is very hazardous, and requires more than ordinary care; that it was the applicant's intention, in issuing said tariff No. 4 to include high explosives in items 20 to 60 inclusive thereof, as taking the same rate as other commodities shown therein, but that this commodity was inadvertently left out. Also that high explosives, as shown in Intermountain Motor Vehicle Association Freight Classification No. 1 takes double first-class rate.

From the foregoing findings, the Commission concludes and decides that the application herein should be granted.

IT IS THEREFORE ORDERED, That the application herein of the Rio Grande Motorway, Inc. for permission to amend Items 20 to 60 inclusive of its Freight Tariff No. 4, P. U. C. U. No. 5 to include explosives, be, and it is hereby, granted,

PROVIDED: That the said applicant shall at all times observe and conform to Rule No. XXV promulgated by the Commission July 6, 1933, with respect to the transportation of explosives.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION OF UTAH

In the Matter of the Application of the STATE
ROAD COMMISSION OF UTAH, for per-
mission to construct an overhead crossing of the
L. A. & S. L. Railroad Company's main track
at Santaquin, Utah, on State Road No. 26. } Case No. 1495

Submitted: January 15, 1934.

Decided: January 24, 1934.

Appearances:

H. S. Kerr, Chief Engineer, } for State Road
Utah State Road Commission, } Commission of Utah.

R. B. Porter, Attorney, } for Union Pacific
} System Lines.

REPORT AND ORDER OF THE COMMISSION

By McKAY, Commissioner:

On December 14, 1933, the State Road Commission filed with the Public Utilities Commission its application for permission to construct an overhead crossing over the main line tracks of the Los Angeles and Salt Lake Railroad Company at Santaquin, Utah, over Utah State Highway No. 26. This matter came on regularly for

hearing before the Commission, after due notice given, at Salt Lake City, Utah, on January 15, 1934.

From the evidence adduced for and in behalf of interested parties, the Commission finds:

That the applicant, State Road Commission of Utah, is a Commission created by the laws of Utah, having the power to administer and exercise general supervision over the highways of the State, and among other things is vested with, in conjunction with other public authorities, power to establish public highways, and to construct and maintain the same as may be needed for the convenience of the traveling public;

That said applicant has, in conjunction with other public authorities, laid out and established a state highway for the accommodation and convenience of the people at the mining camp of the Tintic District known as Utah State Highway No. 26, which diverges from United States Highway No. 91 at Santaquin, Utah;

That for a long time the State Road Commission has recognized the importance in the interest of safety the elimination of the grade crossing over said highway No. 26, near Santaquin Station on the Los Angeles and Salt Lake Railroad, on account of the hazardous conditions at this crossing; that the necessary funds for the elimination of this crossing are now available through the National Recovery Act, and that the applicant, the State Road Commission now desires to re-locate, construct and improve as National Recovery Secondary Project No. 153 a portion of the State Highway No. 26, in the vicinity of Santaquin, Utah County, Utah, and to construct in connection therewith an overhead crossing of the main line tracks of the Los Angeles and Salt Lake Railroad Company at a point approximately 550 feet south of the existing grade crossing at the depot in Santaquin, as shown on the blue-prints attached to application, hereby expressly referred to and made a part hereof;

That the sum of \$25,000.00 has been set aside for this project which includes the cost of the revision of the road location necessary, as well as the crossing structure itself; that the cost of the over-head structure is estimated at \$10,994.13, and that this project has been approved by the proper agencies of the United States Government as a meritorious grade elimination; that in accordance with the provisions of the National Recovery Act with regard to the funds for highway improvements, the entire cost and maintenance of this project will be borne by the United States Government under the supervision of the State Road Commission.

From the foregoing findings, the Commission concludes and decides that the application should be granted.

IT IS THEREFORE ORDERED, That the application herein of the State Road Commission of Utah for permission to re-locate and construct an overhead crossing over the main line tracks of the Los Angeles and Salt Lake Railroad Company on State Highway No. 26, in the vicinity of Santaquin, Utah County, Utah, at a point approximately 550 feet south of the existing crossing as shown on the blue-print attached to application, hereby referred to and made a part hereof, be, and it is hereby, granted.

ORDERED FURTHER, That the entire cost and maintenance of the re-location and construction of the overhead crossing as applied for herein be borne by the State Road Commission.

(Signed) THOS. E. MCKAY,

We Concur:

(Signed) E. E. CORFMAN,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) FRANK L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of HAROLD KILGROW and CHAS. H. OWEN, d/b/a TRI-STATE MOTORWAYS for a license to operate as a common motor carrier of property between Salt Lake City, Utah, Montpelier, Idaho, and Afton, Wyoming. } Case No. 1496

Submitted: January 15, 1934.

Decided: February 26, 1934.

Appearances:

W. A. Hilton, Attorney,	} for } Applicant.
David L. Stine, Attorney,	} for } U. I. C. R. R. Co.
W. Hal. Farr, Attorney,	} for } Union Pacific Lines.
George H. Lowe,	} for Fuller & Toponce } Truck Company.

REPORT OF THE COMMISSION

By the Commission:

Under date of December 18, 1933, application was filed by Harold Kilgrow and Charles H. Owen, partners, operating under the name and style of Tri-State Motorways for a license to operate as a common motor carrier of property in interstate commerce between Salt Lake City, Utah, and the Utah-Idaho State Line. This matter came on for hearing before the Commission at Salt Lake City, Utah, after due notice given to interested parties. From the evidence adduced for and in behalf of interested parties, the Commission makes the following findings:

That applicants, Harold Kilgrow and Charles H. Owen are partners operating under the name and style of Tri-State Motorways, with post office address 275 South 1st West, Salt Lake City, Utah, and desire a license from the Commission to operate as a common motor carrier of property between Salt Lake City, Utah, and the Utah-Idaho State Line, enroute to Montpelier, Idaho, and Afton, Wyoming, over and upon U. S. Highway No. 91; that applicants have operated as such since approximately December 15, 1933, under authority of temporary permits issued by the Commission; that applicants have, in compliance with Chapter 53, Laws of Utah, 1933, filed financial statement as of December 16, 1933, showing total assets valued at \$1,760.00, with liabilities amounting to the same; net assets shown as "established business and good will"; also schedule of equipment showing 4 trucks with appraised value as of December 16, 1933, \$1,560.00; that applicants have complied with all the statutory requirements with regard to the filing of insurance and bond, and have filed reports of their operations for hire over the highways of the State of Utah in Compliance with the provisions of Chapter 117, Laws of Utah, 1925, and the statutes amendatory thereto, and paid the state road maintenance taxes thereon.

From the foregoing findings, the Commission concludes and decides that the application should be granted.

ORDER

INTERSTATE CARRIER LICENSE NO. 37

This case being at issue upon application and protest on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof, made and filed a report containing its findings and conclusions, which said report is hereby referred to and made a part hereof,

IT IS ORDERED, That the application herein of Harold Kilgrew and Chas. H. Owen, doing business as Tri-State Motorways, for a license to operate as a common motor carrier of property in interstate Commerce between Salt Lake City, Utah, and the Utah-Idaho State Line, enroute to Montpelier, Idaho, and Afton, Wyoming, over and upon U. S. Highway No. 91, be, and it is hereby, granted.

ORDERED FURTHER, That applicants shall maintain on file with the Commission the necessary insurance and bond as required by law, and a copy of their tariff schedule showing rates, time schedule, rules, and regulations, and that they shall operate at all times in accordance with the statutes of the State of Utah and the rules and regulations prescribed by the Public Utilities Commission of Utah governing the operation of common motor carriers over the public highways of the State of Utah, and this order shall be, and is their authority therefor.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) FRANK L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION OF UTAH

In the Matter of the Application of ROYAL ALLRED for a permit to operate as a contract motor carrier of property between Utah and San- pete Counties, over highways Nos. 89 and 91.	}	Case No. 1497
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Submitted: February 28, 1934.

Decided: March 24, 1934.

Appearances:

Sam D. Kiefer,	}	for Applicant.
R. B. Porter and	}	for Union Pacific System Lines.
W. Hal. Farr, Attorneys,	}	
B. R. Howell, Attorney,	}	for D. & R. G. W. R. R. Co. and Rio Grande Motor Way, Incorporated.
	}	
E. J. Hardesty,	}	for Railway Express Agency.

REPORT AND ORDER OF THE COMMISSION

By the Commission:

Under date of December 20, 1933, application was filed with the Public Utilities Commission by Royal Allred for a permit to operate as a contract motor carrier of property between Utah County points and Sanpete County points. This matter came on regularly for hearing before the Commission on February 28, 1934, after due notice given to interested parties.

From the evidence adduced for and in behalf of interested parties, the Commission makes the following findings:

That applicant, Royal Allred, with post office address at Spring City, Utah, desires a permit from the Commission to operate as a contract motor carrier of property between Utah County points and Sanpete County points, serving Salt Lake City, Provo, Fairview, Spring City, and Mt. Pleasant, Utah, over and upon U. S. Highways Nos. 91 in the winter time, and 89 in the summer time. That in compliance with the provisions of Chapter 53, Laws of Utah, 1933, applicant filed financial statement as of November 3, 1933, showing total assets valued at \$2,220.00, liabilities amounting to \$750.00, leaving net assets amounting to \$1,470.00; also schedule of equipment showing one 1931 1½-ton Ford truck, appraised value as of November 3, 1933, \$250.00.

That the Rio Grande Motorway, Inc. operates under Certificate of Convenience and Necessity No. 401, as a common motor carrier of passengers and freight between Salt Lake City, Utah, and Marysvale, Utah, rendering in connection therewith daily pick-up and delivery service at Salt Lake City and intermediate points between Nephi and Marysvale, including Fairview, Spring City and Mt. Pleasant, Utah.

That the Utah Central Truck Line is a common motor carrier of property operating under Certificate of Convenience and Necessity No. 407, rendering daily service including pick-up and delivery service between Salt Lake City and Provo, Utah.

That the Salt Lake and Utah Railroad Company operates an electric line of railroad between Salt Lake City and Payson, Utah, and also renders daily service, including pick up and delivery service between all points on its line.

That applicant, Royal Allred, has operated for hire over the highways of the State of Utah for several years last past, rendering service for more than one person, firm, or individual over an established route, without a permit from the Commission, in violation of provisions of Chapter 42, Laws of Utah, 1927, and laws amendatory thereto. That the service he proposes to render as applied for herein

will not be performed under any written or verbal contracts, but may be terminated at the will of the shipper; that applicant has operated for hire without having made reports of such operations to the Public Utilities Commission, nor paid the state road maintenance taxes thereon as required by Chapter 117, Laws of Utah, 1925, and laws amendatory thereto; that applicant admitted he had violated the provisions of these laws with full knowledge, but expressed his willingness, however, to comply with the statutory requirements in the event a permit was granted to him.

From the foregoing findings, the Commission concludes and decides that applicant has, with full knowledge, violated the provisions of Chapter 42, Laws of Utah, 1927, and Chapter 117, Laws of Utah, 1925, and laws amendatory thereto, and that the application should therefore be denied.

IT IS THEREFORE ORDERED, That the application herein of Royal Allred for a permit to operate as a contract motor carrier of property between Utah and Sanpete Counties, over highways Nos. 89 and 91 be, and it is hereby, denied.

ORDERED FURTHER, That Royal Allred, the applicant herein, shall forthwith file with the commission reports covering his past operations for hire over the highways of the State of Utah, and pay the state road maintenance taxes thereon.

ORDERED FURTHER, That applicant shall forthwith cease and desist from any or all operations for hire over the public highways of the State of Utah unless otherwise ordered by the Commission.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,

Commissioners.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of ARROW-
HEAD FREIGHT LINES for a license to
operate as a common motor carrier of property
between Salt Lake City and the Utah-Arizona
State Line. } Case No. 1498

Submitted: February 8, 1934.

Decided: April 9, 1934.

Appearances:

John R. Thompson,	} for
	} Applicant.
Robert B. Porter, Attorney,	} for Union Pacific
	} System Lines.

REPORT OF THE COMMISSION

By the Commission:

Under date of December 19, 1933, application was filed with the Public Utilities Commission of Utah by the Arrowhead Freight Lines, Ltd., for a license to operate as a common motor carrier of property in interstate commerce between Salt Lake City, Utah, and the Utah-Arizona State Line enroute to Los Angeles, California. This matter came on regularly for hearing before the Commission on February 8, 1934, after due notice given to interested parties.

Prior to the hearing, but after notice had been issued, applicant amended its application to include service to certain other points; however, inasmuch as interested parties were not notified of the proposed amendment to the application, the Commission ruled that only the original application would be heard, and if other service is desired to be rendered, another application should be filed therefor.

From the evidence adduced for and in behalf of interested parties, the Commission makes the following findings:

That applicant, Arrowhead Freight Lines, Ltd. is a corporation organized and existing under and by virtue of the laws of the State of California, and qualified to do business in the State of Utah, with its principal place of business at 452 South Hewitt Street, Los Angeles, California, and its post office address in Salt Lake City at 275 South First West; that its President and General Manager is John R. Thompson, appearing on behalf of applicant in this case; that it has on file in the office of the Public Utilities Commission a Certified Copy of its Articles of Incorporation.

That applicant desires a license from the Public Utilities Commission to operate as a common motor carrier of property in interstate commerce between Salt Lake City, Utah, and the Utah-Arizona State Line, enroute to Los Angeles, California, over and upon U. S. Highway No. 91; that applicant has operated as such since November, 1932.

That in accordance with the provisions of Chapter 53, Laws of Utah, 1933, applicant filed financial statement as of October 31, 1933, showing assets and liabilities as follows:

ASSETS

Buses, Trucks, Trailers, etc.....	\$ 3,960.00
Cash in Bank.....	5,167.17
Notes Receivable	4,688.31
Accounts Receivable	8,317.67
Office Furniture and Fixtures.....	1,875.00
Depot Furniture and Fixtures.....	500.00
Miscellaneous	910.00
Total Assets	\$25,418.15

LIABILITIES

Indebtedness on Equipment.....	\$ 256.00
Accounts Payable	2,110.47
Miscellaneous	6,100.00
Total Liabilities	\$ 8,466.47
Net Assets	\$16,951.68

That applicant also filed schedule of equipment as of December 19, 1933, as follows:

Make & Model	Year	New or Used	Tons
Dodge	1932	New	1½
Ford	1932	Used	1½
Dodge	1932	New	1½
Dodge	1932	New	1½
Dodge	1932	New	1½
Chevrolet	1932	New	1½
Sterling	1930	Used	4½
Ford	1932	Used	1½

That none of the equipment as shown in the above schedule is owned by the applicant, but is leased from the individual owners under six-month contracts with applicant. Under the terms of these contracts, applicant pays the owners a certain sum for hauling, and the owners of the trucks agree to keep them in repair.

That applicant owns equipment in the value of \$3,960.00, consisting of three Ford trucks, one trailer, and three refrigerator bodies, which are not used, however, in its operations in the State of Utah.

That applicant had not filed reports of its operations for hire in the State of Utah, nor paid the state road maintenance taxes there-

on, in accordance with the provisions of Chapter 117, Laws of Utah, 1925, and laws amendatory thereto; that after the passage of Chapter 53, Laws of Utah, 1933, which became effective June 26, 1933, applicant continued to operate in violation of said law, without an interstate license from the Public Utilities Commission of Utah; that after several arrests had been made by the State Highway Patrol for operating without authority from the Commission, application herein was filed with the Commission for an interstate license; that a number of conferences were held with the State Road Commission, the State Tax Commission, the Attorney General, and the Public Utilities Commission with regard to the filing of past reports, and the payment of taxes thereon; that as a result of these conferences, a stipulation was entered into between these parties wherein it was agreed that applicant would pay the sum of \$4,000.00 to the State Tax Commission, which would constitute a full settlement of all past State Road Maintenance taxes which may have accrued against the applicant up to and including December 31, 1933; that upon the filing of the necessary insurance and bond, as required by law, the Commission issued Temporary Permits to the individual owners and drivers of the trucks being operated under the name and style of Arrowhead Freight Lines, pending decision in the case herein.

That John R. Thompson, President and General Manager for applicant testified that in the future, applicant would conduct its operations in the State of Utah in full compliance with the statutory requirements and the rules and regulations prescribed by the Commission.

From the foregoing findings, the Commission concludes and decides that the application should be granted.

ORDER

INTERSTATE CARRIER LICENSE NO. 42

This case being at issue upon application on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the commission having, on the date hereof, made and filed a report containing its findings and conclusions, which said report is hereby referred to and made a part hereof,

IT IS ORDERED, That the application herein of Arrowhead Freight Lines for a license from the Commission to operate as a common motor carrier of property in interstate commerce between Salt Lake City, Utah, and the Utah-Arizona State Line, enroute to Los Angeles, California, be, and it is hereby, granted.

ORDERED FURTHER, That applicant shall maintain on file with the Commission the necessary insurance and bond as required by law, and a copy of its tariff schedule showing rates, time schedule, rules and regulations, and that it shall operate at all times in accordance with the statutes of the State of Utah and the rules and regulations prescribed by the Public Utilities Commission of Utah governing the operation of common motor carriers over the public highways of the State of Utah, and this order shall be, and is its authority therefor.

ORDERED FURTHER, That applicant shall not use under lease or otherwise in the course of its operations for hire any automobile, truck or trailer over the highways of the State, without proper license plates as required by law being displayed and attached thereto, nor any automobile truck or trailer not covered by insurance policy on file with the Commission in conformity with the Statutes of the State of Utah.

(Signed) E. E. CORFMAN,
THOS. E. MCKAY,
T. H. HUMPHERYS,

Commissioners.

(Seal)

Attest:

(Signed) FRANK L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of PETTY &
LUNT, INC. to amend Certificate of Convenience and Necessity No. 371 (Cedar City-Kanab) to include the towns of Virgin, Rockville, Springdale, and Zion National Park. } Case No. 1499

PENDING

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of GEO. T. HISLOP for a permit to operate as a contract motor carrier of property in intrastate commerce between Salt Lake City, Vernal, and Jensen, Utah. } Case No. 1500

Submitted: January 15, 1934.

Decided: February 28, 1934.

Appearances:

Geo. T. Hislop,	} for Himself.
S. D. Thurman, Attorney,	} for Sterling Transportation Co.

REPORT AND ORDER OF THE COMMISSION

By the Commission:

Under date of January 2, 1934, application was filed with the Public Utilities Commission by George T. Hislop for a permit to operate as a contract motor carrier of property between Salt Lake City and Vernal, and Jensen, Utah. This matter came on for hearing on the 15th day of January, 1934, at Salt Lake City, Utah, after due notice given to interested parties.

From the evidence adduced for and in behalf of interested parties, the Commission makes the following findings:

That under date of December 26, 1933, the Commission issued its Report and Order in Case No. 1438, denying the application of George T. Hislop, the applicant herein, for a permit to operate as a contract motor carrier between Salt Lake City, Utah, and Vernal and Jensen, Utah, ordering him to cease and desist from operations for hire over the public highways of the State of Utah, which said report and order is hereby referred to and made a part of these findings; that no new testimony was introduced at the hearing held on the application herein to warrant the granting of a permit to said applicant, George T. Hislop, as applied for.

From the foregoing findings, the Commission concludes and decides that the application should therefore be denied.

IT IS THEREFORE ORDERED, That the application herein of Geo. T. Hislop for a permit to operate as a contract motor carrier of property between Salt Lake City, Vernal, and Jensen, Utah, be, and it is hereby, denied.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)
Attest:

(Signed) FRANK L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of B. C. BROUGH for a permit to operate as a contract motor carrier of property in intrastate commerce between Garland, Tremonton, and Ogden, Utah. } Case No. 1501

Submitted: January 15, 1934.

Decided: March 23, 1934.

Appearances:

B. C. Brough,	} for Himself.
Geo. H. Lowe, Attorney,	} for Fuller & Toponce Truck Co.
J. A. Howell, Attorney.	} for Utah Idaho Central Railroad Company.
W. Hal. Farr, Attorney,	} for Union Pacific System Lines.

REPORT AND ORDER OF THE COMMISSION

By the Commission:

Under date of January 3, 1934, application was filed with the Public Utilities Commission by B. C. Brough, for a permit to operate as a contract motor carrier of property between Ogden, Utah, and Garland and Tremonton, Utah. This matter came on regularly for hearing before the Commission at Salt Lake City, Utah, on January 15, 1934, after due notice given to interested parties.

From the evidence adduced for and in behalf of interested parties, the Commission makes the following findings:

That B. C. Brough, with post office address at Garland, Utah, has operated as a contract motor carrier of property for hire over the highways of the State of Utah between Ogden, Utah and Garland and Tremonton, Utah, for a period of approximately eight years; that he has transported dairy products during that time for the Mutual Creamery Company and farmers in that district, for which operation he now desires a permit from the Commission; that applicant has also transported merchandise for hire for a number of other persons.

That in accordance with the provisions of Chapter 53, Laws of Utah, 1933, applicant filed financial statement with the Commission showing total assets amounting to \$508.00, liabilities amounting to \$100.00, leaving net assets valued at \$408.00; also schedule of equipment showing one 1933 2-ton Chevrolet truck valued at \$500.00.

That Fuller and Toponce Truck Company is a common motor carrier of property, operating under Certificate of Convenience and Necessity No. 408, issued by the Commission, between Salt Lake City, Utah, and the Utah-Idaho State Line, serving intermediate points on U. S. Highway No. 30-S and 41, between Brigham City and the State Line, rendering daily pick-up and delivery service in connection therewith.

That The Utah-Idaho Central Railroad Company operates an electric line of Railroad between Ogden, Utah, and Preston, Idaho, rendering daily passenger and freight, with pick-up and delivery service, to all intermediate points.

That the Oregon Short Line Railroad Company operates a steam line of railroad between Ogden, Utah, and Seattle, Washington, with a branch line from Brigham City extending to Malad, Idaho, which said branch line renders daily passenger and freight service to Tremonton and Garland, Utah.

That applicant, B. C. Brough, has operated for hire over the highways of the State of Utah for a number of years past, but has not filed reports with the Public Utilities Commission of such operations as required by the provisions of Chapter 117, Laws of Utah, 1925, and laws amendatory thereto, nor paid the state road maintenance taxes thereon.

From the foregoing findings, the Commission concludes that convenience and necessity do not require the service proposed to be rendered by applicant, and decides that the application should therefore be denied.

IT IS THEREFORE ORDERED, That the application herein of B. C. Brough for a permit to operate as a contract motor carrier of property in intrastate commerce between Garland, Tremonton, and Ogden, Utah, be, and it is hereby denied.

ORDERED FURTHER, That applicant herein, B. C. Brough, shall forthwith file with the Commission reports covering his past operations for hire over the highways of the State of Utah, and pay the state road maintenance taxes thereon;

ORDERED FURTHER, That applicant shall forthwith cease and desist from all or any operations for hire over the public highways of the State of Utah, unless otherwise ordered by the Commission.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of MYRON F. HOLBROOK for a permit to operate as a contract motor carrier of property in intrastate commerce between Salt Lake City and Bountiful; Bountiful, Centerville, and Farmington, via Highway No. 91. } Case No. 1502

ORDER

Upon motion of the applicant, and with the consent of the Commission,

IT IS ORDERED, That the application of Myron F. Holbrook for a permit to operate as a contract motor carrier of property in intrastate commerce between Salt Lake City and Bountiful; Bountiful, Centerville, and Farmington, via Highway No. 91, be, and it is hereby, dismissed, without prejudice.

Dated at Salt Lake City, Utah, this 26th day of March, A. D., 1934.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of GRANT
WALDRON for a permit to operate as a con-
tract motor carrier of property in intrastate com-
merce between Ogden, Morgan, and Salt Lake
City, Utah. } Case No. 1503

Submitted: January 15, 1934.

Decided February 23, 1934.

Appearances:

Grant Waldron,	} for Himself.
W. Hal. Farr,	} for Union Pacific System Lines.
E. J. Hardesty,	} for Railway Express Agency.

REPORT OF THE COMMISSION

Under date of January 5, 1934, application was filed with the Public Utilities Commission by Grant Waldron for a permit to operate as a contract motor carrier of property between Ogden, Utah, on the one hand, and Morgan and Salt Lake City on the other hand. This matter came on for hearing before the Commission at Salt Lake City, Utah, on January 15, 1934, after due notice given to interested parties.

From the evidence adduced for and in behalf of interested parties, the Commission makes the following findings:

That applicant, Grant Waldron, residing at Morgan, Utah, desires a permit to operate as a contract motor carrier of newspapers between Salt Lake City and Ogden, Utah, under contract with the Salt Lake Telegram, and dairy products between Morgan and Ogden, Utah, over and upon U. S. Highways Nos. 91 and 30-S, and Utah State Highway No. 49. That applicant has operated as such since January 2, 1934, having complied with the statutory provisions covering insurance and bonds, by authority of temporary permit issued by the Public Utilities Commission; that in accordance with Section 13, Chapter 53, Laws of Utah, 1933, applicant filed financial statement as of January 5, 1934, showing total and net assets amounting to \$800.00, there being no liabilities; also schedule of equipment showing one new 1934 ½-ton Ford truck, appraised value, \$600.00;

that there is no authorized automobile freight line between Ogden and Morgan, Utah, and that the transportation of the newspapers for the Salt Lake Telegram is a special service that cannot conveniently be rendered by the existing transportation facilities between Salt Lake City and Ogden, and that no protests were made to the granting of the application.

From the foregoing findings, the Commission concludes and decides that the application should be granted.

ORDER

CONTRACT CARRIER PERMIT NO. 43

This case being at issue upon application on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof, made and filed a report containing its findings and conclusions, which said report is hereby referred to and made a part hereof,

IT IS ORDERED, That the application herein of Grant Waldron for a permit to operate as a contract motor carrier of newspapers for the Salt Lake Telegram between Salt Lake City and Ogden, Utah, and milk and other dairy products between Morgan and Ogden, Utah, over and upon U. S. Highways Nos. 91 and 30-S, and Utah State Highway No. 49, be, and it is hereby, granted.

ORDERED FURTHER, That applicant shall maintain on file with the Commission the necessary insurance and bond as required by law, and a copy of his tariff schedule showing rates, time schedule, rules, and regulations, and that he shall operate at all times in accordance with the statutes of the State of Utah and the rules and regulations prescribed by the Public Utilities Commission of Utah governing the operation of contract motor carriers over the public highways of the State of Utah, and this order shall be, and is his authority therefor.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of VIRGIL G. KNUDSON for a license to operate as a common motor carrier of property between Salt Lake City, Utah, and Preston, Idaho. } Case No. 1504

Submitted: January 15, 1934.

Decided: May 4, 1934.

Appearances:

Virgil G. Knudson,	} for Himself.
D. L. Stine, Attorney,	} for Utah Idaho Central Railroad Company.

REPORT OF THE COMMISSION

By the Commission:

Under date of December 29, 1933, application was filed with the Public Utilities Commission of Utah by Virgil G. Knudson, for a license to operate as a common motor carrier of property between Salt Lake City, Utah, and Preston, Idaho. This matter came on regularly for hearing before the Commission at Salt Lake City, Utah, on January 15, 1934, after due and legal notice given to interested parties.

From the evidence adduced for and in behalf of interested parties, the Commission makes the following findings:

That applicant, Virgil G. Knudson, with post office address at Preston, Idaho, desires a license to operate as a common motor carrier of property between Salt Lake City, Utah, and the Utah-Idaho State Line enroute to Preston, Idaho, over and upon U. S. Highway No. 91; that in compliance with the provisions of Chapter 53, Laws of Utah, 1933, applicant filed financial statement as of December, 1933, showing total assets in the value of \$1,625.00, with liabilities consisting of indebtedness on equipment amounting to \$350.00, leaving net assets amounting to \$1,275.00; also schedule of equipment showing one 1932 1½-ton Chevrolet truck, appraised value of \$400.00.

That applicant has operated as a common motor carrier of property between said points since December, 1933, and since approximately the early part of April has operated under temporary permits issued by the Commission; that applicant has also operated over the highways under lease agreement with the Morning Milk Company,

transporting milk and cream to said Company's plant at Wellsville, Utah; that applicant has made reports of his operations for hire, to the Commission, and paid the state road maintenance taxes thereon, with the exception of the milk transported for the Morning Milk Company; that applicant has expressed his willingness to make reports to the Commission covering such operations, and pay the state road maintenance tax, if and when the responsibility for doing this is fixed. That applicant has filed with the Commission the necessary insurance and bond as required by law.

From the foregoing findings, the Commission concludes and decides that the application should be granted.

ORDER

INTERSTATE CARRIER LICENSE NO. 52

This case being at issue upon application on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof, made and filed a report containing its findings and conclusions, which said report is hereby referred to and made a part hereof:

IT IS ORDERED, That the application herein of Virgil G. Knudson for a license to operate as a common motor carrier of property between Salt Lake City, Utah, and the Utah-Idaho State Line enroute to Preston, Idaho, over and upon U. S. Highway No. 91, be, and it is hereby, granted;

PROVIDED, That if it should be determined through court procedure or otherwise that applicant is responsible for the taxes covering his operations under lease agreement with the Morning Milk Company, he shall immediately file reports with the Commission covering his past operations for said Company, and pay the state road maintenance taxes thereon;

ORDERED FURTHER, That applicant shall maintain on file with the Commission the necessary insurance and bond as required by law, and a copy of his tariff schedule showing rates, time schedule, rules, and regulations, and that he shall operate at all times in accordance with the statutes of the State of Utah, and the rules and regulations prescribed by the Public Utilities Commission of Utah governing the operation of common motor carriers over the public

highways of the State of Utah, and this order shall be, and is his authority therefor.

(Signed) E. E. CORFMAN,
THOS. E. MCKAY,
T. H. HUMPHERYS,

Commissioners.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION OF UTAH

<p>In the Matter of the Application of MERRILL GOODRICH d/b/a GOODRICH TRUCK, for a permit to operate as a contract motor car- rier of property in intrastate commerce between Vernal and Salt Lake City, Utah.</p>	<p style="font-size: 3em;">}</p>	<p>Case No. 1505</p>
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Submitted: February 28, 1934.

Decided: March 23, 1934.

Appearances:

Sam Keifer,	}	for Applicant.
Sam D. Thurman, Attorney,	}	for Sterling Transportation Company.
B. R. Howell, Attorney,	}	for D. & R. G. W. R. R. Co. and Rio Grande Motorways, Incorporated.

REPORT AND ORDER OF THE COMMISSION

By the Commission:

Under date of January 8, 1934, application was filed with the Public Utilities Commission by Merrill Goodrich for a permit to operate as a contract motor carrier of property between Salt Lake City and Vernal, Utah. This matter came on regularly for hearing before the Commission at Salt Lake City, Utah, on February 28, 1934, after due notice given to interested parties.

From the evidence adduced for and in behalf of interested parties, the Commission makes the following findings:

That applicant, Merrill Goodrich, with post office address at Vernal, Utah, desires a permit from the Commission to operate as a contract motor carrier of property between Salt Lake City and Vernal, Utah, over and upon U. S. Highway No. 91 and 40 and Utah State Highway No. 7 for Nelson Ricks Creamery from Vernal, Roosevelt, and Myton to Salt Lake City, Utah, and for the Naples Store, Uintah School District, Triangle Cafe, Ashton Brothers, and the City Bakery at Vernal, Utah, and Cy's Cash Grocery at Jensen, Utah,

That applicant has, in compliance with Chapter 53, Laws of Utah, 1933, filed financial statement as of January 8, 1934, showing total assets valued at \$4,100.00, liabilities amounting to \$218.00, leaving net assets of \$3,282.00; also schedule of equipment showing one 1929 1½-ton International truck, and one 1932 ½-ton Chevrolet truck, each valued at \$600.00 as of January 8, 1934.

That the Sterling Transportation Company operates as a common motor carrier of freight under authority of Certificate of Convenience and Necessity No. 274 rendering daily freight service between Salt Lake City and Vernal, Utah, and all intermediate points between Heber City and Vernal, Utah, and is prepared and ready to render to the shipping public any and all transportation service in the territory proposed to be served by applicant, as convenience and necessity may require.

That applicant has operated for some time past over the highways of the State of Utah for hire as a common motor carrier rendering service to the public generally without a certificate of convenience and necessity in violation of Section 4818, Compiled Laws of Utah, 1927, and laws amendatory thereto; that applicant has conducted such operations without having made reports to the Commission or paid the state road maintenance taxes thereon as required by the provisions of Chapter 117, Laws of Utah, 1925, and laws amendatory thereto; that applicant testified he had violated the provisions of these laws with full knowledge of having done so; that applicant had been repeatedly warned to cease such operations for hire over the highways of the State of Utah but has refused to do so, and has conducted such operations until the present time in violation of Chapter 53, Laws of Utah, 1933; that he has no contracts, either verbal or written, with any of the individuals or firms for whom he wishes to operate, and that the service may be terminated at the will of the shipper.

From the foregoing findings, the Commission concludes and decides that inasmuch as the applicant has with full knowledge violated the provisions of the laws of the State of Utah, as heretofore set forth, that the application should be denied.

IT IS THEREFORE ORDERED, That the application herein of Merrill Goodrich, d/b/a Goodrich Truck, for a permit to operate as a contract motor carrier of property in intrastate commerce between Vernal and Salt Lake City, Utah, be, and it is hereby, denied.

ORDERED FURTHER, That Merrill Goodrich, the applicant herein, shall forthwith file with the Commission reports covering his past operations for hire over the highways of the State of Utah, and pay the state road maintenance taxes thereon.

ORDERED FURTHER, That applicant shall forthwith cease and desist from all or any operations for hire over the public highways of the State of Utah.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of W. M. }
CAMPBELL for a permit to operate as a con- }
tract motor carrier of property in intrastate com- } Case No. 1506
merce between Price and Salt Lake City, Utah, }
upon highways Nos. 50 and 91. }

Submitted: March 1, 1934.

Decided: March 23, 1934.

Appearances:

Sam. D. Kiefer, } for
} Applicant.

B. R. Howell, } for Rio Grande
} Motorways, Inc.

REPORT AND ORDER OF THE COMMISSION

By the Commission:

Under date of January 9, 1934, application was filed with the Public Utilities Commission by W. M. Campbell, operating under the name and style of Campbell's Transfer and Storage Company, for a permit to operate as a contract motor carrier of property between Salt Lake City and Price, Utah. This matter came on regularly for hearing before the Commission at Salt Lake City, Utah, on March 1, 1934, after due notice given to interested parties.

From the evidence adduced for and in behalf of intrested parties, the Commission makes the following findings:

That applicant, William Campbell, operating under the name and style of Campbell's Transfer and Storage Company, with post office address at Price, Utah, desires a permit from the Commission to operate as a contract motor carrier of property between Salt Lake City and Price, Utah, over and upon U. S. Highways Nos. 91 and 50, for several business firms located in Price and Salt Lake City.

That applicant has, in compliance with the provisions of Chapter 53, Laws of Utah, 1933, filed financial statement as of January 6, 1934, showing total assets valued at \$9,590.00, total liabilities amounting to \$3,200.00, leaving net assets valued at \$6,390.00; also schedule of equipment showing three trucks and one trailer.

That the Rio Grande Motorway, Inc. is a common motor carrier operating under Certificate of Convenience and Necessity No. 384, issued by the Commission, rendering daily freight service between Salt Lake City and Price, Utah, and in connection therewith also renders pick-up and delivery service at all points on its route, and is prepared and capable of rendering any and all automobile freight service between said points, as the public may require.

That applicant has operated over the public highways of the State of Utah for hire since approximately 1924, as a common motor carrier, rendering service to the public generally without having secured a Certificate of Convenience and Necessity from the Public Utilities Commission as required by the Provisions of Section 4818, Compiled Laws of Utah, 1927, and laws amendatory thereto; that he has conducted such operations without having made reports to the Public Utilities Commission, nor paid the state road maintenance taxes thereon as required by the provisions of Chapter 117, Laws of Utah, 1925, and laws amendatory thereto, and that he has operated over an established route for more than one person, firm, or corporation, without having secured a permit from the Commission as required by the provisions of Chapter 42, Laws of Utah, 1927, and

laws amendatory thereto; that applicant conducted such operations in violation of the foregoing statutory provisions with full knowledge that he was doing so; that he has been repeatedly warned to either cease and desist from such operations, or make an effort to comply with the provisions of the law, but has wilfully and persistently refused to do so until the present time; and that he was reluctant to agree to comply with the provisions of these laws, if denied a permit herein.

From the foregoing findings, the Commission concludes and decides that inasmuch as the applicant has violated with full knowledge the statutory provisions as heretofore set forth, the application should therefore be denied.

IT IS THEREFORE ORDERED, That the application herein of W. M. Campbell for a permit to operate as a contract motor carrier of property in intrastate commerce between Price and Salt Lake City, Utah, upon highways Nos. 50 and 91, be, and it is hereby, denied.

ORDERED FURTHER, That W. M. Campbell, the applicant herein, shall forthwith file with the Commission reports covering his past operations for hire over the highways of the State of Utah, and pay the state road maintenance taxes thereon.

ORDERED FURTHER, That applicant, W. M. Campbell, shall forthwith cease and desist from all or any operations for hire over the public highways of the State of Utah.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,

Commissioners.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of REX
SHEPHERD d/b/a MOTOR EXPRESS
CO. OF WYOMING, for a permit to operate
as a contract motor carrier of property in intra-
state commerce between Salt Lake City and Kim-
balls Junction, Wanship, Coalville, Echo, and
Wasatch, Utah.

} Case No. 1507

Submitted : February 28, 1934.

Decided : May 19, 1934.

Appearances :

Rex Shepherd,	} for Himself.
W. Hal. Farr, Attorney,	} for Union Pacific System Lines.
B. R. Howell, Attorney,	} for Rio Grande Motorways, Inc.

REPORT OF THE COMMISSION

By the Commission :

Under date of January 9, 1934, application was filed with the Public Utilities Commission of Utah by Rex Shepherd, operating under the name and style of Motor Express Company of Wyoming, for a permit to operate as a contract motor carrier of newspapers between Salt Lake City and Kimballs Junction, Wanship, Coalville, Echo, and Wasatch, Utah. This matter came on regularly for hearing before the Commission at Salt Lake City, Utah, on February 28, 1934, after due notice given to interested parties.

From the evidence adduced for and in behalf of interested parties, the Commission makes the following findings:

That applicant, Rex Shepherd, operating under the name and style of Motor Express Company of Wyoming, with post office address at 168 East 2nd South Street, Salt Lake City, Utah, desires a permit from the Commission to operate as a contract motor carrier of newspapers for the Salt Lake Tribune-Telegram Publishing Company, between Salt Lake City and Kimballs Junction, Wanship, Coalville, Echo, and Wasatch, Utah, over and upon U. S. Highways Nos. 40, 530, and 30-S; that applicant now operates for hire in interstate commerce over the same route between Salt Lake City and the Utah-Wyoming State Line, under authority of Interstate Carrier License No. 24, granted by this Commission in Case No. 1384.

That applicant has operated for hire over the highways of the State of Utah since approximately June, 1930, and has transported these newspapers under contract with the Salt Lake Tribune-Telegram Publishing Company during the major portion of that time; that applicant has made reports to the Public Utilities Commission of Utah of his operations for hire, and paid the state road maintenance taxes thereon in compliance with the provisions of Chapter 117, Laws of Utah, 1925, and the laws amendatory thereto; that applicant

has in compliance with Chapter 53, Laws of Utah, 1933, filed financial statement showing net assets valued at \$3,396.47; also schedule of equipment as of July 18, 1933, showing four trucks, appraised value, \$3,390.00; that applicant has on file with the Commission the public liability and property damage insurance and a bond for the payment of fees and taxes, as required by law, and is prepared to file the necessary cargo insurance.

From the foregoing findings, the Commission concludes and decides that the application should be granted.

ORDER

CONTRACT CARRIER PERMIT NO. 49

This case being at issue upon application on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof, made and filed a report containing its findings and conclusions, which said report is hereby referred to and made a part hereof,

IT IS ORDERED, That the application herein of Rex Shepherd, d/b/a Motor Express Company of Wyoming, for a permit to operate as a contract motor carrier of property in intrastate commerce between Salt Lake City and Kimballs Junction, Wanship, Coalville, Echo, and Wasatch, Utah, over and upon U. S. Highways Nos. 40, 530, and 30-S, transporting newspapers for the Salt Lake Tribune-Telegram Publishing Co. be, and it is hereby, granted.

ORDERED FURTHER, That applicant shall maintain on file with the Commission the necessary insurance and bond as required by law, and a copy of his tariff schedule showing rates, time schedule, rules and regulations, and that he shall operate at all times in accordance with the statutes of the State of Utah and the rules and regulations prescribed by the Public Utilities Commission of Utah governing the operation of contract motor carriers over the public highways of the State of Utah, and this order shall be, and is his authority therefor.

(Signed) E. E. CORFMAN,
THOS. E. MCKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)
Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of GREAT
WESTERN STAGES, LTD. for a license to
operate as a common motor carrier of passengers
in interstate commerce between Salt Lake City
and Los Angeles, California, and Denver, Colo-
rado, over and upon Highways Nos. 91 and 30-S. } Case No. 1508

DISMISSAL ORDER

By the Commission:

Upon the motion of the Commission, and for good cause shown:

IT IS ORDERED, That the application of Great Western Stages, Ltd. for a license to operate as a common motor carrier of passengers in interstate commerce between Salt Lake City and Los Angeles, California, and Denver, Colorado, over and upon highways Nos. 91 and 30-S, be, and it is hereby dismissed without prejudice.

Dated at Salt Lake City, Utah, this 22nd day of June, 1934.

(Signed) E. E. CORFMAN,
THOS. E. MCKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of J. J. STAN-
TON for a permit to operate as a contract motor
carrier of property in intrastate commerce be-
tween Parriett Mine and Little Emma Mine and
Heber City, over and upon Highway No. 40. } Case No. 1509

Submitted: February 28, 1934.

Decided: April 17, 1934.

Appearances:

Sam D. Thurman,	} for Sterling } Transportation Company.
W. Hal. Farr, Attorney,	} for Union Pacific } Lines
B. R. Howell, Attorney,	} for Rio Grande } Motorway, Inc.

REPORT OF THE COMMISSION

By the Commission:

Under date of January 10, 1934, application was filed with the Public Utilities Commission by J. J. Stanton, for a permit to operate as a contract motor carrier of property between the Parriett Mine and Little Emma Mine, near Myton, Utah, and Heber City, Utah. This matter came on regularly for hearing before the Commission at Salt Lake City, Utah, on February 28, 1934, after due notice given to interested parties. From the evidence adduced for and in behalf of interested parties, the Commission makes the following findings:

That applicant, J. J. Stanton, with post office address at Craig, Colorado, desires a permit from the Commission to operate as a contract motor carrier of property between and for the Parriett Mine and the Little Emma Mine, near Myton, Utah, and Heber City, Price, Duchesne, and Salt Lake City, Utah, over and upon U. S. Highway No. 40; also gas and oil for The Texas Company between Salt Lake City and Vernal, Utah, over and upon U. S. Highway No. 40; that applicant has been operating as such for some time past, in ignorance of the provisions of the State Laws regarding such operations; that commencing January 12, 1934, after the filing of the necessary insurance and bond with the Commission, as required by law, applicant has been operating under authority of temporary permits issued by the Commission; that applicant has made reports of his past operations prior to that date, as well as his operations since that date, in compliance with the provisions of Chapter 117, Laws of Utah, 1925, and laws amendatory thereto; that applicant is operating under verbal contracts only, that may be terminated at any time at the will of the shipper, but that the service is a special service off the regular route of the existing transportation carrier; that applicant has in compliance with the provisions of Chapter 53, Laws of Utah, 1933, filed financial statement as of January 10, 1934, showing net assets valued at \$100,000.00; also schedule of equipment showing four 3-ton White trucks, and two 3-ton Frauhoff trailers, of a total appraised

value as of January 10, 1934, \$21,000.00, and other equipment not listed which is used in his operations in the State of Colorado.

From the foregoing findings, the Commission concludes and decides that the application herein should be granted.

ORDER

CONTRACT CARRIER PERMIT NO. 57

This case being at issue upon application on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof, made and filed a report containing its findings and conclusions, which said report is hereby referred to and made a part hereof,

IT IS ORDERED, That the application herein of J. J. Stanton for a permit to operate as a contract motor carrier of property in intrastate commerce between and for Parriett Mine and Little Emma Mine, near Myton, Utah, and Heber City, Utah, over and upon U. S. Highway No. 40, be, and it is hereby granted.

ORDERED FURTHER, That applicant shall maintain on file with the Commission the necessary insurance and bond as required by law, and a copy of his tariff schedule showing rates, time schedule, rules, and regulations, and that he shall operate at all times in accordance with the statutes of the State of Utah and the rules and regulations prescribed by the Public Utilities Commission of Utah governing the operation of contract motor carriers over the public highways of the State of Utah, and this order shall be, and is his authority therefor.

(Signed) E. E. CORFMAN,
THOS. E. MCKAY,
T. H. HUMPHERYS,

(Seal)

Commissioners.

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

UTAH CONSTRUCTION COMPANY,	}	Case No. 1510
Complainant,		
vs.		
THE DENVER & RIO GRANDE WESTERN		
RAILROAD COMPANY, et al,		
Defendants.		

PENDING

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of J. CLAUD HICKEN & SONS, a partnership, for a permit to operate as a contract motor carrier of property in intrastate commerce between Heber City, Provo, and Salt Lake City, Utah.	}	Case No. 1511

Submitted: March 30, 1934.

Decided: April 25, 1934.

Appearances:

Sam Keifer,	}	for
		Applicant.
F. M. Orem,	}	for Salt Lake & Utah
		Railway Company.
B. R. Howell, Attorney,	}	for
		D. & R. G. W. R. R. Co.
E. J. Hardesty,	}	for
		Railway Express Agency.

REPORT AND ORDER OF THE COMMISSION

By the Commission:

Under date of January 12, 1934, application was filed with the Public Utilities Commission of Utah by J. Claud Hicken & Sons for a permit to operate as a contract motor carrier of property between Heber City, Provo, and Salt Lake City, Utah. This matter came

on regularly for hearing before the Commission at Salt Lake City, Utah, on March 30, 1934, after due and legal notice given to interested parties.

From the evidence adduced for and in behalf of interested parties, the Commission makes the following findings:

That applicant, J. Claud Hicken & Sons, with post office address at Heber City, Utah, desires a permit from the Commission to operate as a contract motor carrier of property for O. P. Skaggs, Buells Cash Store, Heber City Exchange, Heber Mercantile, Ashton & Sons, and J. J. Sellers, between Salt Lake City and Provo, Utah, on the one hand, and Heber City, Utah, on the other hand, over and upon U. S. Highway No. 91, and Utah State Highway No. 7; that applicant has no written contracts with these parties, and that such verbal agreements as may exist may be terminated at any time at the desire of the shipper.

That in compliance with the provisions of Chapter 53, Laws of Utah, 1933, applicant filed financial statement as of January 11, 1934, showing total assets amounting to \$8,475.00, total liabilities amounting to \$3,160.00, leaving net assets in the amount of \$5,315.00; also schedule of equipment showing one 1933 1½-ton International truck, and one 1930 ½-ton Ford truck, appraised value as of January 11, 1934, \$1,375.

That The Denver and Rio Grande Western Railroad Company operates a steam line of railroad from Salt Lake City and Provo to Heber City, Utah, rendering daily freight service between said points; that the Sterling Transportation Company operates as a common motor carrier of property between Salt Lake City and points in the Uintah basin rendering intermediate service east of, but not to Heber City, Utah; that said Sterling Transportation Company is prepared and in a position to render motor freight service to Heber City from Salt Lake City and Provo whenever public convenience and necessity may require.

That applicant has operated for hire for some time past without having secured the proper authority from the Public Utilities Commission to do so, in violation of the provisions of Section 4818, Compiled Laws of Utah, 1917, Chapter 42, Laws of Utah, 1927, and laws amendatory thereto, and Chapter 53, Laws of Utah, 1933; that applicant, however, testified that he had made reports to the Commission of his operations for hire and paid the state road maintenance taxes thereon; that applicant's principal operations have been for himself, but in connection therewith he has also transported eggs from Heber City since about 1910, and also has had a produce dealers' license from the Agricultural Department to handle produce; that

in addition to the aforementioned firms, applicant also desires to transport eggs for hire for approximately twenty-five or thirty people in the vicinity of Heber City to Salt Lake City.

From the foregoing findings, the Commission concludes and decides that the application should be denied.

IT IS THEREFORE ORDERED, That the application herein of J. Claud Hicken & Sons, a partnership, for a permit to operate as a contract motor carrier of property for O. P. Skaggs, Buells Cash Store, Heber City Exchange, Heber Mercantile, Ashton & Sons, and J. J. Sellers, between Salt Lake City and Provo, Utah, on the one hand, and Heber City, Utah, on the other hand over and upon U. S. Highway No. 91 and Utah State Highway No. 7 be, and it is hereby denied.

ORDERED FURTHER, That applicant shall cease and desist from all or any operations for hire over the public highways of the State of Utah until further order by the Commission.

(Signed) E. E. CORFMAN,
THOS. E. MCKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of the Bamberger Electric Railroad Company (Julian M. Bamberger and Lahman V. Bower, Receivers) for order authorizing separation of grade at Parkins, Utah. } Case No. 1512

Submitted: January 25, 1934.

Decided: March 2, 1934.

Appearance:

A. B. Irvine, Attorney, }
} for
} Applicant.

REPORT OF THE COMMISSION

By the Commission:

On the 12th day of January, 1934, Bamberger Electric Railroad, (Julian M. Bamberger and Lahman V. Bower, Receivers) filed with the Public Utilities Commission an application for elimination of a highway grade crossing of the applicant's double-tracked railroad at or near Parkins, Utah, under the provisions of Section 76-4-15, Revised Statutes of Utah, 1933. Said application prayed that the applicant bear the cost, if any, of acquiring of any land, right-of-way, or easement necessary to be acquired for the purpose of eliminating said crossing at grade, and that all other costs of said proposed elimination including the cost of survey, plans, and all highway and bridge construction in connection therewith be without cost to the applicant, and the cost of the maintenance thereof be provided for as ordered by the Commission.

The matter came on regularly for hearing at the office of the Commission in the State Capitol, Salt Lake City, Utah, on the 25th day of January, 1934.

From the investigation made and from the evidence taken at said hearing, and from records and files of the case hereinafter referred to, and made a part hereof, the Commission reports as follows:

That the applicant, Bamberger Electric Railroad Company, is a corporation duly organized and existing under and by virtue of the laws of the State of Utah, and that it is now, and for many years last past has been engaged in the business of a common carrier of persons and property for hire; that it owns and operates in intrastate and interstate commerce a double tracked electric railroad between the cities of Salt Lake and Ogden, Utah, the present operation in its behalf being conducted by Julian M. Bamberger and Lahman V. Bower, Receivers appointed by the District Court, Third Judicial District, State of Utah; that for the accommodation and convenience of the public, trains of the applicant are operated at the present time and will continue to be operated at high speed, approximately sixty miles an hour, outside of the corporate limits of the cities and towns now being served by it; that for the most part this line of railroad parallels the highways between the said cities, and at a point marked "X" on the accompanying map, attached to and made a part of the application herein, the Utah State Road Commission in cooperation with the United States Bureau of Public Roads and other Federal Authorities, and the County of Davis, has out of Salt Lake City under course of construction a new, high-speed, modern state highway between South Bountiful and North Farmington to be used for local traffic between

said cities, which, when fully completed, will become the major north and south state highway, and will be a link in the Federal Aid Highway System, and much preferred by the through traffic between Salt Lake City and Ogden, Utah, and points beyond and within neighboring states, more especially Wyoming and Idaho.

That by reason of the high speed necessary for the accommodation of the public with which the trains of the applicant should be operated at the point "X" on the map attached to the applicant's application herein, and extensive use of said highway for vehicular travel, the said crossing at grade is now, and will continue to be, extremely hazardous; that in truth and in fact, the said grade crossing is and would be if continued at grade the most dangerous crossing in the State of Utah, and therefore the same should be given first preference and be forthwith eliminated; that the said highway now nearing completion has been and is now being constructed in accordance with the provisions of the National Recovery Act; that the cost of separation of grades as petitioned for herein can and should be included under Section 204 (a) (1), and in conformity with the intent and purposes of the National Industrial Recovery Act, *as near as may be*, more especially because this particular crossing at grade, and the extreme hazards attending the same, is the most outstanding one that may be eliminated in this state from the standpoint of public safety and convenience with respect to both railroad operations and the use of the public highways, as will more fully appear from the records and files in this case, hereby referred to and expressly made a part of these findings, and all parties to these proceedings having expressly agreed that said crossing at grade should be eliminated.

NOW, THEREFORE, by reason of the premises and findings aforesaid, the Commission concludes and decides that the application of the Bamberger Electric Railroad Company herein, should be, and the same is hereby granted.

An appropriate order will follow.

PUBLIC UTILITIES COMMISSION OF UTAH,

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,

(Seal)

Commissioners.

Attest:

(Signed) FRANK L. OSTLER, Secretary.

ORDER

At a Session of the Public Utilities Commission of Utah, held at its office in Salt Lake City, Utah, on the 2nd day of March, 1934.

In the Matter of the Application of BAMBERGER ELECTRIC RAILROAD COMPANY, by Julian M. Bamberger and Lahman V. Bower, Receivers, for an order requiring the separation of grades at Parkins, Davis County, Utah.	}	Case No. 1512
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This matter having been duly heard and submitted, and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof, made and filed a report containing its findings and conclusions, which said report is hereby referred to and made a part hereof, NOW THEREFORE:

IT IS ORDERED, That the application of Bamberger Electric Railroad Company by Julian M. Bamberger and Lahman V. Bower, Receivers for an order of the Public Utilities Commission of Utah, eliminating the highway crossing of the railroad tracks of the Bamberger Electric Railroad Company at or near Parkins, Utah, under the provisions of Section 76-4-15, Revised Statutes of Utah, be, and the same is hereby granted.

ORDERED FURTHER, That the elimination of said crossing at grade and the approaches thereto be in the form of either an underpass or overhead structure in accordance with the plans and specifications to be prepared by the State Road Commission of Utah, subject to the approval of the Public Utilities Commission of Utah.

ORDERED FURTHER, That the cost of the elimination of said crossing at grade shall be at the sole expense of the State Road Commission of Utah, provided however, that if said crossing be eliminated by means of an underpass the Bamberger Railroad Company shall furnish the material for and install at its sole cost and expense the necessary railroad trackage over such completed underpass.

ORDERED FURTHER, That Bamberger Railroad Company shall obtain a temporary right of way for and furnish at its sole cost and expense the necessary material for the construction of a "shoo fly" around said crossing, the State Road Commission of Utah to do the necessary grading therefor.

ORDERED FURTHER, That the maintenance of the completed structure of an overhead shall be at the sole cost and expense of the State Road Commission of Utah; and if an underpass, the Bamberger Railroad Company shall at its sole cost and expense maintain the railroad supporting structure only and the maintenance of the remainder of such structure shall be at the sole cost and expense of the State Road Commission of Utah.

ORDERED FURTHER, That subject to the approval of the Public Utilities Commission of Utah, the Bamberger Electric Railroad Company and the State Road Commission of Utah may agree between themselves as to all or any details for the purpose of complying with the order herein made for the elimination of said crossing at grade.

ORDERED FURTHER, That the elimination of said crossing at grade be proceeded with and completed without unnecessary delay, and that the Public Utilities Commission of Utah retain its jurisdiction with respect to the elimination of said crossing at grade until the completion thereof, and its orders are complied with herein.

(Signed) FRANK L. OSTLER,

(Seal)

Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of B. E. Johnson }
for a permit to operate as a contract motor car- } Case No. 1513
rier of property in intrastate commerce between }
Standardville and Gordon Creek, Utah. }

Submitted: March 1, 1934.

Decided: March 27, 1934.

Appearances:

B. R. Howell, Attorney, } for
} Applicant.

B. F. McIntire, } for
} Himself.

W. Hal. Farr, Attorney, } for Union Pacific
} System Lines.

REPORT OF THE COMMISSION

By the Commission:

Under date of January 12, 1934, application was filed with the Public Utilities Commission by B. E. Johnson for a permit to operate as a contract motor carrier of property between Standardville and Gordon Creek, Utah. This matter came on regularly for hearing before the Commission at Salt Lake City, Utah, on March 1, 1934, after due notice given to interested parties.

From the evidence adduced for and in behalf of interested parties, the Commission makes the following findings:

That applicant, B. E. Johnson, with post office address at Price, Utah, desires a permit to operate as a contract motor carrier of property consisting of cardox shells, to be transported for the Safety Mine Company of Chicago, between Standardville and Gordon Creek, Utah; that in compliance with the provisions of Chapter 53, Laws of Utah, 1933, applicant filed financial statement as of January 11, 1934, showing total assets valued at \$850; liabilities amounting to \$187, leaving net assets amounting to \$663; also schedule of equipment showing two 1½-ton trucks, valued as of January 11, 1934, at \$450.

That applicant has a written agreement signed by Curran Cavanaugh, Sales Engineer for the Safety Mining Company of Chicago, Illinois, to transport these cardox shells from the well of the Carbon Dioxide & Chemical Company, located fourteen miles East of Price to the various coal mines in the Gordon Creek District, which is on file with the Commission, and is attached hereto, and made a part hereof.

That the service applied for herein is a special service that applicant proposes to render in connection with his operations for the Rio Grande Motorway, Inc. between Price, Hiawatha, Mohrland, Sunnyside, Columbia, National, Consumers, and Sweet's Mines, as authorized by Contract Carrier Permit No. 51, issued by the Commission the necessary insurance and bond as required by law, and that he has filed reports of his operations for hire with the Commission, and paid the state road maintenance taxes thereon in compliance with the provisions of Chapter 53, Laws of Utah, 1933.

From the foregoing findings, the Commission concludes and decides that the application should be granted.

ORDER

CONTRACT CARRIER PERMIT NO. 52

This case being at issue upon application and protest on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof, made and filed a report containing its findings and conclusions, which said report is hereby referred to and made a part hereof.

IT IS ORDERED, That the application herein of B. E. Johnson for a permit to operate as a contract motor carrier of property consisting of cardox shells for the Safety Mine Company of Chicago, between Standardville and Gordon Creek, Utah, be, and it is hereby granted.

ORDERED FURTHER, That applicant shall maintain on file with the Commission the necessary insurance and bond as required by law, and a copy of his tariff schedule showing rates, time schedule, rules, and regulations, and that he shall operate at all times in accordance with the statutes of the State of Utah and the rules and regulations prescribed by the Public Utilities Commission of Utah governing the operation of contract motor carriers over the public highways of the State of Utah, and this order shall be, and is his authority therefor.

(Signed) E. E. CORFMAN,
THOS. E. MCKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of B. E. PHIL- }
LIPS for a license to operate as a common motor }
carrier of property in interstate commerce be- } Case No. 1514
tween Salt Lake City, Ogden, and Evanston, }
Wyoming. }

Submitted: February 28, 1934.

Decided: April 6, 1934.

Appearances:

B. E. Phillips,	} for Himself.
E. J. Hardesty,	} for Railway Express Agency.
W. Hal. Farr, Attorney,	} for Union Pacific System Lines.
B. R. Howell, Attorney,	} for D. & R. G. W. R. R. Co.

REPORT OF THE COMMISSION

By the Commission:

Under date of January 17, 1934, application was filed with the Public Utilities Commission by B. E. Phillips for a license to operate as a common motor carrier of property between Salt Lake City, Utah, and Evanston, Wyoming. This matter came on regularly for hearing before the Commission at Salt Lake City, Utah, on February 28, 1934, after due notice given to interested parties. From the evidence adduced for and in behalf of interested parties, the Commission makes the following findings:

That applicant, B. E. Phillips, with post office address at Evanston, Wyoming, desires a license from the Public Utilities Commission to operate as a common motor carrier of property in interstate commerce between Salt Lake City, Utah, and the Utah-Wyoming State Line enroute to Evanston, Wyoming, over and upon U. S. Highways Nos. 30-S from Ogden, Utah, and 45, 30 and 30-S from Salt Lake City, Utah; that applicant has operated as such since June, 1933, making from two to five trips each month; that in compliance with the provisions of Chapter 53, Laws of Utah, 1933, applicant filed financial statement showing total assets valued at \$6,050.00, liabilities amounting to \$2,544.00, leaving net assets valued at \$3,506.00; also schedule of equipment showing one 1933 1½-ton Chevrolet truck. That applicant filed reports of his operations for hire over the highways of the State of Utah, and paid the state road maintenance taxes thereon in compliance with the provisions of Chapter 117, Laws of Utah, 1925, and laws amendatory thereto; that applicant has also filed the necessary insurance and bond as required by law.

From the foregoing findings, the Commission concludes and decides that the application should be granted.

ORDER

INTERSTATE CARRIER LICENSE NO. 44

This case being at issue upon application on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof, made and filed a report containing its findings and conclusions, which said report is hereby referred to and made a part hereof,

IT IS ORDERED, That the application herein of B. E. Phillips for a license to operate as a common motor carrier of property in interstate commerce between Salt Lake City and the Utah-Wyoming State Line, enroute to Evanston, Wyoming, over and upon U. S. Highways Nos. 30-S from Ogden, Utah, and 45, 30 and 30-S from Salt Lake City, Utah, be, and it is hereby granted.

ORDERED FURTHER, That applicant shall maintain on file with the Commission the necessary insurance and bond as required by law, and a copy of his tariff schedule showing rates, time schedule, rules and regulations, and that he shall operate at all times in accordance with the statutes of the State of Utah, and the rules and regulations prescribed by the Public Utilities Commission of Utah governing the operation of common motor carriers over the public highways of the State of Utah, and this order shall be, and is his authority therefor.

(Signed) E. E. CORFMAN,
THOS. E. MCKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of UTAH-CALIFORNIA MOTOR LINES, INC. for a license to operate as a common motor carrier of property between Salt Lake City and the Utah-Wyoming State Line, upon highways Nos. 91, 30-S, 40, and 530.	} Case No. 1515
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Submitted: March 2, 1934.

Decided: April 7, 1934.

Appearances:

Lynn Richards, Attorney,	} for Applicant.
F. M. Orem, Comptroller,	} for Salt Lake & Utah Railroad Company.
E. J. Hardesty,	} for Railway Express Agency.
B. R. Howell, Attorney,	} for Rio Grande Motorways, Inc.

REPORT OF THE COMMISSION

By the Commission:

Under date of January 6, 1934, application was filed with the Public Utilities Commission by the Utah-California Motor Lines, Inc. for a license to operate as a common motor carrier of property between Salt Lake City, Utah, and the Utah-Wyoming State Line. This matter came on regularly for hearing before the Commission at Salt Lake City, Utah, on March 2, 1934, after due notice given to interested parties.

From the evidence adduced for and in behalf of interested parties, the Commission makes the following findings:

That applicant, Utah-California Motor Lines, Inc. is a corporation organized and existing under and by virtue of the laws of the State of Utah, with its principal place of business and post office address at 36 South First West Street, Salt Lake City, Utah; that applicant desires a license from the commission to operate as a common motor carrier of property in interstate commerce between Salt Lake City, Utah, and the Utah-Wyoming State Line, via Ogden, Utah, over and upon U. S. Highways Nos. 91 and 30-S, or via Parley's Canyon, over and upon U. S. Highways Nos. 40, 530, and 30-S; that applicant is operating in interstate commerce between Salt Lake City Utah, and the Utah-Arizona State Line, enroute to California points, under authority of Interstate Carrier License No. 28, issued by the Commission in Case No. 1440.

That in compliance with the provisions of Chapter 53, Laws of Utah, 1933, applicant filed financial statement as of December 31, 1933, showing total assets valued at \$15,930.41, liabilities amounting to \$9,465.90, leaving net assets valued at \$6,464.51; also schedule of equipment showing 5 trucks and 4 semi-trailers, varying in capacity from 1½ tons to 6 tons, with appraised value of \$10,000.00; that

applicant has occasionally made trips over the lines of the route as applied for herein under authority of Temporary Permits issued by the Commission; that applicant has filed reports of his operations for hire over the highways of the State of Utah, and paid the state road maintenance taxes thereon in compliance with the provisions of Chapter 53, Laws of Utah, 1933; and that applicant has on file with the Commission the necessary insurance and bond as required by law.

From the foregoing findings, the Commission concludes and decides that the application should be granted.

ORDER

INTERSTATE CARRIER LICENSE NO. 45

This case being at issue upon application on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof, made and filed a report containing its findings and conclusions, which said report is hereby referred to and made a part hereof,

IT IS ORDERED, That the application herein of Utah-California Motor Lines, Inc. for a license from the Commission to operate as a common motor carrier of property in interstate commerce between Salt Lake City, Utah, and the Utah-Wyoming State Line, via Ogden, Utah, over and upon U. S. Highways Nos. 91 and 30-S, or via Parley's Canyon, over and upon U. S. Highways Nos. 40, 530, and 30-S, be, and it is hereby granted;

ORDERED FURTHER, That applicant shall maintain on file with the Commission the necessary insurance and bond as required by law, and a copy of his tariff schedule showing rates, time schedule, rules and regulations, and that he shall operate at all times in accordance with the statutes of the State of Utah and the rules and regulations prescribed by the Public Utilities Commission of Utah governing the operation of common motor carriers over the public highways of the State of Utah, and this order shall be, and is his authority therefor.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)
Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION OF UTAH

In the Matter of the Application of JAMES E. MAUGHAN for a permit to operate as a contract motor carrier of property between Salt Lake City and Ogden, on the one hand, and Logan on the other hand. } Case No. 1516

Submitted: February 28, 1934.

Decided: April 10, 1934.

Appearances:

James E. Maughan,	} for Himself.
E. J. Hardesty,	} for Railway Express Agency.
J. A. Howell, Attorney,	} for Utah Idaho Central Railroad Company.
W. Hal. Farr, Attorney,	} for Union Pacific System Lines.

REPORT OF THE COMMISSION

By the Commission:

Under date of January 25, 1934, application was filed with the Public Utilities Commission by James E. Maughan for a permit to operate as a contract motor carrier of property between Salt Lake City, Utah, and Ogden, Utah, on the one hand, and Logan, Utah, on the other hand. This matter came on regularly for hearing before the Commission on February 28, 1934, at Salt Lake City, Utah, after due notice given to interested parties. From the evidence adduced for and in behalf of interested parties, the Commission makes the following findings:

That James E. Maughan, with post office address at Logan, Utah, desires a permit from the Commission to operate as a contract motor carrier of property for the Pacific Fruit and Produce Company, between Salt Lake City and Ogden, Utah, on the one hand, and Logan, Utah, on the other, over and upon U. S. Highway No. 91; that applicant has operated as such under written contract with the Pacific Fruit & Produce Company of Logan, Utah, dated January 25, 1934, which contract reads as follows:

"To Whom It May Concern:

We, the undersigned, Pacific Fruit and Produce Co. of Logan, Utah, have this day entered into a contract with James E. Maughan of Logan to haul certain produce for us between Ogden and Logan or Salt Lake and Ogden, as the case may be, if and when the condition arises that we are in need of his services, at the rate of 25c per Cwt.

It is understood that the above contract is to be terminated upon the desire of either party."

That in compliance with the provisions of Chapter 53, Laws of Utah, 1933, applicant filed financial statement as of January 25, 1934, showing total assets valued at \$5,650.00, liabilities amounting to \$1,300.00, leaving net assets valued at \$4,250.00; also schedule of equipment showing one 1929 1½-ton Chevrolet truck, appraised value as of that date, \$250.00.

That on December 1, 1933, the Commission issued Contract Carrier Permit No. 30 to applicant in Case No. 1387, authorizing him to transport property under contract for the Utah Wholesale Grocery Company between Ogden and Salt Lake City, Utah, on the one hand, and Logan, Richmond, Hyde Park, and Providence, Utah, on the other hand, over and upon U. S. Highway No. 91; that said contract with the Utah Wholesale Grocery Company has now been terminated, and applicant desires another permit to operate over substantially the same route for said Pacific Fruit and Produce Company, as applied for herein.

That the Utah-Idaho Central Railroad Company is an electric railroad extending from Ogden, Utah, to Preston, Idaho, paralleling for the most part U. S. Highway No. 91, and rendering daily passenger and freight, with pick-up and delivery service to all points on its line; that said Utah-Idaho Central Railroad Company protested the granting of the application herein on the grounds that existing transportation service was reasonably adequate;

That the service proposed to be rendered by applicant is a special service involving the handling of fresh fruit and produce which is shipped to Salt Lake City and Ogden in car-load lots, and from there distributed to other points, and that this merchandise must necessarily be handled as expeditiously as possible to prevent spoiling, before reaching its destination; that considerable time can be saved in the handling of this merchandise as applied for herein by applicant, rather than shipping same by rail.

That applicant has filed reports with the Commission of his operations for hire over the highways of the State of Utah, and paid

the state road maintenance taxes thereon, in compliance with the provisions of Chapter 117, Laws of Utah, 1925, and laws amendatory thereto, and that he has on file with the Commission the necessary insurance and bond as required by law.

From the foregoing findings, the Commission concludes and decides that the application should be granted.

ORDER

CONTRACT CARRIER PERMIT NO. 54

This case being at issue upon application and protest on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof, made and filed a report containing its findings and conclusions, which said report is hereby referred to and made a part hereof,

IT IS ORDERED, That the application herein of James E. Maughan for a permit to operate as a contract motor carrier of property for the Pacific Fruit and Produce Company, between Salt Lake City and Ogden, on the one hand, and Logan, Utah, on the other, over and upon U. S. Highway No. 91, be, and it is hereby granted.

ORDERED FURTHER, That the applicant shall maintain on file with the Commission the necessary insurance and bond as required by law, and copy of his tariff schedule showing rates, time schedule, rules, and regulations, and that he shall operate at all times in accordance with the statutes of the State of Utah and the rules and regulations prescribed by the Public Utilities Commission of Utah governing the operation of contract motor carriers over the public highways of the State of Utah, and this order shall be, and is his authority therefor.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of SOUTHERN
UTAH TRUCK COMPANY for a Certificate
of Convenience and Necessity to operate between
Salt Lake City and St. George, and certain inter-
mediate points, and Salt Lake City to points be-
tween Fillmore to Beaver, inclusive; and to have
cancelled Certificates of Convenience and Neces-
sity Nos. 293 and 406 issued to Jos. J. Milne,
and No. 411 issued to E. LeRoy Puffer. } Case No. 1517

PENDING

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of W. F. UNG-
RICHT for a Certificate of Convenience and
Necessity to operate as a common motor carrier
of property between Salt Lake City and Ferron,
Utah, over and upon highways Nos. 50 and 10. } Case No. 1518

Submitted: March 30, 1934.

Decided: May 23, 1934.

Appearances:

Sam F. Kiefer,	} for
	} Applicant.
F. M. Orem,	} for Salt Lake & Utah
	} Railroad Company.
B. R. Howell, Attorney,	} for
	} D. & R. G. W. R. R. Co.

REPORT OF THE COMMISSION

By the Commission:

Under date of January 31, 1934, application was filed with the Public Utilities Commission of Utah by W. F. Ungricht for a Certificate of Convenience and Necessity to operate as a common motor carrier of property between Salt Lake City and Ferron, Utah. This

matter came on regularly for hearing before the Commission at Salt Lake City, Utah, on March 30, 1934, after due and legal notice given to interested parties.

From the evidence adduced for and in behalf of interested parties, the Commission makes the following findings:

That applicant, W. F. Ungricht, with post office address at Castledale, Utah, desires a Certificate of Convenience and Necessity to operate as a common motor carrier of property between Salt Lake City, Utah, and Ferron, Utah, over and upon U. S. Highway No. 50, and Utah State Highway No. 10, and intermediate points between Price and Ferron, but not intermediate points between Salt Lake City and Price, Utah.

That applicant has been engaged in the trucking business in the State of Utah for approximately sixteen years, hauling principally his own products from Castledale; that in connection therewith, however, he has transported merchandise for hire for anyone soliciting his services without having procured a Certificate of Convenience and Necessity as required by the provisions of Section 4818, Compiled Laws of Utah, 1917, and laws amendatory thereto.

That applicant testified he had operated for hire over the highways in ignorance of the provisions of the law, and upon being instructed therein he made reports of his past operations to the Commission, and paid the state road maintenance taxes thereon.

That applicant proposes to haul principally cream and eggs to Salt Lake City, thereby rendering a more expeditious service for the marketing of these farm products than would be possible if transported to Price by truck, and transferred at Price to either train or the Rio Grande Motorway, Incorporated; that on the return haul applicant proposes to transport groceries and merchandise from Salt Lake City and Provo, Utah, to points between Price and Ferron, excluding intermediate service between Salt Lake City and Price, Utah, making approximately one trip per week; that applicant proposes to charge the same rates as charged by the railroad plus proportionate rate from Price to Ferron.

That The Denver & Rio Grande Western Railroad Company operates a steam line of railroad between Ogden, Utah, and Denver, Colorado, rendering daily passenger, freight, and express service to all points on its line, including Price, Utah.

That the Rio Grande Motorway, Inc. operates as a common motor carrier, rendering daily freight service between Salt Lake City and Price, Utah; that the territory between Price and Ferron, Utah, over U. S. Highway No. 10, a distance of approximately forty-two miles, is not served by any regular or authorized transportation agency.

That applicant is financially able, and has sufficient equipment to render the proposed service, having filed financial statement as of January 29, 1934, showing total net assets amounting to \$7,025.00, with liabilities consisting of indebtedness on equipment amounting to \$275.00; leaving net assets in the value of \$6,750.00; that applicant has equipment for this service consisting of one 1933 1½-ton Chevrolet truck.

That applicant is now familiar with the laws governing operations by motor vehicle over the highways of the State for hire, and expressed his willingness and desire to make full compliance therewith.

From the foregoing findings, the Commission concludes and decides that the application should be granted.

ORDER

CERTIFICATE OF CONVENIENCE AND NECESSITY

No. 418

This case being at issue upon application on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof, made and filed a report containing its findings and conclusions, which said report is hereby referred to and made a part hereof,

IT IS ORDERED, That the application herein of W. F. Ungricht, for a Certificate of Convenience and Necessity to operate as a common motor carrier of property between Salt Lake City, Utah, and Ferron, Utah, over and upon U. S. Highway No. 50 and Utah State Highway No. 10, and intermediate points including Orangeville, Castledale, Huntington, and Cleveland, south of but not including Price, Utah, be, and it is hereby granted.

ORDERED FURTHER, That applicant shall maintain on file with the Commission the necessary insurance and bond as required by law, and a copy of his tariff schedule showing rates, time schedule, rules and regulations, and that he shall operate at all times in accordance with the statutes of the State of Utah and the rules and regulations prescribed by the Public Utilities Commission of Utah governing the operation of common motor carriers over the public highways of the State of Utah, and this order shall be, and is his authority therefor.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,

(Seal)
Attest:

(Signed) F. L. OSTLER, Secretary.

Commissioners.

BEFORE THE PUBLIC UTILITIES COMMISSION OF UTAH

In the Matter of the Application of JOSEPH HAFEN for a permit to operate as a contract motor carrier of property in intrastate commerce between Marysvale, Bryce Canyon, Orderville, Sevier, Summit, and Minersville, upon highways Nos. U. S. 89, 91 and U. 12, 13, and 21.	}	Case No. 1519
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Submitted: March 1, 1934.

Decided: April 9, 1934.

Appearances:

Joseph Hafen,	}	for Himself.
B. R. Howell, Attorney,	}	for Rio Grande Motorways, Inc.
W. Hal. Farr, Attorney,	}	for Union Pacific System Lines.

REPORT OF THE COMMISSION

By the Commission:

Under date of February 2, 1934, application was filed with the Public Utilities Commission of Utah, by Joseph Hafen, for a permit to operate as a contract motor carrier of property between Marysvale, Bryce Canyon, Orderville, Sevier, Summit, and Minersville, Utah. This matter came on regularly for hearing before the Commission at Salt Lake City, Utah, on March 1, 1934, after due notice given to interested parties.

From the evidence adduced for and in behalf of interested parties, the Commission makes the following findings:

That applicant, Joseph Hafen, with post office address Box 25-C, Route No. 1, Provo, Utah, desires a permit from the Commission to operate as a contract motor carrier of property between Marysvale, Bryce Canyon, Orderville, Sevier, Summit, and Minersville, Utah, for Reynolds and Ely Construction Company, over and upon U. S. Highways Nos. 89, 91 and Utah State Highways Nos. 12, 13, and 21; that applicant's operations will consist principally in transporting gas and oil for said company; that applicant has operated for hire at intervals for some time past.

That applicant filed financial statement as of January 30, 1934, in compliance with the provisions of Chapter 53, Laws of Utah, 1933, showing total assets valued at \$5,590.00, liabilities amounting to \$5,038.00, leaving net assets of \$552.00; also schedule of equipment showing two 1932 1½-ton Ford trucks, and one two-wheel trailer, with appraised value of \$2,100.00, together with one 3-ton leased Morhland truck.

That there is no regular or certificated service being rendered between the points as applied for herein, and that the service proposed to be rendered by applicant is a special, delivery service supplying gas and oil as needed to the points named herein; that applicant testified he had made reports of his operations for hire over the highways of the State of Utah, and paid the state road maintenance taxes thereon in compliance with the provisions of Chapter 117, Laws of Utah, 1925, and laws amendatory thereto, and that he has on file with the Commission the necessary insurance and bond as required by law.

From the foregoing findings, the Commission concludes and decides that the application should be granted.

ORDER

CONTRACT CARRIER PERMIT NO. 55

This case being at issue upon application on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof, made and filed a report containing its findings and conclusions, which said report is hereby referred to and made a part hereof,

IT IS ORDERED, That the application herein of Joseph Hafen for a permit to operate as a contract motor carrier of property between Marysville, Bryce Canyon, Orderville, Sevier, Summit, and Minersville, Utah, for Reynolds and Ely Construction Company, over and upon U. S. Highways Nos. 89, 91, and Utah State Highways Nos. 12, 13, and 21, be, and it is hereby, granted.

ORDERED FURTHER, That applicant shall maintain on file with the Commission the necessary insurance and bond as required by law, and a copy of his tariff schedule showing rates, time schedule, rules, and regulations, and that he shall operate at all times in accordance with the statutes of the State of Utah, and the

rules and regulations prescribed by the Public Utilities Commission of Utah governing the operation of contract motor carriers over the public highways of the State of Utah, and this order shall be, and is his authority therefor.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of WILDON
HALES for a permit to operate as a contract
motor carrier of property in intrastate commerce } Case No. 1520
between Salt Lake City and Richfield, Utah, over }
and upon highways Nos. 91, 189, 89, and 28. }

Submitted: March 2, 1934.

Decided: April 9, 1934.

Appearances:

Sam D. Kiefer,	} for } Applicant.
W. Hal. Farr, Attorney,	} for Union Pacific } System Lines.
E. J. Hardesty,	} for } Railway Express Agency.
F. M. Orem, Comptroller,	} for Salt Lake & Utah } Railroad Company.
B. R. Howell, Attorney,	} for } Rio Grande Motorways, Inc.

REPORT AND ORDER OF THE COMMISSION

By the Commission:

Under date of February 2, 1934, application was filed with the Commission by Wildon Hales, for a permit to operate as a contract

motor carrier of property between Salt Lake City and Richfield, Utah. This matter came on regularly for hearing before the Commission on March 2, 1934, after due notice given to interested parties.

From the evidence adduced for and in behalf of interested parties, the Commission makes the following findings:

That applicant, Wildon Hales, with post office address at 1406 Blair St., Salt Lake City, Utah, desires a permit from the Commission to operate as a contract motor carrier of property for Safeway Stores, Inc., between Salt Lake City, Utah, and Spanish Fork, Payson, Mt. Pleasant, and Richfield, Utah, over and upon U. S. Highways Nos. 91, 89, and 189, and Utah State Highway No. 28.

That in compliance with the provisions of Chapter 53, Laws of Utah, 1933, applicant filed financial statement as of February 2, 1934, showing total assets valued at \$3,400.00, liabilities amounting to \$1,500.00, leaving net assets in the value of \$1,900.00; also schedule of equipment showing one 1930 1½-ton Chevrolet truck, appraised value, \$300.00.

That protestant, the Rio Grande Motorway, Inc. operates as a common motor carrier of property, rendering daily passenger, freight, and express service between Salt Lake City and Marysvale, Utah, under authority of Certificate of Convenience and Necessity No. 401, issued by the Commission in Case No. 1294, serving Richfield and Mt. Pleasant, Utah.

That protestant, Salt Lake and Utah Railroad Company, operates an electric line of railroad between Salt Lake City and Payson, Utah, rendering daily passenger and freight service to all intermediate points, including Spanish Fork and Payson.

That Utah Central Truck Line operates as a common motor carrier of freight and express between Salt Lake City and Eureka, and intermediate points, rendering daily service to Spanish Fork and Payson.

That these three carriers also render pick-up and delivery service in connection with their operations, and are in a position and prepared to render any and all transportation service as the public needs may require over their respective routes.

That applicant has operated for hire over the highways of the State of Utah for some time past, not only for himself, but in connection with the operations of William A. Hales, and the Hales Truck

Lines; that he has conducted such operations in violation of the provisions of Chapter 42, Laws of Utah, 1927, and laws amendatory thereto, in that he has operated for hire for more than one person, firm, or corporation over an established route without a permit from the Public Utilities Commission; that he has also violated the provisions of Chapter 117, Laws of Utah, 1925, and laws amendatory thereto because of his failure to file reports with the Commission of such operations, and pay the state road maintenance taxes thereon; that applicant has been repeatedly warned and cautioned by the Commission, through its Inspectors, and the State Highway Patrol, to cease his illegal operations over the highways of the State of Utah, but that applicant has, with full knowledge, continued to operate in violation of the provisions of the laws as heretofore mentioned.

From the foregoing findings, the Commission concludes and decides that the application should therefore be denied.

IT IS THEREFORE ORDERED, That the application herein of Wildon Hales for a permit to operate as a contract motor carrier of property for Safeway Stores, Inc. between Salt Lake City, Utah, and Spanish Fork, Payson, Mt. Pleasant, and Richfield, Utah, over and upon U. S. Highways Nos. 91, 89, and 189, and Utah State Highway No. 28, be, and it is hereby, denied.

ORDERED FURTHER, That Wildon Hales, the applicant herein, shall forthwith file with the Commission reports covering his past operations for hire over the highways of the State of Utah, and pay the state road maintenance taxes thereon.

ORDERED FURTHER, That applicant shall cease and desist from all or any operations for hire over the public highways of the State of Utah.

(Signed) E. E. CORFMAN,

THOS. E. McKAY,

T. H. HUMPHERYS,

(Seal)

Commissioners.

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of NORTON
TRUCK LINE for a license to operate as a
common motor carrier of property in interstate
commerce between Salt Lake City, Utah, and
Los Angeles, California, over and upon U. S.
Highways Nos. 91, 89, and 66. } Case No. 1521

DISMISSAL ORDER

It appearing that the above named applicant failed to appear
at the hearing of the above entitled matter before the Commission,

IT IS HEREBY ORDERED, That the application herein of
Norton Truck Line for a license to operate as a common motor car-
rier of property in interstate commerce between Salt Lake City, Utah,
and Los Angeles, California, over and upon U. S. Highways Nos.
91, 89, and 66, be, and it is hereby dismissed without prejudice.

ORDERED FURTHER, that said applicant cease and desist
from all operations for hire over the highways of the State of Utah.
By the Commission.

Dated at Salt Lake City, Utah, this 1st day of May, A. D., 1934.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of NORTON
TRUCK LINE for a license to operate as a
common motor carrier of property in interstate
commerce between Salt Lake City, Utah, and
Los Angeles, California, over and upon highways
Nos. 91, 89, and 66. } Case No. 1521

PENDING

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of OSCAR M. CRAGUN for a license to operate as a common motor carrier of property between Salt Lake City and the Utah-Arizona Line, over and upon Highway No. 91. } Case No. 1522

Submitted : March 2, 1934.

Decided : April 27, 1934.

Appearances :

Oscar M. Cragun,	} for Himself.
W. Hal. Farr, Attorney,	} for Union Pacific System.
E. J. Hardesty, Attorney,	} for Railway Express Agency.
B. R. Howell, Attorney,	} for Rio Grande Motor Way.

REPORT OF THE COMMISSION

By the Commission :

Under date of February 2, 1934, application was filed with the Public Utilities Commission by Oscar M. Cragun for a license to operate as a common motor carrier of property in interstate commerce between Salt Lake City, Utah, and the Utah-Arizona State Line. This matter came on regularly for hearing before the Commission at Salt Lake City, Utah, on March 2, 1934, after due notice given to interested parties.

From the evidence adduced for and in behalf of interested parties, the Commission makes the following findings:

That applicant, Oscar M. Cragun, with post office address at Pleasant Grove, Utah, desires a license from the Commission to operate as a common motor carrier of property in interstate commerce between Salt Lake City, Utah, and the Utah-Arizona State Line over and upon U. S. Highway No. 91; that applicant is principally engaged in the business of buying and selling produce which he hauls

to Boulder City, Nevada, which business he has conducted for approximately four years, traveling over highway No. 91 to Nevada and California points; that applicant testified he had never hauled anything for hire over the highways until about thirty days prior to the date of hearing in this case; that upon learning of the provisions of Chapter 53, Laws of Utah, 1933, he immediately filed the necessary insurance and bond as required by law, and has since that time operated only under authority of temporary permits issued by the Commission; that in compliance with the provisions of Chapter 53, Laws of Utah, 1933, applicant filed financial statement as of February 2, 1934, showing total assets valued at \$6,300, liabilities amounting to \$2,980, leaving net assets valued at \$3,320; also schedule of equipment showing one 1933 4-ton Ford truck, appraised value \$700; that applicant filed reports with the Commission of his operations for hire over the highways of the State of Utah and paid the state road maintenance taxes thereon, and expressed his willingness and desire to at all times comply with the laws of the State and the rules and regulations of the Commission governing such operations.

From the foregoing findings, the Commission concludes and decides that the application should be granted.

ORDER

INTERSTATE CARRIER LICENSE NO. 48

This case being at issue upon application on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof, made and filed a report containing its findings and conclusions, which said report is hereby referred to and made a part hereof,

IT IS ORDERED, That the application herein of Oscar M. Cragun for a license to operate as a common motor carrier of property in interstate commerce between Salt Lake City and the Utah-Arizona State Line over and upon U. S. Highway No. 91 be, and it is hereby granted.

ORDERED FURTHER, That applicant shall maintain on file with the Commission the necessary insurance and bond as required by law, tariff schedule naming rates, time schedule, rules and regulations and that he shall at all times operate in accordance with the Statutes of Utah, and the rules and regulations prescribed

by the Commission governing the operation of contract motor carriers over the public highways of the State of Utah, and this order shall be, and is his authority therefor.

(Signed) E. E. CORFMAN,
THOS. E. MCKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of THE DEN-
VER & RIO GRANDE WESTERN RAIL-
ROAD COMPANY to close its station agency } Case No. 1523
at Moroni, Utah. }

PENDING

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of THE DEN-
VER & RIO GRANDE WESTERN RAIL-
ROAD COMPANY to close its station agency } Case No. 1524
at Riverton, Utah. }

PENDING

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of LOTT
POWELL for a permit to operate as a contract
motor carrier of property in intrastate commerce } Case No. 1525
between Salt Lake City and Altonah, Boneta,
and Bluebell, Utah, upon Highway No. 40. }

Submitted: February 28, 1934.

Decided: April 9, 1934.

Appearances:

Sam D. Kiefer,	} for Applicant.
Sam D. Thurman, Attorney,	} for Sterling Transportation Co.
W. Hal. Farr, Attorney,	} for Union Pacific System Lines.
B. R. Howell, Attorney,	} for Rio Grande Motorways, Inc.

REPORT AND ORDER OF THE COMMISSION

By the Commission:

Under date of February 6, 1934, application was filed with the Commission by Lott Powell for a permit to operate as a contract motor carrier of property in intrastate commerce between Salt Lake City and Altonah, Boneta, and Bluebell, Utah. This matter came on regularly for hearing before the Commission at Salt Lake City, Utah, on February 28, 1934, after due notice given to interested parties.

From the evidence adduced for and in behalf of interested parties, the Commission makes the following findings:

That applicant, Lott Powell, with post office address at Altonah, Utah, desires a permit from the Commission to operate as a contract motor carrier of property between Salt Lake City and Altonah, Boneta, and Bluebell, Utah, for Jessie J. Fowler of Altonah, Bluebell Mercantile and Cal Brothers of Bluebell, and C. B. Bronson of Boneta, Utah, over U. S. Highway No. 40.

That at the hearing, applicant proposed to amend his application to include service to Mt. Emmons, and Mountain Home, Utah, which are about twenty-six miles from said highway No. 40; that in compliance with the provisions of Chapter 53, Laws of Utah, 1933, applicant filed financial statement as of February 3, 1934, with the Commission showing total assets valued at \$12,500.00, liabilities amounting to \$2,650.00, leaving net assets amounting to \$9,850.00; also schedule of equipment showing one 1931 1½-ton International truck, original cost \$1,205.00.

That the Sterling Transportation Company operates as a common motor carrier of property under authority of Certificate of Con-

venience and Necessity No. 274 issued by the Commission in Case No. 885, between Salt Lake City and Vernal, Utah, and intermediate points between Heber City and Vernal, Utah, rendering freight service daily to all points on its line including pick-up and delivery service; that in connection with its main line between Salt Lake City and Vernal, Utah, said Sterling Transportation Company renders service to the points proposed to be served by applicant, once a week, and its representative testified that this line was prepared and able to increase its service in this territory at any time public needs require additional or more frequent service;

That applicant has operated for hire between the points as applied for for some time past for more than one person, firm, or corporation over an established route without having secured a permit therefor from the Commission, as required by the provisions of Chapter 42, Laws of Utah, 1927, and laws amendatory thereto; also that applicant has not filed reports with the Commission of such operations, nor paid the state road maintenance taxes thereon, as required by the provisions of Chapter 117, Laws of Utah, 1925, and laws amendatory thereto; that since the hearing, however, applicant filed an estimated report of his operations for hire over the highways of the state, and paid the taxes thereon, and that applicant is prepared to file the necessary insurance and bond as required by law.

From the foregoing findings, the Commission concludes and decides that the application should be denied.

IT IS THEREFORE ORDERED, That the application herein of Lott Powell for a permit to operate as a contract motor carrier of property in intrastate commerce between Salt Lake City and Altonah, Boneta, and Bluebell, Utah, upon Highway No. 40, be, and it is hereby denied.

ORDERED FURTHER, That applicant shall cease and desist from all or any operations for hire over the public highways of the State of Utah until further order by the Commission.

(Signed) E. E. CORFMAN,
THOS. E. MCKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION OF UTAH

In the Matter of the Application of FRANK L. COLBY for a permit to operate as a contract motor carrier of property in intrastate commerce between Salt Lake City and Delta, Utah. } Case No. 1526

Submitted: March 1, 1934.

Decided: May 7, 1934.

Appearances:

George Latimer, Attorney,	} for Applicant.
W. Hal. Farr, Attorney,	} for Union Pacific System Lines.
E. J. Hardesty,	} for Railway Express Agency.
F. M. Orem, Comptroller,	} for Salt Lake & Utah Railroad Company.
B. R. Howell, Attorney,	} for D. & R. G. W. R. R. Co.

REPORT OF THE COMMISSION

By the Commission:

Under date of February 7, 1934, application was filed with the Public Utilities Commission by Frank L. Colby for a permit to operate as a contract motor carrier of property between Salt Lake City, Utah, and Delta, Oasis, and Deseret, Utah. This matter came on regularly for hearing before the Commission at Salt Lake City, Utah, on March 1, 1934, after due notice given to interested parties.

From the evidence adduced for and in behalf of interested parties, the Commission makes the following findings:

That applicant, Frank L. Colby, with post office address at Delta, Utah, desires a permit from the Commission to operate as a contract motor carrier of property between Salt Lake City and Delta, Oasis, and Deseret, Utah, over and upon U. S. Highway No. 91, and Utah State Highway No. 26; that applicant desires to operate for the following individuals and firms:

R. W. Morrison, Delta, Utah
Richard S. Morrison, Delta, Utah
Harold R. Morris, Hinckley, Utah
Wilford Pratt, Hinckley, Utah
R. J. Law Company, Delta, Utah
Pratt Mercantile Co., Hinckley, Utah
Delta Valley Creamery Co., Delta, Utah
Oak City Cash Store, Oak City, Utah
Deseret Cash Store, Deseret, Utah
Gardner and Koiter, Delta, Utah
Utah Poultry Producers Corporation, Delta
D. Stevens & Co., Delta, Utah
Mrs. Oda J. Day, Oasis, Utah.

That applicant has operated for hire over the highways of the State of Utah for approximately four or five years, between Salt Lake City and Delta, Utah, and nearby points.

That in compliance with Chapter 53, Laws of Utah, 1933, applicant filed financial statement as of February 7, 1934, showing total assets valued at \$2,470, liabilities amounting to \$385, leaving net assets valued at \$2,085; also schedule of equipment showing one 1931 3-ton International truck, appraised value \$1,500.

That on March 7, 1934, the Commission issued Report and Order in Case No. 1150, denying the application of George R. Roundy and Frank L. Colby for a permit to operate an automobile freight and express line between Hinckley and Salt Lake City, and certain intermediate points on the grounds that convenience and necessity did not at that time require the proposed service, which said report and order is hereby referred to and made a part of these findings.

That after the passage of Chapter 53, Laws of Utah, 1933, by the State Legislature, applicant, Frank L. Colby again applied, on June 26, 1933, for a permit to operate as a contract motor carrier of property between Delta and Salt Lake City, which was denied by the Commission on August 12, 1933, in Case No. 1323, for the reasons that he had operated for hire over the public highways of the State, in violation of the provisions of Chapter 42, Laws of Utah, 1927, and laws amendatory thereto, and also the provisions of Chapter 117, Laws of Utah, 1925; that applicant was at that time ordered to cease and desist all operations for hire over the public highways of the State of Utah; that applicant continued to operate for hire over the highways of the State in violation of the Commission's orders denying him the right to so operate, on advice of counsel that the laws regu-

lating such operations are unconstitutional; that applicant's operations were then made the subject of a test case in the City and District Courts, to which a demurrer was filed as to the constitutionality of the laws involved; that Judge McKinney of the Third Judicial District Court in and for Salt Lake County, State of Utah, upheld the constitutionality of these laws, and when the applicant's case came to trial he entered a plea of guilty, and paid his fine as sentenced.

That the residents and business men of Delta and vicinity are now demanding a reliable and efficient freight truck service from Salt Lake City, several of which testified at the hearing that applicant is, in their opinion, capable of rendering such service, and expressed their preference for the service heretofore rendered by applicant; that applicant testified that he had filed reports of his operations for hire and paid the state road maintenance taxes thereon in compliance with the provisions of Chapter 117, Laws of Utah, 1925, and laws amendatory thereto, and that he has on file with the Commission the necessary insurance and bond, and that he expressed his willingness and desire to now operate over the highways for hire in full compliance with the statutory requirements, and rules and regulations prescribed by the Commission.

From the foregoing findings, the Commission concludes and decides that the application should be granted.

ORDER

CONTRACT CARRIER PERMIT NO. 60

This case being at issue upon application on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof, made and filed a report containing its findings and conclusions, which said report is hereby referred to and made a part hereof,

IT IS ORDERED, That the application herein of Frank L. Colby for a permit to operate as a contract motor carrier between Salt Lake City and Delta, and near-by points for R. W. Morrison, Richard S. Morrison, Harold R. Morris, Wilford Pratt, R. J. Law Company, Pratt Mercantile Co., Delta Valley Creamery Co., Oak City Cash Store, Deseret Cash Store, Gardner and Koiter, Utah Poultry Producers Corporation, D. Stevens & Co., and Mrs. Oda J. Day, over and upon U. S. Highway No. 91 and Utah State Highway No. 26, be, and it is hereby granted.

ORDERED FURTHER, That applicant shall maintain on file with the Commission the necessary insurance and bond as required by law, and a copy of his tariff schedule showing rates, time schedule, rules and regulations, and that he shall operate at all times in accordance with the statutes of the State of Utah and the rules and regulations prescribed by the Public Utilities Commission of Utah governing the operation of motor carriers over the public highways of the State of Utah, and this order shall be, and is his authority therefor.

(Signed) E. E. CORFMAN,
THOS. E. MCKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of JOHN A. KLEIN, for a certificate of convenience and necessity to operate as a common motor carrier of property in intrastate commerce between Salt Lake City, Utah, and Delta, Hinckley, Deseret, Oasis, and Oak City, Utah. } Case No. 1527

Submitted: March 27, 1934.

Decided: April 27, 1934.

Appearances:

Clarence Baird,	} for Applicant, } John A. Klein.
F. M. Orem,	} for Salt Lake & Utah } Railroad Company.
George Smith, R. B. Porter, and W. Hal. Farr,	} for Union Pacific } System Lines.
Van Cott, Riter & Farnsworth,	} for D. & R. G. W. R. R. Co., } Rio Grande Motor Way, Inc., } Railway Express Agency, Inc.

REPORT AND ORDER OF THE COMMISSION

By the Commission:

Under date of February 9, 1934, application was filed with the Public Utilities Commission by John A. Klein for a certificate of convenience and necessity to operate as a common motor carrier of property between Salt Lake City, Utah, and Delta, Hinckley, Deseret, Oasis, and Oak City, Utah. This matter came on for hearing before the Commission after due and legal notice given to interested parties on March 27, 1934, at Salt Lake City, Utah.

From the evidence adduced for and in behalf of interested parties, the Commission makes the following findings:

That under date of November 16, the Commission issued its report and order in Case No. 1360, authorizing applicant, John A. Klein to operate as a contract motor carrier of property for the Delta Drug, Pratt Mercantile, Deseret Cash Store, Bonneville Lumber Company, Pahvant Motor Company, Hal Oil Company, C. W. & M. Company, Thornton Drug Company, and Gardner Koiter Company, between Salt Lake City and Delta, Utah, and points in the vicinity of Delta, under authority of Contract Carrier Permit No. 25.

That applicant now desires authority from the Public Utilities Commission to operate as a common motor carrier of property between Salt Lake City, Utah, and Delta, Utah, including Hinckley, Deseret, Oasis, and Oak City, all in Millard County, Utah, but does not propose to serve intermediate points between said points.

That since the issuance of said Contract Carrier Permit No. 25 to applicant, he has had considerable financial difficulties and it appears that he has now discontinued operating under said Contract Carrier Permit due to the fact that his equipment has been attached for indebtedness on same. Applicant testified, however, that he believed he would be able to secure sufficient financial backing to conduct the service as applied for herein in the event Certificate of Convenience and Necessity is issued to him. However, his financial ability to render the service applied for has not been shown.

That the Los Angeles and Salt Lake R. R. Company operates a steam line of railroad rendering daily freight service between Salt Lake City and Delta, leaving Salt Lake City in the evenings and arriving at Delta in the mornings.

That Frank L. Colby operates as a contract motor carrier of

property between Salt Lake City and Delta, Utah, for the Utah Wholesale Grocery, Bonneville Lumber Company, Pahvant Motor Company, Consolidated Wagon and Machine Company, Deseret Cash Store, Thornton Drug Company, Gardner and Koiter, Delta Drug Company, and Pratt Mercantile, under authority of Contract Carrier Permit issued to him by the Commission in Case No. 1526; that the firms heretofore served by applicant, are now adequately served by Frank L. Colby and other transportation agencies.

That applicant has, since the issuance of his Contract Carrier Permit, operated for others than those specified therein; that he has made reports of his operations for hire to the Commission and paid the state road maintenance taxes thereon; that he has insurance and bond on file with the Commission as required by law.

From the foregoing findings, the Commission concludes and decides that the application should be denied.

IT IS ORDERED, That the application herein of John A. Klein for a Certificate of Convenience and Necessity to operate as a common motor carrier of property between Salt Lake City and Delta, Hinckley, Deseret, Oasis, and Oak City, Utah, over and upon the public highways of the State of Utah, be, and it is hereby denied.

ORDERED FURTHER, That applicant, John A. Klein, shall forthwith cease and desist from any and all operations for hire over the highways of the State of Utah.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of D. P. Abercrombie, as Receiver of the SALT LAKE AND UTAH RAILROAD COMPANY, for permission to change the manner of operation of its stations at Lehi and American Fork, Utah. } Case No. 1528

Submitted: February 23, 1934.

Decided: March 15, 1934.

Appearances:

F. M. Orem,	} for Applicant.
Stanley M. Taylor, Mayor of Lehi,	} for Lehi City.
J. W. Smith, Edward J. Laum, H. B. Adamson, E. N. Webb,	} for themselves and interested citizens of Lehi.

REPORT AND ORDER OF THE COMMISSION

By the Commission:

On the 10th day of February, 1934, D. P. Abercrombie, as receiver of the Salt Lake and Utah Railroad Company, filed an application for permission to change the manner of operating its stations at Lehi and American Fork, Utah. The application was protested by Stanley M. Taylor as Mayor of Lehi, and by J. W. Smith and other citizens in their own behalf and in behalf of the people of Lehi. The matter came on regularly for hearing on said application and protests made thereto at Lehi, Utah, on the 23rd day of February, 1934.

From the evidence adduced for and in behalf of applicant and protestants at said hearing, the Commission now finds and reports and orders as follows:

That the applicant, Salt Lake and Utah Railroad Company (D. P. Abercrombie as Receiver) is a railroad corporation within the meaning and as defined by sub-division 28 of 76-2-1, Revised Statutes of Utah, and as such is now and for many years last past been engaged in the business of transporting persons and property between Salt Lake City and Payson, Utah, both in interstate and intrastate commerce. Heretofore it has maintained on its main line from Salt Lake City to Payson, Utah, at intermediate points agency stations for the accommodation of the public; that Lehi and American Fork are approximately three (3) miles distant from each other and are connected by a hard surfaced highway, and there is also telephone communication between these points; that Lehi has a population of approximately 2,826 and American Fork has a population of approximately 3,047; that during the year 1933 the total revenue derived by the applicant from the sale of passenger tickets at Lehi amounted to approximately \$238.80 per month. The average number of tickets sold per day during this year was approximately 11.6, and the

actual revenue derived therefrom \$7.70; that during this same year about eight (8) carloads of freight were received and handled per month, and only one carload forwarded. For the same year approximately 18.1 tons of L.C.L. freight was received per month and but .3 of a ton was forwarded.

That during this same year the applicant sustained a net operating loss of its entire railroad system of \$49,240.89; that the applicant is heavily involved financially and in the interest of economy now proposes to maintain its agency stations both at Lehi and American Fork by having one agent serving both rather than an agent serving each station. It is proposed that the agent shall reside at its Lehi station. Said station shall be kept open as an accommodation to the public as heretofore; that the wife of the agent while he is absent from Lehi attending business at American Fork, will attend to the duties of an agent at Lehi with the exception of the sale of passenger tickets, which may be purchased of the conductor of passenger trains without additional cost.

The Commission believes and therefore finds that under the plan suggested by the applicant, the public will receive practically the same service at the hands of an agent serving both Lehi and American Fork as heretofore by having an agent separately serve each station; that by reason of the short distance between these stations should any business require the personal attention of an agent at either point during his absence he can readily be communicated with by telephone and within a few minutes render the required service; that under no circumstances that might arise will either the shipping or traveling public be appreciably discommoded or inconvenienced by an agent serving both stations in the manner proposed.

NOW THEREFORE by reason of the premises the application of the Salt Lake and Utah Railroad Company (D. P. Abercrombie as Receiver) to have one agent serve both Lehi and American Fork, applied for herein, is granted as prayed for.

Dated at Salt Lake City, Utah, this 15th day of March, 1934.

(Signed) E. E. CORFMAN,
THOS. E. MCKAY,
T. H. HUMPHERYS,

(Seal)

Commissioners.

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of S. J. HOLT }
for a license to operate as a common motor carrier }
of property between Salt Lake City and Los } Case No. 1529
Angeles, California, over and upon highway No. }
91, in interstate commerce. }

Submitted: March 3, 1934.

Decided: April 23, 1934.

Appearances:

S. J. Holt,	} for } Himself.
W. Hal. Farr, Attorney,	} for } Union Pacific System.
E. J. Hardesty, Attorney,	} for } Railway Express Agency.
B. R. Howell, Attorney,	} for } Rio Grande Motorway, Inc.

REPORT OF THE COMMISSION

By the Commission:

Under date of February 13, 1934, application was filed with the Public Utilities Commission by S. J. Holt, for a license to operate as a common motor carrier of property in interstate commerce between Salt Lake City, Utah, and the Utah-Arizona State Line enroute to California. This matter came on regularly for hearing before the Commission at Salt Lake City, Utah, on March 3, 1934, after due notice given to interested parties.

From the evidence adduced for and in behalf of interested parties, the Commission makes the following findings:

That applicant, S. J. Holt, with post office address at 1563 South Main Street, Salt Lake City, Utah, desires a permit from the Commission to operate as a common motor carrier of property in interstate commerce between Salt Lake City, Utah, and the Utah-Arizona State Line, enroute to Los Angeles, California, over and upon

U. S. Highway No. 91; that in compliance with Chapter 53, Laws of Utah, 1933, applicant filed financial statement as of February 12, 1934, showing total assets valued at \$2,750.00, liabilities amounting to \$700.00, leaving net assets in the sum of \$2,050.00; also schedule of equipment showing one new 1933 1½-ton International truck, appraised value \$1,750.00; that applicant is principally engaged in the business of buying and selling produce and transporting same between Salt Lake City, Utah, and Los Angeles, California, and in connection therewith for the past two years has been operating for hire; that commencing January 4, 1934, applicant has conducted such operations for hire under authority of temporary permits issued by the Commission; that applicant has filed reports with the Commission of his operations for hire and paid the state road maintenance taxes thereon, as well as the necessary insurance and bond as required by the provisions of Chapter 53, Laws of Utah, 1933.

From the foregoing findings, the Commission concludes and decides that the application should be granted.

ORDER

INTERSTATE CARRIER LICENSE NO. 47

This case being at issue upon application on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof, made and filed a report containing its findings and conclusions, which said report is hereby referred to and made a part hereof,

IT IS ORDERED, That the application herein of S. J. Holt for a license to operate as a common motor carrier of property in interstate commerce between Salt Lake City and the Utah-Arizona State Line, enroute to Los Angeles, California, over and upon U. S. Highway No. 91, be, and it is hereby granted.

ORDERED FURTHER, That applicant shall maintain on file with the Commission the necessary insurance and bond as required by law, tariff schedule naming rates, time schedule, rules and regulations, and that he shall at all times operate in accordance with the Statutes of Utah, and the rules and regulations prescribed by the Commission governing the operation of contract motor carriers over

the public highways of the State of Utah, and this order shall be, and is his authority therefor.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of the SYRETT
COMMISSION COMPANY for a permit to
operate as a contract motor carrier of property
in intrastate commerce between Cedar City and
Salt Lake City, Utah, over and upon Highway
No. 91. } Case No. 1530

ORDER

By the Commission:

Upon motion of Counsel for Applicant,

IT IS ORDERED, That the application of Syrett Commission Company for a permit to operate as a contract motor carrier of property in intrastate commerce between Cedar City and Salt Lake City, Utah, over and upon Highway No. 91, be, and the same is hereby dismissed without prejudice.

Dated at Salt Lake City, Utah, this 19th day of March, A. D., 1934.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH .

PUBLIC UTILITIES COMMISSION OF UTAH,	Complainant,	} Case No. 1531
vs.		
UTAH POWER & LIGHT COMPANY,	Defendant.	
A Corporation,		

ORDER

To Utah Power & Light Co.,
Kearns Bldg.,
Salt Lake City, Utah.

YOU ARE HEREBY ORDERED to make a valuation and appraisal of all assets of the Utah Power & Light Company which are used and useful in furnishing electrical service to your patrons in the State of Utah. Such valuation and appraisal should, if possible, be dated March 31, 1934.

IT IS FURTHER ORDERED, That the Utah Power and Light Company file with this Commission as soon as possible, the following:

1. Statement showing book cost as of March 31, 1934, of each generating plant according to the Uniform Classification of Accounts, constructed by or for the Utah Power & Light Company.
2. Similar statement for all other properties.
3. Statement showing present installed capacity of each plant and the kilowatt hours generated by each plant during the year 1933, and three months of the year 1934.
4. Statement showing the total net requirements in kilowatts to serve Utah patrons as of March 31, 1934.
5. Statement showing estimated transmission and transformer losses which would be incurred in furnishing Utah requirements.

6. Statements showing amounts and costs of electrical energy purchased from Idaho Power Company, and other companies, together with copy of agreements or contracts covering such purchases. These should cover the year 1933 and three months of the year 1934.
7. Statement showing reproduction cost new at present day prices of all properties used and useful in furnishing electrical service to your patrons in Utah with accrued depreciation.

By the Commission.

Dated at Salt Lake City, Utah, this 27th day of March, A. D., 1934.

(Signed) E. E. CORFMAN,

THOS. E. McKAY,

T. H. HUMPHERYS,

(Seal)

Commissioners.

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

PUBLIC UTILITIES COMMISSION OF
UTAH,

Complainant,

vs.

UTAH POWER & LIGHT COMPANY,
A Corporation,

Defendant.

} Case No. 1531

PENDING

BEFORE THE PUBLIC UTILITIES COMMISSION OF UTAH

In the Matter of the Application of ASH-
WORTH TRANSFER COMPANY for a
permit to operate as a contract motor carrier of
property for The Mountain States Telephone
and Telegraph Company as required throughout
the State of Utah. } Case No. 1532

Submitted: March 23, 1934.

Decided: May 7, 1934.

Appearances:

Irwin Clawson, Attorney,	} for Applicant.
R. B. Porter and W. Hal. Farr, Attorneys,	} for Union Pacific System.
Van Cott, Riter & Farnsworth, Attorneys,	} for D. & R. G. W. R. R. Co.
J. A. Howell, Attorney,	} for Utah-Idaho Central Railroad Company.
F. M. Orem, Comptroller,	} for Salt Lake & Utah Railroad Company.
A. B. Irvine, Attorney,	} for Bamberger Electric Railroad Company.

REPORT OF THE COMMISSION

By the Commission:

Under date of February 20, 1934, application was filed with the Public Utilities Commission of Utah by Ashworth Transfer Company for a permit to operate as a contract motor carrier of property for The Mountain States Telephone and Telegraph as required, throughout the State of Utah. This matter came on regularly for hearing before the Commission at Salt Lake City, Utah, on March 23, 1934, after due and legal notice given to interested parties.

From the evidence adduced for and in behalf of interested parties, the Commission makes the following findings:

That applicant, Rulon S. Ashworth, operating under the name and style of Ashworth Transfer Company with post office address Rear 28 South West Temple, Salt Lake City, Utah, desires a permit from the Public Utilities Commission of Utah to operate as a contract motor carrier of property for The Mountain States Telephone and Telegraph Company over the highways of the State of Utah as required; that in compliance with the provisions of Chapter 53, Laws of Utah, 1933, applicant filed financial statement as of February 19, 1934, showing total assets valued at \$18,235.00; liabilities amounting to \$1,300.00, leaving net assets in the value of \$16,935.00; also schedule of equipment showing eight pieces of equipment, appraised value as of January 19, 1934, \$6,185.00.

That the service proposed to be rendered by the applicant for The Mountain States Telephone and Telegraph Company is a special service, transporting principally telephone equipment, such as booths, desk sets, wires, etc., for delivery in the metropolitan area of Salt Lake City, and pole line equipment to other points in Utah where said Company's lines are located; that heretofore temporary permits have been procured from the Commission for this service, but considerable delay and inconvenience is oftentimes experienced due to the necessity of securing such temporary permits, inasmuch as a large portion of the work, particularly the line work, is of an emergency nature, and it is often necessary to respond to calls and deliver equipment or supplies when the offices of the Public Utilities Commission are closed, thereby making it impossible to secure temporary permits when needed.

That applicant has transported equipment for said The Mountain States Telephone and Telegraph Company for approximately ten years; that materials to be transported outside the metropolitan area of Salt Lake City are delivered at points North of Ogden, covering the line between Salt Lake City and Pocatello, Idaho, which runs across the country west of Ogden from West Weber to Tremonton, and into Malad, Idaho, for the delivery of material on the line East from Salt Lake City through Parley's Canyon to Coalville; also another line East of Salt Lake City through Emigration Canyon, Henefer, and Wasatch. Materials will also be delivered to the line running West from Salt Lake City and the Smelter at Garfield South to Tooele, St. John, Tintic Junction, and Black Rock; and another line on the West from Salt Lake City to points north and west of the smelter at Garfield to Delle and Wendover.

Deliveries of telephone booths, switch boards, desk sets, wire,

tools, etc., in the metropolitan area cover the territory North of Holliday and 48th South, Woods Cross, and Garfield;

That a portion of the lines of The Mountain States Telephone and Telegraph Company are served by railroad lines, both steam and electric as well as some of the authorized truck lines, but that a considerable portion of such pole lines are located off the lines of railroad and regular highways, and if such materials are transported by rail, it would necessitate further transportation by truck from the railroad point of delivery or truck depots to the point where the materials are to be used;

That a portion of the work of delivering the telephone poles, and equipment is the unloading thereof, which requires skilled men, and involves hazard of accident to persons who are not accustomed to handling such materials.

That applicant has made reports of his operations for hire to the Commission, and paid the state road maintenance taxes thereon and has on file with the Commission the necessary insurance and bond as required by law.

From the foregoing findings, the Commission concludes and decides that the application should be granted.

ORDER

CONTRACT CARRIER PERMIT NO. 61

This case being at issue upon application and protests on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof, made and filed a report containing its findings and conclusions, which said report is hereby referred to and made a part hereof,

IT IS ORDERED, That the application herein of Rulon C. Ashworth, operating under the name and style of Ashworth Transfer Company for a permit to operate as a contract motor carrier of property for The Mountain States Telephone and Telegraph Company over the highways of the State of Utah as required, be, and it is hereby, granted.

ORDERED FURTHER, That applicant shall maintain on file with the Commission the necessary insurance and bond as required by law, and a copy of his tariff schedule showing rates, time schedule,

rules and regulations, and that he shall operate at all times in accordance with the statutes of the State of Utah and the rules and regulations prescribed by the Public Utilities Commission of Utah governing the operation of contract motor carriers over the public highways of the State of Utah, and this order shall be, and is his authority therefor.

(Signed) E. E. CORFMAN,
T. H. HUMPHERYS,

(Seal)

Commissioners.

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of KENNETH
L. HESS for a permit to operate as a contract
motor carrier of property in intrastate commerce
between Salt Lake City and the Utah-Wyoming
Line, via Garland, over and upon highways Nos.
91, 30 and 41. } Case No. 1533

Submitted: March 21, 1934.

Decided: April 25, 1934.

Appearances:

T. V. Call, } for
Applicant.

J. A. Howell, Attorney, } for Utah-Idaho Central
Railroad Company.

R. B. Porter and } for Union Pacific
W. Hal. Farr, Attorneys, } System Lines.

REPORT OF THE COMMISSION

By the Commission:

Under date of February 21, 1934, application was filed with the Public Utilities Commission of Utah by Kenneth L. Hess, for

a permit to operate as a contract motor carrier of property between Salt Lake City and the Utah-Wyoming Line, via Garland. This matter came on regularly for hearing before the Commission at Salt Lake City, Utah, on March 21, 1934, after due notice given to interested parties.

From the evidence adduced for and in behalf of interested parties, the Commission makes the following findings:

That applicant, Kenneth L. Hess, with post office address at Box 12, Garland, Utah, desires a permit to operate as a contract motor carrier of property between Devil's Slide and Garland, Utah, and also between Salt Lake City and Garland, Utah, over and upon U. S. Highways Nos. 91 and 30-S, and Utah State Highway No. 41 under contract with the Overland Lumber Company; that applicant has operated under contract with the Overland Lumber Company for approximately seven years; that the said Overland Lumber Company maintains plants at Brigham City, Garland, and Ogden, the plant at Ogden being known as the Badger Lumber Company; that both these companies are operated as subsidiaries of Morrison-Merrill Lumber Company at Salt Lake City; that applicant proposes to confine his operations for hire to transportation of building materials for these affiliated companies.

That North of Brigham City there is no railroad service in the territory applicant proposes to serve, except what is known as the old line of the Southern Pacific Company, which has been practically abandoned from Kelton to Lucin, Utah, and renders very irregular service.

That in compliance with the provisions of Chapter 53, Laws of Utah, 1933, applicant filed financial statement as of February 20, 1934, showing total assets in the amount of \$1,000, liabilities amounting to \$50, leaving net assets in the amount of \$950; that at the time of hearing, through ignorance of the law, applicant had not filed reports of his operations for hire over the highways of the State of Utah, but expressed his willingness to do so, and has subsequently made such reports to the Commission and has arranged with the State Tax Commission to pay the state road maintenance taxes thereon, and that applicant has on file with the Commission the necessary insurance and bond as required by law.

From the foregoing findings, the Commission concludes and decides that the application should be granted.

ORDER

CONTRACT CARRIER PERMIT NO. 58

This case being at issue upon application on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof, made and filed a report containing its findings and conclusions, which said report is hereby referred to and made a part hereof.

IT IS ORDERED, That the application herein of Kenneth L. Hess for a permit to operate as a contract motor carrier of property between Devil's Slide and Garland, Utah, and for emergency shipments between Salt Lake City and Garland, Utah, over and upon U. S. Highways Nos. 91 and 30-S, and Utah State Highway No. 41 under contract with the Overland Lumber Company, be, and it is hereby granted.

ORDERED FURTHER, That applicant shall maintain on file with the Commission the necessary insurance and bond as required by law, and copy of his tariff schedule showing rates, time schedule, rules and regulations, and that he shall operate at all times in accordance with the statutes of the State of Utah governing the operation of contract motor carriers over the public highways of the State of Utah, and this order shall be, and is his authority therefor.

(Signed) E. E. CORFMAN,
THOS. E. MCKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of E. T. BEN-
SON for a permit to operate as a contract motor
carrier of property (milk) between Centerville
and Salt Lake City, Utah, over and upon high-
way No. 91. } Case No. 1534

DISMISSAL ORDER

By the Commission:

Upon the motion of the Applicant, and with the consent of the Commission,

IT IS ORDERED, That the above entitled matter, the Application of E. T. Benson for a permit to operate as a contract motor carrier of property (milk) between Centerville and Salt Lake City, Utah, over and upon Highway No. 91, be, and it is hereby dismissed without prejudice.

Dated at Salt Lake City, Utah, this April 4, A. D., 1934.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of OMAHA
RAPID TRANSIT LINES for a license to
operate as a common motor carrier of passengers
and property in interstate commerce between
Utah-Wyoming State Line and Utah-Arizona
State Line over highways No. 30 and 91. } Case No. 1535

PENDING

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of THOMAS
W. PERRY for a permit to operate as a contract
motor carrier of property between Salt Lake
City, Heber City, and Park City, Utah, over
highway No. 40. } Case No. 1536

Submitted: March 16, 1934.

Decided: May 11, 1934.

Appearances:

George B. Stanley,	} for } Applicant.
B. R. Howell, Attorney,	} for } D. & R. G. W. R. R. Co.
F. M. Orem,	} for Salt Lake & Utah } Railroad Company.

REPORT OF THE COMMISSION

By the Commission:

Under date of February 23, 1934, application was filed with the Public Utilities Commission of Utah by Thomas W. Perry for a permit to operate as a contract motor carrier of property between Salt Lake City, Utah, and Heber City, Utah, and Park City, Utah. This matter came on regularly for hearing before the Commission on March 16, 1934, after due notice given to interested parties.

From the evidence adduced for and in behalf of interested parties, the Commission makes the following findings:

That on August 12, 1933, the Commission issued its Report and Order in Case No. 1337, denying Thomas W. Perry a permit to operate as a contract motor carrier of property between Salt Lake City and Heber City, Utah, which said report and order is hereby referred to and made a part of these findings;

That the Commission therein ordered said Thomas W. Perry to cease and desist all operations for hire over the public highways of Utah; that applicant continued his operations for hire in violation of the Commission's order until injunction proceedings were brought against him in the District Court; that after injunction proceedings were brought against applicant, and he was stopped on the highway by Highway Patrolmen, he again made application, herein, for a permit to operate as a contract motor carrier of property between Salt Lake City, Utah, on the one hand, and Heber City and Park City, Utah, on the other hand, over and upon U. S. Highway No. 40, for Heber Power and Light Co., O. P. Skaggs, Heber Mercantile, Heber Exchange, Wasatch Market, Ashton & Sons, Pikes Peak Garage, Buells Seed Stores, Mutual Creamery, Ryan Fruit Company, Armour and Company, and Bonner Mercantile Company;

That applicant alleged he has contracts with these firms. However, it was brought out on cross examination that J. C. Hicken & Sons has on file with the Commission an application for a permit to operate as a contract motor carrier under contract for substantially the same people as listed by applicant herein.

That in compliance with the provisions of Chapter 53, Laws of Utah, 1933, applicant filed financial statement as of February 21, 1934, showing total assets in the value of \$5,735.00, liabilities amounting to \$3,100.00, leaving net assets in the amount of \$2,635.00; also schedule of equipment showing one 1933 1½-ton International truck, appraised value as of February 21, 1934, \$1,200.00.

That applicant did not file reports of his operations for hire from January, 1928, to January, 1933, while operating for the Ryan Fruit Company and Armour and Company; that he did file such reports from January, 1933, to June, 1933, and has paid the taxes thereon; that there have been no reports filed since the report of June, 1933; that applicant testified that he was willing to, and now has made reports to the Commission of all of his past operations, and if granted a permit by the Commission, expressed his willingness to fully comply with the statutes and rules and regulations prescribed by the Commission governing such operations; that said applicant has filed with the Commission the necessary insurance and bond as required by the statutes of Utah.

From the foregoing findings, the Commission concludes and decides that the application should be granted.

ORDER

CONTRACT CARRIER PERMIT NO. 63

This case being at issue upon application on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof, made and filed a report containing its findings and conclusions, which said report is hereby referred to and made a part hereof,

IT IS ORDERED, That the application herein of Thomas W. Perry for a permit to operate as a contract motor carrier of property between Salt Lake City, Utah, on the one hand, and Heber City, and Park City, Utah, on the other hand, over and upon U. S. Highway No. 40, for Heber Power & Light Co., O. P. Skaggs, Heber Mercantile, Heber Exchange, Wasatch Market, Ashton &

Sons, Pikes Peak Garage, Buells Seed Stores, Mutual Creamery, Ryan Fruit Company, Armour and Company, and Bonner Mercantile Company, be, and it is hereby granted.

ORDERED FURTHER, That applicant shall maintain on file with the Commission the necessary insurance and bond as required by law, and a copy of his tariff schedule showing rates, time schedule, rules, and regulations, and that he shall operate at all times in accordance with the statutes of the State of Utah, and the rules and regulations prescribed by the Public Utilities Commission of Utah governing the operation of contract motor carriers over the public highways of the State of Utah, and this order shall be, and is his authority therefor.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,

(Seal)

Commissioners.

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of SAM HOUSTON for a permit to operate as a contract motor carrier of property in intrastate commerce between Salt Lake City and Carbon and Sanpete Counties, over highways Nos. 91 and 50. } Case No. 1537

ORDER

By the Commission:

Upon motion of the applicant, and with the consent of the Commission,

IT IS ORDERED, That the application of Sam Houston for a permit to operate as a contract motor carrier of property in intrastate commerce between Salt Lake City and Carbon and San-

pete Counties, over and upon highways Nos. 91 and 50, be, and the same is hereby dismissed without prejudice.

Dated at Salt Lake City, Utah, this 9th day of April, A. D., 1934.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of K. H. HARMON, d/b/a SALT LAKE-PHOENIX TRUCK LINE for a license to operate as a common motor carrier of property between Salt Lake City and the Utah-Arizona Line enroute to Phoenix, Arizona, over highway No. 89. } Case No. 1538

Submitted: March 16, 1934.

Decided: April 27, 1934.

Appearances:

K. H. Harmon,	} for Himself.
B. R. Howell,	} for D. & R. G. W. R. R. Co. and Rio Grande Motorways, Incorporated.
R. B. Porter,	} for Union Pacific System Lines.

REPORT OF THE COMMISSION

By the Commission:

Under date of February 26, 1933, application was filed with the Commission by K. H. Harmon for a license to operate as a common motor carrier of property between Salt Lake City and the Utah-Arizona Line enroute to Phoenix, Arizona. This matter came on

regularly for hearing before the Commission at Salt Lake City, Utah, on March 16, 1934, after due notice given to interested parties.

From the evidence adduced for and in behalf of interested parties, the Commission makes the following findings:

That applicant, K. H. Harmon, operating under the name and style of Salt Lake-Phoenix Truck Line, with post office address at 464 South West Temple Street, Salt Lake City, Utah, desires a license from the Commission to operate as a common motor carrier of property between Salt Lake City, Utah, and the Utah-Arizona State Line enroute to Phoenix, Arizona, over and upon U. S. Highways Nos. 89 and 91; that in compliance with the provisions of Chapter 53, Laws of Utah, 1933, applicant filed financial statement as of February 25, 1934, showing total assets amounting to \$10,500; liabilities amounting to \$4,900, leaving net assets in the value of \$5,600.

That applicant conducts a produce business in Salt Lake City and proposes to haul produce from Phoenix to Salt Lake and canned goods from Salt Lake to Phoenix, making one round trip each week; that applicant has been making trips between said points for approximately six months but testified that he had not transported anything but his own produce; that he is prepared and desires to conduct his operations for hire in full compliance with the Utah Statutes, and the Commission's Rules and Regulations governing such operations, and that applicant has on file the necessary insurance and bond as required by law.

From the foregoing findings, the Commission concludes and decides that the application should be granted.

ORDER

INTERSTATE CARRIER LICENSE NO. 50

This case being at issue upon application on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof, made and filed a report containing its findings and conclusions, which said report is hereby referred to and made a part hereof,

IT IS ORDERED, That the application herein of K. H. Harmon, d/b/a Salt Lake-Phoenix Truck Line for a license from the Commission to operate as a common motor carrier of property between Salt Lake City, Utah, and the Utah-Arizona State Line enroute

to Phoenix, Arizona, over and upon U. S. Highways Nos. 89 and 91, be, and it is hereby, granted.

ORDERED FURTHER, That applicant shall maintain on file with the Commission the necessary insurance and bond as required by law, and a copy of his tariff schedule showing rates, time schedule, rules and regulations, and that he shall operate at all times in accordance with the statutes of the State of Utah and the rules and regulations prescribed by the Public Utilities Commission of Utah governing the operation of common motor carriers over the public highways of the State of Utah, and this order shall be, and is his authority therefor.

(Signed) E. E. CORFMAN,

THOS. E. McKAY,

T. H. HUMPHERYS,

(Seal)

Commissioners.

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of CLAY LARSEN, d/b/a Clay Larsen Truck Company for a permit to operate as a contract motor carrier of cardox gas between Standardville and Carbon County Mining Camps and Farnham, over Highway No. 50. } Case No. 1539

Submitted: March 21, 1934.

Decided: April 25, 1934.

Appearances:

Clay Larsen,

} for
} Himself.

B. R. Howell, Attorney,

} for D. & R. G. W. R. R. Co.
} and Rio Grande Motorway,
} Incorporated.

REPORT OF THE COMMISSION

By the Commission:

Under date of February 26, 1934, application was filed with the Public Utilities Commission by Clay Larsen, d/b/a Clay Larsen Truck Company, for a permit to operate as a contract motor carrier of cardox gas between Standardville and Carbon County Mining Camps and Farnham, over Highway No. 50. This matter came on regularly for hearing before the Commission at Salt Lake City, Utah, on March 21, 1934, after due and legal notice given to interested parties.

From the evidence adduced for and in behalf of interested parties, the Commission makes the following findings:

That applicant, Clay Larsen, with post office address at 821 Roberta Street, operates as a contract motor carrier of property for the Salt Lake Tribune Publishing Company from Salt Lake City to Price, the Standard Coal Company between Salt Lake City and Standardville, and the Rio Grande Motorway, Inc. between Salt Lake City and Price and Helper, Utah, under authority of automobile permit No. 12 issued by the Commission in Case No. 1236.

That applicant now desires a permit from the Commission to transport cardox gas tanks from Farnham to Standardville at which point the cardox will be placed in 1½-pound cylinders for transportation to Willow Creek Coal Company and to the Spring Canyon Coal Company over and upon U. S. Highway No. 50, and tributary county highways, under verbal agreement with said mines.

That in compliance with the provisions of Chapter 53, Laws of Utah, 1933, applicant filed financial statement as of February 26, 1934, showing total assets consisting of two trucks in the value of \$1,500; also schedule of equipment showing two Chevrolet 1½-ton trucks, appraised value as of said date, \$620.

That at the present time there is no authorized transportation service between the points as applied for herein by applicant; that applicant has conducted his operations for hire over the highways of the State of Utah in compliance with the statutory requirements and the rules and regulations prescribed by the Commission covering such operations.

From the foregoing findings, the Commission concludes and decides that the application should be granted.

ORDER

CONTRACT CARRIER PERMIT NO. 59

This case being at issue upon application on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the commission having, on the date hereof, made and filed a report containing its findings and conclusions, which said report is hereby referred to and made a part hereof,

IT IS ORDERED, That the application herein of Clay Larsen, d/b/a Clay Larsen Truck Company for a permit to operate as a contract carrier of cardox gas tanks from Farnham to Standardville, at which point the cardox will be placed in 1½-pound cylinders for transportation to Willow Creek Coal Company and to the Spring Canyon Coal Company over and upon U. S. Highway No. 50 and tributary county highways, be, and it is hereby granted.

ORDERED FURTHER, That the applicant shall maintain on file with the Commission the necessary insurance and bond as required by law, and a copy of his tariff schedule showing rates, time schedule, rules, and regulations, and that he shall operate at all times in accordance with the statutes of the State of Utah and the rules and regulations prescribed by the Public Utilities Commission of Utah governing the operation of contract motor carriers over the public highways of the State of Utah, and this order shall be, and is his authority therefor.

(Signed) E. E. CORFMAN,

THOS. E. MCKAY,

T. H. HUMPHERYS,

(Seal)

Commissioners.

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of H. H. Voellger
d/b/a WESTERN MOTOR FREIGHT for
a license to operate as a common motor carrier
of property from Seattle, Washington, between
the Utah-Idaho State Line, and the Utah-Wyoming
State Line, via Salt Lake City, Utah, en-
route to Denver, Colorado over and upon Utah
State Highway No. 41, and United States High-
ways Nos. 91, 40, and 30-S. } Case No. 1540

Submitted: March 21, 1934.

Decided: May 1, 1934.

Appearances:

H. H. Voellger,	} for Himself.
J. A. Howell, Attorney,	} for U. I. C. R. R. Co.
R. B. Porter and W. Hal. Farr, Attorneys,	} for Union Pacific System Lines.

REPORT OF THE COMMISSION

By the Commission:

Under date of February 28, 1934, application was filed with the Public Utilities Commission of Utah by H. H. Voellger, for a license to operate as a common motor carrier of property from Seattle, Washington, between the Utah-Idaho State Line and the Utah-Wyoming State Line, via Salt Lake City, enroute to Denver, Colorado. This matter came on regularly for hearing before the Commission at Salt Lake City, Utah, on March 21, 1934, after due and legal notice given to interested parties.

From the evidence adduced for and in behalf of interested parties, the Commission makes the following findings:

That applicant, H. H. Voellger, operating under the name and style of Western Motor Freight, with post office address at New Arlington Hotel, Seattle, Washington, desires a license from the Commission to operate as a common motor carrier of property from

Seattle, Washington, between the Utah-Idaho State Line, and the Utah-Wyoming State Line, via Salt Lake City, enroute to Denver, Colorado, over and upon Utah State Highway No. 41, and U. S. Highways Nos. 91, 40, and 30-S; that in compliance with the provisions of Chapter 53, Laws of Utah, 1933, applicant filed financial statement as of February 27, 1934, showing total assets in the value of \$4,700.00, liabilities amounting to \$390.00, leaving net assets in the value of \$4,310.00; also schedule of equipment showing one 1932 3½-ton International truck, appraised value, \$4,000.

That applicant's service consists principally of handling fresh fish in refrigerator trucks from Seattle, Washington; that applicant has been rendering this service for a short time only, and since March 10, 1934, has operated under authority of temporary permits issued by the Commission; that applicant has filed reports of such operations for hire with the Commission, and paid the state road maintenance taxes thereon; that he has also filed the necessary insurance and bond as required by law.

From the foregoing findings, the Commission concludes and decides that the application should be granted.

ORDER

INTERSTATE CARRIER LICENSE NO. 51

This case being at issue upon application on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof, made and filed a report containing its findings and conclusions, which said report is hereby referred to and made a part hereof,

IT IS ORDERED, That the application herein of H. H. Voellger for a license to operate as a common motor carrier of property from Seattle, Washington, between the Utah-Idaho State Line, and the Utah- Wyoming State Line, via Salt Lake City, enroute to Denver, Colorado, over and upon Utah State Highway No. 41, and U. S. Highways Nos. 91, 40, and 30-S, be, and it is hereby, granted.

ORDERED FURTHER, That applicant shall maintain on file with the Commission the necessary insurance and bond as required by law, and a copy of his tariff schedule showing rates, time schedule, rules, and regulations, and that he shall operate at all times in ac-

cordance with the statutes of the State of Utah, and the rules and regulations prescribed by the Public Utilities Commission of Utah governing the operation of common motor carriers over the public highways of the State of Utah, and this order shall be, and is his authority therefor.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION OF UTAH

In the Matter of the Application of NILE TAY-	} Case No. 1541
LOR for a permit to operate as a contract motor	
carrier of property between Salt Lake City and	
Fairview, Utah, over and upon highways Nos.	
91, 50, and 89.	}

Submitted: March 21, 1934.

Decided: April 25, 1934.

Appearances:

Sam Kiefer,	} for Applicant.
B. R. Howell,	} for D. & R. G. W. R. R. Co. and Rio Grande Motorway, Incorporated.

REPORT AND ORDER OF THE COMMISSION

By the Commission:

Under date of February 28, 1934, application was filed with the Public Utilities Commission of Utah by Nile Taylor, for a permit to operate as a contract motor carrier of property between Salt Lake City and Fairview, Utah. This matter came on regularly for hearing before the Commission at Salt Lake City, Utah, on March 21, 1934, after due and legal notice given to interested parties.

From the evidence adduced for and in behalf of interested parties, the Commission makes the following findings:

That applicant, Nile Taylor, with post office address at Fairview, Utah, operating under the name and style of Taylor Truck Line, desires a permit from this Commission to operate as a contract motor carrier of property between Salt Lake City and Fairview, Utah, over and upon U. S. Highways Nos. 91 and 89, under verbal contract for W. C. Sanderson, J. F. Stewart Cafe, Reed Electrical, J. R. Graham, Jensen Cash Store, and Jewell N. Peterson; that applicant has been operating for approximately six weeks to date of hearing, making one round trip per week; that applicant has made reports to the Commission of such operations, and paid the state road maintenance taxes thereon; that applicant has, in compliance with the provisions of Chapter 53, Laws of Utah, 1933, filed financial statement as of February 27, 1934, showing cash on hand in the value of \$150, with no liabilities; also schedule of equipment showing one 1931 Chevrolet 2-ton truck, appraised value \$230;

That the Rio Grande Motorway, Inc. operates as a common motor carrier of property between Salt Lake City and Marysville, Utah, rendering daily service between Nephi and Marysville, and all intermediate points including Fairview, Utah.

From the foregoing findings, the Commission concludes and decides that the existing transportation facilities between Salt Lake City and Fairview, Utah, are reasonably adequate, and that the application should therefore be denied.

IT IS THEREFORE ORDERED, That the application herein of Nile Taylor for a permit to operate as a contract motor carrier of property between Salt Lake City and Fairview, Utah, over and upon U. S. Highways Nos. 91 and 89, be, and it is hereby denied.

ORDERED FURTHER, That Nile Taylor, the applicant herein, shall cease and desist from operating for hire over the public highways of the State of Utah until further order by the Commission.

(Signed) E. E. CORFMAN,
THOS. E. MCKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of B. F. McIntire for a permit to operate as a contract motor carrier of property between Standardville and Helper, Utah. } Case No. 1542

Submitted: May 28, 1934.

Decided: June 16, 1934.

Appearances:

B. F. McIntire, } for
Himself.

B. R. Howell, } for D. & R. G. W. R. R. Co.
and Rio Grande Motorway,
Incorporated.

REPORT OF THE COMMISSION

By the Commission:

Under date of March 5, 1934, application was filed with the Public Utilities Commission of Utah by B. F. McIntire for a permit to operate as a contract motor carrier of property between Standardville and Helper, Utah. This matter came on regularly for hearing before the Commission at Salt Lake City, Utah, on May 28, 1934, after due and legal notice given to interested parties.

From the evidence adduced for and in behalf of interested parties, the Commission makes the following findings:

That applicant, B. F. McIntire, with post office address at Price, Utah, desires a permit from the Commission to operate as a contract motor carrier of property for the National Coal Company and the Consumers Coal Company between Standardville and Helper, Utah.

That in accordance with the provisions of Chapter 53, Laws of Utah, 1933, applicant filed financial statement as of March 1, 1934, showing total net assets valued at \$5,900.00; also schedule of equipment showing one 1930 1½-ton Ford truck, appraised value as of March 1, 1934, \$400.00; that applicant has operated over the highways of the State of Utah for hire for about seven years under authority of Certificates of Convenience and Necessity Nos. 350 and 397, issued by the Commission, between Price and Helper, and various mines in the vicinity thereof; and more recently, under authority of Contract Carrier permit No. 36, issued by the Commission, between Price and Castlegate, Utah.

That to the best knowledge and belief of the Commission applicant has conducted such operations in compliance with the statutory requirements covering such operations with regard to insurance and bond and the filing of reports and payments of taxes; that there are no existing transportation facilities between the points herein proposed to be served by applicant; that the National Coal Company and the Consumers Coal Company have their supplies and merchandise brought to Helper by other transportation agencies, and now desire to have the same transported by applicant between Helper and Standardville, Utah, on a county highway not numbered.

From the foregoing findings, the Commission concludes and decides that the application should be granted.

ORDER

CONTRACT CARRIER PERMIT NO. 73

This case being at issue upon application on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof, made and filed a report containing its findings and conclusions, which said report is hereby referred to and made a part hereof,

IT IS ORDERED, That the application herein of B. F. McIntire for a permit to operate as a contract motor carrier of property for the National Coal Company and the Consumers Coal Company between Standardville and Helper, Utah, on a county highway not numbered, be, and it is hereby granted.

ORDERED FURTHER, That applicant shall maintain on file with the Commission the necessary insurance and bond as required by law, and a copy of his tariff schedule showing rates, time schedule, rules and regulations, and that he shall operate at all times in accordance with the statutes of the State of Utah and the rules and regulations prescribed by the Public Utilities Commission of Utah governing the operation of contract motor carriers over the public highways of the State of Utah, and this order shall be, and is his authority therefor.

(Signed) E. E. CORFMAN,
THOS. E. MCKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of F. G. PITTMAN, d/b/a SEARLES TRANSFER COMPANY for a license to operate as a common motor carrier of property in interstate commerce between Salt Lake City and the Utah-Wyoming Line enroute to Casper, Wyoming, over Highway No. 30. } Case No. 1543

ORDER

It appearing that the above named applicant failed to appear at the hearing of the above entitled matter before the Commission:

IT IS HEREBY ORDERED, That the application herein of F. G. Pittman, d/b/a Searles Transfer Company for a license to operate as a common motor carrier of property in interstate commerce between Salt Lake City, Utah, and the Utah-Wyoming Line enroute to Casper, Wyoming, over Highway No. 30, be, and it is hereby dismissed without prejudice.

By the Commission.

Dated at Salt Lake City, Utah, this 9th day of April, A. D., 1934.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of SALT LAKE TRANSFER COMPANY for a permit to operate as a contract motor carrier of property in intrastate commerce between Salt Lake City and anywhere in the State of Utah. } Case No. 1544

PENDING

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of RICHARD
S. JAMES for a permit to operate as a contract
motor carrier of property for Utah Fireclay
Company. } Case No. 1545

Submitted: May 28, 1934.

Decided: June 16, 1934.

Appearances:

Sam Kiefer, } for
Applicant.

David L. Stine, Attorney, } for
U. I. C. R. R. Co.

B. R. Howell, Attorney, } for The Denver & Rio Grande
Western Railroad Company.

REPORT AND ORDER OF THE COMMISSION

By the Commission:

Under date of March 6, 1934, application was filed with the Public Utilities Commission of Utah by Richard S. James for a permit to operate as a contract motor carrier of property for Utah Fireclay Company between Salt Lake City and points within a radius of fifty miles from Salt Lake City. This matter came on regularly for hearing before the Commission at Salt Lake City, Utah, on May 28, 1934, after due and legal notice given to interested parties.

From the evidence adduced for and in behalf of interested parties, the Commission makes the following findings:

That applicant, Richard S. James, with post office address 968 Lake Street, Salt Lake City, Utah, desires a permit from the Commission to operate as a contract motor carrier of property for the Utah Fireclay Company from Salt Lake City, conducting a delivery service within a radius of fifty miles over and upon any and all highways.

That in compliance with the provisions of Chapter 53, Laws of Utah, 1933, applicant filed financial statement as of March 6, 1934, showing total assets, \$15,150.00, liabilities, \$1,500.00, leaving net assets in the amount of \$13,650.00; also schedule of equipment showing 3 trucks, appraised value as of March 5, 1934, \$4,000.00;

That applicant has been engaged in rendering a delivery service for the said Utah Fireclay Company within the limits of Salt Lake City for a period of approximately five or six years, and in connection therewith desires to extend this service to include surrounding towns within a radius of fifty miles, that applicant does not propose to render any regular service outside the city limits, except when occasion demands; that in the past, applicant has had only occasional calls for such service—that is, about once a month.

That applicant has since March 7, 1934, procured thirty temporary Permits from the Commission for this service; that applicant has no set rates but makes a price for each trip, depending on the locality to which he hauls.

That a representative of the Utah Fireclay Company testified that a permit was desirable for this service outside of the city limits of Salt Lake City due to the inconvenience and loss of time involved in securing Temporary Permits from the Commission; that the materials transported are of an emergency nature, and at times considerable delay is experienced in locating applicant so that he can obtain the Temporary Permit for each trip as needed.

That applicant has on file with the Commission the necessary insurance and bond as required by law, and that he has to the best knowledge and belief of the Commission made reports of his operations for hire, and paid the state road maintenance taxes thereon.

From the foregoing findings, the Commission concludes and decides that the application should be denied for the reason that no regular service is proposed by the applicant herein between specific points on designated highways, and that due to the infrequency of the service proposed to be rendered outside of Salt Lake City limits, the Commission is of the opinion that Temporary Permits will adequately subserve the interests of the Utah Fireclay Company, and its customers, as long as the necessary insurance and bond are maintained on file with the Commission.

IT IS THEREFORE ORDERED, That the application herein of Richard S. James for a permit to operate as a contract motor carrier of property for Utah Fireclay Company between Salt Lake City and points within a radius of fifty miles from Salt Lake City, be, and it is hereby denied.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)
Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of the SALT
LAKE TRANSPORTATION COMPANY
for a Certificate of Convenience and Necessity
to operate an automobile sight-seeing service be-
tween Salt Lake City and Bingham Canyon,
Utah, over the route specified in application. } Case No. 1546

Submitted: March 22, 1934.

Decided: May 7, 1934.

Appearances:

J. M. Christensen, Attorney, } for
Applicant.

Dan B. Shields, Attorney, } for
Bingham Stage Lines.

REPORT OF THE COMMISSION

By the Commission:

Under date of March 8, 1934, application was filed with the Public Utilities Commission of Utah by the Salt Lake Transportation Company for a Certificate of Convenience and Necessity to operate an automobile sight-seeing service between Salt Lake City and Bingham Canyon, Utah. This matter came on regularly for hearing before the Commission at Salt Lake City, Utah, on March 22, 1934, after due and legal notice given to interested parties.

From the evidence adduced for and in behalf of interested parties, the Commission makes the following findings:

That applicant, The Salt Lake Transportation Company, is, and has been since 1914, a corporation organized and existing under and by virtue of the laws of the State of Utah with its principal place of business and post office address at 29 West South Temple, Salt Lake City, Utah; that applicant is engaged in, and has been since its incorporation, the operation of a general sight-seeing business, principally for the entertainment and benefit of tourists visiting Salt Lake City; that applicant solicits business through tourist agencies throughout the United States and Europe, and places many thousands of folders and pamphlets with these agencies advertising Salt Lake City and vicinity; that applicant has, since 1911, maintained and operated a sight-seeing route for the exclusive benefit of tourists be-

tween Salt Lake City and Bingham Canyon and return; that the majority of the tickets sold over this route are sold as a part of interstate passage through Utah as side-trips, and that all such trips made by applicant are round trips, with no one-way privileges; that applicant does not pick up the general traveling public, but limits itself exclusively to the transportation of said tourists; that the sight-seeing route between Salt Lake City and Bingham Canyon and return is one of several sight-seeing routes maintained and operated in like manner under authority of Certificates of Convenience and Necessity heretofore issued by the Commission; that the exact route over which applicant operates is as follows:

“From Salt Lake City, Utah, south on State Street to Midvale, thence west through Midvale over the Bingham Canyon Highway to the Utah Copper Company workings to the head of Bingham Canyon, Utah, returning over the same route to the intersection of Redwood Road with the Bingham road thence North to 33rd South Street, thence East on 33rd South Street to Main Street and North on Main Street to Salt Lake City, Utah.”

That applicant now is the holder of Certificates of Convenience and Necessity authorizing it to operate a sight-seeing tour to Saltair Beach and return, and desires the certificate herein applied for to be broad enough to permit on the return trip from Bingham Canyon, travel by way of Saltair Beach, using the highway from Copperton at the mouth of Bingham Canyon which runs North along the base of the Oquirrh Mountains to Bacchus, thence to Magna, Garfield, and to the intersection of Highway No. 40 with the new highway via Saltair Beach returning to Salt Lake City by way of the municipal airport.

That the service rendered by applicant is a specialized service, distinct and apart from the ordinary transportation business, and cannot be conveniently performed by any ordinary, common carrier; that in rendering such service applicant provides well-informed conductors or lecturers for the purpose of explaining and calling attention to various points of interest in addition to giving information on the industries and resources of the State of Utah and its scenic and climatic attractions.

That applicant has approximately fifty pieces of the best available modern equipment for such service, which, together with certain real-estate and buildings are valued at approximately \$100,000.00; that applicant's annual pay-roll is approximately \$30,000.00, with the employment of about seventy men.

That applicant represented and testified that in the conduct of the service as applied for herein it is desirous of complying with the statutory requirements, and the rules and regulations prescribed by the Commission governing such operations.

From the foregoing findings, the Commission concludes and decides that the application should be granted.

ORDER

CERTIFICATE OF CONVENIENCE AND NECESSITY

No. 415

This case being at issue upon application on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof, made and filed a report containing its findings and conclusions, which said report is hereby referred to and made a part hereof,

IT IS ORDERED, That the application herein of Salt Lake Transportation Company for a Certificate of Convenience and Necessity to operate an automobile sight-seeing service between Salt Lake City and Bingham Canyon, Utah, over the route specified as follows:

"From Salt Lake City, Utah, south on State Street to Midvale, thence west through Midvale over the Bingham Canyon Highway to the Utah Copper Company workings to the head of Bingham Canyon, Utah, returning over the same route to the intersection of Redwood Road with the Bingham road thence North to 33rd South Street, thence East on 33rd South Street to Main Street, and North on Main Street to Salt Lake City, Utah; or on the return trip from Bingham Canyon, going by way of Saltair Beach, using the highway from Copperton at the mouth of Bingham Canyon which runs north along the base of the Oquirrh Mountains to Bacchus, thence to Magna, Garfield, and to the intersection of Highway No. 40, with the new highway via Saltair Beach, returning to Salt Lake City by way of the municipal airport, be, and it is hereby granted.

ORDERED FURTHER, That applicant shall maintain on file with the Commission the necessary insurance and bond as required by law, and a copy of its tariff schedule showing rates, time schedule, rules and regulations, and that it shall operate at all times in accordance with the statutes of the State of Utah and the rules and regulations prescribed by the Public Utilities Commission of Utah govern-

ing the operation of common motor carriers over the public highways of the State of Utah, and this order shall be, and is its authority therefor.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION OF UTAH

<p>In the Matter of the Application of J. C. SIMPSON for a license to operate as a common motor carrier of property in interstate commerce between Salt Lake City and the Utah-Idaho State Line enroute to Jackson, Wyoming, over highways 40, 530, and 30-S, to Evanston, and 91 to Salt Lake City, Utah.</p>	<p style="font-size: 3em;">}</p>	<p>Case No. 1547</p>
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Submitted: March 30, 1934.

Decided: June 16, 1934.

Appearances:

J. C. Simpson,	}	for Himself.
J. A. Howell, Attorney,	}	for Utah-Idaho Central Railroad Company.
W. Hal. Farr, Attorney,	}	for Union Pacific System Lines.

REPORT OF THE COMMISSION

By the Commission:

Under date of March 10, 1934, application was filed with the Public Utilities Commission of Utah, by J. C. Simpson, for a license to operate as a common motor carrier of property in interstate commerce between Salt Lake City and the Utah-Idaho State Line, enroute to Jackson, Wyoming. This matter came on regularly for hear-

ing before the Commission at Salt Lake City, Utah, on March 30, 1934, after due and legal notice given to interested parties.

From the evidence adduced for and in behalf of interested parties, the Commission makes the following findings:

That applicant, J. C. Simpson, with post office address at Jackson, Wyoming, desires a license from the Public Utilities Commission to operate as a common motor carrier of property in interstate commerce between Salt Lake City and Ogden, Utah, on the one hand, and the Utah-Idaho State Line, over and upon U. S. Highway No. 91 and the Utah-Wyoming State Line, over and upon U. S. Highways Nos. 40, 530, and 30-S; that in compliance with the provisions of Chapter 53, Laws of Utah, 1933, applicant filed financial statement as of March 7, 1934, showing total assets in the value of \$45,480.00, with liabilities amounting to \$9,860.00, leaving net assets in the value of \$35,620.00; also schedule of equipment showing six International 1½-ton trucks, appraised value as of March 7, 1934, \$5,600.00.

That applicant has operated over the highways for some time past, but not for hire; that applicant is familiar with the laws of Utah governing the use of motor vehicles on the highways for hire, and is prepared and desires to operate in full compliance with the provisions thereof.

From the foregoing findings, the Commission concludes and decides that the application should be granted.

ORDER

INTERSTATE CARRIER LICENSE NO. 60

This case being at issue upon application on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof, made and filed a report containing its findings and conclusions, which said report is hereby referred to and made a part hereof.

IT IS ORDERED, That the application herein of J. C. Simpson for a license to operate as a common motor carrier of property in interstate commerce between Salt Lake City and Ogden, Utah, on the one hand, and the Utah-Idaho State Line, over and upon U. S. Highway No. 91 and the Utah-Wyoming State Line, over

and upon U. S. Highways Nos. 40, 530, and 30-S, enroute to Jackson, Wyoming, be, and it is hereby granted.

ORDERED FURTHER, That applicant shall maintain on file with the Commission the necessary insurance and bond as required by law, and a copy of his tariff schedule showing rates, time schedule, rules and regulations, and that he shall operate at all times in accordance with the statutes of the State of Utah and the rules and regulations prescribed by the Public Utilities Commission of Utah governing the operation of common motor carriers over the public highways of the State of Utah, and this order shall be, and is his authority therefor.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of ELBERT G. DESPAIN for a permit to operate as a contract motor carrier of property in intrastate commerce between Alta Mining District and Murray or Midvale Smelters. } Case No. 1548

Submitted: March 30, 1934.

Decided: May 12, 1934.

Appearance:

E. G. Despain, } for
 } Himself.

REPORT OF THE COMMISSION

By the Commission:

Under date of March 21, 1934, application was filed with the Public Utilities Commission of Utah by Elbert G. Despain for a permit to operate as a contract motor carrier of property between Alta

Mining District and Murray or Midvale Smelters. This matter came on regularly for hearing before the Commission at Salt Lake City, Utah, on March 21, 1934, after due and legal notice given to interested parties.

From the evidence adduced for and in behalf of interested parties, the Commission makes the following findings :

That applicant, Elbert G. Despain, operating under the name and style of Alta Truck Line with post office address at Sandy, Utah, desires a permit from the Commission to operate as a contract motor carrier of property between the Alta Mining District in Big Cottonwood Canyon and the Murray and Midvale Smelters for the Cardiff Mining and Milling Company, the Alta United Mines Company, Alta Champion Mining Company, Alta Consolidated Mines Company, and Columbus-Rexall Consolidated Mines Company, and leasers located on said properties, as well as on property of the Mineral Veins Coalition Mines Company, over the highways and roads in the vicinity of Little and Big Cottonwood Canyons, thence to the smelters at Midvale and Murray, Utah.

That in compliance with the provisions of Chapter 53, Laws of Utah, 1933, applicant filed financial statement as of March 12, 1934, showing total and net assets in the amount of \$7,889.21; also schedule of equipment showing one 1931 1½-ton Ford truck, and one 1925 1½-ton United truck, appraised value as of March 12, 1934, \$700.00 for the two trucks; that applicant proposes, if granted permit as applied for herein to immediately replace the above mentioned equipment with two new 1934 1½-ton Ford trucks at an approximate cost of \$2,000.00.

That applicant's service will consist principally of the transportation of ores from the mines and leasers to the smelters for smelting, and supplies for those parties on the return trips; that applicant does not propose to operate on a regular schedule, but to make trips only when solicited to do so; that applicant has not operated over the highways for hire for a number of years, and that during the time he did conduct such operations he complied with the statutory requirements and the rules and regulations of the Commission governing such operations; and that applicant has on file with the Commission the necessary insurance and bond as required by law.

From the foregoing findings, the Commission concludes and decides that the application should be granted.

ORDER

CONTRACT CARRIER PERMIT NO. 64

This case being at issue upon application on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof, made and filed a report containing its findings and conclusions, which said report is hereby referred to and made a part hereof,

IT IS ORDERED, That the application herein of Elbert G. Despain for a permit to operate as a contract motor carrier of property between Alta Mining District in Big Cottonwood Canyon and the Murray and Midvale Smelters, the Cardiff Mining and Milling Company, the Alta United Mines Company, Alta Champion Mining Company, Alta Consolidated Mines Company, and Columbus-Rexall Consolidated Mines Company, and leasers located on said properties, as well as on property of the Mineral Veins Coalition Mines Company, over the highways and roads in the vicinity of Little and Big Cottonwood Canyons, and thence to the smelters at Midvale and Murray, Utah, be, and it is hereby granted.

ORDERED FURTHER, That applicant shall maintain on file with the Commission the necessary insurance and bond as required by law, and a copy of his tariff schedule showing rates, time schedule, rules and regulations, and that he shall operate at all times in accordance with the statutes of the State of Utah and the rules and regulations prescribed by the Public Utilities Commission of Utah governing the operation of contract motor carriers over the public highways of the State of Utah, and this order shall be, and is his authority therefor.

(Signed) E. E. CORFMAN,

THOS. E. McKAY,

T. H. HUMPHERYS,

(Seal)

Commissioners.

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of GEO. H. TAYLOR for a permit to operate as a contract motor carrier of property in intrastate commerce between Provo and Southern Utah points over highways Nos. 91, 189, and 50. } Case No. 1549

DISMISSAL ORDER

By the Commission:

Upon motion of the applicant, and with the consent of the Commission,

IT IS ORDERED, That the application of Geo. H. Taylor for a permit to operate as a contract motor carrier of property in intrastate commerce between Provo and Southern Utah points over highways Nos. 91, 189, and 50, be, and the same is hereby dismissed without prejudice.

Dated at Salt Lake City, Utah, this 16th day of May, A. D., 1934.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of E. H. CURRY and PAUL GERNAND d/b/a NORTH-WESTERN STAGES for a Certificate of Convenience and Necessity to operate as a common motor carrier of passengers or property in intrastate commerce between Salt Lake City and the Utah-Idaho State Line. } Case No. 1550

Submitted: April 18, 1934.

Decided: May 7, 1934.

Appearances:

Byron D. Anderson, Attorney,	} for Applicant.
W. Hal. Farr, Attorney,	} for Union Pacific System Lines.
John Pixton, Attorney,	} for Lewis Brothers Stages.

REPORT OF THE COMMISSION

By the Commission:

Under date of March 20, 1934, application was filed with the Public Utilities Commission of Utah by E. H. Curry and Paul Gernand, d/b/a Northwestern Stages, for a Certificate of Convenience and Necessity to operate as a common motor carrier of passengers or property in intrastate commerce between Salt Lake City, Utah, and the Utah-Idaho State Line. Application was amended at the hearing to include only light express that passengers might take with them or ship, in addition to the passenger service desired to be rendered. This matter came on regularly for hearing before the Commission at Salt Lake City, Utah, on April 18, 1934, after due and legal notice given to interested parties.

From the evidence adduced for and in behalf of interested parties, the Commission makes the following findings:

That applicant, E. H. Curry and Paul Gernand is a partnership, operating under the name and style of Northwestern Stages, with post office address at Cullen Hotel, Salt Lake City, Utah; that applicant has operated a passenger bus line in interstate commerce between Salt Lake City, Utah, and the Utah-Idaho State Line, enroute to various Idaho points, under authority of Interstate Carrier License No. 35, issued by the Commission in Case No. 1480; that applicant now desires to render intrastate service between said points, over U. S. Highways 91 and 30-S, excluding however any local service between Salt Lake City and Tremonton, Utah.

That witness for applicant, David Holmgren, a hardware and lumber merchant and manager of a hotel in Tremonton testified that there were frequent inquiries for passenger service between Tremonton and the Utah-Idaho State Line via Snowville, over U. S. Highway No. 30-S; that Snowville, Utah, is a trading post for people residing in and around said community and that there is no passenger

transportation service between Snowville and Tremonton, Utah, for which there appears to be considerable demand; that such a service would be of great value and convenience to the people residing in that territory;

That applicant has, to the best knowledge and belief of the Commission, conducted its interstate operations in full compliance with the statutory provisions of the state, and the rules and regulations of the Commission governing such operations.

From the foregoing findings, the Commission concludes that convenience and necessity require the service as applied for herein, and decides that the application should be granted.

ORDER

CERTIFICATE OF CONVENIENCE AND NECESSITY

No. 416

This case being at issue upon application on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof, made and filed a report containing its findings and conclusions, which said report is hereby referred to and made a part hereof,

IT IS ORDERED, That the application herein of E. H. Curry and Paul Gernand, a partnership, d/b/a Northwestern Stages for a Certificate of Convenience and Necessity authorizing it to operate as a common motor carrier of passengers and light express between Salt Lake City and the Utah-Idaho State Line via U. S. Highways Nos. 91 and 30-S, excluding intermediate service between Salt Lake City and Tremonton, and that applicant be permitted to pick up passengers at any point between Salt Lake City and Tremonton, Utah, destined to points north of Tremonton, Utah, but not including Tremonton, Utah; and also passengers between the Utah-Idaho State Line and Tremonton, Utah, but not including Tremonton, Utah, destined to points between Tremonton and Salt Lake City, Utah, inclusive, be, and it is hereby, granted.

ORDERED FURTHER, That applicant shall maintain on file with the Commission the necessary insurance and bond as required by law, and a copy of its tariff schedule showing rates, time schedule, rules and regulations, and that it shall operate at all times in accordance with the statutes of the State of Utah and the rules and

regulations prescribed by the Public Utilities Commission of Utah governing the operation of common motor carriers over the public highways of the State of Utah, and this order shall be, and is its authority therefor.

(Signed) E. E. CORFMAN,
THOS. E. MCKAY,
T. H. HUMPHERYS,

(Seal)

Commissioners.

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

<p>In the Matter of the Application of R. C. JOHNSON for a permit to operate as a contract motor carrier of property between Parley's Park and Salt Lake City over Highways Nos. 30 and 40, for the purpose of hauling milk to Clover Leaf-Harris Dairy.</p>	}	<p>Case No. 1551</p>
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Submitted: March 21, 1934.

Decided: May 7, 1934.

Appearances:

R. C. Johnson,	}	for Himself.
B. R. Howell, Attorney,	}	for D. & R. G. W. R. R. Co. and Rio Grande Motorway, Incorporated.
Howard J. Spencer,	}	for BeeHive Stages.

REPORT OF THE COMMISSION

By the Commission:

Under date of March 21, 1934, application was filed with the Commission by R. C. Johnson for a permit to operate as a contract motor carrier of property between Parley's Park, commonly known as Snyderville, and Salt Lake City, Utah. This matter came on

regularly for hearing before the Commission on April 18, 1934, at Salt Lake City, Utah, after due notice given to interested parties, there being no protests made or filed to the application herein.

From the evidence adduced for and in behalf of interested parties, the Commission makes the following findings:

That applicant, R. C. Johnson, with post office address at 1918 South Main Street, Salt Lake City, Utah, desires a permit from the Commission to operate as a contract motor carrier of property consisting of milk, to be transported to the Clover Leaf-Harris Dairy, between Parley's Park, commonly known as Snyderville, and Salt Lake City, Utah, over and upon U. S. Highways Nos. 40 and 530; that in compliance with the provisions of Chapter 53, Laws of Utah, 1933, applicant filed financial statement as of March 1, 1934, showing total assets valued at \$1,624.00, with liabilities amounting to \$485.00, leaving net assets in the value of \$1,139.00; also schedule of equipment showing one 1933 1½-ton Chevrolet truck, appraised value, \$650.00, as of March 21, 1934, and one 1933 1½-ton Chevrolet truck, leased by applicant.

That applicant has operated over the highways of the State for hire since August, 1933, transporting milk for about thirteen milk producers in the neighborhood of Parley's Park or Snyderville, Utah, to the Clover Leaf-Harris Dairy in Salt Lake City, Utah, rendering daily service; that on being advised that his operations over the highways are subject to the provisions of Chapter 53, Laws of Utah, 1933, applicant immediately filed the necessary insurance and bond as required by law, and since March 21, 1934, has been operating under authority of temporary permits issued by the Commission; that applicant has filed reports of his past operations with the Commission and paid the state road maintenance taxes thereon.

That there are no existing carriers, either by rail or motor vehicle, who are in a position to render service as herein applied for by applicant, inasmuch as the route over which applicant picks up the milk from the farmers is not on the regular route of any existing transportation agency.

From the foregoing findings, the Commission concludes and decides that the application should be granted.

ORDER

CONTRACT CARRIER PERMIT NO. 62

This case being at issue upon application on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof, made and filed a report containing its findings and conclusions, which said report is hereby referred to and made a part hereof,

IT IS ORDERED, That the application herein of R. C. Johnson for a permit to operate as a contract motor carrier of property, hauling milk from various farmers in the vicinity of Parley's Park, or Snyderville, Utah, to the Clover Leaf-Harris Dairy in Salt Lake City, Utah, over and upon U. S. Highways Nos. 40 and 530, be, and it is hereby granted.

ORDERED FURTHER, That applicant shall maintain on file with the Commission the necessary insurance and bond as required by law, and a copy of his tariff schedule showing rates, time schedule, rules and regulations, and that he shall operate at all times in accordance with the statutes of the State of Utah, and the rules and regulations prescribed by the Public Utilities Commission of Utah governing the operation of common and contract motor carriers over the public highways of the State of Utah, and this order shall be, and is his authority therefor.

(Signed) E. E. CORFMAN,
THOS. E. MCKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of A. F. and MARY E. MILNER (husband and wife) for a permit to operate as a contract motor carrier of property between Peoa, Rockport, Coalville, Hoytsville, Wanship, and Salt Lake City over highways Nos. 40, 530, and 35.	}	Case No. 1552
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Submitted: April 18, 1934.

Decided: May 23, 1934.

Appearances:

A. F. Milner,	} for Himself.
E. J. Hardesty,	} for Railway Express Agency.

REPORT OF THE COMMISSION

By the Commission:

Under date of March 21, 1934, application was filed with the Public Utilities Commission of Utah by A. F. and Mary E. Milner, husband and wife, for a permit to operate as a contract motor carrier of property between Peoa, Rockport, Coalville, Hoytsville, Wanship, and Salt Lake City, Utah. This matter came on regularly for hearing before the Commission at Salt Lake City, Utah, on April 18, 1934, after due and legal notice given to interested parties.

From the evidence adduced for and in behalf of interested parties, the Commission makes the following findings:

That applicants, A. F. and Mary E. Milner, husband and wife, with post office address at 1472 South 11th East Street, Salt Lake City, Utah, desire a permit to operate as a contract motor carrier of property, transporting milk from dairy farms in the vicinity of Peoa, Rockport, Coalville, Hoytsville, and Wanship, Utah, to Clover Leaf-Harris Dairy in Salt Lake City, Utah, rendering daily service; that applicants have operated as such since December 1932, and that since June, 1933, they have been operating under a lease agreement on their truck with said Clover Leaf-Harris Dairy, copy of which is on file, and is hereby made a part of these findings.

That in accordance with the provisions of Chapter 53, Laws of Utah, 1933, applicant filed financial statement as of March 20, 1934, showing total assets valued at \$7,600.00, liabilities amounting to \$2,400.00, leaving net assets valued at \$5,200.00; also schedule of equipment showing one 1932 2-ton Dodge truck, appraised value as of March 20, 1934, \$800.00;

That at the time of hearing, applicants had not made reports of their operations for hire over the highways, but since that time have filed said reports with the Commission, and made arrangements with the State Tax Commission for the payment of the taxes accruing thereon; that applicants have filed with the Commission the necessary insurance and bond as required by law, and since date of hearing

have been operating under temporary permits issued by the Commission;

That there are no existing transportation agencies in the territory proposed to be served by applicants who would be in a position to render the services as applied for herein, inasmuch as the milk and cream must be picked up at points off the main highways.

From the foregoing findings, the Commission concludes and decides that the application should be granted.

ORDER

CONTRACT CARRIER PERMIT NO. 65

This case being at issue upon application on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof, made and filed a report containing its findings and conclusions, which said report is hereby referred to and made a part hereof,

IT IS ORDERED, That the application herein of A. F. and Mary E. Milner, (husband and wife) for a permit to operate as a contract motor carrier of property between Peoa, Rockport, Coalville, Hoytville, Wanship, and Salt Lake City, Utah, for the purpose of transporting milk from farms in or near said towns to the Clover Leaf-Harris Dairy in Salt Lake City, Utah, over highways Nos. 40, 530, and 35, be, and it is hereby granted.

ORDERED FURTHER, That applicants shall maintain on file with the Commission the necessary insurance and bond as required by law, and a copy of their tariff schedule showing rates, time schedule, rules and regulations, and that they shall operate at all times in accordance with the Statutes of the State of Utah, and the rules and regulations prescribed by the Public Utilities Commission of Utah governing the operation of contract motor carriers over the public highways of the State of Utah, and this order shall be, and is their authority therefor.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of W. N. SPAF-
FORD for a permit to operate as a contract
motor carrier of property between Salt Lake City
and Sevier County over and upon highways Nos.
91 and 89, via Levan, Utah. } Case No. 1553

PENDING

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of THE STATE
ROAD COMMISSION OF UTAH for per-
mission to construct an overhead crossing over
the main line track of the Los Angeles and Salt
Lake Railroad Company at Lake Point in Tooele
County, Utah. } Case No. 1554

Submitted: May 28, 1934.

Decided: June 22, 1934.

Appearances:

K. C. Wright and	}	for
E. C. Knowlton,		
	}	for Los Angeles and
R. B. Porter, Attorney,		
	}	Salt Lake Railroad Company.

REPORT AND ORDER OF THE COMMISSION

By the Commission:

On the 19th day of March, 1934, the State Road Commission of Utah filed herein its application for an order authorizing the construction and maintenance of an overhead crossing of State Highway No. U. S. 50 in the vicinity of Lake Point, Tooele County, with the main line track including passing track of the Los Angeles and Salt Lake Railroad Company at railroad mile post 765.10 at the location marked "Crossing A" on the blueprint attached thereto, and made a part of said application. This matter came on regularly for

hearing before the Public Utilities Commission at its office, 303 State Capitol, Salt Lake City, Utah, on Monday, May 28, 1934, after due notice given.

The Commission finds and reports and orders as follows:

That the applicant, the State Road Commission of Utah is a Commission duly created and existing under the laws of the State of Utah, and as such a Commission, among other things, is charged with the duty of constructing and maintaining and supervising the state highways of Utah.

That in the instant case, it proposes to re-locate, construct and improve as National Recovery Highway Project No. 86-E, a section of State Highway No. U. S. 50 in the vicinity of Lake Point, Tooele County, Utah, and to construct in connection therewith an overhead crossing of the main line track, including the passing track of the Los Angeles and Salt Lake Railroad Company at railroad mile post 765.10, at the location marked "Crossing A" on the blueprint attached to its application and made a part thereof, which is hereby expressly referred to and made a part of these findings; that upon the completion of said project, it is further proposed that the existing grade crossing at railroad mile post 763.8 and marked "Crossing B" on the said blueprint be abandoned, and the use thereof in the interest of public safety, discontinued.

The Commission finds that said State Highway No. U. S. 50 is a much used highway, not only for local travel, but also by tourists from the East passing through the State to Pacific Coast Points; that the construction of an overhead crossing of the main line track, including the passing track of the Los Angeles and Salt Lake Railroad Company at railroad mile post 765.10 as proposed by the State Road Commission of Utah will be in the interest of public convenience and safety.

The Commission further finds that under date of May 26, 1934, the State Road Commission of Utah and the Los Angeles and Salt Lake Railroad Company entered into a stipulation agreement for the construction and maintenance of said overhead crossing of the main line track of the Los Angeles and Salt Lake Railroad Company providing that the said overhead crossing including the approaches and the wearing surface thereof shall be constructed and maintained by and at the sole cost and expense of the State of Utah; that the said Railroad Company shall lease to the State the necessary right of way for said overhead crossing; that upon the completion of said overhead crossing, and approaches to the wearing surface thereon, present

grade crossing "B" as shown on the blueprint herein referred to shall be closed, and an agreement entered into between the State of Utah and the Los Angeles and Salt Lake Railroad Company which shall more fully describe the responsibilities of the respective parties to said stipulation and protect the interests of the public and the State of Utah, a copy of which said agreement, together with plans and specifications of the proposed structure shall be filed with the Public Utilities Commission of Utah and be subject to its approval, which said stipulation so made and filed on the 26th day of May, 1934, in the office of the Public Utilities Commission, is hereby referred to and made a part of these findings.

By reason of the premises, and the findings aforesaid,

IT IS HEREBY ORDERED, That the application of the State Road Commission of Utah herein be, and the same is hereby granted.

IT IS FURTHER ORDERED, That the construction and maintenance of said overhead crossing and the costs thereof be apportioned as between the respective parties hereto in accordance with the stipulation and agreement hereinbefore, in this Commission's findings, referred to, and the same is hereby made a part of this order.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of L. TORRE for }
a license to operate as a common motor carrier }
of property between Seattle, Salt Lake City, and } Case No. 1555
Denver, Colorado. }

Submitted: April 18, 1934.

Decided: June 23, 1934.

Appearances:

L. Torre,	} for } Himself.
B. R. Howell, Attorney,	} for D. & R. G. W. R. R. Co. } and Rio Grande Motorway, } Incorporated.
W. Hal. Farr, Attorney,	} for } Union Pacific Lines.

REPORT OF THE COMMISSION

By the Commission:

Under date of March 27, 1934, application was filed with the Public Utilities Commission of Utah by L. Torre, for a license to operate as a common motor carrier of property in interstate commerce between Seattle, Washington, via Salt Lake City, and Denver, Colorado. This matter came on regularly for hearing before the Commission at Salt Lake City, Utah, on April 18, 1934, after due and legal notice given to interested parties.

From the evidence adduced for and in behalf of interested parties, the Commission makes the following findings:

That applicant, L. Torre, operating under the name and style of Western Motor Freight, with post office address at 4400 37th Street, Seattle, Washington, desires a license to operate as a common motor carrier of property in interstate commerce between the Utah-Idaho State Line from Seattle, Washington, to the Utah-Wyoming State Line, via Salt Lake City and Ogden, enroute to Denver, Colorado, over and upon U. S. Highways Nos. 30-S, and 91; that in accordance with the provisions of Chapter 53, Laws of Utah, 1933, applicant filed financial statement as of March 24, 1934, showing total assets valued at \$11,050.00, liabilities amounting to \$4,800.00, leaving net assets in the value of \$6,150.00; also schedule of equipment showing one 1934 Indiana 4-ton truck, appraised value as of March 24, 1934, \$10,000.00; that applicant transports principally fresh fish from Seattle, Washington, to Lockhead Fisheries at Salt Lake City, also to Denver, Colorado; that applicant commenced his operations through the State of Utah approximately March 15, making one trip per week under authority of Temporary Permits issued by the Commission; that applicant has made reports of his operations during the month of March, 1934, and has on file with the Commission the necessary insurance and bond as required by law; that he

is familiar with the provisions of the Utah statutes, and the rules and regulations of the Commission governing the operation of common motor carriers, and has expressed his willingness and desire to make full compliance therewith.

From the foregoing findings, the Commission concludes and decides that the application should be granted.

ORDER

INTERSTATE CARRIER LICENSE NO. 54

This case being at issue upon application on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof, made and filed a report containing its findings and conclusions, which said report is hereby referred to and made a part hereof,

IT IS HEREBY ORDERED, That the application herein of L. Torre for a license to operate as a common motor carrier of property in interstate commerce between the Utah-Idaho State Line, enroute from Seattle, Washington, and the Utah-Wyoming State Line, via Salt Lake City and Ogden, enroute to Denver, Colorado, over and upon U. S. Highways Nos. 30-S and 91, be, and it is hereby granted.

ORDERED FURTHER, That applicant shall maintain on file with the Commission the necessary insurance and bond as required by law, and a copy of his tariff schedule showing rates, time schedule, rules and regulations, and that he shall operate at all times in accordance with the statutes of the State of Utah and the rules and regulations prescribed by the Public Utilities Commission of Utah governing the operation of common motor carriers over the public highways of the State of Utah, and this order shall be, and is his authority therefor.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION OF UTAH

In the Matter of the Application of ALBERT KOHLER for a permit to operate as a contract motor carrier of property in intrastate commerce between Heber City and Salt Lake City, Utah, over and upon highways Nos. 91 and 40. } Case No. 1556

Submitted: April 18, 1934.

Decided: May 23, 1934.

Appearances:

Albert Kohler, } for
Himself.

B. R. Howell, Attorney, } for
D. & R. G. W. R. R. Co.

F. M. Orem, Comptroller, } for Salt Lake & Utah
Railroad Company.

REPORT OF THE COMMISSION

By the Commission:

Under date of March 28, 1934, application was filed with the Public Utilities Commission of Utah by Albert Kohler for a permit to operate as a contract motor carrier of property between Heber City and Salt Lake City, Utah. This matter came on regularly for hearing before the Commission at Salt Lake City, Utah, on April 18, 1934, after due and legal notice given to interested parties.

From the evidence adduced for and in behalf of interested parties, the Commission makes the following findings:

That applicant, Albert Kohler, with post office address at Midway, Utah, desires a permit from the Commission to operate as a contract motor carrier of milk for Albert Miller, Nephi Probst, Frank Clayburn, Huffaker Bros. Albert North, Curtis Leffler, Fred Price, Lawrence Edwards, Fred Winterton, John Simmons, Steve Simmons, John Allen, Tom Allen, Will Young, and John Clyde, milk producers residing in and around Heber City, to the Clover Leaf-Harris Dairy in Salt Lake City, and newspapers for the Deseret News Publishing Company from Salt Lake City to Heber City, Charleston, and Midway, Utah. At the hearing, applicant amended his application to include the transportation of the late edi-

tion of the Deseret News to intermediate points between Salt Lake City and Provo, but not including Provo.

That in compliance with the provisions of Chapter 53, Laws of Utah, 1933, applicant filed financial statement as of March 27, 1934, showing total assets amounting to \$13,860.00, liabilities amounting to \$2,350.00, leaving net assets in the value of \$11,510.00; also schedule of equipment showing one 1934 2-ton Ford truck, appraised value as of March 27, 1934, \$810.00; that applicant has been operating over the highways transporting milk since December, 1933, that he has made reports of such operations to the Commission, and made arrangements to pay to the State Tax Commission the state road maintenance taxes accruing thereon.

That applicant has on file the necessary insurance and bond as required by law.

That the service proposed to be rendered by applicant, particularly the transportation of milk, constitutes a special service in that the milk to be picked up is off the main highways, and is not on the regular route of any existing transportation agency.

From the foregoing findings, the Commission concludes and decides that the application should be granted.

ORDER

CONTRACT CARRIER PERMIT NO. 66

This case being at issue upon application on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof, made and filed a report containing its findings and conclusions, which said report is hereby referred to and made a part hereof,

IT IS ORDERED, That the application herein of Albert Kohler for a Contract Carrier Permit authorizing him to operate as a contract motor carrier of milk for Albert Miller, Nephi Probst, Frank Clayburn, Huffaker Bros., Albert North, Curtis Leffler, Fred Price, Lawrence Edwards, Fred Winterton, John Simmons, Steve Simmons, John Allen, Tom Allen, Will Young, and John Clyde, milk producers residing in and around Heber City, to the Clover Leaf-Harris Dairy in Salt Lake City, and newspapers for the Deseret News Publishing Company from Salt Lake City to Heber City, Charleston, and Midway, Utah, and the late edition of the Deseret

News to intermediate points between Salt Lake City and Provo, but not including Provo, over U. S. Highways 91 and 40, and U-7, be, and it is hereby granted.

ORDERED FURTHER, That applicant shall maintain on file with the Commission the necessary insurance and bond as required by law, and a copy of his tariff schedule showing rates, time schedule, rules and regulations, and that he shall operate at all times in accordance with the statutes of the State of Utah and the rules and regulations prescribed by the Public Utilities Commission of Utah governing the operation of contract motor carriers over the public highways of the State of Utah, and this order shall be, and is his authority therefor.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of J. L. RAS- }
MUSSEN for a permit to operate as a contract }
motor carrier of freight in intrastate commerce } Case No. 1557
between Gunnison, Centerfield, and Richfield, }
Utah. }

DISMISSAL ORDER

It appearing that the above named applicant failed to appear at the hearing of the above entitled matter before the Commission,

IT IS HEREBY ORDERED, That the application herein of J. L. Rasmussen for a permit to operate as a contract motor carrier of freight in intrastate commerce between Gunnison, Centerfield, and Richfield, Utah, be, and it is hereby dismissed without prejudice.

ORDERED FURTHER, That said applicant cease and desist from all operations for hire over the highways of the State of Utah.

By the Commission.

Dated at Salt Lake City, Utah, this 1st day of May, A. D., 1934.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of NIELS A. LASSEN for a permit to operate as a contract motor carrier of property between Salt Lake City and Panguitch, Utah, over and upon highways Nos. 91, 28, and 89. } Case No. 1558

PENDING

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of BYRON CARTER for a permit to operate as a contract motor carrier of property in intrastate commerce between Helper, Kenilworth, Mutual, and intermediate points on Highway No. 50, and County roads not numbered. } Case No. 1559

PENDING

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of J. E. SARNES
for a license to operate as a common motor car-
rier of property in interstate commerce between
Salt Lake City, Ogden, and Wellsville, Utah,
and Casper, Wyoming, over highways 30-S and
91. } Case No. 1560

Submitted: May 9, 1934.

Decided: May 23, 1934.

Appearances:

J. E. Sarnes,	} for Himself.
E. J. Hardesty,	} for Railway Express Agency.
J. A. Howell,, Attorney,	} for U. I. C. R. R. Co.

REPORT OF THE COMMISSION

By the Commission:

Under date of April 9, 1934, application was filed with the Public Utilities Commission of Utah by J. E. Sarnes for a license to operate as a common motor carrier of property between Salt Lake City, Ogden, and Wellsville, Utah, and Casper, Wyoming. This matter came on regularly for hearing before the Commission at Salt Lake City, Utah, on May 9, 1934, after due and legal notice given to interested parties.

From the evidence adduced for and in behalf of interested parties, the Commission makes the following findings:

That applicant, J. E. Sarnes, with post office address at Casper, Wyoming, desires a license from the Commission to operate as a common motor carrier of property in interstate commerce between Salt Lake City, Ogden, and Wellsville, Utah, on the one hand, and the Utah-Wyoming State Line on the other hand, over and upon U. S. Highways Nos. 91 and 30-S; that in accordance with the provisions of Chapter 53, Laws of Utah, 1933, applicant filed financial statement as of March 16, 1934, showing total assets amounting to

\$6,250.00, liabilities amounting to \$600.00, leaving net assets valued at \$5,650.00; also schedule of equipment showing one 1929 Pierce Arrow, 2-ton truck, one 4-ton Semi-Trailer, and one Refrigerator Body, total appraised value as of March 16, 1934, \$2,650.00.

That applicant proposes to transport principally milk for the Morning Milk Company from Casper, Wyoming to Wellsville, Utah; also hides and pelts from Casper to Salt Lake City, and fresh fruits and vegetables, canned goods, etc. from Salt Lake City and Ogden to Casper, Wyoming; that applicant has not operated for hire over the highways of the State of Utah in the past; that he is familiar with the statutes governing such operations, and testified his willingness to make full compliance therewith in the conduct of his interstate operations.

From the foregoing findings, the Commission concludes and decides that the application should be granted.

ORDER

INTERSTATE CARRIER LICENSE NO. 56

This case being at issue upon application on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof, made and filed a report containing its findings and conclusions, which said report is hereby referred to and made a part hereof,

IT IS ORDERED, That the application herein of J. E. Sarnes for a license to operate as a common motor carrier of property in interstate commerce between Salt Lake City, Ogden, and Wellsville, Utah, on the one hand, and the Utah-Wyoming State Line on the other hand, over and upon U. S. Highways Nos. 91 and 30-S, be, and it is hereby granted.

ORDERED FURTHER, That applicant shall maintain on file with the Commission the necessary insurance and bond as required by law, and a copy of his tariff schedule showing rates, time schedule, rules and regulations, and that he shall operate at all times in accordance with the statutes of the State of Utah and the rules and regulations prescribed by the Public Utilities Commission of Utah governing the operation of common motor carriers over the public

highways of the State of Utah, and this order shall be, and is his authority therefor.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,

(Seal)

Commissioners.

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION OF UTAH

<p>In the Matter of the Application of W. H. HART, d/b/a HART TRUCK LINE, for a license to operate as a common motor carrier of property between Afton, Wyoming, and Salt Lake City, Utah.</p>	}	Case No. 1561
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Submitted: May 9, 1934.

Decided: May 25, 1934.

Appearances:

W. H. Hart,	}	for Himself.
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E. J. Hardesty,	}	for Railway Express Agency.
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B. R. Howell, Attorney,	}	for D. & R. G. W. R. R. Co.
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REPORT OF THE COMMISSION

By the Commission:

Under date of April 10, 1934, application was filed with the Public Utilities Commission of Utah by W. H. Hart, d/b/a Hart Truck Line, for a license to operate as a common motor carrier of property between Afton, Wyoming, and Salt Lake City, Utah. This matter came on regularly for hearing before the Commission at Salt Lake City, Utah, on May 9, 1934, after due and legal notice given to interested parties.

From the evidence adduced for and in behalf of interested parties, the Commission makes the following findings:

That W. H. Hart, operating under the name and style of Hart Truck Lines, with post office address at Afton, Wyoming, desires a permit from the Commission to operate as a common motor carrier of property in interstate commerce between Salt Lake City, Utah, and the Utah-Wyoming State Line, enroute to Afton, Wyoming, over and upon U. S. Highways Nos. 30-S, 530, and 40; that applicant has operated as such since the latter part of November, 1933, under authority of temporary permits issued by the Commission; that during such time he has made reports of such operations to the Commission, and paid the state road maintenance taxes thereon; that in compliance with the provisions of Chapter 53, Laws of Utah, 1933, applicant filed financial statement as of March 30, 1934, showing total assets valued at \$2,225.00, liabilities amounting to \$500.00, leaving net assets in the amount of \$1,725.00; that applicant has on file with the Commission the necessary insurance and bond as required by law, and is prepared and desirous of conducting his operations for hire in the State of Utah in full compliance with the statutes governing such operations.

From the foregoing findings, the Commission concludes and decides that the application should be granted.

ORDER

INTERSTATE CARRIER LICENSE NO. 57

This case being at issue upon application on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof, made and filed a report containing its findings and conclusions, which said report is hereby referred to and made a part hereof,

IT IS ORDERED, That the application herein of W. H. Hart, d/b/a Hart Truck Line, for a license to operate as a common motor carrier of property between Afton, Wyoming, and Salt Lake City, Utah, over and upon U. S. Highways Nos. 30-S, 530, and 40, be, and it is hereby, granted.

ORDERED FURTHER, That applicant shall maintain on file with the Commission the necessary insurance and bond as required by law, and a copy of his tariff schedule showing rates, time sched-

ule, rules and regulations, and that he shall operate at all times in accordance with the statutes of the State of Utah, and the rules and regulations prescribed by the Public Utilities Commission of Utah governing the operation of common motor carriers over the public highways of the State of Utah, and this order shall be, and is his authority therefor.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION OF UTAH

In the Matter of the Application of C. M. AN- }
DERSON for a permit to operate as a contract } Case No. 1562
motor carrier of property between Sandy and }
Salt Lake City, Utah. }

Submitted: May 9, 1934.

Decided: May 31, 1934.

Appearances:

C. M. Anderson,	} for Himself.
F. M. Orem, Comptroller,	} for Salt Lake & Utah Railroad Company.
B. R. Howell, Attorney,	} for D. & R. G. W. R. R. Co.
L. S. Richards,	} for B. & O. Transportation Co.

REPORT OF THE COMMISSION

By the Commission:

Under date of April 12, 1934, application was filed with the Public Utilities Commission of Utah by C. M. Anderson for a per-

mit to operate as a contract motor carrier of property between Salt Lake and Sandy, Utah. This matter came on regularly for hearing before the Commission at Salt Lake City, Utah, on May 9, 1934, after due and legal notice given to interested parties.

From the evidence adduced for and in behalf of interested parties, the Commission makes the following findings:

That applicant, C. M. Anderson with post office address, Sandy, Utah, desires a permit from the Commission to operate as a contract motor carrier, transporting beer for the Fisher Brewing Company, from Salt Lake City, via Redwood Road to Midvale, Sandy, Jordan, and Riverton, Utah, over U. S. Highway No. 91 and county roads tributary thereto; that in accordance with the provisions of Chapter 53, Laws of Utah, 1933, applicant filed financial statement as of April 11, showing total assets in the sum of \$3,950.00, liabilities, \$600.00, leaving net assets \$3,350.00; also one new 1934 1½-ton Chevrolet truck, original cost, \$950.00.

That applicant has never operated over the highways by motor vehicle for hire but has conducted a hauling business, using teams, and was formerly employed by the Fisher Brewing Company as a teamster; that applicant proposes to make deliveries daily, making sometimes as many as four trips each day.

That the Salt Lake and Utah Railroad Company operates an electric line of railroad between Salt Lake City and Payson, Utah, running parallel with Redwood Road, between Salt Lake City and Riverton, Utah, and rendering daily service, including pick-up and delivery service between said points;

That the B. & O. Transportation Company is a common motor carrier of property operating under authority from the Commission between Salt Lake City and Sandy, Utah, rendering daily service except Sunday, with pick-up and delivery service, and with refrigerator equipment.

That the service applicant proposes to render, however, is a special service involving the taking of orders, the making of collections, and the picking up of empty containers from customers for return to the brewery.

While existing transportation service between Salt Lake City and Riverton and Sandy appears to be reasonably adequate for the shipping public, the Fisher Brewing Company sets forth that the service required by it is of such a nature that if permits are not granted by the Commission, for this service, it will necessitate the

purchase of a sufficient number of trucks by the Fisher Brewing Company to render the delivery service as applied for herein, and thus deprive the State of any revenue in the way of road taxes on this operation; and that the existing transportation agencies would not in any way benefit if the application were denied.

That applicant is now familiar with the laws governing such operations, and has on file with the Commission the necessary insurance and bond as required by law.

From the foregoing findings, the Commission concludes and decides that the application should be granted.

ORDER

CONTRACT CARRIER PERMIT NO. 68

This case being at issue upon application on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof, made and filed a report containing its findings and conclusions, which said report is hereby referred to and made a part hereof,

IT IS ORDERED, That the application herein of C. M. Anderson for a permit to operate as a contract motor carrier, transporting beer for the Fisher Brewing Company from Salt Lake City, Utah, via Redwood Road to Midvale, Sandy, Jordan and Riverton, Utah, over U. S. Highway No. 91, and county roads tributary thereto, be, and it is hereby granted.

ORDERED FURTHER, That applicant shall maintain on file with the Commission the necessary insurance and bond as required by law, and a copy of his tariff schedule showing rates, time schedule, rules and regulations, and that he shall operate at all times in accordance with the statutes of the State of Utah, and the rules and regulations prescribed by the Public Utilities Commission of Utah governing the operation of contract motor carriers over the public highways of the State of Utah, and this order shall be, and is his authority therefor.

(Signed) E. E. CORFMAN,
THOS. E. MCKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of FINDLAY &
HAMBLIN, a Co-partnership, for a license to
operate as a contract motor carrier of property
between Kanab, Utah, and V. T. Park, Arizona,
over highways Nos. 91, 15, and 89. } Case No. 1563

DISMISSAL ORDER

It appearing that the above named applicant failed to appear
at the hearing of the above entitled matter before the Commission,

IT IS HEREBY ORDERED, That the application herein of
Findlay & Hamblin, a Co-partnership, for a license to operate as a
contract motor carrier of property between Kanab, Utah, and V. T.
Park, Arizona, over Highways Nos. 91, 15, and 89, be, and it is
hereby dismissed without prejudice.

By the Commission.

Dated at Salt Lake City, Utah, this 16th day of May, A. D.,
1934.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of BUCKING-
HAM TRANSPORTATION CO. of COLO-
RADO, INC. for a license to operate as a com-
mon motor carrier of property between Denver,
Colorado, and Salt Lake City, Utah, over and
upon highways Nos. U. S. 30-S, U 49, and U.
S. 91. } Case No. 1564

Submitted: May 9, 1934.

Decided: May 23, 1934.

Appearances :

Earl F. Buckingham,	} for Buckingham Transportation } Company of Colorado, Inc.
E. J. Hardesty,	} for } Railway Express Agency.
B. R. Howell,	} for } D. & R. G. W. R. R. Co.

REPORT OF THE COMMISSION

By the Commission :

Under date of April 19, 1934, application was filed with the Public Utilities Commission of Utah by Buckingham Transportation Co. of Colorado, Inc., for a license to operate as a common motor carrier of property between Denver, Colorado, and Salt Lake City, Utah. This matter came on regularly for hearing before the Commission at Salt Lake City, Utah, on May 9, 1934, after due and legal notice given to interested parties.

From the evidence adduced for and in behalf of interested parties, the Commission makes the following findings :

That applicant, Buckingham Transportation Company of Colorado, Inc., is a corporation organized and existing under and by virtue of the laws of the State of Colorado, with post office address at 2032 Market Street, Denver, Colorado, and desires a license from the Commission to operate as a common motor carrier of property between Salt Lake City, Utah, and the Utah-Wyoming State Line, enroute to Denver, Colorado, over and upon U. S. Highways Nos. 91, 30-S, and U 49; that applicant has operated as such in the State of Utah since the early part of 1934, and prior to that time, as far back as September 16, 1932, as Buckingham Transportation Company, a partnership; that on November 7, 1932, Buckingham Transportation Company, a partnership, was issued Interstate Carrier License No. 18, authorizing the same service as applied for herein, which said license No. 18 was cancelled on February 17, 1934, for failure to file with the Commission as required by law a bond to guarantee the payment of fees and taxes; that applicant now has on file with the Commission the necessary insurance and bond as required by law, and has been operating since April 19, 1934, under authority of Temporary Permits issued by the Commission.

That in compliance with the provisions of Chapter 53, Laws of

Utah, 1933, applicant filed financial statement as of April 19, 1934, showing total assets in the amount of \$14,050.00, liabilities amounting to \$4,250.00, leaving net assets in the amount of \$9,800.00; also schedule of equipment showing four pieces of equipment, appraised value as of April 19, 1934, \$4,850.00; that applicant has made reports to the Commission of its operations for hire over the highways of the State of Utah, and paid the state road maintenance taxes thereon.

From the foregoing findings, the Commission concludes and decides that the application should be granted.

ORDER

INTERSTATE CARRIER LICENSE NO. 55

This case being at issue upon application on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof, made and filed a report containing its findings and conclusions, which said report is hereby referred to and made a part hereof,

IT IS ORDERED, That the application herein of Buckingham Transportation Company of Colorado, Inc. for a license from the Commission to operate as a common motor carrier of property between Salt Lake City, Utah, and the Utah-Wyoming State Line, enroute to Denver, Colorado, over and upon U. S. Highways Nos. 91, 30-S, and U 49, be, and it is hereby granted.

ORDERED FURTHER, That applicant shall maintain on file with the Commission the necessary insurance and bond as required by law, and a copy of its tariff schedule showing rates, time schedule, rules and regulations, and that it shall operate at all times in accordance with the statutes of the State of Utah and the rules and regulations prescribed by the Public Utilities Commission of Utah governing the operation of common motor carriers over the public highways of the State of Utah, and this order shall be, and is his authority therefor.

(Signed) E. E. CORFMAN,
THOS. E. MCKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

1933 3-ton Chevrolet truck, appraised value as of April 18, 1934, \$500.00.

That applicant has operated over the highways of the State of Utah for about four and a half years, formerly for Z. C. M. I., over U. S. Highways Nos 91 and 50, between Salt Lake City and Price, and that he has made reports of such operations to the Commission and paid the state road maintenance taxes thereon.

That the Rio Grande Motorway, Inc. is a common motor carrier of freight operating under Certificate of Convenience and Necessity No. 384, issued by the Commission, between Salt Lake City and Price, Utah, serving Helper, Utah, rendering daily service in the territory served by it;

That B. E. Johnson is a contract motor carrier of property operating under authority of Contract Carrier Permit No. 51, issued by the Commission, rendering service to and connecting with the Rio Grande Motorway, Inc. from Price to Hiawatha and Mohrland, Utah.

That the service proposed to be rendered by applicant is a special delivery service that will be conducted for the convenience of the Price-Brooks Company, leaving Salt Lake City Mondays at midnight, returning on Tuesdays; leaving again on Thursdays at midnight, and returning on Fridays; that the merchandise proposed to be handled by applicant, consisting of fresh fruit and produce is of an exceedingly perishable nature, and must be transported and handled in the most expeditious manner possible.

That the service proposed to be rendered by applicant will therefore better subserve the interests of the Price-Brooks Company than if shipped by existing transportation agencies for the reason that it can be shipped through direct from Salt Lake City to point of destination without necessitating extra handling by transfer.

That applicant has on file with the Commission the necessary insurance and bond as required by law, and has been conducting the operation as applied for herein for the past few weeks under authority of temporary permits issued by the Commission; that he is familiar with the statutes governing such operations, and is desirous of making full compliance therewith.

From the foregoing findings, the Commission concludes and decides that the application should be granted.

ORDER

CONTRACT CARRIER PERMIT NG. 67

This case being at issue upon application on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof, made and filed a report containing its findings and conclusions, which said report is hereby referred to and made a part hereof,

IT IS ORDERED, That the application herein of Sam Houston for a permit to operate as a contract motor carrier, transporting fruit and produce for the Price-Brooks Company, between Salt Lake City, Utah, and Mohrland, Hiawatha, Spring Canyon, Kenilworth, and Helper in Carbon County, over U. S. Highways Nos. 91 and 50, and tributary county roads not numbered, be, and it is hereby, granted.

ORDERED FURTHER, That applicant shall maintain on file with the Commission the necessary insurance and bond as required by law, and a copy of his tariff schedule showing rates, time schedule, rules and regulations, and that he shall operate at all times in accordance with the statutes of the State of Utah and the rules and regulations prescribed by the Public Utilities Commission of Utah governing the operation of common motor carriers over the public highways of the State of Utah, and this order shall be, and is his authority therefor.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of CHARLES SMITH for a license to operate as a common motor carrier of property between Salt Lake City and Rupert, Burley, Twin Falls, Buhl, and Jerome, Idaho, over and upon U. S. Highway No. 91 and Utah 41. } Case No. 1566

Submitted: May 9, 1934.

Decided: May 31, 1934.

Appearances:

Charles Smith,	} for Himself.
E. J. Hardesty,	} for Railway Express Agency.
J. A. Howell, Attorney,	} for U. I. C. R. R. Co.

REPORT OF THE COMMISSION

By the Commission:

Under date of April 19, 1934, application was filed with the Public Utilities Commission of Utah by Charles Smith, for a license to operate as a common motor carrier of property between Salt Lake City and the Utah-Idaho State Line. This matter came on regularly for hearing before the Commission at Salt Lake City, Utah, on May 9, 1934, after due and legal notice given to interested parties.

From the evidence adduced for and in behalf of interested parties, the Commission makes the following findings:

That applicant, Charles Smith, with post office address at Clearfield, Utah, desires a license from the Commission to operate as a common motor carrier of property in interstate commerce between Salt Lake City, Utah, and the Utah-Idaho State Line, over and upon U. S. Highway No. 91, and Utah Highway No. 41.

That in compliance with the provisions of Chapter 53, Laws of Utah, 1933, applicant filed financial statement as of March 5, 1934, showing total assets of \$3,776.00, liabilities amounting to \$2,020.00, leaving net assets in the sum of \$1,756.00; also schedule of equipment showing one new 1934 1½-ton Ford truck, original cost, \$1,226.00.

That applicant just recently commenced his operations for hire in the State of Utah, and before commencing, placed on file with the Commission the necessary insurance and bond as required by law, and has operated under temporary permits issued by the Commission.

That applicant proposes to transport groceries and general merchandise from Salt Lake City to certain points in Idaho, and to transport farm produce on the return haul to Salt Lake City, and does not intend to engage in any intrastate service whatsoever; that applicant is familiar with the laws of Utah governing such operations, and

has expressed his willingness and desire to make full compliance therewith.

From the foregoing findings, the Commission concludes and decides that the application should be granted.

ORDER

INTERSTATE CARRIER LICENSE NO. 58

This case being at issue upon application on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof, made and filed a report containing its findings and conclusions, which said report is hereby referred to and made a part hereof,

IT IS ORDERED, That the application herein of Charles Smith for a license to operate as a common motor carrier of property in interstate commerce between Salt Lake City, Utah, and the Utah-Idaho State Line, over and upon U. S. Highway No. 91, and Utah Highway No. 41, be, and it is hereby granted.

ORDERED FURTHER, That applicant shall maintain on file with the Commission the necessary insurance and bond as required by law, and a copy of his tariff schedule showing rates, time schedule, rules and regulations, and that he shall operate at all times in accordance with the statutes of the State of Utah and the rules and regulations prescribed by the Commission governing the operation of common motor carriers over the public highways of the State of Utah, and this order shall be, and is his authority therefor.

(Signed) E. E. CORFMAN,

THOS. E. McKAY,

T. H. HUMPHERYS,

Commissioners.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of the UTAH-
CALIFORNIA MOTOR LINES OF COL-
ORADO, INC. for a license to operate as a } Case No. 1567
common motor carrier of property between Den-
ver, Colorado, and Salt Lake City, Utah. }

Submitted: May 9, 1934.

Decided: May 31, 1934.

Appearances:

W. L. Irvine, Secretary and Traffic Manager,	} for Utah-California Motor Lines of Colorado, Inc.
E. J. Hardesty,	} for Railway Express Agency.
B. R. Howell, Attorney,	} for D. & R. G. W. R. R. Co.

REPORT OF THE COMMISSION

By the Commission:

Under date of April 20, 1934, application was filed with the Public Utilities Commission of Utah by the Utah-California Motor Lines of Colorado, Inc., for a license to operate as a common motor carrier of property in interstate commerce between Denver, Colorado, and Salt Lake City, Utah. This matter came on regularly for hearing before the Commission at Salt Lake City, Utah, on May 9, 1934, after due and legal notice given to interested parties.

From the evidence adduced for and in behalf of interested parties, the Commission makes the following findings:

That applicant, Utah-California Motor Lines of Colorado, Inc. is a corporation organized and existing under and by virtue of the laws of the State of Colorado, with its post office address at 2016 Lake Street, Denver, Colorado, and that it now desires a license herein for permission to operate as a common motor carrier of property in interstate commerce between Salt Lake City and the Utah-Wyoming Line, enroute to Denver, Colorado, over and upon U. S. Highway No. 30-S, from the Utah-Wyoming Line to Ogden, with the privilege of alternating over the so-called Farmington Cut-off, or U. 49;

thence over U. S. 91 to Salt Lake City; or U. S. Highway No. 30-S from the Utah-Wyoming Line and U. S. Nos. 530 and 40 via Parley's Canyon, to Salt Lake City.

That in compliance with the provisions of Chapter 53, Laws of Utah, 1933, applicant filed financial statement as of April 1, 1934, showing total assets in the amount of \$8,132.21, total liabilities of \$1,132.21, leaving net assets amounting to \$7,000.00; also schedule of equipment showing five pieces of leased equipment, appraised value as of April 2, 1934, \$6,050.00.

That applicant has operated in the State of Utah since April 7, 1934, under Temporary Permits issued by the Commission; that it has on file with the Commission the necessary insurance and bond as required by law; that its representatives and employees are familiar with the provisions of the Utah laws governing such operations, and are prepared and desirous of making full compliance therewith.

From the foregoing findings, the Commission concludes and decides that the application should be granted.

ORDER

INTERSTATE CARRIER LICENSE NO. 59

This case being at issue upon application on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof, made and filed a report containing its findings and conclusions, which said report is hereby referred to and made a part hereof,

IT IS ORDERED, That the application herein of the Utah-California Motor Lines of Colorado, Inc. for a license to operate in interstate commerce between Salt Lake City, Utah, and the Utah-Wyoming State Line, enroute to Denver, Colorado, over and upon U. S. Highway No. 30-S, from the Utah-Wyoming Line to Ogden, with the privilege of alternating over the so-called Farmington Cut-off or U. 49, thence over U. S. 91 to Salt Lake City; or U. S. Highway No. 30-S from the Utah-Wyoming Line and U. S. Nos. 530 and 40, via Parley's Canyon, to Salt Lake City, be, and it is hereby granted.

ORDERED FURTHER, That applicant shall maintain on file with the Commission the necessary insurance and bond as required by law, and a copy of its tariff schedule showing rates, time schedule, rules and regulations, and that it shall operate at all times

in accordance with the statutes of the State of Utah and the rules and regulations prescribed by the Public Utilities Commission of Utah governing the operation of common motor carriers over the public highways of the State of Utah, and this order shall be, and is its authority therefor.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,

(Seal)

Commissioners.

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of I. A. MILES
for a permit to operate as a contract motor carrier
of property between Kamas and Salt Lake City,
Utah, over highways Nos. 530, 40 and Utah
State No. 35. } Case No. 1568

Submitted: May 9, 1934.

Decided: May 31, 1934.

Appearances:

I. A. Miles,	} for Himself.
B. R. Howell, Attorney,	
	} for D. & R. G. W. R. R. Co. and Rio Grande Motorway, Incorporated.

REPORT OF THE COMMISSION

By the Commission:

Under date of April 23, 1934, application was filed with the Public Utilities Commission of Utah by I. A. Miles for a permit to operate as a contract motor carrier of property between Kamas, Utah, and Salt Lake City, Utah. This matter came on regularly for hearing before the Commission at Salt Lake City, Utah, on May 9, 1934, after due and legal notice given to interested parties.

From the evidence adduced for and in behalf of interested parties, the Commission makes the following findings:

That applicant, I. A. Miles, with post office address at Kamas, Utah, desires a permit from the Commission to operate as a contract motor carrier of property between Kamas and Salt Lake City, Utah, over and upon U. S. Highways 40 and 530, and Utah Highway No. 35; that in compliance with the provisions of Chapter 53, Laws of Utah, 1933, applicant filed financial statement showing total assets, \$2,100.00, liabilities consisting of indebtedness on equipment, \$900.00, leaving net assets amounting to \$1,200.00; also schedule of equipment, showing one 1934 3-ton Reo truck, original cost, \$1,052.00.

That applicant proposes to render a daily service, transporting milk from Kamas to Salt Lake City, Utah, for the Salt Lake Milk Producers Association, and groceries on the return haul from Salt Lake City to Kamas for the Weber Mercantile Company, The Kamas Drug Store, and John B. Hoyt; that there are no existing transportation facilities between Salt Lake City and Kamas, Utah.

That applicant commenced his operations in March of 1934, and since May 15, 1934, has been operating under authority of temporary permits issued by the Commission; that applicant has made reports of his operations to the Commission, and paid the state road maintenance taxes thereon; that he has on file with the Commission the necessary insurance and bond, and that he is prepared and willing to make full compliance with the statutory provisions governing such operations.

From the foregoing findings, the Commission concludes and decides that the application should be granted.

ORDER

CONTRACT CARRIER PERMIT NO. 70

This case being at issue upon application on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof, made and filed a report containing its findings and conclusions, which said report is hereby referred to and made a part hereof,

IT IS ORDERED, That the application herein of I. A. Miles for a permit to operate as a contract motor carrier of property between Kamas and Salt Lake City, Utah, over and upon U. S.

Highways Nos. 40 and 530, and Utah Highway No. 35, be, and it is hereby granted.

ORDERED FURTHER, That applicant shall maintain on file with the Commission the necessary insurance and bond as required by law, and a copy of his tariff schedule showing rates, time schedule, rules and regulations, and that he shall operate at all times in accordance with the statutes of the State of Utah, and the rules and regulations prescribed by the Public Utilities Commission of Utah governing the operation of common motor carriers over the public highways of the State of Utah, and this order shall be, and is his authority therefor.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of REID AND
HUNSAKER, co-partners, for a permit to op-
erate as a contract motor carrier of property be-
tween Delta, Deseret, and Hinckley, Utah, over
Highways 91 and 26. } Case No. 1569

PENDING

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of J. A. Mc-
HALE for a permit to operate as a contract
motor carrier of property (beer) between Salt
Lake City, Magna, Tooele, Grantsville, Park
City, Heber City, Kamas, Peoa, Coalville, Wan-
ship, Bountiful, Centerville, Farmington, Kays-
ville, Layton, and Clearfield, Utah, over high-
ways Nos. 40, 50, 36, 91, 35, and 530. } Case No. 1570

Submitted: May 9, 1934.

Decided: June 5, 1934.

Appearances:

J. A. McHale,	} for } Himself.
B. R. Howell, Attorney,	} for } D. & R. G. W. R. R. Co.
E. J. Hardesty,	} for } Railway Express Agency.
F. M. Orem, Comptroller,	} for Salt Lake & Utah } Railroad Company.
A. B. Irvine, Attorney,	} for Bamberger Electric } Railroad Company.
H. G. Baker,	} for } Barton Truck Lines.
J. W. Orton,	} for Magna-Garfield } Truck Lines.

REPORT OF THE COMMISSION

By the Commission:

Under date of April 25, 1934, application was filed with the Public Utilities Commission of Utah by J. A. McHale, for a permit to operate as a contract motor carrier of property between Salt Lake City and Magna, Tooele, Grantsville, Park City, Heber City, Kamas, Peoa, Coalville, Wanship, Bountiful, Centerville, Farmington, Kaysville, Layton, and Clearfield, Utah. This matter came on regularly for hearing before the Commission at Salt Lake City, Utah, on March 21, 1934, after due and legal notice given to interested parties.

From the evidence adduced for and in behalf of interested parties, the Commission makes the following findings:

That applicant, J. A. McHale, with post office address 64 Fayette Ave., Salt Lake City, Utah, desires a permit from the Commission to operate as a contract motor carrier, transporting beer and empty beer containers for the Fisher Brewing Company between Salt Lake City, Utah, and Magna, Garfield, and Grantsville, Utah, on U. S. Highway No. 40 and U. 36; Park City and Heber City on U. S. Highway No. 40; Kamas and Peoa on U. 35; Wanship and Coalville on U. S. 530; Bountiful, Centerville, Farmington, Kaysville, Layton, and Clearfield on U. S. 91;

That in compliance with the provisions of Chapter 53, Laws of Utah, 1933, applicant filed financial statement as of April 24, 1934, showing total assets \$12,175.00, total liabilities, \$2,285.00, leaving net assets amounting to \$9,890.00; also schedule of equipment showing three trucks, total appraised value as of April 24, 1934, \$3,200.00.

That protestant Magna-Garfield Truck Line is a common motor carrier, transporting freight and express under authority of Certificate of Convenience and Necessity No. 262, issued by the Public Utilities Commission between Salt Lake City and Garfield, Utah, and intermediate points, rendering daily service to all points on its line, including Magna.

That protestant, Salt Lake and Utah Railroad, operates an electric line of railroad with pick-up and delivery service, daily, between Salt Lake City and Magna, and testified that it could render faster and more frequent service between said points than applicant herein is in a position to render.

That protestant, Barton Truck Line, Inc., is a common motor carrier, transporting freight under authority of Certificate of Convenience and Necessity No. 313, between Salt Lake City and Tooele, Utah, rendering daily service between said points.

That protestant, Salt Lake & Ogden Transportation Company, renders daily automobile freight service, except Sundays, between Salt Lake City and Ogden and all intermediate points, under authority of Certificate of Convenience and Necessity No. 103; that it has up-to-date refrigerator equipment, and is prepared to handle beer to intermediate points, as proposed to be served by applicant, between Salt Lake City and Ogden.

That protestant, Bamberger Electric Railroad Company operates an electric line of railroad between Salt Lake City and Ogden, Utah, serving intermediate points proposed to be served by applicant, running several trains daily.

That applicant, J. A. McHale, has been engaged in the trucking business in Utah for approximately thirteen years, principally in connection with the Utah-Central Truck Line, Inc.; that he is familiar with the fact that the majority of the towns proposed to be served by him are already served by existing transportation facilities, but that the service he proposes to render for the Fisher Brewing Company is a special service whereby he acts, not only as the transportation agency for the beer, requiring a special service in handling and carrying freight, and the empty beer containers, but as a sales-

man and collector for the Company; that he proposes to traverse the territory applied to be served herein about three times each week, or oftener if necessity demands; that in addition to the regular transportation fees charged by him, he also receives a commission of two per cent gross for selling and collecting; that applicant testified he proposed to use the existing transportation facilities if it developed that the volume of business became more than he could conveniently handle.

That H. P. Brenneke, Secretary of the Fisher Brewing Company, testified that in his many years of experience in warehouse business, it has been his experience that such business requires the type of service as applied for by applicant; that there are certain trade abuses in the return of empty containers that can be reduced to a minimum in this manner, and that, if the Commission did not issue permits to cover this service, it would force the Brewing Company to purchase its own trucks in order to render the necessary special transportation and delivery service.

From the foregoing findings, the Commission concludes that while the existing transportation facilities between Salt Lake City and the majority of the points proposed to be served by applicant are reasonably adequate, the nature of the service is such that the issuance of a permit herein would better subserve the interests of the Fisher Brewing Company and its customers than if the commodity were transported by existing transportation agencies; and that, even though the application herein were denied, such existing transportation facilities would not benefit in any way whatsoever, and the State of Utah would be deprived of revenue from the state road maintenance taxes accruing thereon, and that the application should therefore be granted.

ORDER

CONTRACT CARRIER PERMIT NO. 71

This case being at issue upon application and protests on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof, made and filed a report containing its findings and conclusions, which said report is hereby referred to and made a part hereof,

IT IS ORDERED, That the application herein of J. A. McHale for a permit to operate as a contract motor carrier transporting beer and empty beer containers for the Fisher Brewing Company

between Salt Lake City, Utah, and Magna, Garfield, and Grantsville, Utah, on U. S. Highway No. 40 and U. 36; Park City and Heber City, Utah, on U. S. Highway No. 40; Kamas and Peoa on U. 35; Wanship and Coalville on U. S. 530; Bountiful, Centerville, Farmington, Kaysville, Layton, and Clearfield, on U. S. 91, be, and it is hereby granted.

ORDERED FURTHER, That applicant shall maintain on file with the Commission the necessary insurance and bond as required by law, and a copy of his tariff schedule showing rates, time schedule, rules and regulations, and that he shall operate at all times in accordance with the statutes of the State of Utah and the rules and regulations prescribed by the Public Utilities Commission of Utah governing the operation of contract motor carriers over the public highways of the State of Utah, and this order shall be, and is his authority therefor.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION OF UTAH

In the Matter of the Application of CENTRAL MILLING COMPANY for a permit to operate as a contract motor carrier of property in intrastate commerce between Logan, Salt Lake, and Devil's Slide, over highways 91 and 30-S.	}	Case No. 1571
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DISMISSAL ORDER

It appearing that the above named applicant failed to appear at the hearing in the above entitled matter before the Commission,

IT IS HEREBY ORDERED, That the application herein of CENTRAL MILLING COMPANY for a permit to operate as a contract motor carrier of property in intrastate commerce between Logan, Salt Lake City, and Devil's Slide, over highways 91 and 30-S, be, and it is hereby dismissed without prejudice.

By the Commission.

Dated at Salt Lake City, Utah, this 16th day of May, A. D., 1934.

(Signed) E. E. CORFMAN,
THOS. E. MCKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

INTERMOUNTAIN MARBLE CO.,	} Case No. 1572
Complainant,	
vs.	
THE DENVER & RIO GRANDE WEST- ERN RAILROAD COMPANY,	
Defendant.	

PENDING

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

Utah Citizens Rate Association,	} Case No. 1573
Complainant,	
vs.	
Bamberger Electric Railroad Company,	} Case No. 1573
Bingham & Garfield Railway Company,	
Carbon County Railway Company,	
The Denver & Rio Grande Western Railroad Co.,	
Los Angeles and Salt Lake Railroad Company,	
Oregon Short Line Railroad Company,	
Salt Lake and Utah Railroad Company,	
(D. P. Abercrombie, Receiver)	
Southern Pacific Company,	
Tooele Valley Railway Company,	
Union Pacific Railroad Company,	
The Utah-Idaho Central Railroad Company,	
Utah Railway Company,	
The Western Pacific Railroad Company.	
Defendants.	

PENDING

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

UTAH LAKE DISTRIBUTING COM- PANY, et al.,	} Case No. 1574
vs.	
UTAH POWER & LIGHT COMPANY, Defendant.	

ORDER

Application having been made for an order extending the terms of order of March 29, 1922, Case No. 441, the rates or charges for pumping purposes to and until October 31, 1934:

IT IS ORDERED, That rates or charges for pumping purposes as covered by order dated March 29, 1922, in Case No. 441, be in effect until October 31, 1934.

By the Commission.

Dated at Salt Lake City, Utah, this 7th day of May, 1934.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of JEFFERY BROTHERS for a permit to operate as a con- tract motor carrier of property between Salt Lake City and Delta, Utah, over highways Nos. 91, 26, and 27.	} Case No. 1575

Submitted: May 28, 1934.

Decided: June 16, 1934.

Appearances:

O. A. Tangren, Attorney,	} for
	} Applicant.
Geo. A. Latimer, Attorney,	} for
	} F. L. Colby.
W. F. Dawson, Attorney,	} for
	} Reid & Hunsaker.

REPORT OF THE COMMISSION

By the Commission:

Under date of May 9, 1934, application was filed with the Public Utilities Commission of Utah by Jeffery Brothers, a partnership, for a permit to operate as a contract motor carrier of property between Salt Lake City and Delta, Utah. This matter came on regularly for hearing before the Commission at Salt Lake City, Utah, on May 28, 1934, after due and legal notice given to interested parties.

From the evidence adduced for and in behalf of interested parties, the Commission makes the following findings:

That applicant, Jeffery Brothers, a partnership, consisting of Eldro E. Jeffery and Orvil F. Jeffery, desires a permit from the Commission to operate as a contract motor carrier of property between Salt Lake City and Delta, Utah, over and upon U. S. Highway No. 91, and Utah Highway No. 26, making two round trips per week for the following:

Consolidated Wagon & Machine Co., Delta, Utah
E. Eugene Gardner, Delta, Utah
James A. Kelley, Delta, Utah
Delta Produce, Delta, Utah
West Millard Farm Bureau, Delta, Utah.

That in compliance with the provisions of Chapter 53, Laws of Utah, 1933, financial statement was filed by each partner, showing total assets, \$5,577.88, total liabilities, \$370.16, leaving net assets in the amount of \$5,107.12; also schedule of equipment showing one 1934 3½-ton Chevrolet truck, appraised value as of May 7, 1934, \$929.00.

That the partners in this application are principally engaged in the business of farming, and have been for several months past transporting their own hay and other farm produce from Delta to

Salt Lake City; that recently they started transporting ice which they purchased at Salt Lake City, to Delta, where they retailed it.

That applicant has not operated over the highways of the State for hire until recently, and that after filing the necessary insurance and bond it has secured temporary permits from the Commission for such operations pending disposition on the application herein.

That in connection with transporting its own produce, hay and ice, applicant proposes to transport merchandise for the above mentioned five firms only; that these firms are not served by any other transportation agency, and have entered into contract agreement with the applicant on the basis of 50c per hundred pounds for general merchandise, and 60c per hundred pounds for produce.

That applicant is familiar with the laws, and the Commission's rules and regulations governing such operations, and is prepared to make full compliance therewith.

From the foregoing findings, the Commission concludes and decides that the application should be granted.

ORDER

CONTRACT CARRIER PERMIT NO. 72

This case being at issue upon application on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof, made and filed a report containing its findings and conclusions, which said report is hereby referred to and made a part hereof,

IT IS ORDERED, That the application herein of Jeffery Brothers, a partnership, consisting of Eldro E. Jeffery and Orvil F. Jeffery, for a permit from the Commission to operate as a contract motor carrier of property between Salt Lake City and Delta, Utah, over and upon U. S. Highway No. 91 and Utah Highway No. 26, making two round trips per week for the Consolidated Wagon and Machine Company, E. Eugene Gardner, James A. Kelley, Delta Produce, and West Millard Farm Bureau, all of Delta, Utah, be, and it is hereby granted.

ORDERED FURTHER, That applicant shall maintain on file with the Commission the necessary insurance and bond as required by law, and a copy of its tariff schedule showing rates, time sched-

ule, rules and regulations, and that it shall operate at all times in accordance with the statutes of the State of Utah and the rules and regulations prescribed by the Public Utilities Commission of Utah governing the operation of contract motor carriers over the public highways of the State of Utah, and this order shall be, and is their authority therefor.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION OF UTAH

In the matter of the Application of A. J. CHAR- TER for a permit to operate as a contract motor carrier of property in intrastate commerce be- tween Midvale and Ironton, Utah, over U. S. Highway No. 91.	}	Case No. 1576
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Submitted: June 13, 1934.

Decided: June 28, 1934.

Appearances:

A. J. Charter,	}	for Himself.
Edgar H. Hollingworth,	}	for Utah Central Truck Lines.
F. M. Orem, Comptroller,	}	for Salt Lake & Utah Railroad Company.
B. R. Howell, Attorney,	}	for D. & R. G. W. R. R. Co.

REPORT AND ORDER OF THE COMMISSION

By the Commission:

Under date of May 12, 1934, application was filed with the Public Utilities Commission of Utah by A. J. Charter for a permit to operate as a contract motor carrier of property between Midvale

and Ironton, Utah. This matter came on regularly for hearing before the Commission at Salt Lake City, Utah, on June 13, 1934, after due and legal notice given to interested parties.

From the evidence adduced for and in behalf of interested parties, the Commission makes the following findings:

That applicant, A. J. Charter, with post office address at Sandy, Utah, desires a permit from the Commission to operate as a contract motor carrier of property between Midvale and Ironton, Utah, over and upon U. S. Highway No. 91; that in compliance with the provisions of Chapter 53, Laws of Utah, 1933, applicant filed financial statement as of May 12, 1934, showing total assets in the sum of \$1,067.00, liabilities amounting to \$490.00, leaving net assets of \$577.00; also schedule of equipment showing one 1933 1½-ton Chevrolet truck, appraised value as of May 12, 1934, \$550.00.

That applicant proposes to transport, under verbal contract only, principally lead bullion from Midvale to Ironton for the United States Smelting, Refining, and Mining Company for which he receives a rate of \$2.24 per ton; that this operation is a one-way haul, and would necessitate a return trip from Ironton to Midvale without a load; that applicant proposes to haul approximately two and a half tons per trip, with the expense of operation for each trip including insurance, depreciation, labor, gas, and road tax amounting to \$8.34 per trip, as against \$7.84 revenue derived from each trip.

That The Denver & Rio Grande Western Railroad Company, and the Los Angeles and Salt Lake Railroad Company operate steam lines of railroad between Midvale and Ironton; that the Salt Lake and Utah Railroad Company operates an electric line of railroad between Midvale and Ironton, Utah; that the Utah Central Truck Line operates as a common motor carrier of freight between Midvale and Ironton; that all four of these existing carriers render daily freight service, together with pick-up and delivery service at both points, and are in a position to render the service as applied for herein in connection with their other service, at a rate lower than that proposed to be charged by applicant, which would be compensatory to them.

From the foregoing findings, the Commission concludes that convenience and necessity do not require the service as herein applied for, and that the application should therefore be denied.

IT IS THEREFORE ORDERED, That the application of A. J. Charter for a permit to operate as a contract motor carrier

of property in intrastate commerce between Midvale and Ironton, Utah, over U. S. Highway No. 91, be, and it is hereby denied.

ORDERED FURTHER, That applicant shall cease and desist from all or any operations for hire over the public highways of the State of Utah, until further order by the Commission.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)

Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

<p>In the Matter of the Application of UTAH TRANSPORTATION COMPANY, a Cor- poration, for a Certificate of Convenience and Necessity to operate sight-seeing lines on Wasatch Boulevard to Saltair Beach and Bingham Canyon from Salt Lake City.</p>	}	Case No. 1577
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PENDING

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

<p>In the Matter of the Application of CAMP- BELLS TRANSFER & STORAGE for a per- mit to operate as a contract motor carrier of pro- perty in intrastate commerce between Price, Utah, and Salt Lake City, Utah, over Highways Nos. 50 and 91.</p>	}	Case No. 1578
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PENDING

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of MARTIN I. BLACK for a permit to operate as a contract motor carrier of property in intrastate commerce between Price and Huntington, Utah, over Highway No. 10. } Case No. 1579

PENDING

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of WILSON & TRUAX for a license to operate as a contract motor carrier of property in interstate commerce between Salt Lake City and Western Colorado over and upon Highways Nos. 91 and 50. } Case No. 1580

PENDING

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of THE BLUE MOUNTAIN IRRIGATION COMPANY for an order authorizing and permitting it to provide for and extend its pipe lines and water service from its present pipe line constructed in Pole Canyon at or near Monticello, Utah, to the Innis Springs in North Canyon. } Case No. 1581

Submitted: June 6, 1934.

Decided: June 8, 1934.

REPORT AND ORDER OF THE COMMISSION

By the Commission:

On the 5th day of June, 1934, the Blue Mountain Irrigation Company, a Corporation duly organized and existing under and by virtue of the laws of the State of Utah, doing business as a "water

corporation" and as an "electrical corporation" within the meaning of Subdivisions 20 and 26, 76-2-1, Revised Statutes of Utah, 1933, with its principal office and place of business at Monticello, San Juan County, State of Utah, filed with the Public Utilities Commission of Utah its application for authority and permission to construct an extension of its pipe lines or "water system" as now constructed, from the head of "its present pipe line" system in Pole Canyon, at or near Monticello, San Juan County, State of Utah, upon, over, and across the U. S. National Forest for a distance of approximately one and three-fourths ($1\frac{3}{4}$) miles Westerly so as to intercept and collect the flow of certain springs of water commonly known and referred to as Innis Springs, situated in what is commonly known as North Canyon, near Monticello, San Juan County, Utah.

Said pipe line when constructed to have a carrying capacity of one second foot of water from said springs, the water to be used by the applicant in supplying its patrons with water for culinary and domestic and other beneficial uses including the generation of electrical energy to be used for lighting of homes and for general power purposes at Monticello and in the immediate vicinity.

And it being made to appear that the immediate convenience and need of the public served by the applicant as an "electrical corporation" and as a "water corporation" demand the construction, maintenance and use of said pipe line extension;

NOW THEREFORE IT IS HEREBY ORDERED, That the Blue Mountain Irrigation Company be, and it is hereby authorized and permitted to construct and maintain an extension of its pipe line system from the present head in Pole Canyon, at or near Monticello, in San Juan County, Utah, for a distance of approximately one and three-fourths ($1\frac{3}{4}$) miles Westerly so as to intercept and collect the flow of certain springs commonly known as Innis Springs, located in what is commonly known as North Canyon, San Juan County, State of Utah; said pipe line when constructed to have a carrying capacity of one second foot of water, to be used by the applicant in supplying its patrons with water for domestic purposes and the generation of electrical energy for the lighting of their homes and general electrical uses.

(Signed) E. E. CORFMAN,
THOS. E. McKAY,
T. H. HUMPHERYS,
Commissioners.

(Seal)
Attest:

(Signed) F. L. OSTLER, Secretary.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of KERMIT
TOOLSON for a permit to operate as a con-
tract motor carrier of property between Devil's
Slide and Smithfield, Utah, over and upon high-
ways Nos. 91, 30, and 37. } Case No. 1582

PENDING

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of ALFRED L.
HAHN, d/b/a Alfred Hahn Truck for a license
to operate as a contract motor carrier of prop-
erty in interstate commerce between Salt Lake,
Ogden, and St. Anthony, Idaho, via Highways
Nos. 41 and 91. } Case No. 1583

PENDING

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of S. W. Mc-
ANALLY for a license to operate as a contract
motor carrier of property between Salt Lake City
and the Utah-Arizona Line enroute to Los An-
geles, California, over U. S. Highway No. 91. } Case No. 1584

PENDING

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of J. GUY
GLEED for a license to operate as a common
motor carrier of passengers between Malad,
Idaho, and Logan, Utah, over and upon high-
ways Nos. 91 and U. 41. } Case No. 1585

PENDING

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of JOSEPH J. MILNE TRUCK LINE, Inc., a corporation, for a Certificate of Convenience and Necessity to operate an automobile freight truck line between Salt Lake City and Santa Clara, Utah, and certain intermediate points. } Case No. 1586

PENDING

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of LAURENCE HARMON for a permit to operate as a contract motor carrier of property between Logan, Utah, and Salt Lake City, Utah, over and upon U. S. Highway No. 91. } Case No. 1587

PENDING

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of L. J. LITTLE for a Certificate of Convenience and Necessity to operate as a common motor carrier of property between Marysville and Cedar City, Utah, to Kanab, Utah, over and upon highways Nos. 91 and 89. } Case No. 1588

PENDING

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of HAROLD HANSEN for a permit to operate as a contract motor carrier of property between Charleston and Provo. } Case No. 1589

PENDING

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of NATIONAL
BUS LINES, INC. for a license to operate as
a common motor carrier of passengers and bag-
gage in interstate commerce between Salt Lake
City, Utah, and Utah-Nevada Line, enroute to
San Francisco, California, over U. S. 40. } Case No. 1590

PENDING

BEFORE THE PUBLIC UTILITIES COMMISSION
OF UTAH

In the Matter of the Application of LYLE
BLAKELY for a permit to operate as a contract
motor carrier of property in intrastate commerce
between Ogden and Coalville, Utah, over and
upon highways Nos. 30 and 530. } Case No. 1591

PENDING

APPENDIX.

INFORMAL DOCKETS

January 1, 1933 to July 1, 1934

No.	DESCRIPTION	DISPOSITION
6	William Rose, et al., vs Widtsoe Water Co., Re: Service and rates.	Pending.
129	J. L. West, et al., vs The Mountain States Telephone & Telegraph Co. Re: adjustment of rates in vicinity of 33rd South and Highland Drive.	Pending.
163	Investigation of grade crossing over tracks of D. & R. G. W. R. R. at Midvale, Utah.	R. R. Co. agreed to install automatic crossing signal provided it is relieved of maintaining a watchman.
191	William Nicholas Co. vs O. S. L. R. R. Co. Re: Claim for refund on one carload of screening, Salt Lake to Corinne, \$20.01.	Order issued Jan. 12, 1933 authorizing refund.
192	Portland Cement Co. vs D. & R. G. W. R. R. Re: Claim for refund, 191 carloads of cement, LeGrande to Salt Lake, \$509.24.	Order issued Jan. 19, 1933 authorizing refund.
193	Utah Oil Refining vs D. & R. G. W. R. R. Co. Re: Claim for refund on nine carloads of road oil shipped from Salt Lake City to Thompson, Utah, \$695.89.	Order issued Jan. 19, 1933 authorizing refund.
194	Utah Oil Refining vs The Western Pacific R. R. Co. Re: Two carloads of road oil shipped from Salt Lake City to Delle, Utah, \$68.96.	Order issued Jan. 24, 1933 authorizing collection of undercharges to be waived.
195	Sevier Valley Coal Co. vs The D. & R. G. W. R. R. Co., Refund \$482.61. One carload machinery, Sunnyside to Crystal, Utah.	Order issued Feb. 2, 1933, authorizing refund.
196	Utah Oil Refining Co. vs D. & R. G. W. R. R. Co. Re: Shipment of 21 cars of road oil from Salt Lake City to Wallburg and Heber City, refund \$655.74.	Order issued Feb. 3, 1933, authorizing refund.
197	Application Bamberger Electric R. R. Co. to protect rate of \$2.10 per ton on carload of coal from Standardville to its Yard No. 4 on account of misrouting.	Letter written Feb. 7, 1933 authorizing protection of rate with understanding same was for charitable purposes.
198	State Road Commission vs D. & R. G. W. R. R. Co. Re: Claim for refund on 16 carloads of rock and asphalt shipped from Sunnyside to Sunset, Utah.	Claim outlawed by statute of limitations.

No.	DESCRIPTION	DISPOSITION
199	City of Salina vs Telluride Power Co. Re: Radio interference by lines of Defendant.	Investigation made and Power Co. agreed to make necessary corrective adjustments.
200	Re: Determination as to whether or not apartment house owners submetering to tenants would be classed as public utilities instituted by complaint of Lee Browning with regard to Covey Inv. Co.	Informal conference held with rep. of U. P. & L. Co. on March 14, decided against.
201	Bamberger Electric Railroad Co. vs Salt Lake - Ogden Transportation Co. Re: Complaint that defendant was making charges less than those named in tariff.	Informal meeting held Feb. 17, 1933, at which defendant made assurance that tariffs would be adhered to in future.
202	Logan City vs The Mountain States Tel. & Tel. Co. Re: Informal meeting held on Feb. 21, 1933, at which defendant agreed to make an investigation in order to try and arrive at a satisfactory adjustment between the parties.	Pending.
203	V. L. Bartholomew vs Telluride Power Company. Re: Full penalty exacted on balance of bill of 19c.	Pending.
204	Joseph Hodges vs Utah Power & Light Co. Re: Charges for peak load services.	Informal meeting held March 4, 1933.
205	Utah Packing Corporation vs Salt Lake & Utah R. R. Co. Re: Claim for refund on one carload of canned vegetables shipped from Spanish Fork to Provo, Utah, \$23.76.	Order issued March 23, 1933, authorizing refund.
206	W. E. Newman & Sons Co. vs Oregon Short Line R. R. Co., refund \$27.20.	Order issued March 25, 1933, authorizing refund.
207	Aldon Nelson vs Utah Power & Light Co. Re: Application for extension of services to complainant's home at Santaquin, Utah.	Estimate of cost furnished Sept. 23, 1932, but no reply received as of March 29, 1933. Matter therefore considered closed.
208	Geo. S. Bowers vs Uintah Power & Light Co. Re: Complaint of charges made for power to run motor for press.	Complaint answered Dec. 27, 1932, and complainant apparently satisfied, as no reply received as of March 29, 1933.
209	Vernon P. Allred vs Utah Power & Light Co. Re: Extension of service to complainant's home at North Ogden, Utah.	Estimate of cost furnished, but complainant unable to afford same at the time.

No.	DESCRIPTION	DISPOSITION
210	Harold I. Bowman vs Utah Gas & Coke Co. Re: Complaint with regard to prorating a 3 months' gas bill.	Informal meeting arranged for April 7, 1933, but satisfactory settlement agreed upon between parties before meeting was held.
211	Bamberger Electric R. R. Co. to protect carload rate on two shipments of iron bolts which were billed in error having moved in two cars when they should have been shipped in one.	Authority to protect rate granted April 19, 1933, provided no discrimination results.
212	H. A. Dixon, Supt. Provo School District vs Wasatch Gas Co. Re: Joint billing of gas used by Provo School District.	Complaint apparently satisfied with Mr. Roberts' explanation of March 16, 1933.
213	Mrs. Euphemia Anderson vs Utah Gas & Coke Co. Re: Paying of gas bill of others living at the Mecham Apts. by Mrs. Anderson.	Pending.
214	Wm. E. Newman & Sons Co. vs Union Pacific R. R. Co. Re: Shipment of two LCL cars of culvert and pipe from Ogden to Park City, Utah; refund, \$4.56.	Order issued May 10, 1933, authorizing refund.
215	Springville Com. Alcohol Co. vs S. L. & Utah R. R. Co. and D. & R. G. W. R. R. Co. Re: refund, \$127.90.	Order issued June 1, 1933, authorizing refund.
216	Utah-Idaho Sugar Co. vs U. P. R. R. Co. and S. L. & Utah R. R. Co. Re: Shipments of sugar beets upon which demurrage charges were collected.	Order issued June 15, 1933, authorizing refund.
217	Mrs. Milfried Hansen vs Utah Power & Light Co. Re: Extending electric service until complainant is able to pay for same.	Temporary service granted by Utah Power & Light Company.
218	Re: Investigation of unsatisfactory condition of State Street, south of 21st South.	Informal meetings held with representatives of Salt Lake City and County, Utah Light & Traction Co., and State Road Com. on April 6 and May 1, 1933.
219	Utah Iron Ore Corp. vs The D. & R. G. W. R. R. Co. and L. A. & S. L. R. R. Co. Re: Shipment of 17 cars of modified mine run coal, refund \$385.49.	Order issued August 25, 1933, authorizing refund of \$385.49.
220	Re: Permission to use track No. 9 in Salt Lake City passenger yards instead of track No. 10 in order that passengers may alight upon cement platform.	Clearance Permit No. 13 authorizing the L. A. & S. L. R. R. to modify the provisions of the Commission's General Order No. 25 issued Sept. 8, 1933.

No.	DESCRIPTION	DISPOSITION
221	Re: Condition of L. A. & S. L. crossing at Forty-eighth South.	L. A. & S. L. R. R. Co. advised under date of June 22, 1933, that repairs had been made to the crossing at 48th South Street.
222	Re: Neglect in the handling of C. O. D. shipments of the Salt Lake & Eastern Utah Stage Lines.	Carpenter Paper Co. advised under date of Aug. 3, 1933, that S. L. & Eastern Utah Stage Lines had cleared their account covering C. O. D. shipment.
223	Re: Wasatch Gas Co. declining to reduce charge for natural gas supplied under contract to the Government. Request 10%.	July 31, 1933, C. W. Haney, Major Quartermaster Corps requested that the complaint of the U. S. Gov. War Dept. be withdrawn.
224	Re: Permission to connect the Main Library at 15 So. State Street with the Social Hall Heating Plant, and obtain heat through the Belvedere Apartments.	July 11, 1933, the Com. informed parties to go ahead for test period. Would not issue Cert. of Con. & Nec. but make make further investigation if complaint filed. No buildings other than those owned by the Church are heated through this plant.
225	Standard Fuel Co. vs D. & R. G. W. R. R. Co. Re: Six carloads of coke shipped from Salt Lake City, Utah, to Sugar House, Utah. Permission to refund \$21.55.	Order issued Sept. 19 authorizing refund of \$21.55.
226	Saltair Beach Co. vs D. & R. G. W. R. R. Co. Re: One car of slack coal shipped from Castle Gate, Utah, to Saltair, Utah. Permission to refund \$13.14.	Order issued Sept. 19, 1933, authorizing refund of \$13.14.
227	Associated Farmers Milling Co. vs The D. & R. G. W. R. R. Co. Re: Permission to refund \$106.02, two carloads of coal, shipped from Crystal, Utah, to Riverdale, Utah.	Order issued Sept. 19, 1933, authorizing refund of \$106.02.
228	Saltair Beach Co. vs The D. & R. G. W. R. R. Co. Re: One carload of slack coal, shipped from Castle Gate, Utah, to Saltair, Utah.	Order issued Sept. 19, 1933, authorizing refund of \$11.42.
229	Western Clay & Metals Co. vs D. & R. G. W. R. R. Co. Re: One carload of nut coal from Crystal, Utah, to Salina, Utah. Waive collection of \$12.49.	Order issued Sept 19, 1933, authorizing collection of undercharges to be waived.

No.	DESCRIPTION	DISPOSITION
230	Standard Fuel Co. vs The D. & R. G. W. R. R. Co. Re: One car of gravel, shipped from Nash, Utah, to Sugar House, Utah. Permission to refund \$5.14.	Order issued Sept 19, 1933, authorizing refund of \$5.14.
231	Utah Fuel Co. vs The D. & R. G. W. R. R. Co. Re: Two carloads of second hand rails shipped from Sunnyside, Utah, to Castle Gate, Utah. Permission to refund \$135.99.	Order issued Sept. 30, 1933, authorizing refund of \$135.99.
232	Standard Fuel Co. vs The D. & R. G. W. R. R. Co. Re: Two carloads of gravel, shipped from Nash, Utah, to Sugar House, Utah. Permission to refund \$13.26.	Order issued Sept 20, 1933, authorizing refund of \$13.26.
233	A. McFarlane & Sons vs The D. & R. G. W. R. R. Co. Re: Two carloads of cattle from Ogden, Utah, to Roper, Utah. Waive collection of \$5.00.	Order issued Sept. 20, 1933, authorizing collection of undercharge to be waived.
234	Re: Public Service Commission of Nevada with reference to ticket sold to Mr. J. B. Strong, Reno, by the Crandic-Nevin Lines.	Sept. 13 the Public Service Com. of Nevada stated Mr. Strong had received his ticket and gone East.
235	U. S. Smelting, Refining & Mining Co. vs O. S. L. R. R. Co. Re: Intraplant Carload movements of plant refuse or ore residue at Midvale, Utah.	Application granted Sept. 27, 1933.
236	Re: Clearance Permit No. 14 to temporarily waive the provisions of the Commission's General Order No. 25 with regard to both vertical and horizontal clearances as outlined in application, during the removal of the old highway overhead structure over the tracks of the Railroad Company near Ogden, Utah.	Granted. That during period of dismantling said structure trains are to move only on slow order and be attended with flagmen during all movements under structure.
237	Re: Clearance Permit No. 15. Mountain Oil Company, for permission to waive the provisions of the Commission's General Order No. 25 with regard to clearance in the use and maintenance of an unloading pipe at its bulk plant at Ogden, Utah, as outlined in application and diagram attached to application.	Granted.
238	U. S. Stores Co. vs The D. & R. G. W. R. R. Co. Re: Two cars of grinding bails shipped from Salt Lake City to Midvale during February, 1933. Permission to refund \$97.96.	D. & R. G. W. R. R. Co. authorized to refund \$97.96 to the U. S. Stores.

No.	DESCRIPTION	DISPOSITION
239	Layton Sugar Co. vs D. & R. G. W. R. R. Co. Re: One carload of sugar from Layton to Salt Lake City. Rate legally applicable .14 cwt., carload minimum 40,000 pounds amounting to \$84.68 of which \$48.39 collected on basis of rate .08 cwt. carload minimum 40,000 pounds. Waive collection of \$36.29.	D. & R. G. W. R. R. Co. authorized to waive collection of \$36.29 to Layton Sugar Co.
240	Utah Oil Refining Co. vs Western Pacific R. R. Co. and Tooele Valley. Re: Two carloads of gasoline, shipped from S. L. C. to Texas Co. at Tooele, during July. Rate of 11c per 100 lbs. assessed; rate of 5c per 100 lbs. effective July 18, 1933. For permission to refund \$63.98.	Western Pacific R. R. and Tooele Valley R. R. authorized to refund \$63.98 to Utah Oil Refining Co.
241	Pac. States Cast Iron Pipe Co. vs D. & R. G. W. R. R. Co. Re: During February one carload of crude clay shipped from Christianburg, Utah, to Ironton, Utah. Rate legally applicable \$5.00 per ton amounting to \$245.50 of which \$85.93 collected on basis of rate \$1.75 per ton. Waive collection of \$159.57.	Defendant authorized to waive Collection of \$159.57.
242	Bluebird Candy Co. vs Utah Idaho Central R. R. Co. and Bamberger R. R. Re: Three shipments of chocolate from S. L. C. to Logan during April, June, and Sept. 1933. Rate of 51c assessed and collected; rate of Third Class became effective on August 30, 1931. Permission to refund \$5.41.	Defendants authorized to refund \$5.41 to Bluebird Candy Co.
243	Utah-Idaho Sugar Co. vs D. & R. G. W. R. R. Co. Re: Sugar beets moving from various points in the State of Utah to sugar factories of Utah-Idaho Sugar Co. at Spanish Fork and West Jordan during the months of October and November. To waive collection of \$1,384.00.	Defendant authorized to waive collection of \$1,384.00.
244	Claim of the Utah Beverage Co. vs Rio Grande Motorway, Inc., on shipment of merchandise assigned to Shady Rest Service at Rockville, Utah.	Rio Grande Motorway advised they would refund \$17.40 on 10-16-33.
245	Re: Flowers delivered to Forrest Hotel at Nephi, Utah, consigned to Parowan, Utah, to be shipped via the Interstate Transit Lines.	Forrest Hotel would not in any way be subject to the regulation of this Commission nor would Interstate Transit Lines be held responsible for delivery of any packages left in care of the Hotel, until they are turned over for transportation.

No.	DESCRIPTION	DISPOSITION
246	F. A. Huish vs Ogden Gas Company. Re: 2,500 cubic feet of gas burned by furnace pilot which was turned on and left burning by one of the inspectors without knowledge of the customer. Waive collection of \$1.10.	Defendant authorized to waive collection.
247	Utah-Idaho Sugar Co. vs D. & R. G. W. R. R. Co. Re: During November and December, 1932, five carloads of sugar beets final molasses moved from Spanish Fork, Utah, to Elsinore, Utah. Rate of \$1.85 per ton weight full gallonage cap. of tank 11.7 pounds per gallon assessed and collected. Rate of \$1.85 per ton min. track scale weight for tank cars loaded to full cap. effective Sept. 13, 1933. Waive collection of \$116.42.	The D. & R. G. W. R. R. Co. authorized to waive collection of \$116.42 from Utah-Idaho Sugar Company.
248	Utah Sand & Gravel Corp. vs Union Pacific System. Re: Four carloads of sand moved from Draper to Salt Lake City. Assessed on basis of fifty cents per ton (\$108.20)—rate of 30c became effective May 17, 1933. Waive collection of \$21.65, and refund \$21.63.	Union Pacific System authorized to waive collection of \$21.65 and refund \$21.63 to Utah Sand & Gravel Corporation.
249	Blue Blaze Coal Co. vs Utah Railway Co. Re: One carload of forty pound relay rails shipped by Blue Blaze Coal Co. from Utah Ry. Junction to Consumers, Utah, via Utah Ry. Rate assessed and collected 17c per 100 lbs. Rate of \$1.50 per gross ton became effective May 29, 1933. Refund \$34.62.	Authorized refund before December 15, 1933.
250	Boyd Hansen of Tremonton, Utah, vs Utah Power & Light Company.	Letter 11-21-33 advising matter taken care of satisfactorily.
251	Midland Hotel vs D. & R. G. W. R. R. Co. Re: Carload of coal from Thompson to Green River, Utah. Rate of \$1.60 per ton of 2,000 lbs. minimum wt. 80,000 lbs. assessed and collected; rate of \$1.00 per ton of 2,000 lbs. minimum wt. 80,000 lbs. became effective July 28, 1933. To waive collection of \$34.14.	Defendant authorized to waive collection of \$34.14.

No.	DESCRIPTION	DISPOSITION
252	Utah Fuel Company vs D. & R. G. W. R. R. Co. Re: One carload of scrap iron from Sunnyside, Utah, to Salt Lake City, Utah. Rate assessed and collected 16c cwt. carload minimum weight 50,000 lbs. Rate of \$2.70 per ton of 2,000 lbs. carload minimum weight 100,000 pounds became effective November 15, 1933. Refund \$27.92.	Defendant authorized to refund \$27.92.
253	Gunnison Sugar Co. vs D. & R. G. W. R. R. Co. Re: Two carloads of coke moved from Salt Lake City, Utah, to Spearmint, Utah. Rate assessed and collected was \$4.20 per ton of 2,000 pounds. Rate of \$2.60 per ton of 2,000 pounds became effective September 15, 1933.	Defendant authorized to refund \$112.77.
254	Stewart Bros. Coal Co. vs Union Pacific System. Re: One carload of sand, aggregate weight 111,480 pounds, shipped from Draper, Utah, to Salt Lake City, Utah. Waive collection of \$5.57. Refund \$5.58.	Order issued Dec. 18, 1933, authorizing U. P. System to waive collection of \$5.57 and refund \$5.58.
255	Utah Fuel Company vs D. & R. G. W. R. R. Co. Re: One carload of second hand rails and fastenings moving from Sunnyside, Utah, to castle Gate, Utah, aggregate weight 86,600 lbs. Refund \$56.29.	Order issued Dec. 19, 1933, authorizing D. & R. G. W. R. R. Co. to refund \$56.29.
256	U. S. Smelting, Refining and Mining Co. vs D. & R. G. W. R. R. Co. to refund \$15.67; to waive collection of \$5.22.	Order issued Dec. 26, 1933, authorizing D. & R. G. W. R. R. Co. to refund \$15.67 and waive collection of \$5.22.
257	B. C. Monson vs Utah Power & Light Co. Re: Extension of service to Mr. Monson's home.	Letter from Utah P. & L. Co. dated Jan. 12, advised service would be extended.
258	Ray Watson vs M. S. T. & T. Co. Re: Reverse charges made by D. & R. G. W. R. R. Co. in calling him to work.	Arrangements made for Mr. Watson to make deposit of \$1.00 with ticket agent, from which amount calls to be deducted.
259	Mrs. Albert Krause vs Ogden Gas Co. Re: Asks for reimbursement of 12,000 cubic feet of gas wasted at her residence due to faulty equipment.	Order issued Jan. 30, 1934, authorizing Ogden Gas Co. to make refund of \$4.20.

No.	DESCRIPTION	DISPOSITION
260	Layton Sugar Co. vs O. S. L. R. R. Co. and U. P. System. Re: Permission to refund over-charge of \$18.53 on carload of sugar shipped from Layton, Utah, to Riverdale, Utah.	Order issued Feb. 9, 1934, authorizing refund of \$18.53 to Layton Sugar Co.
261	Ora H. John vs Utah Power & Light Co. Re: Contract to furnish power and inability to keep up payments.	Meeting held Feb. 19, 1934, where it was decided that U. P. & L. make new contract, Mr. John not to pay for time he was disconnected, but to pay balance owing on time he had service—\$17.50, less the \$2.50 paid.
262	Fairview Apartments vs Ogden Gas Co. Re: Refund of \$15.00 for 75,000 cu. ft. of gas @ 20c per m. ft. wasted.	Ogden Gas Co. ordered on Feb. 23, 1934, to refund \$15.00.
263	Layton Sugar Co. vs D. & R. G. W. R. R. Co. Re: 10 carloads of sugar from Layton to Ogden on which \$312.76 was collected, leaving an undercharge of \$375.40 which Def. wished to waive predicated on basis of subsequently reduced rates.	Order issued Feb. 23 authorizing Defendant to waive collection of \$375.40.
264	Citizens of Cedar City vs Southern Utah Power Co. Re: Reduction in rates.	Reduction in rates made effective April 15, 1933.
265	Citizens of Farmington vs Bamberger Electric R. R. Re: Lowering of rates from Glovers Lane and Farmington.	Considered closed for want of prosecution.
266	Retail Fuel Dealers Ass'n. of Utah vs Utah Gas & Coke Co. Re: Roberta Apts. and Picadilly Apts., owned by different parties, furnished gas on one meter, thereby lowering rate they are entitled to.	Jan. 16, 1934—Title to Picadilly Apt. settled, and arrangements made to bill apartments separately.
267	Citizens of Ft. Green vs Telluride Power Co. Re: Citizens desired a cut in the rates on power furnished them from Big Springs Power Co.	Citizens of Ft. Green decided to await decision in Case 1306, P. U. C. U. vs Telluride Power Company, before taking further action.
268	Citizens of Sutherland vs Telluride Power Co. Re: Heavy advance asked by Power Co. to install service at Sutherland.	Power Co. not disposed to make any further extensions especially in view of decision in Case 1306.

No.	DESCRIPTION	DISPOSITION
269	Rocky Mountain Livestock Feeders, Inc. vs O. S. L. R. Co. Re: Shipment of molasses from Ogden to Ogden Sugar Spr. on which Complainant desired Defendant to waive collection of \$23.18 freight charges.	Complainant desired file closed as the matter will be reconstructed through issuance of new r. r. tariffs and now recognizes there was no overcharge as far as tariffs are concerned.
270	Albert G. Angell, Complainant, vs Interstate Transit Lines. Re: Complaint of Mr. Angell, dated Feb. 23, 1934.	Mr. Smith, Inspector for P. U. C. U. reported after inspection complaint was groundless.
271	G. E. Peck vs Utah Gas & Coke Co. Re: excessive amount of gas used by complainant by reason of faulty installation of a conversion burner.	Utah Gas & Coke Co. ordered to make adjustment in ac. of Complainant, crediting his account with \$16.04.
272	Chloe Sharp, vs Utah Gas & Coke Co. Re: Excessive amount of gas used by complainant due to faulty installation.	Utah Gas & Coke Co. ordered to make adjustment in account of Chloe Sharp crediting her account with \$16.33.
273	Amalgamated Sugar Co. vs Utah-Idaho Central R. R. Co. and D. & R. G. W. R. Co. Re: Refund due Amalgamated Sugar Co. on two carloads of sugar beet seed, .27½c collected, 17c became effective, making difference of \$57.86.	Refund ordered April 12, 1934.
274	Leo C. Worthen vs L. A. & S. L. R. R. Co. Re: Refund of \$81.37 on shipment of brick sand from Nash to Cedar City.	Refund of \$81.37 ordered.
275	J. Edwin Nielson vs Utah Power & Light Co. Re: Exorbitant price claimed by Mr. Nielson to be charged him for extension of electric service to his ranch.	Mr. Nielson signed application for service, advanced \$62, or half of cost, and guaranteed \$24.00 per year.
276	Board of Education, Uintah School District vs Uintah Gas Company. Re: Waiving collection of undercharge amounting to \$469.67, net, and \$515.61 gross.	Commission ordered Defendant to waive collection of undercharge.
277	Citizens of 2nd West, Salt Lake City vs Utah Light & Traction Co. Re: Extension of street car service to 17th South on 2nd West.	After informal hearing, Utah Light & Traction Co. agreed to extend this service for a trial period of 30 days, and shorten the service on the other end of the line. (May 18, 1934.)

No.	DESCRIPTION	DISPOSITION
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278	Floyd S. Whiting vs Union Pacific System. Re: Power shovel shipped by Floyd S. Whiting from Brigham City to Juab on which he desired undercharge collection waived.	June 11, 1934. Undercharge collection ordered waived.
279	James A. McEntire vs Utah Power & Light Co. Re: Mr. McEntire purchased property from W. D. Campbell at Liberty, Utah, and had to assume Mr. Campbell's contract with Utah Power & Light Co., but lost the farm on account of a judgment against the property, and failure of Ogden Bank.	Utah Power & Light Co. cancelled balance due on contract with W. D. Campbell in the sum of \$46.00. (June 14, 1934.)
280	Utah-Idaho Sugar Co. vs D. & R. G. W. R. R. Co. Re: 107 carloads of sugar beets consigned to Sugar Co. at Spanish Fork on which demurrage accrued in sum of \$374.00, due to manner in which cars were loaded and forwarded.	Defendant ordered and authorized to waive collection. (June 19, 1934.)

SPECIAL PERMISSIONS ISSUED DURING THE PERIOD JANUARY 1, 1933 TO JUNE 30. 1934

NAME	NUMBER
American Railway Ass'n. Tariff Bureau.....	1
Bamberger Electric Railroad Co.....	24
Barton Truck Line.....	1
Bingham & Garfield Railway Co.....	1
Bingham Stage Lines Co.....	1
Central Freight Ass'n. (B. T. Jones).....	3
Denver & Rio Grande Western Railroad Co., The.....	112
Eastern Utah Transportation Co.....	3
Fuller & Toponce Truck Co.....	3
Hout, Don R.....	3
Hout, Howard.....	5
Interstate Transit Lines.....	3
Local Utah Freight Tariff Bureau.....	61
Los Angeles & Salt Lake Railroad Co.....	27
Lewis Bros. Stages.....	1
Millard County Telephone & Telegraph Co.....	2
Millville Water Works.....	1
Milne, J. J.....	2
Mountain States Telephone & Telegraph Co., The.....	7
Oregon Short Line Railroad Co.....	18
Pacific Frieght Tariff Bureau.....	9
Postal Telegraph & Cable Co.....	1
Railway Express Agency.....	1
Rio Grande Motor Way, Inc.....	6
Rio Grande Motor Way of Utah, Inc.....	4
Salt Lake-Bingham Freight Lines.....	2
Salt Lake, Garfield & Western Railroad Co.....	1
Salt Lake-Ogden Transportation Co.....	4
Salt Lake & Utah Railroad Co.....	3
Southern Pacific Company.....	9
Southern Utah Power Co.....	6
Spencer, Howard.....	4
Sterling Transportation Co.....	9

NAME	NUMBER
Telluride Power Co.....	1
Uintah Gas Co.....	1
Union Pacific Railroad Co.....	25
Union Pacific System.....	22
Union Truck Depot.....	2
Utah Central Truck Line.....	6
Utah Gas & Coke Co.....	1
Utah Idaho Central Railroad Co.....	30
Utah Light & Traction Co.....	16
Utah Parks Co.....	1
Utah Power & Light Co.....	14
Utah Railway Co.....	4
West Coast Power Co.....	1
Western Pacific Railroad Co.....	8
Western Passenger Association.....	3
TOTAL.....	473

GRADE CROSSING PERMITS ISSUED AND AUTHORITY GRANTED FOR GRADE CROSSINGS AND SEPARATIONS

January 1, 1933 to June 30, 1934

PERMIT No.	CASE No.	APPLICANT	AUTHORITY GRANTED	LOCATION
170		The Denver & Rio Grande Western R. R. Co.	Crossing on Spur Track	Salt Lake City
	1303	Cache County Board of Commissioners	Close grade crossing	Near Cache Junction
	1314	State Road Commission	Construct crossing	Kaysville
	1484	State Road Commission	Construct crossing, abandon existing adjacent crossing	Wellsville
	1495	State Road Commission	Overhead crossing	Santaquin
	1554	State Road Commission	Overhead crossing	Lake Point
	1512	Bamberger Electric R. R. Co.	Separation of grade	Parkins

CERTIFICATES OF CONVENIENCE AND NECESSITY ISSUED DURING PERIOD JANUARY 1, 1933 TO JUNE 30, 1934

Certificate No.	Case No.	Classification †	Between	At*	And	To Whom Issued
402	1302	M. T. Passenger & Express.....	Salt Lake City	Price	Points East	Salt Lake & Eastern Utah Stage Lines
403	1302	M. T. Passenger & Freight.....	Price			Moab Garage Company
404	1359	Bus Service.....	*Salt Lake City			Utah Light & Traction Company
405	1395	M. T. Passenger & Freight.....	Marysville		Utah-Arizona Line	L. R. Lund & A. R. Barton
406	1406	M. T. Freight.....	Salt Lake City	St. George		Joseph J. Milne
407	1409	M. T. Passenger & Freight.....	Salt Lake City	Eureka—Silver City		Utah Central Truck Line
408	1319	M. T. Freight.....	Salt Lake City	Utah-Idaho Line		Fuller & Toponce Truck Company
409	1432	Bus Service.....	Salt Lake City	Murray		Utah Light & Traction Company
410	1477	M. T. Passenger.....	Salt Lake City	Utah-Idaho Line		Lewis Brothers Stages
411	1453	M. T. Freight.....	Salt Lake City	Fillmore, Beaver		E. LeRoy Puffer
412	1455	M. T. Freight.....	Salt Lake City	Hurricane		J. N. Jepson & I. H. Bradshaw
413	1293	M. T. Express.....	Salt Lake City	Bingham		Railway Express Agency, Inc.
414	1397	M. T. Freight.....	Panguitch	Salt Lake City		Philo Cameron
415	1546	Passenger Sightseeing.....	Salt Lake City	Bingham Canyon		Salt Lake Transportation Company
416	1550	M. T. Passengers & Express.....	Salt Lake City	Utah-Idaho Line		Northwestern Stages
417	1410	M. T. Property.....	Marysville	Panguitch		Norm Sargent
418	1518	M. T. Property.....	Salt Lake City	Ferron		W. F. Ungricht

† "M. T." stands for "Motor Transport."

CONTRACT CARRIER PERMITS ISSUED DURING PERIOD

June 26, 1933 to June 30, 1934

Per- mit No.	Case No.	Type of Service	Between	And	To Whom Issued
12	1342	Films, Newspapers.....	Salt Lake City	Nephi	Jesse E. Tietjen
13	1356	Freight.....	Salt Lake City	Kanab, Orderville	George R. Adair
14	1332	Freight.....	Salt Lake City	Provo, Price	Joseph Kendall
15	1312	Express.....	Price	Various Towns	H. E. Timpson
16	1340	Freight.....	Ogden	Smithfield	Isaac Bradley
17	1344	Freight.....	Salt Lake City	Bountiful, Ogden	D. G. Elsmore
18	1358	Express.....	Salt Lake City	Ogden	Max Holt Hess
19	1374	Express.....	Helper	Mutual	F. L. Gross
20	1354	Cheese, Cream.....	Salt Lake City	Emery	I. A. Petty
21	1363	Express.....	Salt Lake City	Bingham Canyon	Mrs. Emily F. Bollschweiler
22	1393	Freight.....	Salt Lake City	Spanish Fork	E. T. Grass
23	1321	Freight.....	Salt Lake City	Utah-Idaho Line	Fuller & Toponce Truck Co.
24	1338	Freight.....	Salt Lake City	Ogden, Provo	Hadley Transfer & Storage Co.
25	1360	Freight.....	Salt Lake City	Delta	John A. Klein
26	1371	Freight.....	Salt Lake City	Various Towns	Clarence T. Madsen
27	1373	Milk.....	Centerfield	Salt Lake City	Joseph Cooley
28	1362	Freight.....	Murray	Eureka	J. A. Tuckett
29	1313	Films.....	Provo	Utah-Idaho Line	Ray Seamons
30	1387	Freight.....	Salt Lake City	Logan, Richmond	James E. Maughan
31	1390	Freight.....	Salt Lake City, Ogden	Salt Lake City	L. J. Eliason
32	1399	Milk.....	Park Valley	Salt Lake City	Alfred Randall
33	1317	Newspapers.....	Woods Cross	Utah-Idaho Line	Blake Messinger
34	1402	Freight.....	Salt Lake City	Various Points	Ray F. Smith
			Upper Provo River		

CONTRACT CARRIER PERMITS ISSUED DURING PERIOD

June 26, 1933 to June 30, 1934

Permit No.	Case No.	Type of Service	Between	And	To Whom Issued
35	1350	Freight	Sigurd	Torrey	Lee Pierce
36	1444	Express	Price	Castle Gate	B. F. McIntire
37	1433	Freight	Oakley	Salt Lake City	V. D. Atkinson
38	1353	Freight	Salt Lake City	Blanding	Joseph C. Hunt
39	1330	Freight	Ogden, Salt Lake City	Price, Cedar City	William Harold Linck
40	1471	Newspapers	Salt Lake City	Monroe	Lorin Christensen
41	1372	Newspapers, Milk	Salt Lake City	Utah-Idaho Line	D. P. Droubay
42	1481	Newspapers	Ogden, Brigham	Tooele, Grantsville	David J. Williams
43	1503	Newspapers, Dairy Products	Salt Lake City	Ogden, Morgan	Grant Waldron
44	1445	Freight	Salt Lake City	Fillmore	Newell Warner
45	1424	Dairy Products	Hoysville	Salt Lake City, Draper	Ray Judd
46	1472	Milk	West Jordan	Salt Lake City	B. H. Beckstead
47	1441	U. S. Mail	Salt Lake City	Bingham	Fred W. & W. C. Lindsay
48	1405	Freight	Salt Lake City	Escalante	Cowles & Sons
49	1507	Newspapers	Salt Lake City	Wasatch	Rex Shepherd
50	1466	Petroleum Products	Heber	Vernal	Leslie Ashton & Sons
51	1460	Freight	Price	Various Towns	B. E. Johnson
52	1513	Cardox Shells	Standardville	Gordon Creek	B. E. Johnson
53	1461	Newspapers	Salt Lake City	Richmond	W. F. Pratt
54	1516	Freight	Salt Lake City, Ogden	Logan	James E. Maughan
55	1519	Freight	Marysville	Various Points	Joseph Hafen
56	1429	Freight	Howell, Blue Creek	Brigham City	C. E. Toombs

CONTRACT CARRIER PERMITS ISSUED DURING PERIOD

June 26, 1933 to June 30, 1934

Permit No.	Case No.	Type of Service	Between	And	To Whom Issued
57	1509	Gilsonite, Oil, Gasoline	Myton, Vernal	Heber, Salt Lake City	J. J. Stanton
58	1533	Freight	Devils Slide, Salt Lake City	Garland	Kenneth L. Hess
59	1539	Cardox Shells	Standardville	Mining Camps	Clay Larsen
60	1526	Freight	Salt Lake City	Delta	Frank L. Colby
61	1532	Telephone Equipment	Salt Lake City	Various	Ashworth Transfer Company
62	1551	Milk	Parley's Park	Salt Lake City	R. C. Johnson
63	1536	Freight	Salt Lake City	Heber, Park City	Thomas W. Perry
64	1548	Ore, Mine Supplies	Alta Mines	Murray, Midvale	Elbert G. Despain
65	1552	Milk	Peoa	Salt Lake City	A. F. & Mary E. Milner
66	1556	Milk, Newspapers	Heber City	Salt Lake City	Albert Kohler
67	1565	Fruit, Produce	Salt Lake City	Carbon County	Sam Houston
68	1562	Beer	Sandy	Salt Lake City	C. M. Anderson
69	1389	Dairy, Bakery Products	Salt Lake City	Brighton	Stephen G. Skillhorn
70	1568	Milk, Groceries	Kamas	Salt Lake City	I. A. Miles
71	1570	Beer	Salt Lake City	Various Points	J. A. McHale
72	1575	Freight	Salt Lake City	Delta	Jeffery Brothers
73	1542	Express	Standardville	Helper	B. F. McIntire

INTERSTATE LICENSES ISSUED DURING THE PERIOD

June 26, 1933 to June 30, 1934

License No.	Case No.	Nature	Between	And	To Whom Issued
1	1325	Passenger	Salt Lake City	Utah-Nevada Line	E. H. Curry
2	1326	Passenger	Wyo.-Utah Line	Utah-Nevada Line	H. J. Seerey
3	1345	Passenger	Salt Lake City	Utah-Nevada Line	Pacific Greyhound Lines
4	1331	Passenger	Salt Lake City	Utah-Colorado Line	J. W. Hayden
5	1333	Freight	Salt Lake City, Ogden	Utah-Wyo. Line	Red Line Motor Transport Co.
6	1334	Passengers, Express	Nevada-Utah Line	Utah-Idaho Line	Lewis Brothers Stages
7	1386	Passenger	Wyo.-Utah Line	Utah-Arizona Line	Crandic Stages, Inc.
8	1414	Passenger	Ariz.-Utah Line	Utah-Wyo. Line	Columbia Pacific Nitecoach Line
9	1335	Passenger	Wyo.-Utah Line	Salt Lake City	Omaha Rapid Transit Lines
10	1369	Freight	Salt Lake City	Utah-Idaho Line	S. T. Clark
11	1380	Freight	Salt Lake City	Utah-Nevada Line	R. V. Lilienquist
12	1378	Passenger	Wyo.-Utah Line	Utah-Arizona Line	Interstate Transit Lines
13	1379	Passenger	Salt Lake City	Utah-Idaho Line	Union Pacific Stages, Inc.
14	1385	Freight	Salt Lake City	Utah-Wyo. Line	C. W. Merrill
15	1383	Freight	Salt Lake City	Utah-Idaho Line	Orange Transportation Company
16	1411	Freight	Salt Lake City	Utah-Idaho Line	Garrett Transfer & Storage Co.
17	1420	Passenger	Wyo.-Utah Line	Utah-Arizona Line	Coast to Coast Stages
18	1361	Freight	Salt Lake City	Utah-Wyo. Line	Buckingham Transportation Co.
19	1322	Freight	Salt Lake City	Utah-Idaho Line	Fuller & Toponce Truck Company
20	1339	Freight	Salt Lake City	Utah-Idaho Line	Barlow Truck Lines
21	1376	Passengers, Freight	Salt Lake City	Utah-Wyo. Line	J. P. Dornan, Jr.

INTERSTATE LICENSES ISSUED DURING THE PERIOD

June 26, 1933 to June 30, 1934

License No.	Case No.	Nature	Between	And	To Whom Issued
22	1367	Freight	Ogden, Salt Lake City	Wyo. Line, Randolph	L. S. Sim
23	1470	Passengers, Express	Salt Lake City	Utah-Arizona Line	J. E. Treagle, A. Nay
24	1384	Freight	Salt Lake City	Utah-Wyo. Line	Motor Express Co. of Wyoming
25	1398	Freight	Salt Lake City	Utah-Arizona Line	Hales Truck Lines
26	1412	Freight	Salt Lake City	Nev. Line, Wyo. Line	Interstate Motor Lines
27	1413	Freight	Salt Lake City	Utah-Nevada Line	Rasmussen Trucking
28	1440	Freight	Salt Lake City	Utah-Arizona Line	Utah California Motor Lines, Inc.
29	1447	Passengers	Salt Lake City	Utah-Nevada Line	Crandic Stages, Inc.
30	1443	Freight	Wyo.-Utah Line	Utah-Idaho Line	Lee M. Hawkes
31	1488	Freight	Salt Lake City	Utah-Colorado Line	Moab Garage Company
32	1446	Passengers	Salt Lake City	Utah-Colorado Line	Inland Stages
33	1329	Property	Salt Lake City, Ogden	Utah-Arizona Line	William Harold Linck
34	1428	Passengers	Salt Lake City	Utah-Colorado Line	Colorado Utah Stages
35	1480	Freight	Salt Lake City	Utah-Idaho Line	Northwestern Stages
36	1457	Freight	Salt Lake City	Utah-Idaho Line	David J. Williams
37	1496	Freight	Salt Lake City	Utah-Idaho Line	Tri-State Motor Ways
38	1491	Freight	Salt Lake City	Utah-Idaho Line	Blake Messenger
39	1450	Freight	Salt Lake City	Utah-Wyo. Line	J. F. Maxfield
40	1493	Freight	Salt Lake City	Utah-Idaho Line	W. F. Pratt
41	1449	Freight	Blanding	Utah-Colorado Line	Grayson Garage

INTERSTATE LICENSES ISSUED DURING THE PERIOD

June 26, 1933 to June 30, 1934

License No.	Case No.	Nature	Between	And	To Whom Issued
42	1498	Freight	Salt Lake City	Utah-Arizona Line	Arrowhead Freight Lines, Ltd.
43	1448	Freight	Salt Lake City	Utah-Wyo. Line	Homer Bangertter
44	1514	Freight	Salt Lake City	Utah-Wyo. Line	B. E. Phillips
45	1515	Freight	Salt Lake City	Utah-Wyo. Line	Utah California Motor Lines
46	1404	Freight	Salt Lake City	Utah-Wyo. Line	John E. Slagowski
47	1529	Freight	Salt Lake City	Utah-Arizona Line	S. J. Holt
48	1522	Freight	Salt Lake City	Utah-Arizona Line	Oscar M. Cragun
49	1459	Freight	Idaho-Utah Line	Utah-Wyo. Line	Montana Pacific Transport, Inc.
50	1538	Freight	Salt Lake City	Utah-Arizona Line	K. H. Harmon
51	1540	Freight	Idaho-Utah Line	Utah-Wyo. Line	H. H. Voellger
52	1504	Freight	Salt Lake City	Utah-Idaho Line	Virgil G. Knudson
53	1475	Freight	Monticello	Colo. Line, Ariz. Line	G. J. Nielson
54	1555	Freight	Idaho-Utah Line	Utah-Wyo. Line	L. Torre
55	1564	Freight	Wyo.-Utah Line	Salt Lake City	Buckingham Transp. Co. of Colo., Inc.
56	1560	Freight	Various Utah Points	Utah-Wyo. Line	J. E. Sarnes
57	1561	Freight	Wyo.-Utah Line	Salt Lake City	H. W. Hart
58	1566	Freight	Salt Lake City	Utah-Idaho Line	Charles Smith
59	1567	Freight	Salt Lake City	Utah-Wyo. Line	Utah Calif. Motor Lines of Colo., Inc.
60	1547	Freight	Salt Lake City	Utah-Wyo. Line	J. C. Simpson

STATEMENT OF PASSENGERS CARRIED BY, AND
ROAD TAX ASSESSED AGAINST AUTOMOBILE
PASSENGER LINES IN THE
STATE OF UTAH

December 1, 1932 to December 31, 1933

Certificate Holders	Total Pas- sengers Carried	Hard Surface Tax	Other Surface Tax	Total Taxes Assessed
Arrow Auto Line.....	956	\$ 16.68	\$ 19.21	\$ 35.89
Bamberger Transportation Co.....	12,672	809.17		809.17
Barton & Lund.....	72	1.17	3.42	4.59
Bingham Stage Lines Co.....	2,704	179.83		179.83
Brighton Stage Lines.....	274	10.11	9.18	19.29
Duke, Elisha Jones.....	78	3.65		3.65
Forsey, George.....	414	2.08	.42	2.50
Hout, Don R.....	230	24.84		24.84
Hout, Howard.....	1,602	131.26	8.62	139.88
Interstate Transit Lines, Inc.....	104,647	59,587.61	1,851.92	61,439.53
Lion Coal Corp.....	4		.06	.06
Moab Garage Co.....	402	1.88	34.67	36.55
McIntire, B. F.....	347	5.64	.04	5.68
Rio Grande Motor Way, Inc.....	6,155	1,310.25	5.57	1,315.82
Rio Grande Motor Way of Utah, Inc.....	493	86.15	.57	86.72
S. L. & E. Utah Stage Lines, Inc.....	1,544	236.64	77.88	314.52
Sargent, Moyle.....	128	2.95	3.84	6.79
Spencer, H. J. (S.L.-Grantsville).....	1,664	89.18		89.18
Spencer, H. J. (S.L.-Tooele).....	2,123	139.44		139.44
Uintah Basin Stages, Inc.....	1,359	154.64	121.80	276.44
Utah Central Transfer Co.....	1,201	32.72	6.32	39.04
Utah Central Truck Line.....	1,078	278.16	5.14	283.30
Utah Idaho Central R. R. Co.....	30,611	1,449.64	51.85	1,501.49
Utah Light & Traction Co.....	289,238	2,164.14	19.01	2,183.15
Utah Parks Co.....	4,444	7.12	356.80	363.92
Utah Rapid Transit Co.....	2,689	124.39	.96	125.35
TOTALS.....	467,129	\$66,849.34	\$ 2,577.28	\$69,426.62

STATEMENT OF PASSENGERS CARRIED BY, AND
ROAD TAX ASSESSED AGAINST AUTOMOBILE
PASSENGER LINES IN THE
STATE OF UTAH

December 1, 1932 to December 31, 1933

Non-Certificate Holders	Total Pas- sengers Carried	Hard Surface Tax	Other Surface Tax	Total Taxes Assessed
Arizona-Utah Transportation Lines	29	\$ 11.90	\$ 4.06	\$ 15.96
Biederman, Anton	1,082	799.26	21.25	820.51
Cobb, Edward	93	75.80	2.05	77.85
Columbia Pacific Nitecoach Lines, Inc.	3,567	3,560.99	93.32	3,654.31
Consolidated Stages	344	232.16	5.96	238.12
Crandic Stages, Inc.	2,926	1,735.05	29.95	1,765.00
Curry, Ed. H.	256	56.97	11.01	67.98
Dalton, Elmer	154		3.93	3.93
DeLuxe Stages	297	174.42	32.64	207.06
Dornan, J. P. Jr.	110	21.73		21.73
Great Western Stages	2,705	2,149.35	52.55	2,201.90
Harris, Mrs. R. C.	88	16.63	.06	16.69
Harwood, Homer W.	227	48.62	.95	49.57
Hull, Henry	163	105.11	2.66	107.77
Inland Stages	41	5.48	6.66	12.14
Intermountain Lines	246	102.61	2.59	105.20
Johnson Taxi & Transfer Co.	327	1.31	3.92	5.23
Lewis Brothers Stages	1,698	347.07	17.74	364.81
Littlefield, S. E.	424	21.20		21.20
Lowry, C. J.	137	16.20	1.28	17.48
Mathews, F. C.	21	2.15	.55	2.70
Northwestern Stages	131	31.12	3.57	34.69
Omaha Rapid Transit Lines	5,761	1,319.96	11.43	1,331.39
Pacific Greyhound Lines, Inc.	26,260	5,761.93	1,161.55	6,923.48
Salt Lake & Ely Stages	418	80.03	23.17	103.20
Seerey, Harry (Rainbow Stages) ..	555	150.49	14.92	165.41
Tooele Valley Railway Co.	48		.10	.10
Union Pacific Stages, Inc.	33,354	6,280.75		6,280.75
Union Stage Lines	362	58.17	63.17	121.34
West Coast Stages	670	455.72	50.88	506.60
TOTALS	82,494	\$23,622.18	\$ 1,621.92	\$25,244.10

STATEMENT OF TONS OF FREIGHT TRANSPORTED BY, AND ROAD TAX ASSESSED AGAINST AUTO- MOBILE FREIGHT LINES IN THE STATE OF UTAH

December 1, 1932 to December 31, 1933

Certificate Holders	Total Tons Trans- ported	Hard Surface Tax	Other Surface Tax	Total Taxes Assessed
Arrow Auto Line.....	609	\$ 16.69	\$ 28.77	\$ 45.46
Barton & Lund.....	8	.65	1.58	2.23
Barton Truck Line, Inc.....	299	72.85	.19	73.04
Bingham Stage Lines Co.....	12	1.30		1.30
Bolinder, Lester A.....	194	52.24	.21	52.45
B. & O. Transportation Co.....	156	9.63		9.63
Brighton Stage Line.....	14	1.15	1.00	2.15
Duke, Elisha Jones.....	31	3.90		3.90
Eastern Utah Transportation Co.	4,465	503.17	997.79	1,500.96
Forsey, Geo.....	227	3.06	.55	3.61
Fuller & Toponce Trucking Co...	3,132	1,195.09	1.69	1,196.78
Hout, Don R.....	131	37.59		37.59
Hout, Howard.....	100	20.80		20.80
Hurricane Truck Line.....	423	117.79	6.68	124.47
Interstate Transit Lines, Inc.....	21	23.40	.77	24.17
Lion Coal Corp.....	12		.52	.52
Magna Garfield Truck Line.....	426	54.04	.42	54.46
Milne, J. J.....	220	163.57	.13	163.70
Moab Garage Company.....	1,085	61.69	228.18	289.87
McIntire, B. F.....	92	3.15	2.92	6.07
Petty & Lunt, Inc.....	112	37.56	11.56	49.12
Rio Grande Motor Way, Inc.....	5,974	4,636.33	258.00	4,894.33
Rio Grande Motor Way of Utah, Inc.....	290	262.47	.81	263.28
S. L. Bingham Freight Line.....	418	75.05		75.05
S. L. & E. Utah Stage Line, Inc...	456	140.43	74.61	215.04
S. L.-Ogden Transportation Co...	6,773	1,038.18		1,038.18
S. L. Transportation Co.....	336	45.31	11.20	56.51
Sargent, Moyle.....	264	17.42	19.59	37.01
Spencer, H. J. (S.L.-Grantsville)	86	23.05		23.05
Spencer, H. J. (S.L.-Tooele).....	66	15.34		15.34
Sterling Transportation Co.....	1,299	389.98	372.66	762.64
Utah Central Transfer Co.....	843	124.93	21.15	146.08
Utah Central Truck Line.....	200	8.36	1.49	9.85
Utah Parks Company.....	1,485	26.94	123.39	150.33
TOTAL.....	30,259	\$ 9,183.11	\$ 2,165.86	\$11,348.97

STATEMENT OF TONS OF FREIGHT TRANSPORTED BY, AND ROAD TAX ASSESSED AGAINST AUTO- MOBILE FREIGHT LINES IN THE STATE OF UTAH

December 1, 1932 to December 31, 1933

Non-Certificate Holders	Total Tons Trans- ported	Hard Surface Tax	Other Surface Tax	Total Taxes Assessed
A. & A. Moving.....	350	\$ 618.20	\$ 54.08	\$ 672.28
Acme Transfer Company.....	4	.89	.06	.95
Adair, George R.....	19	19.13	5.47	24.60
Allmark, George A.....	37	10.73		10.73
Arrowhead Freight Lines, Ltd.....	2,242	4,703.29	201.16	4,904.45
Ashton Leslie & Sons.....	687	10.29	162.73	173.02
Ashworth Transfer Co.....	413	236.73	33.06	269.79
Atkinson, V. D.....	1,029	240.91	28.09	269.00
Ault, J. W. Transfer Co.....	50	19.01	.18	19.19
Bangerter, Homer.....	43	22.86	.22	23.08
Barlow Truck Line.....	2,776	1,467.00	13.35	1,480.35
Baughman, E. H.....	9	5.41	.98	6.39
Ballard, Ray.....	1	.11		.11
Benson, Ezra T.....	619	49.52		49.52
Bergera, J. J.....	1	.36	.06	.42
Black, Martin.....	50	6.88	.07	6.95
Blanding Service Station.....	196		49.37	49.37
Bollschweiler, Mrs. E. F.....	37	6.44		6.44
Boyer, John S.....	3	1.00		1.00
Bradley, Isaac.....	458	142.21	.70	142.91
Brown, Lyle H.....	5	1.69		1.69
Buckingham Transportation Co.....	464	243.21		243.21
Burrows, W. C.....	3	2.30	.23	2.53
Calder, Edgar G.....	58	19.60	22.90	42.50
Caldwell, Ernest.....	17	4.29	5.33	9.62
Camblin, G. M.....	17	9.95	.97	10.92
Cameron, Philo.....	66	69.28	13.20	82.48
Campbell, Mrs. Larvin.....	2	1.65		1.65
Campbell, Martin.....	48	6.73	11.07	17.80
Campbell, Wm. (Campbell Tfr.).....	107	43.08	13.75	56.83
Carroll, F. W.....	19	.53	2.22	2.75
Chamberlain, John.....	77	21.56	13.17	34.73
Chase, W. B.....	41	12.39	11.12	23.51
Christensen, J. F.....	15	6.00		6.00
Circle M. Truck Line (C. W. Mercill).....	118	62.50		62.50
Clark Truck Lines.....	601	363.22		363.22
Colby, F. L.....	158	104.41	14.42	118.83
Cole, C. R. Transfer Co.....	20	5.73		5.73
Colo.-Utah Motorway, Inc.....	408	37.64	71.68	109.32

STATEMENT OF TONS OF FREIGHT TRANSPORTED BY, AND ROAD TAX ASSESSED AGAINST AUTO- MOBILE FREIGHT LINES IN THE STATE OF UTAH

December 1, 1932 to December 31, 1933

Non-Certificate Holders	Total Tons Transported	Hard Surface Tax	Other Surface Tax	Total Taxes Assessed
Cooley, Joseph	94	\$ 5.03		\$ 5.03
Cowles & Sons	98	93.65	\$ 28.94	122.59
Cramer, H. O.	22	7.80	1.93	9.73
Crawford, J. Grant	45	6.86	2.91	9.77
Dalton, Elmer	369	.40	15.87	16.27
Dornan, J. P. Jr.	66	35.09		35.09
Droubay, D. P.	80	13.34	.12	13.46
Durtschi, Hi	111	51.78	1.32	53.10
Eaton, Claude H.	27	9.09	7.72	16.81
Eliason, L. J.	3	2.35	.54	2.89
Elsmore, D. G.	175	43.94		43.94
Felch, Fred	500	82.00	178.75	260.75
Florence, H. S.	3	1.49	.34	1.83
Flugicker, Wilford	18	9.08	.06	9.14
Follet, Wm.	3	2.03		2.03
Ford, L. W.	47	71.16		71.16
Fortner, V. B.	1	1.03	.28	1.31
Fuoco, Sam	1	.05		.05
Garrett Transfer & Storage Co.	5,066	3,141.73	7.25	3,148.98
Grass, E. T.	518	138.77		138.77
Grayson Garage	352		95.96	95.96
Gross, F. L.	151	4.20	.59	4.79
Hadley Tfr. & Stg. Co.	174	58.87	6.61	65.48
Hales Truck Line	857	1,405.06	48.61	1,453.67
Hardy Transfer Company	1	.22		.22
Harmon, L. C.	6	3.54		3.54
Hart, H. W.	45	23.70		23.70
Harwood, Homer W.	259	66.07	.76	66.83
Hawkes, Lee M.	123	73.17	.17	73.34
Heidel, Frank	8	5.35	.95	6.30
Hess, Max Holt	69	17.76		17.76
Hislop, George T.	156	53.20	52.92	106.12
Hogan, Vard	15	6.60		6.60
Holbrook, Myron05		.05
Holt, S. J.	12	26.61		26.61
Houmand, H. J.	2	.80		.80
Houston, Sam	43	22.12	5.01	27.13
Hunt, Joseph C.	190	38.79	67.23	106.02
Intermountain Transfer Co.	151	42.47		42.47
Interstate Motor Lines	1,691	903.17	79.54	982.71

STATEMENT OF TONS OF FREIGHT TRANSPORTED
BY, AND ROAD TAX ASSESSED AGAINST AUTO-
MOBILE FREIGHT LINES IN THE
STATE OF UTAH

December 1, 1932 to December 31, 1933

Non-Certificate Holders	Total Tons Trans- ported	Hard Surface Tax	Other Surface Tax	Total Taxes Assessed
James, R. S.....	17	\$.79		\$.79
Jensen, Niels	20	13.50		13.50
Jepson, Jesse N.....	15	31.57	\$ 1.04	32.61
Jepson, Lewis	1	.59	.11	.70
Johnson, LeGrande	5	2.79		2.79
Johnson Taxi & Transfer Co.....	46	14.59	.50	15.09
Johnson, B. E., Transfer.....	221	6.74	7.32	14.06
Judd, Ray	19	5.47		5.47
Kelso, Fred S.	6	3.16		3.16
Kendall, Joseph	508	152.60	2.11	154.71
Killpack, Will	54	9.99	2.05	12.04
Klein, John	102	50.95	14.56	65.51
Knight, H. A.....	1	.38		.38
Knudson, Virgil	7	5.03		5.03
Kofford, Ned	11	3.31		3.31
Larsen, Clay	155	64.12	20.63	84.75
Lassen, Niels	6	6.09	1.39	7.48
Lewis, E. D.....	36	11.76	11.54	23.30
Lewis, Ray	116	72.37		72.37
Linck, Wm. Harold.....	554	401.25	20.89	422.14
Lindburg, C. B.....	10	4.27		4.27
Lindsay, W. C.....	122	21.50		21.50
Madsen, Clarence T.....	746	249.44	1.90	251.34
Manning, Fred	1	.07		.07
Mathews, F. C.....	4	1.29		1.29
Maughan, James E.....	82	25.45		25.45
Maw, John, & Sons.....	3	.88		.88
Maxfield, J. F.....	154	67.72	5.00	72.72
Merchants Delivery & Transfer.....	1	.30		.30
Messinger, Blake	1,258	274.20		274.20
Millard, Ed.	196	49.34		49.34
Miller, Lester	20	10.79	.02	10.81
Mollerup, J. A., Moving & Stg.....	97	182.64	5.42	188.06
Montana Pac. Transport, Inc.....	97	67.39	9.23	76.62
Moore, J. B.....	68	26.34	33.80	60.14
Morton Salt Co.....	1,405		16.85	16.85
Moss, Mrs. Freida P.....	195	13.00		13.00
Motor Express Co. of Wyo.....	874	152.95		152.95
Murdock, R. C.....	127	33.96	4.48	38.44

STATEMENT OF TONS OF FREIGHT TRANSPORTED BY, AND ROAD TAX ASSESSED AGAINST AUTO- MOBILE FREIGHT LINES IN THE STATE OF UTAH

December 1, 1932 to December 31, 1933

Non-Certificate Holders	Total Tons Transported	Hard Surface Tax	Other Surface Tax	Total Taxes Assessed
Murphy, Norman	8	\$ 2.69	\$ 1.72	\$ 4.41
Nelson, R. Odell.....	13	5.16		5.16
Nielson, G. J.....	376		28.35	28.35
Nielson, Paul E.....	12	2.84		2.84
Northwestern Engineering Co.....	1,302		237.74	237.74
Ogden Transfer & Storage Co.....	194	113.71	10.89	124.60
Orange Transportation Co., Inc.....	2,748	1,833.50	3.03	1,836.53
Pacific Greyhound Lines, Inc.....	5	1.76	.36	2.12
Parkinson, Claude	14	4.19		4.19
Paxton, Wallace B.....	20	26.00	.80	26.80
Peterson, Lorin	3	1.08		1.08
Perry, T. W.....	69	19.83		19.83
Petty, I. A.....	167	94.22	34.48	128.70
Phillips, B. E.....	37	18.24	.32	18.56
Pratt, W. F.....	133	21.65		21.65
Prestwich, C. E.....	1	.44		.44
Puffer, E. LeRoy.....	440	572.44	6.37	578.81
Railway Express Agency, Inc.....	2	.13		.13
Randall, Alfred	427	17.09	6.39	23.48
Rasmussen, John	266	157.07	31.75	188.82
Red Line Motor Transport Co.....	362	189.60		189.60
Redman Van & Storage Co.....	86	65.04	2.08	67.12
Salt Lake Transfer Co.....	640	234.15	17.65	251.80
Sargent, Norm	49	9.48	5.18	14.66
Scholzen Produce Co.....	228	182.88	26.51	209.39
Seamons, Ray	80	32.03		32.03
Shambow, L. D.....	21	3.58	.98	4.56
Shupe, Fred (For Geo. Gill).....	5	.36		.36
Seeley, H. L.....	3	1.32		1.32
Sim, L. S.....	683	306.65	5.72	312.37
Skillhorn, S. G.....	4	.68		.68
Slade Transfer Co.....	11	3.29	.14	3.43
Slogowski, John	112	56.72		56.72
Smith, Ray F.....	113	3.15	3.57	6.72
Spafford, W. N.....	8	7.15	.70	7.85
Stanton, J. J.....	1,611	47.31	412.88	460.19
Stewart, J. F.....	33	12.63	3.30	15.93
Stohl, Erwin	52	23.09		23.09
Sypher, J. C.....	21	5.32	.34	5.66

STATEMENT OF TONS OF FREIGHT TRANSPORTED
BY, AND ROAD TAX ASSESSED AGAINST AUTO-
MOBILE FREIGHT LINES IN THE
STATE OF UTAH

December 1, 1932 to December 31, 1933

Non-Certificate Holders	Total Tons Trans- ported	Hard Surface Tax	Other Surface Tax	Total Taxes Assessed
Syrett, T. C.....	36	\$ 56.57	\$ 1.89	\$ 58.46
Taylor, J. O.....	1	.51	.01	.52
Thompson, F. J.....	3	1.65		1.65
Thornley, J. H.....	138	18.11		18.11
Thorpe, H. G.....	3	1.12	.25	1.37
Tietjen, J. E.....	296	52.60		52.60
Timpson, H. E.....	281	9.73	11.82	21.55
Tooele Valley Railway Co.....	133	.07	.63	.70
Toombs, C. E.....	69	1.38	5.69	7.07
Tri-State Motor Ways.....	24	13.97		13.97
Truitt, J. M.....	61	30.14	.87	31.01
Tuckett, J. A.....	71	14.14	3.04	17.18
Tuft, J. C.....	2	.63		.63
Turner, Sam	125	7.95		7.95
Ungricht, W. F.....	4	2.67	.58	3.25
Union Pacific Stages, Inc.....	13	10.74		10.74
Utah California Motor Express..	977	2,048.23	80.02	2,128.25
Utah California Motor Lines.....	619	581.84	59.49	641.33
Utah Tank Lines.....	948	459.68	41.37	501.05
Utah-Wyoming Motor Transport	1,084	86.70		86.70
Voellger, H. H.....	8	5.20	.71	5.91
Warner, Newell	153	134.62		134.62
Westenhaver, C. E.....	9	6.31	1.02	7.33
Williams, David J.....	219	106.10		106.10
Yellow Cab Co., Provo, Utah.....	2	1.65		1.65
TOTALS.....	45,818	\$24,812.51	\$ 2,541.50	\$27,354.01

STATEMENT OF PASSENGERS AND FREIGHT TRANS-
PORTED BY, AND ROAD TAX ASSESSED AGAINST
AUTOMOBILE LINES OPERATING IN
THE STATE OF UTAH

December 1, 1932 to December 31, 1933

RECAPITULATION

Passenger Lines	Total Pas- sengers Carried	Hard Surface Tax	Other Surface Tax	Total Taxes Assessed
Certificate Holders	467,129	\$66,849.34	\$ 2,577.28	\$69,426.62
Non-Certificate Holders	82,494	23,622.18	1,621.92	25,244.10
Total Passenger Lines.....	549,623	\$90,471.52	\$ 4,199.20	\$94,670.72
Freight Lines	Total Tons Trans- ported	Hard Surface Tax	Other Surface Tax	Total Taxes Assessed
Certificate Holders	30,259	\$ 9,183.11	\$ 2,165.86	\$11,348.97
Non-Certificate Holders	45,818	24,812.51	2,541.50	27,354.01
Total Freight Lines.....	76,077	\$33,995.62	\$ 4,707.36	\$38,702.98
TOTAL TAXES ASSESSED:				
Total Passenger Lines.....				\$ 94,670.72
Total Freight Lines.....				38,702.98
Grand Total Taxes Assessed.....				\$ 133,373.70

STATEMENT OF PASSENGERS CARRIED BY, AND
ROAD TAX ASSESSED AGAINST AUTOMOBILE
PASSENGER LINES IN THE
STATE OF UTAH

January 1, 1934 to June 30, 1934

Certificate Holders	Total Pas- sengers Carried	Hard Surface Tax	Other Surface Tax	Total Taxes Assessed
Arrow Auto Lines.....	329	\$ 3.13	\$ 6.54	\$ 9.67
Bamberger Transportation Co.....	6,798	394.22		394.22
Barton & Lund.....	12	.67	.72	1.39
Bingham Stage Lines Co.....	1,996	165.57	.53	166.10
Duke, Elisha Jones.....	37	1.76		1.76
Forsey, George W.....	187	1.94	.37	2.31
Hout, Don R.....	261	27.10		27.10
Hout, Howard.....	830	62.50		62.50
Interstate Transit Lines, Inc.....	62,945	33,811.65	189.58	34,001.23
Lewis Brothers Stages.....	2,350	486.35	4.77	491.12
Moab Garage Co.....	296	2.03	24.96	26.99
McIntire, B. F.....	66	2.35	1.99	4.34
Northwestern Stages.....	705	211.62	2.89	214.51
Rio Grande Motor Way, Inc.....	3,857	655.50	1.57	657.07
S. L. & Eastern Utah Stages, Inc.....	727	148.98	21.54	170.52
Salt Lake Transportation Co.....	4,054	241.95	39.79	281.74
Sargent, Moyle.....	100	2.33	3.00	5.33
Spencer, H. J. (S.L.-Grantsville).....	971	44.61		44.61
Spencer, H. J. (S.L.-Tooele).....	1,579	95.05		95.05
Uintah Basin Stages.....	402	56.53	29.09	85.62
Utah Central Truck Line.....	949	35.50	6.82	42.32
Utah Idaho Central Railroad Co.....	22,850	959.53	18.85	978.38
Utah Light & Traction Co.....	173,639	1,282.52	1.97	1,284.49
Utah Parks Company.....	1,808	45.74	61.54	107.28
Utah Rapid Transit Co.....	8,507	256.22		256.22
TOTALS.....	296,255	\$38,995.35	\$ 416.52	\$39,411.87

STATEMENT OF PASSENGERS CARRIED BY, AND
ROAD TAX ASSESSED AGAINST AUTOMOBILE
PASSENGER LINES IN THE
STATE OF UTAH

January 1, 1934 to June 30, 1934

Non-Certificate Holders	Total Pas- sengers Carried	Hard Surface Tax	Other Surface Tax	Total Taxes Assessed
Arizona-Utah Transportation Lines	365	\$ 179.21	\$ 41.37	\$ 220.58
Board of Education, Cache Co.....	1,174	12.56	12.62	25.18
Colorado-Utah Stages, Inc.....	362	60.54	58.49	119.03
Columbia-Pacific Nite Coach Lines, Inc.....	3,188	3,271.03	25.81	3,296.84
Comet Motor Express Co.....	612		16.98	16.98
Crandic Stages, Inc.....	2,316	1,227.02	71.82	1,298.84
Dornan, J. P., Jr.....	72	19.62		19.62
Great Western Stages.....	206	142.91		142.91
Harris, Mrs. R. C.....	302	59.53	1.71	61.24
Harwood, Homer W.....	409	83.16	1.08	84.24
Heaton, Ira	30	23.85		23.85
Hilton Bros.....	40	14.10		14.10
Inland Stages	297	59.84	22.66	82.50
Intermountain Transfer Co.....	279	71.60		71.60
Johnson Taxi & Transfer Co.....	152	2.83	.21	3.04
Martin, Ed.....	32	12.16		12.16
Maughan, James E.....	76	24.45		24.45
Nebo School District.....	540	66.27	12.96	79.23
Omaha Rapid Transit Lines.....	81	22.08		22.08
Opheikens, B. H.....	588	46.80	3.05	49.85
Pacific Greyhound Lines, Inc.....	16,034	4,758.18	149.49	4,907.67
Patterson, James	70	51.71	.84	52.55
Tooele Valley Railway Co.....	79		.15	.15
Union Pacific Stages, Inc.....	24,074	4,964.15		4,964.15
Utah Transportation Co.....	454	40.07	5.73	45.80
Wasatch Service	80	8.80		8.80
Yellow Cab Co.....	7	.96		.96
TOTALS.....	51,919	\$15,223.43	\$ 424.97	\$15,648.40

STATEMENT OF TONS OF FREIGHT TRANSPORTED BY, AND ROAD TAX ASSESSED AGAINST AUTO- MOBILE FREIGHT LINES IN THE STATE OF UTAH

January 1, 1934 to June 30, 1934

Certificate Holders	Total Tons Trans- ported	Hard Surface Tax	Other Surface Tax	Total Taxes Assessed
Arrow Auto Lines.....	364	\$ 10.30	\$ 17.55	\$ 27.85
Barton & Lund.....	6	.75	.87	1.62
Barton Truck Line.....	157	30.20	1.94	32.14
Bingham Stage Lines Co.....	13	2.52		2.52
B. & O. Transportation Co.....	135	8.17		8.17
Bolinder, Lester A.....	62	16.87		16.87
Cameron, Philo.....	371	201.93	51.96	253.89
Duke, Elisha Jones.....	15	1.80		1.80
Eastern Utah Transportation Co.	2,381	538.41	465.84	1,004.25
Forsey, George W.....	352	2.12	.42	2.54
Fuller & Toponce Truck Co.....	1,753	763.71	.18	763.89
Hout, Don R.....	100	28.72		28.72
Hout, Howard.....	47	9.82		9.82
Hurricane Truck Line.....	255	70.46	5.87	76.33
Interstate Transit Lines, Inc.....	11	14.27	.04	14.31
Jepson & Bradshaw.....	45	17.38	.27	17.65
Lewis Bros. Stages.....	15	13.53		13.53
Magna Garfield Truck Line.....	212	26.50		26.50
Milne, J. J.....	320	306.38	1.21	307.59
Moab Garage Company.....	927	117.92	218.84	336.76
Petty & Lunt, Inc.....	43	13.10	4.57	17.67
Puffer, E. LeRoy.....	634	660.06		660.06
Railway Express Agency, Inc.....	65	5.69		5.69
Rio Grande Motor Way, Inc.....	3,287	2,602.82	106.29	2,709.11
S. L.-Bingham Freight Line.....	325	71.64		71.64
S. L. & Eastern Utah Stages, Inc.	20	12.08	1.60	13.68
S. L.-Ogden Transportation Co.....	1,941	459.46		459.46
Sargent, Moyle.....	108	7.22	8.12	15.34
Sargent, Norm.....	455	15.67	55.97	71.64
Spencer, H. J. (S.L.-Grantsville)	52	11.53		11.53
Spencer, H. J. (S.L.-Tooele).....	43	11.18		11.18
Sterling Transportation Co.....	924	326.09	238.04	564.13
Ungricht, W. F.....	28	16.88	2.75	19.63
Utah Central Truck Line.....	1,467	256.57	20.97	277.54
Utah Parks Co.....	370	14.78	26.11	40.89
TOTALS.....	17,303	\$ 6,666.53	\$ 1,229.41	\$ 7,895.94

STATEMENT OF TONS OF FREIGHT TRANSPORTED
BY, AND ROAD TAX ASSESSED AGAINST AUTO-
MOBILE FREIGHT LINES IN THE
STATE OF UTAH

January 1, 1934 to June 30, 1934

Non-Certificate Holders	Total Tons Trans- ported	Hard Surface Tax	Other Surface Tax	Total Taxes Assessed
A & A Moving.....	73	\$ 318.33	\$ 12.52	\$ 330.85
Acme Transfer & Storage Co.....	8	3.14	.41	3.55
Adair, George R.....	41	51.84	12.17	64.01
Adams, John.....	18	1.65		1.65
Anderson, Ivan.....	109	2.64	2.07	4.71
Aravie, Roy.....	1,770	94.45		94.45
Arrowhead Freight Lines.....	2,663	5,681.62		5,681.62
Ashton, Leslie, & Sons.....	371	27.57	73.37	100.94
Ashworth Transfer Company.....	5,492	477.72	40.12	517.84
Atkinson, V. D.....	676	162.43	19.19	181.62
Ault, J. W. Transfer Co.....	92	12.87		12.87
Bangerter, Homer.....	40	21.10		21.10
Beckstead, B. H.....	573	49.65		49.65
Bennett, W. J.....	10	.96		.96
Benson Ezra T.....	49	4.25		4.25
Black, Martin.....	43	5.88		5.88
Bollschweiler, Mrs. E. F.....	15	2.50		2.50
Bradley, Isaac.....	187	58.62	.12	58.74
Brinkerhoff, Geo. C.....	17		2.18	2.18
Bryant, G. L.....	2	2.13		2.13
Buckingham Transportation Co.....	684	364.41		364.41
Burmingham, F. (Hewlett Bros.).....	63	16.93		16.93
Burningham, Harry.....	946	44.21		44.21
Campbell, Wm.....	145	76.17	11.50	87.67
Corbridge, Cal.....	29	2.71		2.71
Carter Dray & Transfer.....	1,061	28.73	13.83	42.56
Central Market, (Alex Berkowitz).....	1	.49		.49
Chamberlain, John.....	68	19.84	6.94	26.78
Charter, A. J.....	25	5.93		5.93
Chatelain, E. A.....	446	14.85		14.85
Chidester, W. M.....	3	3.03	.49	3.52
Christensen, Lorin.....	891	73.49	.02	73.51
Circle M. Truck Line (C. W. Mercill).....	98	70.30		70.30
Claphain, H. H.....	1	1.10		1.10
Clark Truck Line.....	917	588.30	3.49	591.79
Colby, F. L.....	250	121.22	33.22	154.44
Cole, C. R.....	19	7.06		7.06
Collier, Walter.....	4	.77	.73	1.50
Comet Motor Express Company.....	252		18.29	18.29
Compton Transfer & Storage Co.....	2	2.22		2.22

STATEMENT OF TONS OF FREIGHT TRANSPORTED
BY, AND ROAD TAX ASSESSED AGAINST AUTO-
MOBILE FREIGHT LINES IN THE
STATE OF UTAH

January 1, 1934 to June 30, 1934

Non-Certificate Holders	Total Tons Trans- ported	Hard Surface Tax	Other Surface Tax	Total Taxes Assessed
Conta, T.	1	\$.33		\$.33
Cooley, Joseph	116	6.21		6.21
Cothell, W. J.	4	.39		.39
Cotterell, A. J.	24	2.29		2.29
Covert, Elgant	151	1.18	.93	2.11
Cowles & Sons	59	50.35	11.70	62.05
Cragun, Oscar	79	181.76		181.76
Cramer, H. O.	33	12.41	3.08	15.49
Crowther, William	554	11.09		11.09
Crawford, Grant	2	.36	.34	.70
Dalton, Elmer	46	2.67	2.32	4.99
Davis County Asparagus Assn.	104	6.87		6.87
Despain, Elbert G.	631	32.21	15.20	47.41
Dornan, J. P. Jr.	139	84.88	.92	85.80
Droubay, D. P.	73	8.78	.05	8.83
Eachus, V. D.	457	9.15		9.15
Elsmore, D. G.	104	23.56		23.56
England, M. H.	2,039	116.94		116.94
Farr, Winslow	43	10.42	6.88	17.30
Feltch, Fred	121	40.10	43.21	83.31
Ferry, Warren	2	.40	.21	.61
Fisher, H. A.	785	47.11	5.91	53.02
Foote, J. A.	3	2.30	.23	2.53
Ford, L. W.	71	93.01	.10	93.11
Fuoco, Sam	3	.63		.63
Gardner, M. A.	3	1.62	.29	1.91
Garrett Transfer & Storage Co.	14,315	8,573.01	158.11	8,731.12
Giles, Rulon	1,378	147.01		147.01
Giles, Smith	886	136.03		136.03
Graff, Clyde	113	240.00		240.00
Grayson Garage	58	3.39	17.13	20.52
Gross, F. L.	30	.88	.11	.99
Griffin, D. J.	10	9.26		9.26
Grow, A. W.	1,259	100.67		100.67
Hadley Transfer & Storage Co.	475	146.06	3.89	149.95
Hafen, Joseph	111	29.08	15.53	44.61
Hales, Wildon A.	296	263.24	7.25	270.49
Hales Truck Line	4,330	7,017.39	199.99	7,217.38
Hanson, Harold	235	20.37	5.23	25.60
Hardy Transfer Co.	10	5.14		5.14
Harmon, L. C.	239	89.56	2.16	91.72

STATEMENT OF TONS OF FREIGHT TRANSPORTED BY, AND ROAD TAX ASSESSED AGAINST AUTO- MOBILE FREIGHT LINES IN THE STATE OF UTAH

January 1, 1934 to June 30, 1934

Non-Certificate Holders	Total Tons Trans- ported	Hard Surface Tax	Other Surface Tax	Total Taxes Assessed
Harmon, W. M.....	8,418	\$ 67.94	\$ 37.66	\$ 105.60
Hart, H. W.....	43	31.02		31.02
Harwood, Homer W.....	81	15.20	.39	15.59
Hatch, Rudd	1	.07		.07
Hawkes, Lee M.....	150	70.42		70.42
Hess, Kenneth L.....	198	56.01		56.01
Hicken, J. Claud.....	448	16.60	23.96	40.56
Higley, Paul	126	2.68	2.25	4.93
Holbrook, Myron	187	11.44		11.44
Hodson, Wm.	19	1.43		1.43
Houston, Sam	58	38.16	3.69	41.85
Hunsaker, Kenneth	1,295	267.67	6.58	274.25
Hunt, Joseph C.....	47	21.75	21.58	43.33
Interstate Motor Lines.....	1,079	634.33	7.68	642.01
James, R. S.....	135	12.04		12.04
Jeffery Bros.	33	17.00	5.30	22.30
Jensen, J. H.....	7,143	1,453.21	1.37	1,454.58
Jensen, Niels	14	9.55		9.55
Johnson Taxi & Transfer Co.....	28	13.38	.08	13.46
Johnson, B. E. Transfer Co.....	63	2.86	1.52	4.38
Johnson, R. C.....	1,408	235.61		235.61
Jones, Edsel	592	15.13		15.13
Judd, Ray	105	37.94		37.94
Kendall, Joseph	139	50.46	7.34	57.80
King, A. W.....	723	24.09		24.09
Kirkman, George	56	9.66		9.66
Klein, John	45	30.79	4.59	35.38
Knudson, Vern	148	30.55	3.69	34.24
Knudson, Virgil G.....	145	64.65		64.65
Kohler, Albert	352	109.40	2.69	112.09
Larsen, Clay	88	46.54	8.06	54.60
Linck, Wm. Harold.....	148	148.69	6.99	155.68
Lindsay, W. C.....	53	9.18		9.18
Little, L. J.....	24	8.02	3.49	11.51
Madsen, Clarence T.....	237	33.09	.93	34.02
Maxfield, J. F.....	98	44.23		44.23
Meecham, M. L.....	44	6.72		6.72
Messinger, Blake	2,468	1,038.09	.80	1,038.89
Miles, I. A.....	295	69.78	11.01	80.79
Milner, A. F.....	1,180	221.16	3.45	224.61
Mollerup, J. A. Moving Co.....	121	175.28	15.18	190.46

STATEMENT OF TONS OF FREIGHT TRANSPORTED BY, AND ROAD TAX ASSESSED AGAINST AUTO- MOBILE FREIGHT LINES IN THE STATE OF UTAH

January 1, 1934 to June 30, 1934

Non-Certificate Holders	Total Tons Trans- ported	Hard Surface Tax	Other Surface Tax	Total Taxes Assessed
Montana Pacific Transport, Inc....	185	\$ 155.28	\$ 7.10	\$ 162.38
Mortensen, Elwood	1	1.37	.05	1.42
Motor Express Co. of Wyoming...	986	172.66		172.66
McAnally & Lay.....	8	15.22		15.22
McCornick, Lucian	480	413.32	43.61	456.93
McCormick, Ray	613	527.55	55.47	583.02
Nielson, G. J.....	117	2.34	32.79	35.13
Nielson, Paul E.....	11	3.06		3.06
Odd, Newman	757	45.40		45.40
Ogden Transfer & Storage Co.....	292	153.33	17.08	170.41
Olsen, Floyd	12	8.32	1.14	9.46
Orange Transportation Co.....	3,042	2,045.04	4.38	2,049.42
Pacific Greyhound Lines, Inc.....	1	.48	.02	.50
Page, Kenneth	28	2.59		2.59
Parkinson, Claude	32	5.45		5.45
Perry, F. O.....	1	.43		.43
Perry, T. W.....	300	82.48		82.48
Petty, I. A.....	57	42.15	6.44	48.59
Phillips, B. E.....	14	6.92		6.92
Pierce, Lee	26		3.79	3.79
Powell, Lott	67	11.91	17.37	29.28
Pratt, W. F.....	145	50.57		50.57
Randall, Alfred	270	17.22	1.68	18.90
Rasmussen, John	520	443.13		443.13
Rasmussen, J. L.....	60	11.98		11.98
Ray, Ivan	10	4.60	.23	4.83
Red Line Motor Transport.....	498	317.94	.90	318.84
Redman Van & Storage Co.....	43	27.80	.12	27.92
Reid & Hunsaker.....	10	5.32	1.59	6.91
Salt Lake Transfer Co.....	831	364.97	24.34	389.31
Sarnes, J. E.....	81	48.40	.48	48.88
Scholzen Produce Co.....	38	34.37	4.59	38.96
Schrader, Herman	3	1.43		1.43
Seamons, Ray	58	24.00		24.00
Sim, L. S.....	603	306.85	5.13	311.98
Simon, L. W.....	4	2.03	.40	2.43
Skillhorn, S. G.....		.06		.06
Slade Transfer Co.....	29	7.74	.43	8.17
Slagowski, John	133	67.50		67.50
Slater, E. A.....	860	22.94		22.94
Smith, Chas.	43	38.26		38.26

STATEMENT OF TONS OF FREIGHT TRANSPORTED BY, AND ROAD TAX ASSESSED AGAINST AUTO- MOBILE FREIGHT LINES IN THE STATE OF UTAH

January 1, 1934 to June 30, 1934

Non-Certificate Holders	Total Tons Trans- ported	Hard Surface Tax	Other Surface Tax	Total Taxes Assessed
Sorenson, Frank	1,507	\$ 50.21		\$ 50.21
Spafford, W. N.	24	18.66	\$ 1.86	20.52
Stanton, J. J.	2,431	222.09	636.13	858.22
Staples, Joseph	1,028	27.45		27.45
Taylor, Nile	18	7.99	1.39	9.38
Thornley, J. H.	61	6.87		6.87
Tietjen, J. E.	85	27.26		27.26
Timpson, H. E.	115	2.99	5.43	8.42
Tooele Valley Railway Co.	50	.01	.29	.30
Torp, Norman	8	3.16		3.16
Tri-State Motor Ways	636	396.15		396.15
Truitt, J. M.	42	11.89	.18	12.07
Tuckert, J. A.	46	9.40	1.77	11.17
Union Pacific Stages	3	2.43		2.43
Hired by Utah California Motor Lines:				
Burton, J. L. & Russell	29	67.13		67.13
Henline, George	50	117.87		117.87
Holt, N. W.	5	12.64		12.64
Lillywhite, Roy	127	193.33	6.21	199.54
Malouf, George	14	31.30		31.30
Morandy, C.	7	15.36		15.36
Taylor, Fred	72	161.53	.42	161.95
Utah Calif. Motor Lines, Inc.	3,091	4,989.24	59.72	5,048.96
Utah California Motor Lines	1,749	1,565.44	45.57	1,611.01
Ut. Cal. Motor Lines of Colo. Inc.	483	285.50	4.50	290.00
Voellger, H. H.	108	91.92		91.92
Wagstaff, W. L.	1,464	48.83		48.83
Waldron, Grant	54	12.37	.41	12.78
Warner, Newell	106	93.16		93.16
Wayment, C. T.	429	28.62		28.62
Weber Central Dairy Assn.	3,645	487.15		487.15
Western Motor Freight	22	20.61		20.61
Wilde, Wallace	1,647	186.62		186.62
Williams, David J.	520	285.13		285.13
Williams, J. M.	1,623	75.78		75.78
Williams, H. C.	6	4.60	.46	5.06
Williams, Roy	1,102	51.43		51.43
Wilson & Truax	8	5.09	2.32	7.41
Yellow Cab Co.	2	.45		.45
West, A. J.	2	.27		.27
TOTALS	109,269	\$46,211.38	\$ 1,927.50	\$48,138.88

STATEMENT OF PASSENGERS AND FREIGHT TRANS-
PORTED BY, AND ROAD TAX ASSESSED AGAINST
AUTOMOBILE LINES OPERATING IN
THE STATE OF UTAH

January 1, 1934 to June 30, 1934

RECAPITULATION

	Total Pas- sengers Carried	Hard Surface Tax	Other Surface Tax	Total Taxes Assessed
Certificate Holders	296,255	\$38,995.35	\$ 416.52	\$39,411.87
Non-Certificate Holders	51,919	15,223.43	424.97	15,648.40
	<hr/>	<hr/>	<hr/>	<hr/>
Total Passenger Lines.....	348,174	\$54,218.78	\$ 841.49	\$55,060.27

	Total Tons Trans- ported	Hard Surface Tax	Other Surface Tax	Total Taxes Assessed
Certificate Holders	17,303	\$ 6,666.53	\$ 1,229.41	\$ 7,895.94
Non-Certificate Holders	109,269	46,211.38	1,927.50	48,138.88
	<hr/>	<hr/>	<hr/>	<hr/>
Total Freight Lines.....	126,572	\$52,877.91	\$ 3,156.91	\$56,034.82

TOTAL TAXES ASSESSED:

Total Passenger Lines.....	\$ 55,060.27
Total Freight Lines.....	56,034.82
Grand Total Taxes Assessed.....	\$ 111,095.09

PUBLIC UTILITIES UNDER JURISDICTION OF
COMMISSION AT JUNE 30, 1934

Steam Railroads, Interstate.....	7
Steam Railroads, Intrastate.....	7
Electric Railroads, Interstate.....	1
Electric Railroads, Intrastate.....	3
Street Railroads	2
Terminal Companies	3
Express Companies	1
Telegraph Companies	2
Sleeping Car Companies.....	1
Common Motor Carriers, Interstate.....	47
Common Motor Carriers, Intrastate.....	42
Contract Motor Carriers.....	53
Gas Companies	4
Electric Light & Power Companies.....	14
Telephone Companies	13
Water Companies	11
<hr/>	
TOTAL.....	211

PUBLIC UTILITIES COMMISSION GENERAL FUND APPROPRIATION

Six Months' Period Ending June 30, 1933

SALARIES AND WAGES:

Unexpended Appropriation, January 1, 1933.....	\$12,639.57
Credits, January 1, 1933 to June 30, 1933.....	192.47
Total Available for Expenditures.....	\$12,832.04
Expenditures, January 1, 1933 to June 30, 1933.....	7,569.88
Balance Lapsed into General Fund, period ending June 30, 1933	5,262.16

OFFICE EXPENSES:

Unexpended Appropriation, January 1, 1933.....	2,237.62
Credits, January 1, 1933 to June 30, 1933.....	20.75
Total Available for Expenditure.....	2,258.37
Expenditures, January 1, 1933 to June 30, 1933.....	400.44
Balance Lapsed into General Fund period ending June 30, 1933	1,857.93

TRAVEL:

Unexpended Appropriation, January 1, 1933.....	895.75
Total Available for expenditure.....	895.75
Expenditures, January 1, 1933 to June 30, 1933.....	126.49
Balance Lapsed into General Fund period ending June 30, 1933	769.26

EQUIPMENT:

Unexpended Appropriation, January 1, 1933.....	321.69
Total Available for Expenditure.....	321.69
Expenditures, January 1, 1933 to June 30, 1933.....	110.10
Balance Lapsed into General Fund, period Ending June 30, 1933	211.59

SUSPENSE ACCOUNT:

Unexpended Balance, January 1, 1933.....	600.00
Total Available for Expenditure.....	600.00
Expenditures, January 1, 1933 to June 30, 1933.....	
Balance Lapsed into General Fund, period ending June 30, 1933	600.00

AUTOMOBILES OPERATING FOR HIRE FUND

Six Months' Period Ending June 30, 1933

Unexpended Appropriation, January 1, 1933.....	\$ 3,338.50	
		<hr/>
Total Available for Expenditure.....		\$ 3,338.50
EXPENDITURES, JANUARY 1, 1933 TO JUNE 30, 1933:		
Salaries and wages.....	2,016.00	
Office expenses	123.88	
Travel	2.31	
		2,142.19
		<hr/>
Balance Lapsed, period ending June 30, 1933.....		1,196.31

PUBLIC UTILITIES COMMISSION GENERAL FUND APPROPRIATION

Fiscal Year Ending June 30, 1934

SALARIES AND WAGES:

Allotments, July 1, 1933 to June 30, 1934.....	\$ 9,931.35	
Credits, July 1, 1933 to June 30, 1934.....	1,480.77	
	<hr/>	
Total Available for Expenditure.....		\$11,412.12
Expenditures, July 1, 1933 to June 30, 1934.....		11,040.22
		<hr/>
Available Balance Unexpended, June 30, 1934.....		371.90

OFFICE EXPENSES:

Allotments, July 1, 1933 to June 30, 1934.....	711.25	
Credits, July 1, 1933 to June 30, 1934.....	86.20	
	<hr/>	
Total Available for Expenditure.....		797.45
Expenditures, July 1, 1933 to June 30, 1934.....		792.81
Available Balance Unexpended, June 30, 1934.....		4.64

TRAVEL:

Allotments, July 1, 1933 to June 30, 1934.....	1,000.73	
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Total Available for Expenditure.....		1,000.73
Expenditures, July 1, 1933 to June 30, 1934.....		295.92
		<hr/>
Available Balance Unexpended, June 30, 1934.....		704.81

CONTINGENT ALLOTMENT:

Allotments, July 1, 1933 to June 30, 1934.....	1,490.19	
Credits, July 1, 1933 to June 30, 1934.....	456.25	
	<hr/>	
Total Available for Expenditure.....		1,946.44
EXPENDITURES, JULY 1, 1933 TO JUNE 30, 1934:		
Salaries and wages.....	996.44	
Office supplies	21.42	1,017.86
	<hr/>	<hr/>
Available Balance Unexpended, June 30, 1934.....		\$ 928.58

MOTOR TRANSPORT FUND

Fiscal Year Ending June 30, 1934

SALARIES AND WAGES:

Allotments, July 1, 1933 to June 30, 1934.....	\$13,336.09	
Credits, July 1, 1933 to June 30, 1934.....	101.12	
	<hr/>	
Total Available for Expenditure.....		\$13,437.21
Expenditures, July 1, 1933 to June 30, 1934.....		12,901.39
		<hr/>
Available Balance Unexpended, June 30, 1934.....		535.82

OFFICE EXPENSES:

Allotments, July 1, 1933 to June 30, 1934.....	1,192.13	
Credits, July 1, 1933 to June 30, 1934.....	139.88	
	<hr/>	
Total Available for Expenditure.....		1,332.01
Expenditures, July 1, 1933 to June 30, 1934.....		1,324.60
		<hr/>
Available Balance Unexpended, June 30, 1934.....		7.41

TRAVEL:

Allotments, July 1, 1933 to June 30, 1934.....	1,237.44	
	<hr/>	
Total Available for Expenditure.....		1,237.44
Expenditures, July 1, 1933 to June 30, 1934.....		1,223.88
		<hr/>
Available Balance Unexpended, June 30, 1934.....		13.56

EQUIPMENT:

Allotments, July 1, 1933 to June 30, 1934.....	929.84	
	<hr/>	
Total Available for Expenditure.....		929.84
Expenditures, July 1, 1933 to June 30, 1934.....		810.63
		<hr/>
Available Balance Unexpended, June 30, 1934.....		119.21

I N D E X

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In the Index, the following abbreviations are used:

B E R R	Bamberger Electric Railroad Co.
B & G Ry	Bingham & Garfield Railway Co.
D & R G W R R	Denver & Rio Grande Western Railroad Co., The
I C C	Interstate Commerce Commission
L A & S L R R	Los Angeles & Salt Lake Railroad Co.
M S T & T Co.	Mountain States Telephone & Telegraph Co., The
O S L R R	Oregon Short Line Railroad Co.
P U C U	Public Utilities Commssion of Utah
S L & U R R	Salt Lake & Utah Railroad Co.
S P Co.	Southern Pacific Co.
T V Ry	Tooele Valley Railway Co.
U P R R	Union Pacific Railroad Co.
U P System	Union Pacific System
U G & C Co.	Utah Gas & Coke Co.
U I C R R	Utah Idaho Central Railroad Co., The
U L & T Co.	Utah Light & Traction Co.
U P & L Co.	Utah Power & Light Co.
U R T Co.	Utah Rapid Transit Co.
U t Ry Co.	Utah Railway Co.
Western Union	Western Union Telegraph Co., The

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