

# MAY BE FORCED TO BUILD NEW STATION

## Supervisors Suggest Refusing S. P. Franchise Until it Has Erected Depot.

### COMPANY IS DENOUNCED

## Widening of Bernal Cut Asked in Protest by the Mission Promotion Association.

That the Southern Pacific, in return for the granting of its franchise application, may be compelled to erect a new passenger depot at a cost of not less than \$700,000, in addition to widening Bernal cut and granting the city an easement through it, was suggested yesterday at a meeting of the Public Utilities and Streets Committee of the Board of Supervisors. It is also probable that the Railroad Commission will be conferred with concerning the commission's power to compel the erection of the proposed station.

Throughout the discussion members of the committee voiced and reiterated the belief that San Francisco should have a passenger depot at least equal to that of Los Angeles. It deplored the possibility of 1915 exposition visitors alighting at a dingy station, such as is now in use.

In a lengthy statement regarding the Southern Pacific's refusal to agree to the widening of Bernal cut and the granting of an easement to the city, the Mission Promotion Association went on record as opposing the franchise unless this condition is accepted. Otherwise, they said, the cut would not be improved.

### TIRED OF PROMISES.

For five years, the statement continued, the Mission Promotion Association has discussed the Bernal cut situation with Southern Pacific officials, and each time has been put off with promises.

"With the assurance which has generally characterized the actions of this company," says the report, "it meets this demand with the cool and lofty reply that the matter of the Bernal cut is so distant from the franchises applied for that the company could not consider it.

"The company then follows this with the threat that unless the franchises be granted without conditions, San Francisco will have to greet its exposition guests in the dirty lobbies of the present dingy sheds, possibly hidden by a new coat of paint, instead of in a building costing the munificent sum of \$250,000."

Continuing in its protest, the Promotion Association said that since the building of the bay shore cut-off, the old San Jose road, of which Bernal cut forms a part, has been little used by the Southern Pacific Company, although retained by the company to the exclusion of all others, regardless of the fact that it is the only level, open highway leading out of the city.

### POLICY IS DENOUNCED.

"This dog-in-the-manger policy may further the ends of the Southern Pacific Company," the report proceeds to say, "but it will have a most injurious effect upon the development of our city. For three years the company has promised the electrification of the old San Jose road, but now it says it does not know whether this will be done or not."

In closing its argument, the Mission Promotion Association urged the committees to enlist the aid of the Railroad Commission in compelling the railroad to construct and maintain suitable depots.

"Times have changed," the argument ran. "The great city of San Francisco no longer lies prone at the feet of the Southern Pacific."

Representatives of several other improvement clubs voiced their beliefs in the matter. Robert P. Troy, representing the Third Street Property Owners' Association, advocated the granting of the franchise without imposing the conditions the railroad has refused to accept. Joseph Rothschild of the Fourth Street Property Owners' Association, spoke in a similar strain.

### DISCUSS PROPOSED ORDINANCE.

Edward Keil expressed a different view. He maintained that the company should be obliged to erect a new depot and expend at least \$1,000,000 on this and in providing necessary lights along its rights of way, and paving the streets it occupies, from curb to curb.

Troy and Supervisor Giannini argued over section 7 of the committee's proposed franchise ordinance, which provides that if at any time it be determined that the conditions imposed be deemed beyond the power of the Supervisors to propose, or the railroad to accept, the entire ordinance shall be null and void.

Giannini explained that this provision was to meet such a situation as arose in regard to the Home Telephone Company's franchise. The courts ruled that certain conditions in this franchise were void, at the same time not ruling against the validity of the franchise. While Troy believed this section should be omitted, as it would unnecessarily embarrass the Southern Pacific, Giannini considered it indispensable.