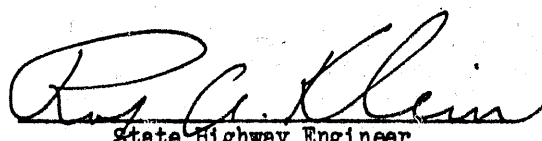
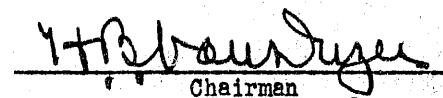
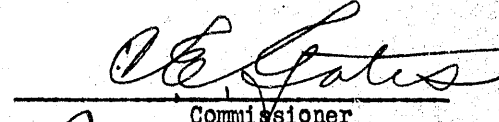


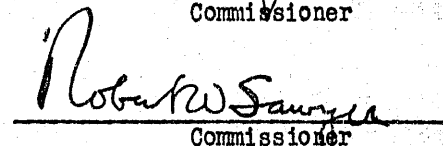
Clackamas Construction Company, contract No. 1121, bridge at Gnat Creek and culvert at Ferris Creek, Columbia River Highway, Clatsop County, requested an extension of time to January 15, 1930. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

No further business coming before the Commission, the meeting was adjourned.

  
State Highway Engineer  
and Secretary

  
Chairman

  
Commissioner

  
Commissioner

Portland, Oregon, January 15, 1930.

The Commission met in Room 209 Imperial Hotel at 2:30 P. M. Present were:

C. E. Gates, Vice Chairman  
Robert W. Sawyer, Commissioner  
Roy A. Klein, State Highway Engineer and Secretary

Chairman Van Duzer was detained and came in at 3:30 P. M.

Secretary of State Hal Hoss discussed with the Commission the advisability of check-in stations for the traffic officers along the Pacific Highway which would be connected with long distance telephones, also he proposed to use these stations for checking lights at night. Mr. Hoss desired to place these buildings on the right of way and string lights to illuminate the road at night at these points. Commissioner Sawyer pointed out the need of selecting places where there was ample parking space. It was agreed that Mr. Hoss should confer with the State Highway Engineer and pick out a place which is suitable to try out the plan as an experiment. Commissioner Gates said, "If the experiment is successful, we can agree on a permanent arrangement."

A request was received from Chris Schuebel, President of the League of Oregon Cities, for a conference of the executive committee of that association with the Commission. The Secretary was instructed to advise Mr. Schuebel that a conference could be held at the next meeting in February.

A letter was received from A. L. Barbur, Commissioner of Public Works of the City of Portland, asking if the Commission would be interested in the

Fourth Street route into the city from the south beginning at Bertha Station on the abandoned right of way of the Southern Pacific Company and whether the Commission would cooperate with the city and county in the construction of a road on this route. After consideration the Secretary was instructed to reply that the Commission was not interested in the project at the present time and did not think that under the provisions of the law, the expenditure of state funds would be permitted within the city limits of Portland.

A request was received from the County Court of Grant County that the state include in the contract for surfacing the Mountain Rest-Little Beech Creek Section of the Pendleton-John Day Highway the unit graded by Grant County, 5.0 miles, between the mouth of Little Beech Creek and Mt. Vernon, and also a market road unit between Long Creek and Hamilton, a distance of 12.3 miles. In both of these last two projects, the County Court agreed to pay the costs. The Commission approved the request of the Grant County Court and ordered that the county units be included in the state project when advertised.

The Commission authorized the Equipment Engineer to secure quotations on gasoline, lubricating oils, road oils and asphalt requirements for 1930.

W. H. Lynch, District Engineer, J. A. Elliott and H. D. Farmer of the Bureau of Public Roads, and P. H. Dater of the Forest Service were present to discuss the forest highway program. It was agreed to defer the definite adoption of the forest highway system until a later date. However, it was agreed to recommend the addition of the Union Creek-Diamond Lake road to the forest highway system at this time in order to make the survey this season. Consideration was given to a supplementary forest highway program so as to be prepared in the event that additional forest highway appropriations are made available, and the following projects were discussed and tentatively agreed upon:

Poison Creek-Burns Section of the Canyon City-Burns Road, grading 5.0 miles, estimated cost \$35,000;  
West Forest Boundary to East Forest Boundary, Fremont Highway, 16.3 miles surfacing, estimated cost \$175,000;  
Rose Lodge-West Section of Salmon River Highway, 4.5 miles of grading and Salmon River bridge, estimated cost \$140,000;  
Berry Creek-Sutton Lake Section of the Roosevelt Coast Highway, 3.7 miles grading, estimated cost \$129,000.  
The survey for this project is to be made by the State.  
Gardiner North, Roosevelt Coast Highway, to be placed on the forest highway program if sufficient forest funds are available and if Douglas County will cooperate.

The Santiam and Willamette Forest Highway projects were discussed also but no definite conclusions reached.

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On the Heppner-Spray project, it was agreed that the survey would be made for the entire length of the remaining unfinished unit.

Commissioner Sawyer suggested that the Canyon City-Burns forest highway project be extended two miles northerly to John Day at the junction with the John Day Highway. It was agreed that this should be taken up again when the forest highway system is considered.

On the Medford-Phoenix paving project, contract No. 1125, the contractor, L. O. Herrold, submitted a proposal to construct a 3 foot bituminous concrete shoulder 9 inches thick on each side of the present 16 foot pavement for the same price as the 2 foot Portland cement concrete shoulder 9 inches thick on each side on which he had made his bid. This being a Federal Aid project, Mr. Lynch was asked his opinion on making the change in the contract. He recommended against it and the Commission rejected Mr. Herrold's proposal.

The Commission authorized the purchase of the following equipment for oiling operations:

- 6 - 5 ton trucks
- 6 - trucks of 3 cubic yard capacity
- 1 - 1/3 or 3/8 cubic yard capacity power shovel

and the following equipment for general purposes:

- 24 - 1 ton trucks
- 6 - Two door light sedans.

Parks Engineer Boardman reported on the progress of park matters during the month.

An offer was received from F. W. Miles to sell 40 acres on the Columbia River Highway about 1 1/2 miles east of Hood River for \$2,000.00. Mr. Boardman reported that only a small part of this tract bordered upon the highway. He was instructed to see if the owner would sell a 500 foot strip at a reasonable price.

Mr. Boardman reported that he had interviewed Judge Jeffrey of Hood River County and Kent Shoemaker, Secretary of the Chamber of Commerce, and with them had made an inspection of the proposed park site on the Mt. Hood Highway crossing of the East Fork. All were of the opinion that 13 or 15 acres of the 33 acres in the tract were not suitable for park purposes and therefore it was left to further negotiations with the owner to determine a fair price for the 20 acres left in the tract bordering on the highway.

Mr. Boardman reported that a party was in the field making a survey and cruise of the timber adjoining the Salmon River Highway in Tillamook and Lincoln Counties which is owned by the Miami Corporation, proposed to be exchanged for O & C timber.

A preliminary report was submitted on the Silver Creek Falls property in Marion County. The Commission wished further facts as to ownership and assessed valuation.

A request was submitted from the people of Unity, Baker County, through Division Engineer Smith, that the N 1/2 of the N 1/2 of Section 34, T. 11 S. R. 35 E. now in the National Forest be set aside for recreational purposes. The Secretary was instructed to take up this matter with the District Forester.

A letter was received from J. V. B. Butler in behalf of the Lions Club of Monmouth with reference to improving Helmick Park. He proposed that the Lions Club cooperate in the work of beautifying this park site and outlined some plans which had been proposed. The Secretary was instructed to ask Professor A. L. Peck of Corvallis to look this park over and make suggestions as to development.

Wm. Hurlburt of Portland suggested a loop road about 1500 feet in length near the lighthouse at Agate Beach to permit travel to the lighthouse to turn around conveniently. The Commission did not feel that such a road could be classed as a park road and therefore declined the request.

A request was received from the Condon Commercial Club that oiling operations on the John Day Highway be continued south of Fossil. The Engineer reported that the roadbed on this unit was narrow and required widening and straightening also the surfacing was narrow and now worn thin and probably would not support oiling without failure. The Commission therefore declined to approve the request.

An inquiry was received from Congressman Cochran of Missouri relative to the Commission's position on the Columbia River bridge at Astoria proposed to be constructed as a privately owned toll bridge. The Commission reaffirmed their previous position that they were opposed to the construction of toll bridges by private parties without adequate safeguards to protect the public from high tolls, inadequate construction, high capitalization costs and large profits to the owners. Also it was their view that the franchise should contain adequate provisions for recapture by the public at a reasonable cost.

The bituminous macadam program for 1930 was discussed and the following projects agreed upon:

Highway	Section	Miles
The Dalles-California	Lakeview Junction-Merrill	14.40
Klamath Falls-Lakeview	Mi. 0 - Mi. 10.2	10.20
" " "	Mi. 10.2 - Mi. 13.83	3.63
" " "	Mi. 13.83 - Mi. 25.2	11.37
Green Springs	Mi. 53.15 - 56.15	3.00
Crater Lake	Prospect-Park Boundary	21.75
Roosevelt Coast	Reedsport	1.00
" "	Riverton-Bandon	12.00

Cont'd

Corvallis-Newport	Corvallis-Philomath	3.50
Old Oregon Trail	M. 395 - 403	8.00
Central Oregon	M. 129.23 - 132.63	3.40
Roosevelt Coast	Wheeler Overhead-Tillamook	5.00
" "	" " "	9.00
McMinnville-Tillamook	Valley Junction	.80
" "	Hebo-Yamhill County	2.00
Roosevelt Coast	Cloverdale-Neskowin	5.10
Fremont	Lakeview	1.00
Columbia River	Dillon-Deschutes River	7.44
Old Oregon Trail	Deadman's Pass-Kamela	15.00
Santiam	Lebanon-Foster	17.2
"	Albany-Lebanon	1.00
"	" "	1.00
McKenzie	Springfield-Walterville	7.40
Sherman	Biggs-Grass Valley	13.66
"	Grass Valley-Wasco County	2.50
Old Oregon Trail	Hilgard-La Grande	6.20
" " "	Baker-Pleasant Valley	9.50

196.05

The Commission then adjourned to meet again the next day.

Portland, Oregon, January 16, 1930.

The Commission met in Room 570 Multnomah County Court House at 10:00 A. M. with all present and participating.

Bids were opened on the following grading, surfacing, paving and bridge projects:

GREEN SPRINGS HIGHWAY  
JENNY CREEK-KENO SECTION - RESURFACING

J. W. Feak Construction Co.	\$157,266.55
Lyon & Price	173,665.65
Washburn & Hall	174,689.75
Milne & Dussault	185,701.00
H. G. Johnson	208,535.00

McKENZIE HIGHWAY  
NIMROD-BELKNAP SPRINGS SECTION - SURFACING

Willamette Contracting Co.	\$61,290.00
C. R. Vaughan	74,600.00
A. S. Wallace	75,317.50
Meyers & Co.	76,705.00
J. W. Feak Construction Co.	76,940.00
Knute Lien	77,800.00
Wren & Greenough	86,780.00

ROOSEVELT COAST HIGHWAY  
YAQUINA BAY-SOUTH BEACH SECTION - FERRY SLIP AND GRADING

H. P. Nass	\$17,004.50
O. N. Pierce	18,987.00
John J. Dann	19,319.50
Earl L. McNutt	19,396.00
March Construction Co.	19,420.00
Liesch & Tofte	21,174.38
Yunker, Wiecks & Co.	21,496.00
Meyers & Co.	21,789.00
Brookfield Co.	23,364.00
John Slotte & Co.	25,172.75
Wright Construction Co.	25,190.00

TUALATIN VALLEY HIGHWAY  
MULTNOMAH COUNTY LINE-BEAVERTON SECTION - PAVING

I. L. Young	\$104,405.00
Kern & Kibbe	113,989.00
Edlefsen-Weygandt Co.	123,259.00
Jacobsen-Jensen Co.	125,140.00
J. C. Compton	138,430.00
Geo. C. Arenz	143,660.00
United Contracting Co.	149,131.00
La Pointe Construction Co.	150,560.00

OCHOCO HIGHWAY  
BARNHOUSE RANCH-PICTURE GORGE SECTION - GRADING

	West Unit	East Unit
	Conc. Pipe Corr. I. Pipe	Conc. Pipe Corr. I. Pipe
J. W. Feak Const. Co.	\$124,913.00	\$124,233.00
Earl L. McNutt	127,991.00	125,107.00
Knute Lien**	128,238.00	124,608.00
W. B. Kidd	131,580.00	131,117.00
Bauers & Bauers*	135,415.00	132,537.00
Colonial Building Co.	138,365.00	135,275.00
Crick & Kuney	142,027.00	139,688.00
Cochran Const. Co.**	142,369.00	140,765.50
A. C. Greenwood	143,380.00	141,542.50
Ryberg, McHugh & Cowley	143,850.00	140,350.00
John J. Dann**	145,446.00	143,323.00
Morrison-Knudsen Co.*	146,420.50	142,560.50
Johnson & Rosten	149,025.00	145,945.00
Kern & Kibbe*	150,837.50	148,825.00
Rhodes & Dillard		
Sam Orino	165,403.00	163,585.50
A. Guthrie & Co. Inc.		182,480.00

\*Will not accept award of one unit alone.

\*\*Will not accept award of both units.

## Barnhouse Ranch-Picture Gorge Section - cont'd

## Total of Both Units with Reduction

	Concrete Pipe	Corr. Iron Pipe
J. W. Peak Construction Co.	\$187,656.60	\$186,866.50
Earl L. McNutt	191,336.00	187,842.00
W. B. Kidd	198,252.00	197,669.00
Bauers & Bauers	202,130.50	198,617.00
Colonial Building Co.	204,212.00	200,272.00
Crick & Kuney	209,912.00	207,063.00
A. C. Greenwood	217,751.00	215,488.50
Johnson & Rosten	218,495.00	214,645.00
Ryberg, McHugh & Cowley	218,592.50	214,332.50
Morrison-Knudsen Co.	221,262.50	216,302.50
Kern & Kibbe	225,026.50	222,489.00
Sam Orino	249,453.00	247,270.50
A. Guthrie & Co. Inc.		282,505.00

COLUMBIA RIVER HIGHWAY  
BRIDGE OVER BEAVER CREEK NEAR RAINIER

Rigdon Bros.	\$4,096.50
H. W. Thayer	4,132.00
J. F. Shea Co.	4,366.50
R. N. Green	4,483.00
Clackamas Construction Co.	4,582.00
O. N. Pierce	4,675.00
A. H. Kingsbury	4,782.50
Rohaut & Gearhart	4,858.00
Jerry Barnard	5,105.00
Abraham & Deffenbaugh	5,493.25
Fred E. & Harold Lockyear	5,968.00
Hugh & Hanson	7,965.00

ROOSEVELT COAST HIGHWAY  
BRIDGE OVER MOUTH OF ROGUE RIVER

Mercer-Fraser Company	\$568,181.00
H. E. Doering	617,819.00
Pacific Bridge Company	633,830.00
Johnson-Gardner Company	652,160.00
The Gilpin Construction Co.	677,285.00
Ward Engineering Company	677,609.00
A. Guthrie & Co. Inc.	774,293.00

Commissioners Snider and Fisher asked for the grading of another unit of the Fremont Highway between Silver Lake (town) and the foot of the hill on the north side of Picture Rock Pass. The Chairman stated that the project could not be considered now but that an answer would be given at the February meeting.

Judge Siegmund and Commissioners Smith and Porter of Marion County asked that the Commission make a survey on state highway standards between Mill City and Niagara on the North Santiam Road to be paid for by Marion County. With the understanding that the work was to be done at the expense of the county, the engineer was instructed to make the survey in the near future.

Judge Williams of Harney County, with A. B. Hayes, Geo. James and Wm. Carroll, County Clerk, asked the help of the Commission in securing from the Government a tract of timber land for park purposes bordering on Poison Creek on the Canyon City-Burns road. The matter was referred to Commissioner Sawyer who will confer with the Government authorities while he is in Washington.

Judge Hamilton and Commissioner Clough of Douglas County were present. Chairman Van Duzer stated to them that it is probable that further Federal Aid and forest highway funds will be appropriated this year with which it will be possible to do a large amount of work on the Roosevelt Coast Highway north of Gardiner to the Lane County Line, if cooperation is given by Douglas County on the same basis as Lane County; i. e., 25 per cent. Commissioner Clough asked if this would be retro-active and give them a credit for previous county cooperation on a higher basis. The Chairman replied, "No, this basis would apply to projects from now on." Mr. Clough continued, "We want to do everything in our power to expedite the completion of the Roosevelt Highway, but we have many interests to satisfy in Douglas County and we must spend some of our funds east of the Pacific Highway; however, we probably can raise a greater sum for the Roosevelt Highway than we previously offered but are uncertain as to the exact amount we can put into it." Chairman Van Duzer asked them to let the Commission know later what they could do.

County Commissioner Peetz with County Engineer Wall of Sherman County asked that the section of the Sherman Highway between the Sherman-Wasco County line and the junction with The Dalles-California Highway be oiled. The Engineer reported that before oiling was done it would be necessary to drain and widen the roadbed and resurface the project. Matter held for further consideration.

H. H. Weatherspoon and Arthur Hallgarth of Elgin presented a petition signed by the judges of the County Courts of Umatilla, Union and Wallowa Counties asking for the establishment of a road between Weston and Elgin as a state highway and construction of the same with the co-operation of forest highway funds. Mr. Weatherspoon stated that the distance from Weston to Elgin by this route was only 40 miles and would save distance for travel between Union and Wallowa Counties and the Milton-Freewater country and also open up a fine recreational area at the summit of the Blue Mountains in the vicinity of Toll Gate Lake. Mr. Weatherspoon presented the Commission with a deed from the Woodward Wagon Road Company, for the toll road property which had recently been purchased by local residents. The deed was turned over to the Attorney for examination and report. Matter held for further consideration.



Present from the city of Tillamook were Judge Beltz of the County Court, George Riechers, Guy Ford and Jack Steinbach, members of the City Council, and B. E. King, Mayor, to discuss the improvement of the Roosevelt Coast Highway at the north city limits. Judge Beltz stated that the line as surveyed by the Engineer was acceptable and satisfactory to the city authorities. The change involves acquiring property, moving buildings, etc. estimated to cost in total about \$15,000. Judge Beltz stated, however, that the City Council did not feel that a bond issue could be voted for the project but that they could raise about \$5,000 per year and would like to have the Commission advance funds for the project and spread the repayments from the city over a period of three years. The Commission suggested that options be secured on the property necessary for right of way to determine the definite cost of that part of the improvement. The location of the new bridge at Wilson River and the proposed new location to the Kilchis River was advocated by Judge Beltz. This matter was held for further consideration.

Judge Phipps of Wasco County asked the Commission that if there is an increased appropriation for forest highway construction that The Dalles-Mt. Hood connection through the National Forest be considered. This road would connect with a county road previously graded by Wasco County from The Dalles to Mt. Hood Flat. It was claimed that a superior view of the mountains could be secured from this route as well as decreasing the distance for loop travel from The Dalles around Mt. Hood.

T. Leland Brown, attorney, presented a claim on account of injury to a Japanese boy, son of N. Akita of The Dalles, caused by a collision between Akita's truck and state highway truck No. 938. This accident occurred on September 7, 1929 on the Columbia River Highway just west of the west city limits of The Dalles. The reports indicated that the driver of the state car was turning around on the pavement and did not signal. It was stated that the Japanese truck coming up from behind at a good rate of speed could not stop, so swung out, but struck the left front wheel. The impact threw down four children in Akita's truck and two were injured, one not seriously, but the other had a fractured skull and injured one eye. Mr. Brown submitted a report from Dr. French of The Dalles stating that there was a total loss of sight of one eye. Mr. Brown asked that the Commission compensate Mr. Akita for medical expense and permanent injury to the boy's eye. In view of the fact that the state driver appeared to be at fault, the Commission voted to approve the payment of the medical expenses and allow for the eye injury on the State Industrial Accident Commission schedule for like injury. Confronted, however, with a legal limitation of \$200, it was agreed that the balance should be recommended to the legislature for payment to Akita at the next session. This was accepted and agreeable to Mr. Brown.

O. H. Linn, representing the Northwest Contract Company to whom was awarded the contract for constructing the Pacific Highway bridge across the Rogue River at Grants Pass, stated that thus far he had been unable to get a bond for this contract but that he still had some hopes of getting one if more time was given. The Commission thereupon voted to give the Northwest Contract Company an extension of ten days in which to secure a bond

and at the end of that period if the executed contract and bond is not filed, the matter is to be referred back to the Commission for further action.

Judge Bailey and Commissioner Starr of Curry County asked for oiling on the Roosevelt Coast Highway between Gold Beach and Brookings. They were advised that the oiling of this unit is included in the 1930 program.

The Engineer reported on an alternate location for the north entrance of The Dalles-California Highway into Klamath Falls, in length 1.97 miles, which saved .21 miles in distance and eliminated 255° of curvature on the present location. The great advantage of the new line, however, is that two grade crossings of railroad spur tracks are avoided and the location is removed from a congested mill district. The Engineer was authorized to make a survey of the alternate route to determine the costs of construction.

In the matter of the petition for the formation of the Rogue River Highway Improvement District in Coos and Curry Counties, the Commission decided to fix a date at the next meeting for the hearing on the boundaries of the proposed district.

A petition was received from Goshen Grange No. 561, requesting that the five mile unit of the Willamette Highway between Goshen and Pleasant Hill be taken over and improved as a state highway. Inasmuch as the Commission, in cooperation with the Forest Service has included in the 1930 program a 13.3 mile unit on the Willamette Highway east of Lowell, the request was declined.

The following resolution adopted by the Board of County Commissioners of Multnomah County was received:

WHEREAS it has been shown that the people of this County have for many years cheerfully contributed about 37½ per cent of the total automobile license money received by the State, amounting to \$17,619,707.60 for the years 1920 to 1929 inclusive, and have received only \$4,404,926.90 in return, and

WHEREAS it is further contended that the same people pay about the same proportion of gasoline tax received by the State over the same period of time, amounting to \$8,431,084.25, for which they receive nothing in return; and

WHEREAS it is further shown that during the same term of years Multnomah County had paid into the Market Road fund \$3,711,740.98 and received in return the sum of \$1,056,177.92; and

WHEREAS the figures quoted above show that over the period of time indicated this County has paid into the State

Highway System a total of \$29,872,532.85 for which they have only received \$5,461,104.82; and

WHEREAS the demands on the part of the people of this County for new road projects within the County are of such magnitude that this Board is unable to comply with the requests, owing to the limited amount of funds available for new road construction; and

WHEREAS the State Highway Commission is in fact now operating in this County through its assumption of ownership and operation of Multnomah County's part of the Interstate Bridge; and

WHEREAS the people of Multnomah County, as evidenced by large numbers of personal and written requests, newspaper articles and editorials, and resolutions from the organizations on the attached list are requesting that the Board of County Commissioners of Multnomah County urge your honorable body to take over the Columbia River Highway,

THEREFORE, BE IT RESOLVED that we, the Board of County Commissioners of Multnomah County, respectfully petition the State Highway Commission that you forthwith take over the Columbia River Highway from its eastern terminus in Multnomah County to East 82nd Street, and that you give due consideration to our further suggestion that fairness to this County should prompt your honorable body to take the same action in the very near future with respect to other arterial highways constructed and paid for by Multnomah County, which highways are in fact integral parts of the State arterial highway system.

BOARD OF COUNTY COMMISSIONERS  
OF MULTNOMAH COUNTY, OREGON

By CLAY S. MORSE  
Chairman  
By FRED W. GERMAN  
Commissioner  
By GRANT PHEGLEY  
Commissioner

(SEAL) After consideration, Commissioner Sawyer offered the following resolution and moved its adoption:

WHEREAS, none of the public highways in Multnomah county have been either by legislative or highway commission act designated as state highways, although several of the main traveled highways in said county are in reality parts of the state and federal highway systems, and

WHEREAS, Multnomah county has at its sole cost and expense permanently located, constructed and maintained said highways and

has at all times made the same available to the general public and said highways have been for the past several years used by state and interstate traffic, and

WHEREAS, the citizens of Multnomah county had contributed to the state highway fund their allotted share of the motor vehicle license fees and gasoline tax since the inception of the state highway program, and

WHEREAS, the Board of County Commissioners of Multnomah county in response to the demands of the citizenry of said county as expressed in resolutions, editorials, newspaper articles and written requests, has by resolution, duly adopted and entered in its minutes, petitioned the state of Oregon, through its state highway commission to take over the Columbia River Highway from its eastern terminus on the eastern boundary of Multnomah county to East 82nd Street, and that said commission adopt and designate said highway as a part of the Oregon state highway system, and said county court has further petitioned the said highway commission to take over in the very near future and adopt and designate as state highways other arterial highways in Multnomah county, which highways have been by Multnomah county permanently located, constructed and maintained in harmony with standards of construction approved by the Oregon state highway commission, and

WHEREAS, after due and careful consideration, it is the judgment of this commission that the contributions made by Multnomah county and the past and continued cooperation given by said Multnomah county to the road program of the state is worthy of special recognition, and

WHEREAS, in the judgment of this commission the adoption and designation of said highway as a part of the state highway system will be for the best interests of the general public and relief from the further maintenance of said highway is a benefit to which said county is justly entitled,

THEREFORE, BE IT RESOLVED by the Oregon State Highway Commission in regular meeting assembled, that the Columbia River Highway from the east city limits of the city of Portland by way of Sandy Boulevard through Troutdale to the Hood River county line, a distance of 39.4 miles, be and said highway hereby is adopted and designated as a state highway and as a part of the Oregon state highway system.

BE IT FURTHER RESOLVED, that before the said adoption and designation shall become effective the Board of County Commissioners of Multnomah county shall furnish the state highway commission with the following records:

1. All maps, profiles and other engineering data relating to location, construction and maintenance, plans of bridge structures, and such other records as may be designated by the state highway engineer.

2. Copies of all franchises for telephone, telegraph and power pole lines or pipe lines, underground conduit or any structures, and all licenses or other permits which have been granted by the Board of County Commissioners with respect to said highway, and in the event that any conditions or privileges embodied in any of said licenses, permits or franchises are not in harmony with the terms and conditions of franchises granted by the state highway commission, then Multnomah county shall revoke or recall the same at the request of the state highway commission.

3. A map on which shall be shown the width of right of way dedicated to public use and said Board of County Commissioners shall guarantee to the state an uninterrupted use and unqualified right to occupy the said right of way for highway purposes, and in the event that the public's right to said right of way or any part thereof is challenged the county agrees to protect the state against any such challenge.

BE IT FURTHER RESOLVED, that it shall be and it is hereby declared to be the policy and purpose of the Oregon state highway commission to, at such times as in the judgment of the commission may seem best and most propitious, take over and adopt and designate as state highways the other arterial highways in Multnomah county which are connecting links between state highways entering Multnomah county on the present existing routes and under conditions consistent with the conditions under which the said Columbia River Highway has been taken over.

BE IT FURTHER RESOLVED, that in view of the fact that said highway is an improved highway its designation and adoption as a state highway at this time is for purposes of maintenance and not for major betterments.

BE IT FURTHER RESOLVED, that the date upon which all the said records shall be transferred and the date upon which the said highway shall be deemed to be a state highway shall be March 1, 1930.

The motion was duly seconded and declared carried.

The following projects were authorized by the Commission for the 1930 program:

Portland to Hood River County Line, Columbia River Highway, non-skid surface treatment, 40 miles;  
Albany-Halsey, Pacific Highway, grade widening;

Monmouth-Rickreall, West Side Pacific Highway, grade widening;  
Wapinitia-Dalles-California Highway Junction, grading;  
Necanicum River, Roosevelt Coast Highway, Clatsop County, bridge and approaches;  
Kamela-Hilgard, Old Oregon Trail, resurfacing.

The Engineer reported that it was expected that the following projects would be ready for advertising at the next meeting:

Tunnel-Harper Section, Central Oregon Highway, Malheur County, 13 miles grading;  
Glenada-Douglas County Line Section, Roosevelt Coast Highway, Lane County, 6.4 miles grading;  
Eddyville-Pioneer Mountain Section, Corvallis-Newport Highway, 10.1 miles grade widening and revision;  
Denmark-Port Orford Section, Roosevelt Coast Highway, Curry County, 8.2 miles grade widening and resurfacing;  
Ferry slip, north side of Alsea Bay;  
Klamath River bridge at Keno, Green Springs Highway, Klamath County;  
Wahanna Creek bridge north of Seaside, Roosevelt Coast Highway, Clatsop County;  
Necanicum River bridge south of Seaside, Roosevelt Coast Highway, Clatsop County;  
Oiling and bituminous macadam, Burns to Sage Hen Hill, and Vale to Harper on the Central Oregon Highway, Ironside to Brogan on the John Day Highway and Weiser Junction to Baker County line on the Old Oregon Trail;  
Oiling and bituminous macadam, Klamath Falls 4 miles west on the Green Springs Highway, Lakeview Junction to Merrill on The Dalles-California Highway, Lakeview Junction to a point 3 miles east of Lorenz Mill on the Klamath Falls-Lakeview Highway.

A survey for widening and alinement revision between Dillon and the Sherman Highway Junction on the Columbia River Highway was authorized. Also a survey of the Sherman Highway for widening and drainage was authorized between the Sherman-Wasco County line and The Dalles-California Highway junction.

The Engineer was instructed to investigate the matter of operating ferries either by contract or with state owned boats at the Roosevelt Highway crossings of Yaquina and Alsea Bays.

G. C. and A. C. Fulton, representing people living along the Roosevelt Highway in Clatsop and Tillamook Counties between Cannon Beach Junction and Wheeler, asked that the Commission defer consideration of the request of the Clatsop and Tillamook County Courts to complete the coast route between these points and turn the present highway back to the counties. The letter stated that these people were opposed to such action and wished an opportunity to file a remonstrance. The Commission advised that the matter would be held open to give all an opportunity to be heard.

A request was received from the Obsidians, Inc. of Eugene, asking that the McKenzie Highway be kept open as far as Pole Bridge in order to afford access to the mountains for snow sports. The Engineer reported that the snow was of such depth at Pole Bridge that it could only be handled with a rotary plow and to keep the road open would require a plow and crew for that purpose. There was no plow available at the present time, all equipment being stationed at strategic points. The request of Obsidians, Inc. was therefore declined.

It was decided to hold the next meeting on Thursday, February 27, 1930.

The following awards of contracts were announced by the Chairman:

Yaquina Bay-South Beach ferry slip and grading 1 mile, Roosevelt Coast Highway, Lincoln County. Contract awarded to the low bidder, H. P. Nass, at \$17,004.50.

Nimrod-Belknap Springs Section of the McKenzie Highway, Lane County, resurfacing. Contract awarded to the Willamette Contracting Co., the low bidder, at \$61,290.00. Objection to the award of the contract to the Willamette Contracting Co. was made by C. R. Vaughan, the next bidder, who claimed that the Willamette Contracting Co. bid was deposited after 10 o'clock. Inasmuch as it was placed before the Commission, in any event, before the meeting was called to order and the reading of the bids commenced, the Commission held that the bid of the Willamette Contracting Co. was not disqualified.

Jenny Creek-Keno Section of the Green Springs Highway, Jackson and Klamath Counties, grade widening and resurfacing. All bids being in excess of the engineer's estimate, they were deemed excessive by the Commission and rejected, the project to be readvertised at a later date.

Multnomah County Line-Beaverton Section of the Tualatin Valley Highway, Washington County, paving. Contract awarded to the low bidder, I. L. Young, at \$104,405.00.

Barnhouse Ranch-Picture Gorge Section of the John Day Highway, Wheeler and Grant Counties, grading. Contract awarded for both units to the low bidder, J. W. Feak Construction Co. using concrete pipe at \$187,656.60.

Beaver Creek bridge, Columbia River Highway, Columbia County. Contract awarded to the low bidder, Rigdon Bros., at \$4,096.50.

Rogue River bridge, Roosevelt Coast Highway, Curry County. Contract awarded to the low bidder, Mercer-Fraser Co., at \$568,181.00.

The Engineer reported that he had investigated the Quinn-Robbins Co. as instructed at the previous meeting and, finding them responsible contractors, had awarded them the contract for the grade widening and resurfacing of the Pleasant Valley-Durkee Section of the Old Oregon Trail in Baker County on their low bid of \$157,919.10. The Commission confirmed the award of the contract.

The minutes of the meeting of December 12, 1929 were approved.

The Commission approved the plans for a reinforced concrete bridge across Lint Slough (arm of Alsea Bay) prepared by the U. S. Bureau of Public Roads to be constructed in cooperation with the State as a part of the Waldport East Section of the Alsea Forest Highway.

A remonstrance was received from residents of road district No. 2, Wasco County, against the adoption of the survey of the Wapinitia Cutoff which extends in a direct line from the east end of the Wapinitia Forest Highway project 1/2 mile north of Wapinitia to a junction with The Dalles-California Highway north of Maupin. The petitioners stated that they preferred the improvement of the present market road. The engineer reported that the new location saves 3400 feet of distance and is a straight line from one end to the other. Further, that the cost of the grading and surfacing would not exceed the cost of regrading and resurfacing the present road. Remonstrance overruled by the Commission.

The following requests for extensions of time were received:

John Slotte & Co., contract No. 1114, grade revision and widening Big Noise Creek-Gnat Creek Section of the Columbia River Highway in Clatsop County, requested an extension of time to February 1, 1930. The Engineer recommended that the request be granted subject to a penalty in the form of engineering costs subsequent to the completion date of the contract, November 30, 1929. Recommendation approved by the Commission.

G. C. Johnson, contract No. 1090, Pilot Butte-Horse Ridge Section of the Central Oregon Highway, requested an extension of time to December 31, 1929. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

Commissioner Gates offered the following resolution covering the acquisition of right of way at the north end of the bridge across the Rogue River at Grants Pass and moved its adoption:

WHEREAS, by the terms and provisions of Chapter 423, General Laws of Oregon, 1917, and by the provisions of Chapter 237, General Laws of Oregon, 1917, the State Highway Commission was authorized and directed to lay out, locate, designate, construct, improve and maintain a system of state highways in the state of Oregon, and

WHEREAS, in the permanent improvement, construction and maintenance of said highways, and particularly that portion of the Pacific Highway in Josephine County, it has been found necessary and the State Highway Commission has and does hereby determine and declare that it will be and is necessary and of advantage to the state that the state acquire either by purchase, agreement or by the exercise of the power of eminent domain, the land hereinafter described, which land is to be used for the purposes more specifically hereinafter set out, and



WHEREAS, the state highway commission has found that it is necessary in the proper maintenance of the Pacific highway in Josephine county that a new bridge be constructed across the Rogue River at Grants Pass and that to that end and for that purpose the said commission has found and determined that additional land is required for right of way purposes, which land is hereinafter described, and

WHEREAS, in connection with the improvement and maintenance of said highway, and to make possible the proper construction of said bridge and otherwise improve said highway it has been found necessary, needful and of advantage to the state that the following described parcel of land be acquired, to wit:

All that portion of lot 7, Block T, Bourne's First Addition South to Grants Pass, Josephine County, State of Oregon, described as follows:

Beginning at the northwest corner of lot 7, Block T Bourne's First Addition South, to Grants Pass, Josephine County, State of Oregon, and running south 24 degrees 33'30" West along the westerly boundary line of said lot 7 a distance of 200 feet, more or less to the north bank of Rogue River; thence in an easterly direction along said north bank of Rogue River a distance of 65 feet, more or less, to a point which would be 40.0 feet easterly and measured at right angles from the Pacific Highway center line as surveyed for bridge location April, 1929; thence north 4 degrees 05' east a distance of 25', more or less, to a point 40.0 feet, easterly from and at right angles to engineer's station number 6+62.1 P.C. of said Pacific Highway center line as surveyed; thence parallel to said center line on a 778.6 foot radius curve to the right (the long chord of which bears north 10 degrees 15' 16" east 167.4 feet) a distance of 167.6 feet to the northerly boundary line of said lot 7; thence north 65 degrees 26'30" west a distance of 7.5 feet, more or less, to the point of beginning.

The above described parcel of land contains 0.140 acres, more or less.

THEREFORE, BE IT RESOLVED, that the state highway commission and said highway commission does hereby declare that it is necessary and that it will be of advantage to the state for the state to acquire for right of way purposes for use in connection with the construction of said bridge and the permanent improvement and maintenance of said highway the land above described, and said highway commission does further hereby declare that the said land is needed and is necessary for said purposes upon the grounds and for the reasons herein stated, and in order to properly maintain and improve the said highway.

BE IT FURTHER RESOLVED, that the boundaries of the above described parcel of land be and the same are hereby adopted, and said above described parcel of land is hereby declared to be and the same is a part of and is included within the right of way of said state highway.

BE IT FURTHER RESOLVED that an effort be made to agree with the owners and with the tenants, if there be any, of said parcel of land with respect to the compensation to be paid for the taking of the same and the damage, if any there be, and in the event that no satisfactory agreement can be reached then it is hereby further resolved that the attorney general of the state of Oregon and J. M. Devers, assistant attorney general and attorney for the state highway commission, be and they are hereby requested to commence and prosecute to a final determination such suit or action as will be necessary and appropriate to acquire title to the said premises and all rights therein for the purposes herein stated.

The motion was duly seconded and carried.

Commissioner Sawyer offered the following resolution covering the acquisition of right of way for the Siuslaw Highway between Rainrock and Cushman through the lands of Ray and Ethel Walker and George and Anna Nealson, and moved its adoption:

WHEREAS, by the terms and provisions of Chapter 423, General Laws of Oregon, 1917, and by the provisions of Chapter 257, General Laws of Oregon, 1917, the State Highway Commission was authorized and directed to lay out, locate, designate, construct, improve and maintain a system of state highways in the state of Oregon, and

WHEREAS, that certain highway known as the Siuslaw Highway and otherwise designated as State Highway No. 34 is a state highway and a part of the state and federal highway system, and

WHEREAS, in the permanent improvement, construction and maintenance of said highways, and particularly the said Siuslaw Highway in Lane County, it has been found necessary, and the State Highway Commission has and does hereby determine and declare that it will be and is necessary and of advantage to the state that the state acquire either by purchase, agreement or by the exercise of the power of eminent domain, the lands hereinafter described, which lands are to be used for the purposes more specifically hereinafter set out, and

WHEREAS, the state highway commission has found it necessary in the improvement and maintenance of said highway to straighten the alignment, eliminate existing curves, widen the roadbed, and otherwise improve said highway, and to that end and for that purpose it has been found necessary to acquire additional land, and

WHEREAS, in connection with the improvement and maintenance of said highway, and to make possible the elimination of said existing curves and the widening of the present roadbed and otherwise improving said highway, it has been found necessary, needful



and of advantage to the state that the following described parcels of land be acquired, to-wit:

Parcel No. 1

A strip, piece or parcel of land 60 ft. wide on the left of the center line of the Siuslaw National Forest Highway, as surveyed by the U. S. Bureau of Public Roads and as shown on a map on file with Lane County, Oregon, and of such width and widths on the right of said center line as to include all land between said center line and the easterly right-of-way line of the Southern Pacific Railroad, in Secs. 27 & 34, T. 17 S. R. 10 W. W. M., Lane Co., Ore.

Said center line is more particularly described as follows:

Beginning at Sta. 117+00, a point on the center line at the intersection with the north boundary of Lot 5, said Sec. 27, from which point the W. 1/4 corner of said Sec. 27 bears S. 88°-0' W., 1490 ft. distant, more or less.

Thence by tangent S. 39°-07' W. for a distance of 1268.1 ft. to Sta. 129+68.1; thence by a curve to the left, the radius of which is 2865 ft. long, for a distance of 2081.9 ft. to Sta. 150+50; thence by a curve to the left, the radius of which is 2913.6 ft. long, for a distance of 889.0 ft. to Sta. 159+39, a point on the center line at the intersection with the south boundary line of Lot 2, Sec. 34, T. 17 S. R. 10 W., from which point the southwest corner of Lot 2, said Sec. 34, bears west 374 ft. distant, more or less.

Containing 8.41 acres, more or less.

Parcel No. 2

In Lots 5 and 6, Sec. 27, T. 17 S. R. 10 W. W. M.

A strip, piece or parcel of land of such width and widths as to include all land between the westerly right-of-way line of the Southern Pacific Railroad and a line parallel to and always 230 ft. distant, to the right of the center line of the Siuslaw National Forest Highway, as surveyed by the U. S. Bureau of Public Roads and as shown on a map on file with Lane County, Oregon.

Said center line is more particularly described as follows:

Beginning at Sta. 123+50, a point on the center line within the boundaries of said Lot 5, from which point the northwest corner of said Lot 5 bears N. 67°-18' W. 1187 ft. distant, more or less.

Thence by tangent, S. 39°-07' W. for a distance of 618.1 ft. to Sta. 129+68.1; thence by a curve to the left, the radius of which is 2863 ft. long, for a distance of 631.9 ft. to Station 136+00, a point on the center line within the boundaries of Lot 6, said Sec. 27, from which point the northwest corner of said Lot 6 bears N. 63°-39' W. 420 ft. distant, more or less.

Containing 2.94 acres, more or less. (All of the said parcels 1 and 2 being owned by Ray Walker and Ethel M. Walker, husband and wife)

Parcel No. 3

In T. 18 S. R. 10 W. W. M.

A strip, piece or parcel of land of such width and widths as to include all land between the northerly right-of-way line of the Southern Pacific Railroad and a line parallel to and always 80 ft. distant from the center line of the main track of the Southern Pacific Railroad as laid out, owned and operated over and across Lot 4, Sec. 9, and Lot 1, Sec. 8, of said township and range from Engr.'s Sta. L 268+97.1 to Engr.'s Sta. L<sup>2</sup> 285+79, as shown on a map on file with Lane County, Oregon.

Said center line of the main track of the Southern Pacific Railroad is described as follows:

Beginning at Engr.'s Sta. L2 286+01.8, a point on the center line within the boundaries of said Lot 1, from which point the southwest corner of Lot 1 bears S. 86°-30' W., 915.0 ft. distant, more or less.

Thence by a transition curve to the left, the long chord of which bears N. 33°-29 3/4' E. for a distance of 90.0 ft.; thence by tangent, N. 33°-20 3/4' E. for a distance of 100 ft. to Engr.'s Sta. L2 284+11.8; thence by a transition curve to the left, the long chord of which is 90.0 ft. long and bears N. 33°-11 3/4' E., to Engr.'s Sta. L2 283+21.8; thence by a curve to the left having a radius of 5729.6 ft., the long chord of which bears N. 31°-41 3/4' E., for a distance of 239.96 ft. to Engr.'s Sta. L2 280+81.8; thence by a transition curve to the left, the long chord of which is 90.0 ft. long and bears N. 30°-11 3/4' E., to Engr.'s Sta. L2 279+91.8; thence by tangent, N. 30°-02 3/4' E. for a distance of 100 ft. to Engr.'s Sta. L2 278+91.8; thence by a transition curve to the right, the long chord of which is 60.0 ft. long and bears N. 30°-47 3/4' E., to Engr.'s Sta. L2 278+31.8; thence by a curve to the right having a radius of 764.0 ft., the long chord of which bears N. 42°-22 1/4' E., for a distance of 267.3 ft. to Engr.'s Sta. L2 275+63.1; thence by a transition curve to the right, the long chord of which is 60.0 ft. long and bears N. 53°-56 3/4' E. to Engr.'s Sta. L2 275+03.1; thence by tangent, N. 54°-41 3/4' E. for a distance of 356 ft. to Engr.'s Sta. L 271+47.1; thence by a transition curve to the right, the long chord of which is 150.0 ft. long and bears N. 55° 36 3/4' E., to Engr.'s Sta. L. 269+97.1; thence by a curve to the right having a radius of 1910 ft., the long chord of which bears N. 58°-56 3/4' E. for a distance of 100 ft. to Engr.'s Sta. L 268+97.1, a point on the center line of the main track of the Southern Pacific Railroad as laid out, owned and operated over and across Lot 4, Sec. 9, and Lot 1, Sec. 8 T. 18 S. R. 10 W. W. M., Lane County, Oregon; containing 1.16 acres, more or less.

Parcel No. 4

A strip, piece or parcel of land 40 ft. wide on the right of the center line of the Siuslaw National Forest Highway, as surveyed by the U. S. Bureau of Public Roads and as shown on a map now on file with Lane County, Oregon, said 40 ft. excluding any land lying within the right-of-way of the Southern Pacific Railroad; also a strip, piece or parcel of land on the left of said center line of such width and widths

as to include all land between said center line and the Siuslaw River.

Said center line is more particularly described as follows:

Beginning at Sta. 444+24, a point on the center line at the intersection with the east boundary line of Lot 4, Sec. 9, T. 18 S. R. 10 W., from which point the northwest corner of Sec. 9, T. 18 S. R. 10 W. bears N. 39°-30' W. 2065 ft., more or less.

Thence by tangent, N. 88°-59' W. for a distance of 626 ft. to Sta. 450+50; thence by a curve to the left, the radius of which is 573.0 ft. long, for a distance of 232 feet to Sta. 452+82, a point on the center line within the boundaries of Lot 4, Sec. 9, from which point the northwest corner of Sec. 9, T. 18 S. R. 10 W. bears N. 16°-30' W. a distance of 1655 ft., more or less.

Containing 1.42 acres, more or less. (All of the said parcels 3 and 4 being owned by George Nealson and Anna Nealson, husband and wife)

THEREFORE, BE IT RESOLVED, that the State Highway Commission and said highway commission does hereby declare that it is necessary and that it will be of advantage to the state for the state to acquire for right of way purposes for use in connection with the permanent improvement and maintenance of said highway the lands above described, and said highway commission does further hereby declare that the said lands are needed and are necessary for said purposes upon the grounds and for the reasons herein stated, and in order to permanently improve and properly maintain the said highway.

BE IT FURTHER RESOLVED that the boundaries of the above described parcels of land be and the same are hereby adopted, and said parcels of land are hereby declared to be and the same are parts of and are included within the right of way of said state highway.

BE IT FURTHER RESOLVED, that an effort be made to agree with the respective owners and with the tenants, if there be any, of said parcels of land with respect to the compensation to be paid for the taking of the same and the damage, if any there be, and in the event that no satisfactory agreement can be reached then it is hereby further resolved that the attorney general of the State of Oregon and J. M. Devers, assistant attorney general and attorney for the state highway commission, be and they are hereby requested to commence and prosecute to a final determination such suit or action as will be necessary and appropriate to acquire title to the said premises and all rights therein for the purposes herein stated.

The motion was duly seconded and carried.

Commissioner Sawyer offered the following resolution covering the acquisition of right of way for the Siuslaw Highway between Rainrock and Cushman through the lands of the Siuslaw Mill Company, S. W. Morrison and

S. W. Morrison, Jr. and moved its adoption:

WHEREAS, by the terms and provisions of Chapter 423, General Laws, of Oregon, 1917, and by the provisions of Chapter 237, General Laws of Oregon, 1917, the State Highway Commission was authorized and directed to lay out, locate, designate, construct, improve and maintain a system of state highways in the state of Oregon, and

WHEREAS, that certain highway known as the Siuslaw Highway and otherwise designated as State Highway No. 34, is a state highway and a part of the state and federal highway system, and

WHEREAS, in the permanent improvement, construction and maintenance of said highways, and particularly the said Siuslaw Highway in Lane County, it has been found necessary, and the state highway commission has and does hereby determine and declare that it will be and is necessary and of advantage to the state that the state acquire either by purchase, agreement or by the exercise of the power of eminent domain, the lands hereinafter described, which lands are to be used for the purposes more specifically hereinafter set out, and

WHEREAS, the state highway commission has found it necessary in the improvement and maintenance of said highway to straighten the alignment, eliminate existing curves, widen the roadbed, and otherwise improve said highway and to that end and for that purpose it has been found necessary to acquire additional land, and

WHEREAS, in connection with the improvement and maintenance of said highway, and to make possible the elimination of said existing curves and the widening of the present roadbed and otherwise improving said highway, it has been found necessary, needful and of advantage to the state that the following described parcels of land be acquired, to wit:

Parcel No. 1

A strip, piece or parcel of land of such width and widths as to include all land lying between the Siuslaw River and the southerly right-of-way line of the Southern Pacific Railroad as laid out, surveyed and owned over and across Lots 5 and 6, Section 7, T. 18 S. R. 10 W. W. M., Lane County, State of Oregon.

Said strip, piece or parcel of land having for its easterly boundary the east line of said Lot 6, which east line of Lot 6 intersects the survey line of the said Southern Pacific Railroad at Engr.'s Sta. L 352+76.0; said strip, piece or parcel of land having for its westerly boundary a line which produced intersects the survey line of the Southern Pacific Railroad at Engr.'s Sta. M 366+15.

The said surveyed center line of the Southern Pacific Railroad is more particularly described as follows:

Commencing at the 1/4 corner on the west boundary line of Sec. 8, T. 18 S. R. 10 W. W. M., thence S. 0°-10' W. along the line between sections 7 and 8 for a distance of 1396 ft. to S. P. Engr.'s Sta. L 339+42.1; thence S. 85°-10' W. along the center line of the main track of the Southern Pacific Railroad for a distance of 1333.9 feet to Engr.'s Sta. L 352+76.0, which point is at the intersection of the center line of the main track of the Southern Pacific Railroad with the east line of said lot 6, sec. 7, and which point is the actual point of beginning for this description of the surveyed line of the Southern Pacific Railroad.

Thence continuing S. 85°-10' W. for a distance of 470.9 ft. to S. P. Engr.'s Sta. L 357+46.9, said Engr.'s Sta. L 357+46.9, being identical with S. P. Engr.'s Sta. M 357+46.9; thence by a transition curve to the right, the long chord of which is 270.0 ft. long and bears S. 84°-17 1/2' W. to Engr.'s Sta. M 360+16.9; thence by a curve to the right, having a radius of 2292.0 ft. and the long chord of which bears S. 87°-53' W. for a distance of 107.3 ft. to S. P. Engr.'s Sta. M 361+24.2; thence by a transition curve to the right, the long chord of which is 270.0 ft. long and bears N. 88°-31 1/2' W. to Engr.'s Sta. M 363+94.2; thence by tangent, N. 87°-24' W. for a distance of 209.5 ft. to S. P. Engr.'s Sta. M 366+03.7; thence by a transition curve to the right, the long chord of which is 270.0 ft. long and bears N. 86°-16 1/2' W. to S. P. Engr.'s Sta. M 368+73.7.

Containing 1.01 acres, more or less.

#### Parcel No. 2

A strip, piece or parcel of land of such width and widths as to include all land between the northerly right-of-way line of the Southern Pacific Railroad and a line parallel to and always 135 ft. distant from a center line survey of the Southern Pacific Railroad as laid out over and across lots 5 and 6, Sec. 7, T. 18 S. R. 10 W. W. M., Lane County, State of Oregon.

Said strip, piece or parcel of land having for its easterly boundary a line normal or right angles to the said center line survey at S. P. Engr.'s Sta. M. 361+24.2 and having for its westerly boundary a line normal or right angles to the said center line survey at S. P. Engr.'s Sta. M. 366+03.7.

The said center line survey of the Southern Pacific Railroad as laid out over and across the said lots 5 and 6 is described as follows:

Commencing at the 1/4 corner on the west line of Sec. 8, T. 18 S. R. 10 W. W. M., thence S. 0°-10' W. along the line between Sections 7 and 8 for a distance of 1396 ft. to S. P. Engr.'s Sta. L 339+42.1; thence S. 85°-10' W. along the center line of the main track of the Southern Pacific Railroad for a distance of 1333.9 ft. to S. P. Engr.'s Sta. L 352+76.0, which point is at the intersection of the center line of the main track of the Southern Pacific Railroad with the east line of said Lot 6, Sec. 7; thence continuing S. 85°-10' W. for a distance of 470.9 ft. to S. P. Engr.'s Sta. L 357+46.9, said Engr.'s Sta. L 357+46.9 being identical with S. P. Engr.'s Sta. M 357+46.9; thence by

a transition curve to the right, the long chord of which is 270.0 ft. long and bears S. 84°-17 1/2' W. to Engr.'s Sta. M 360+16.9; thence by a curve to the right, having a radius of 2292.0 ft. and the long chord of which bears S. 87°-53' W. for a distance of 107.3 ft. to Engr.'s Sta. M 361+24.2, which point is the actual point of beginning for this description of the surveyed line of the Southern Pacific Railroad.

Thence by a transition curve to the right, the long chord of which is 270.0 ft. long and bears N. 88°-31 1/2' W. to S. P. Engr.'s Sta. M 363+94.2; thence by tangent N. 87°-24' W. for a distance of 209.5 ft. to S. P. Engr.'s Sta. M 366+03.7; thence by a transition curve to the right, the long chord of which is 270.0 ft. long and bears N. 86°-16 1/2' W. to S. P. Engr.'s Sta. M. 368+73.7.

Containing 0.71 acres, more or less. All of the said parcels 1 and 2 being owned by Siuslaw Mill Company, S. W. Morrison and S. W. Morrison, Jr.

THEREFORE, BE IT RESOLVED, that the State Highway Commission and said highway commission does hereby declare that it is necessary and that it will be of advantage to the state for the state to acquire for right of way purposes for use in connection with the permanent improvement and maintenance of said highway the lands above described, and said highway commission does further hereby declare that the said lands are needed and are necessary for said purposes upon the grounds and for the reasons herein stated, and in order to permanently improve and properly maintain the said highway.

BE IT FURTHER RESOLVED, that the boundaries of the above described parcels of land be and the same are hereby adopted, and said parcels of land are hereby declared to be and the same are hereby adopted, and said parcels of land are hereby declared to be and the same are parts of and are included within the right of way of said state highway.

BE IT FURTHER RESOLVED that an effort be made to agree with the owners and with the tenants, if there be any, of said parcels of land with respect to the compensation to be paid for the taking of the same and the damage, if any there be, and in the event that no satisfactory agreement can be reached then it is hereby further resolved that the attorney general of the State of Oregon and J. M. Devers, attorney for the state highway commission, be and they are hereby requested to commence and prosecute to a final determination such suit or action as will be necessary and appropriate to acquire title to the said premises and all rights therein for the purposes herein stated.

The motion was duly seconded and carried.

Commissioner Sawyer offered the following resolution covering the acquisition of right of way for the bridge over the Rogue River at Wedderburn through the lands of the Macleay Estate Company, and moved its adoption:

WHEREAS, by the terms and provisions of Chapter 423, General Laws of Oregon, 1917, and by the provisions of Chapter 237, General Laws of Oregon, 1917, the State Highway Commission was authorized and directed to lay out, locate, designate, construct, improve and maintain a system of state highways in the state of Oregon, and

WHEREAS, in the permanent improvement, construction and maintenance of said highways, and particularly that portion of the Roosevelt Coast Military Highway in Curry County, it has been found necessary and the State Highway Commission has and does hereby determine and declare that it will be and is necessary and of advantage to the state that the state acquire either by purchase, agreement or by the exercise of the power of eminent domain, the land hereinafter described, which land is to be used for the purposes more specifically hereinafter set out, and

WHEREAS, the state highway commission has found that it is necessary in the proper maintenance of the Roosevelt Coast Military Highway in Curry county that a new bridge be constructed over the Rogue River at Gold Beach and that to that end and for that purpose the said commission has found and determined that additional land is required for right of way purposes, which land is hereinafter described, and

WHEREAS, in connection with the improvement and maintenance of said highway, and to make possible the proper construction of said bridge and otherwise improve said highway it has been found necessary, needful and of advantage to the state that the following described parcels of land owned by and in the possession of the Macleay Estate Company be acquired, to wit:

All that property of the Macleay Estate Company situated in Curry County, State of Oregon, and described as follows:

Parcel No. 1.

Beginning at a point lying off from Mill Rock at approximately low water mark of the Rogue River, which point lies 600.5 feet north and 732.2 feet east of the meander corner in Rogue River, which is the northeast corner of Lot 3, section 36, township 36 south, range 15 west, W. M. Said beginning point also lies at right angles to and bears N. 89°34' W. 40 feet from engineers station 1654+17 on the center line of the Roosevelt Coast Highway.

From this beginning point run S. 0°26' W. parallel to and 40 feet distant from the center line of said highway a distance of 84.7 feet; thence S. 49°55' W. 89.0 feet; thence S. 6°24' W. 112.2 feet; thence S. 32°48' W. 123.7 feet to a point on the west right of way boundary of the present county road; thence along said county road right of way as follows: N. 58°44' E. 16.4 feet; N. 44°35' E. 197.9 feet; N. 84°50' E. 110.9 feet; S. 60°21' E. 39.0 feet; thence leaving said right of way boundary run N. 22°18' W. 183.7 feet to a point lying S. 89°34' E. 40 feet from the center line of said Roosevelt Coast Highway at Engineers Station 1654+63.7; thence N. 0°26' E. parallel to and 40 feet distant from said center line a distance of 46.7 feet; thence N. 89°34' W. 80 feet to the point of beginning, containing 0.76 acres, more or less.

Parcel No. 2.

Beginning at a point on the east right of way boundary of the present county road 40 feet distant in a southeasterly direction and at right angles to the center line of the Roosevelt Coast Highway at engineers station 1664+44; this beginning point also lies 103.2 feet south and 167.9 feet east of the meander corner in Rogue River, which is the northeast corner of Lot 3, Section 36, Township 36 South, Range 15 W. W. M.

From this beginning point turn to a course of N. 50°41' E. and run at a 1106 foot radius curve to the right parallel to and 40 feet distant from the center line of said highway a distance of 313.3 feet; to the northwest property line to a parcel of land now owned by A. P. Bagnell; thence N. 57°44' E. along said northwest property line a distance of 23.5 feet to the property corner common to the lands now owned by Adaline Wilson; A. P. Bagnell and Macleay Estate Company; thence N. 61°30' E. along the northwest property line of the Adaline Wilson parcel of land a distance of 90 feet to the north corner of the said Adaline Wilson parcel of land; thence S. 22°24' E. along the northeast boundary of said Adaline Wilson parcel of land a distance of 13.5 feet; thence N. 76°40' E. 49 feet to a property line dividing the land of the Macleay Estate Company and that of F. S. Moore; thence along the said property line as follows: N. 29°44' E. 25 feet to an iron pipe; thence N. 52°14' E. 195.8 feet to an iron pipe; thence S. 71°30' E. 98.1 feet; thence S. 53°24' E. 76 feet to a point lying on the Macleay Estate Company and the F. S. Moore property line, and which point bears north 53°24' W. 59.2 feet from an iron pipe marking a point on the aforesaid property line; thence N. 36°02' E. 63.0 feet; thence N. 22°16' W. 72 feet, more or less, to the south right of way boundary of the present county road; thence along said south right of way boundary as follows: N. 61°04' W. 95.3 feet; S. 85°08' W. 70.7 feet; S. 44°12' W. 179.2 feet; S. 59°07' W. 30 feet to station 1658+76 on the center line of the said Roosevelt Coast Highway; thence continuing on the said south right of way boundary of the present county road as follows: S. 59°07' W. 163.1 feet; S. 70°07' W. 219.1 feet; S. 57°00' W. 91.8 feet; S. 13°43' W. 88.1 feet to the point of beginning, containing 1.08 acres, more or less.

Parcel No. 3.

Beginning at a point on the township line between ranges 14 and 15 west, W. M. T. 36 S., S. 0°12' W. 188.0 feet from the meander corner in Rogue River, which is the northeast corner of lot 3, section 36, T. 36 S. R. 15 W. W. M. This beginning point also lies N. 0°12' E. 21 feet from engineers station 1666+42 on the center line of the Roosevelt Coast Highway, and is on the West side of the present county road.

From this beginning point run N. 0°12' E. 52 feet along said township line; thence turning to a course N. 44°26' E. and run on a 1482.5 ft. radius curve to the right, parallel and 50 feet distant from the center line of said highway a distance of 88 feet; thence N. 47°40' E. a distance of 2.4 feet; thence on a 1196 foot radius curve right a distance of 80.6 feet; thence S. 13°50' W. 81 feet to the west right of way boundary of the present county road; thence S. 50°33' W. along the said right of way boundary a distance of 139 feet to the point of beginning. Containing 0.15 acres, more or less.



Parcel No. 4.

Beginning at a point on the west right of way boundary of the present county road on a property line between the Gold Beach Packing Company and the Macleay Estate property in the NE $\frac{1}{4}$  of section 36, T. 36 S. R. 15 W., which point lies N. 46°30' W. 21.1 feet from engineers station 1666+71.3 on the center line of the Roosevelt Coast Highway; which point also lies 35.2 feet W. of a point on range line which lies N. 0°12' E. 1731 feet from the east  $\frac{1}{4}$  corner of said section 36.

From this beginning point run a line N. 46°30' W. along said property line a distance of 29 feet; thence turning to a course of S. 41°15' W. run on a 1482.5 foot radius curve to the left parallel to and 50 feet distant from the center line of said highway a distance of 136+ feet; thence N. 50°47' E. 136 feet to the point of beginning, containing 0.05 acres, more or less.

Parcel No. 5.

A rectangular strip of land approximately 20 feet wide and approximately 125 feet long, in the NE $\frac{1}{4}$  of Section 36, T. 36 S. R. 15 W. W. M., lying on the west side of the present county road, described as follows:

Beginning at a point 50 feet distant at right angles to station 167+19.7 on the center line of the Roosevelt Coast Highway, this point also lying 302 feet west of a point on range line which lies N. 0°12' E. 1359 feet from the east  $\frac{1}{4}$  corner of said section 36.

From this beginning point turn to a course of S. 23° 11' W. and run on a 1482.5 foot radius curve to the left, parallel to and 50 feet distant from the center line of the Roosevelt Coast Highway, a distance of 125.5 feet; thence S. 51°50' E. 19.5 feet to an intersection with the west right of way boundary of the present county road; thence N. 20°01' E. along said county road right of way boundary a distance of 125.0 feet; thence N. 51°30' W. 19.0 feet to the point of beginning, containing 0.06 acres, more or less.

Parcel No. 6.

A strip of land 60 feet in width across the bed of Rogue River in the SW $\frac{1}{4}$  of Sec. 30, T. 36 S. R. 14 W. W. M., said 60 foot strip lies 30 feet on each side of the center line of the Roosevelt Coast Highway and includes such tide lands as may be owned by the Macleay Estate Company; the said center line being described as follows:

Beginning at a point on Hunt Rock where the said center line of the Roosevelt Coast Highway intersects approximately low water mark of Rogue River; which point also lies approximately 1160 feet south and 554 feet west of the NE corner of lot 4, section 30, T. 36 S. R. 14 W. W. M.

From this beginning point run S. 0°26' W. across Rogue River to a point on Mill Rock where said center line intersects approximately low water mark of said Rogue River, a distance of approximately 1577.0 feet. Containing a total of 2.18 acres.

Parcel No. 7.

Beginning at a point on the center line of the Roosevelt Coast Highway, which is engineers station 1625, this point lying approximately 315 feet south and approximately 1610 feet east of the  $\frac{1}{4}$  corner on the

west line of section 30, township 36 south, range 14 West W. M. This beginning point also lies 35 feet south and 273 feet east of a property corner described as being approximately 280 feet south of the northeast corner of lot 4 in the above section, township and range.

From this beginning point run S. 7°24' W. 30 feet; from this point turn to a course of N. 82°36' W. and run on a 543 foot radius curve to the left, parallel to and 30 feet distant from the center line of said highway a distance of 344.4 feet; thence S. 28°57' E. 20 feet; from this point turn to a course of S. 61°03' W. and run on a 523 foot radius curve to the left, parallel to and 50 feet distant from the center line of said highway a distance of 136.9 feet; thence S. 43°57' E. 25 feet; thence S. 46°03' W. parallel to and 75 feet distant from the center line of said highway a distance of 248.3 feet; thence S. 43°57' E. 25 feet; thence turn to a course of S. 46°03' W. and run on a 473 foot radius curve to the left parallel to and 100 feet distant from the center line of said highway a distance of 245.4 feet; thence S. 16°20' W. a distance of 249.4 feet to a point which lies at right angles to and 50 feet distant from the center line of said highway at engineers station 1638+40, which point also is approximately low water mark of the Rogue River; from this point run N. 89° 34' W. 180 feet; thence N. 0°26' E. a distance of 305 feet; thence S. 89°34' E. 90 feet; thence N. 24°31' E. 138.4 feet to a line between the Nellie Caughell and the Macleay Estate property; thence N. 50°02' E. along said property line a distance of 631.8 feet; thence S. 24°03' E. 10 feet; thence turn to a course N. 65°57' E. and run on a 603 foot radius curve to the right a distance of 330.9 feet; thence S. 7°24' W. 30 feet to the point of beginning, containing 3.6 acres, more or less.

and

WHEREAS, under and by virtue of the provisions of Section 4436, Oregon Laws, Curry County is obligated to procure the above described right of way, but said county has failed and neglected to acquire said right of way although requested by the highway commission to acquire the said lands.

THEREFORE, BE IT RESOLVED, that the state highway commission and said highway commission does hereby declare that it is necessary and will be of advantage to the state for the state to acquire for right of way purposes for use in connection with the construction of said bridge and the permanent improvement and maintenance of said highway the land above described, and said highway commission does further hereby declare that the said land is needed and is necessary for said purposes upon the grounds and for the reasons herein stated, and in order to properly maintain and improve the said highway.

BE IT FURTHER RESOLVED, that the boundaries of the above described parcels of land be and the same are hereby adopted, and said above described parcels of land are hereby declared to be and the same are parts of and are included within the right of way of said state highway.



BE IT FURTHER RESOLVED, that an effort be made to agree with the owners and with the tenants, if there be any, of said parcels of land with respect to the compensation to be paid for the taking of the same and the damage, if any there be, and in the event that no satisfactory agreement can be reached then it is hereby further resolved that the attorney general of the state of Oregon and J. M. Devers, assistant attorney general and attorney for the state highway commission, be and they are hereby requested to commence and prosecute to a final determination such suit or action as may be necessary and appropriate to acquire title to the said premises and all rights therein for the purposes herein stated.

Commissioner Gates offered the following resolution and moved its adoption:

WHEREAS, the John Day Highway has been designated and declared to be and is a state highway and has been improved and is being maintained by the State Highway Commission pursuant to the laws of the State of Oregon as a state highway, and

WHEREAS, the above named state highway, in the judgment of the State Highway Commission, is being subjected to a kind and character of traffic which is damaging and injuring the said highway, and in order to protect said highway against such damage and injury it is deemed and is the judgment of the Highway Commission, and said Commission finds that it will be for the best interests of the said highway that the maximum weights permitted and authorized by law be reduced;

AND WHEREAS, the State Highway Commission has after due investigation determined and found, and it is the judgment of the Commission, that the maximum weights which shall be permitted upon the said road shall be reduced and fixed as in this order provided.

NOW, THEREFORE, the premises being in part as above stated, and the State Highway Commission having as a result of due investigation found that the road above mentioned and hereinafter designated is being damaged and injured on account of the kind and character of traffic now being hauled over and upon said road, and by reason of the fact that vehicles carrying the maximum loads moved at the maximum speeds specified by the provisions of the laws of the State of Oregon are breaking up, damaging and deteriorating the said road, and the Commission having found upon due investigation that it will be for the best interests of the said state highway that the maximum total weight of load and vehicle which shall be permitted upon said road shall be reduced from 22,000 pounds to 10,000 pounds;

IT IS HEREBY ORDERED, that the maximum weight of combined load and vehicle which shall be permitted upon the John Day Highway between Unity and Prairie City shall not exceed 10,000 pounds.

IT IS FURTHER ORDERED, that these rules and regulations as made and found by the State Highway Commission under the provisions of Chapter 371 of the Laws of Oregon for 1921, as amended by Chapter 8 of the General Laws of Oregon, 1921 Special Session, Chapter 145, General Laws of Oregon for 1923, and Chapter 308, General Laws of Oregon for 1925, shall be in full force and effect from this date until weather conditions have improved to such an extent that these orders may be rescinded.

AND IT IS FURTHER ORDERED, that a notice be posted in a conspicuous manner and place at each end of the above-named highway, and at important crossroads on said highway, so that said notice can be readily seen and read, which said notice shall state plainly the limitations and prohibitions of traffic hereby in this order determined and fixed.

AND BE IT FURTHER ORDERED, that a certified copy of this order be furnished to the county clerks of the respective counties and that a certified copy of said order be furnished the Chief of the Traffic Enforcement Division for his information.

The motion was duly seconded and carried.

Commissioner Gates offered the following resolution and moved its adoption:

WHEREAS, the Old Oregon Trail has been designated and declared to be and is a state highway and has been improved and is being maintained by the State Highway Commission pursuant to the laws of the State of Oregon as a state highway; and

WHEREAS, the above named state highway, in the judgment of the State Highway Commission, is being subjected to a kind and character of traffic which is damaging and injuring the said highway, and in order to protect said highway against such damage and injury it is deemed and is the judgment of the Highway Commission, and said Commission finds that it will be for the best interests of the said highway that the maximum weights permitted and authorized by law be reduced;

AND WHEREAS, the State Highway Commission has after due investigation determined and found, and it is the judgment of the Commission, that the maximum weights which shall be permitted upon the said road shall be reduced and fixed as in this order provided.

NOW, THEREFORE, the premises being in part as above stated, and the State Highway Commission having as a result of due investigation found that the road above mentioned and hereinafter designated is being damaged and injured on account of the kind and character of traffic now being hauled over and upon said road, and by reason of the fact that vehicles carrying the maximum loads moved at the maximum speeds specified by the provisions of the laws of the

State of Oregon are breaking up, damaging and deteriorating the said road, and the Commission having found upon due investigation that it will be for the best interests of the said state highway that the maximum total weight of load and vehicle which shall be permitted upon said road shall be reduced from 22,000 pounds to 16,000 pounds;

IT IS HEREBY ORDERED, that the maximum weight of combined load and vehicle which shall be permitted upon the Old Oregon Trail between Baker and North Powder shall not exceed 16,000 pounds.

IT IS FURTHER ORDERED, that these rules and regulations as made and found by the State Highway Commission under the provisions of Chapter 371 of the Laws of Oregon for 1921, as amended by Chapter 8 of the General Laws of Oregon, 1921 Special Session, Chapter 145, General Laws of Oregon for 1923, and Chapter 308, General Laws of Oregon for 1925, shall be in full force and effect from this date until weather conditions have improved to such an extent that these orders may be rescinded.

AND IT IS FURTHER ORDERED, that a notice be posted in a conspicuous manner and place at each end of the above-named highway, and at important crossroads on said highway, so that said notice can be readily seen and read, which said notice shall state plainly the limitations and prohibitions of traffic hereby in this order determined and fixed.

AND BE IT FURTHER ORDERED, that a certified copy of this order be furnished to the county clerk of Baker County and that a certified copy of said order be furnished the Chief of the Traffic Enforcement Division for his information.

The motion was duly seconded and carried.

Commissioner Gates offered the following resolution and moved its adoption:

WHEREAS, the Dalles-California Highway has been designated and declared to be and is a state highway and has been improved and is being maintained by the State Highway Commission pursuant to the laws of the State of Oregon as a state highway; and

WHEREAS, the above named state highway, in the judgment of the State Highway Commission, is being subjected to a kind and character of traffic which is damaging and injuring the said highway, and in order to protect said highway against such damage and injury it is deemed and is the judgment of the Highway Commission, and said Commission finds that it will be for the best interests of the said highway that the maximum weights permitted and authorized by law be reduced;

AND WHEREAS, the State Highway Commission has after due investigation determined and found, and it is the judgment of the Commission, that the maximum weights which shall be permitted upon the said road shall be reduced and fixed as in this order provided.

NOW, THEREFORE, the premises being in part as above stated, and the State Highway Commission having as a result of due investigation found that the road above mentioned and hereinafter designated is being damaged and injured on account of the kind and character of traffic now being hauled over and upon said road, and by reason of the fact that vehicles carrying the maximum loads moved at the maximum speeds specified by the provisions of the laws of the State of Oregon are breaking up, damaging and deteriorating the said road, and the Commission having found upon due investigation that it will be for the best interests of the said state highway that the maximum total weight of load and vehicle which shall be permitted upon said road shall be reduced from 22,000 pounds to 10,000 pounds;

IT IS HEREBY ORDERED, that the maximum weight of combined load and vehicle which shall be permitted upon the Dalles-California Highway from Seufert south to a junction with the Sherman Highway in Wasco County shall not exceed 10,000 pounds.

IT IS FURTHER ORDERED, that these rules and regulations as made and found by the State Highway Commission under the provisions of Chapter 371 of the Laws of Oregon for 1921, as amended by Chapter 8 of the General Laws of Oregon, 1921 Special Session, Chapter 145, General Laws of Oregon for 1923, and Chapter 308, General Laws of Oregon for 1925, shall be in full force and effect from this date until weather conditions have improved to such an extent that these orders may be rescinded.

AND IT IS FURTHER ORDERED, that a notice be posted in a conspicuous manner and place at each end of the above-named highway, and at important crossroads on said highway, so that said notice can be readily seen and read, which said notice shall state plainly the limitations and prohibitions of traffic hereby in this order determined and fixed.

AND BE IT FURTHER ORDERED, that a certified copy of this order be furnished to the county clerk of Wasco County and that a certified copy of said order be furnished the Chief of the Traffic Enforcement Division for his information.

The motion was duly seconded and carried.

Commissioner Gates offered the following resolution and moved its adoption:

WHEREAS, the Sherman Highway and the Mt. Hood Highway have been designated and declared to be and are state highways and have been improved and are being maintained by the State Highway Commission pursuant to the laws of the State of Oregon as state highways; and

WHEREAS, the above named state highways, in the judgment of the State Highway Commission, are being subjected to a kind and character of traffic which is damaging and injuring the said highways, and in order to protect said highways against such damage and injury it is deemed and is the judgment of the Highway Commission, and said Commission finds that it will be for the best interests of the said highways and each of them that the maximum weights permitted and authorized by law be reduced;

AND WHEREAS, the State Highway Commission has after due investigation determined and found, and it is the judgment of the Commission, that the maximum weights which shall be permitted upon the said roads shall be reduced and fixed as in this order provided.

NOW, THEREFORE, the premises being in part as above stated, and the State Highway Commission having as a result of due investigation found that the roads above mentioned and hereinafter designated are being damaged and injured on account of the kind and character of traffic now being hauled over and upon said roads, and by reason of the fact that vehicles carrying the maximum loads moved at the maximum speeds specified by the provisions of the laws of the State of Oregon are breaking up, damaging and deteriorating the said roads, and the Commission having found upon due investigation that it will be for the best interests of the said state highways and each of them that the maximum total weight of load and vehicle which shall be permitted upon any of said roads shall be reduced from 20,000 pounds to 10,000 pounds;

IT IS HEREBY ORDERED, that the maximum weight of combined load and vehicle which shall be permitted upon the Sherman Highway from Biggs south to a junction with The Dalles-California Highway in Sherman and Wasco Counties, and on the Mt. Hood Highway from Hood River (city) to Parkdale, shall not exceed 10,000 pounds.

IT IS FURTHER ORDERED, that these rules and regulations as made and found by the State Highway Commission under the provisions of Chapter 371 of the Laws of Oregon for 1921, as amended by Chapter 8 of the General Laws of Oregon, 1921 Special Session, Chapter 145, General Laws of Oregon for 1923, and Chapter 308, General Laws of Oregon for 1925, shall be in full force and effect from this date until weather conditions have improved to such an extent that these orders may be rescinded.

AND IT IS FURTHER ORDERED, that a notice be posted in a conspicuous manner and place at each end of each of the above-named highways, and at important crossroads on each of said highways, so

that said notice can be readily seen and read, which said notice shall state plainly the limitations and prohibitions of traffic hereby in this order determined and fixed.

AND BE IT FURTHER ORDERED, that a certified copy of this order be furnished to the county clerks of the respective counties and that a certified copy of said order be furnished the Chief of the Traffic Enforcement Division for his information.

The motion was duly seconded and carried.

Commissioner Gates offered the following resolution and moved its adoption:

WHEREAS, the Siuslaw Highway and the Willamette Highway have been designated and declared to be and are state highways and have been improved and are being maintained by the State Highway Commission pursuant to the laws of the State of Oregon as state highways; and

WHEREAS, the above named state highways, in the judgment of the State Highway Commission, are being subjected to a kind and character of traffic which is damaging and injuring the said highways, and in order to protect said highways against such damage and injury it is deemed and is the judgment of the Highway Commission, and said Commission finds that it will be for the best interests of the said highways and each of them that the maximum weights permitted and authorized by law be reduced;

AND WHEREAS, the State Highway Commission has after due investigation determined and found, and it is the judgment of the Commission, that the maximum weights which shall be permitted upon the said roads shall be reduced and fixed as in this order provided.

NOW, THEREFORE, the premises being in part as above stated, and the State Highway Commission having as a result of due investigation found that the roads above mentioned and hereinafter designated are being damaged and injured on account of the kind and character of traffic now being hauled over and upon said roads, and by reason of the fact that vehicles carrying the maximum loads moved at the maximum speeds specified by the provisions of the laws of the State of Oregon are breaking up, damaging and deteriorating the said roads, and the Commission having found upon due investigation that it will be for the best interests of the said state highways and each of them that the maximum total weight of load and vehicle which shall be permitted upon any of said roads shall be reduced from 20,000 pounds to 6,000 pounds;

IT IS HEREBY ORDERED, that the maximum weight of combined load and vehicle which shall be permitted upon the Siuslaw Highway between Low Pass Summit and Cheshire and on the Willamette Highway between Goshen and Lowell shall not exceed 6,000 pounds.


IT IS FURTHER ORDERED, that these rules and regulations as made and found by the State Highway Commission under the provisions of Chapter 371 of the Laws of Oregon for 1921, as amended by Chapter 8 of the General Laws of Oregon, 1921 Special Session, Chapter 145, General Laws of Oregon for 1923, and Chapter 308, General Laws of Oregon for 1925, shall be in full force and effect from this date until weather conditions have improved to such an extent that these orders may be rescinded.


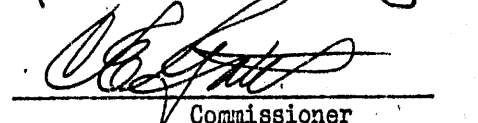
AND IT IS FURTHER ORDERED, that a notice be posted in a conspicuous manner and place at each end of each of the above-named highways, and at important crossroads on each of said highways, so that said notice can be readily seen and read, which said notice shall state plainly the limitations and prohibitions of traffic hereby in this order determined and fixed.

AND BE IT FURTHER ORDERED, that a certified copy of this order be furnished to the county clerks of the respective counties and that a certified copy of said order be furnished the Chief of the Traffic Enforcement Division for his information.

The motion was duly seconded and carried.

No further business coming before the Commission, the meeting was adjourned.

  
State Highway Engineer  
and Secretary

  
Chairman  
  
Commissioner  
  
Commissioner

Portland, Oregon, February 20, 1930.

The Commission met in special session in Room 209 Imperial Hotel at 1:45 P. M. Present were:

H. B. Van Duzer, Chairman  
C. E. Gates, Commissioner  
Roy A. Klein, State Highway Engineer and Secretary

M. D. Hammel, President of the Willamette Contracting Company, and Dow Walker, Attorney, appeared in the matter of their bid on the Nimrod-Belknap Springs Section of the McKenzie Highway for which they were awarded the contract at the previous meeting of the Commission. Mr. Walker stated

that the unit prices in their bid were too low and they could not do the work for the figures submitted, therefore, the contract had not been executed. He asked that the bid bond be returned to them without forfeit. Commissioner Gates asked if the bid bond was not declared in default would his company bid again on future work, to which Mr. Walker replied, "Yes." In the consideration of the matter some thought was given to making the award to the second bidder, C. R. Vaughan, but not adopted. Thereupon Commissioner Gates offered the following resolution and moved its adoption:

WHEREAS, the Highway Commission on the 16th day of January, 1930, at its regular meeting held in Multnomah County Court House in Portland, Oregon, on said day, awarded to the Willamette Contracting Company the contract for the construction of 21.0 miles of broken stone and crushed gravel surfacing on the Nimrod-Belknap Springs Section of the McKenzie Highway in Lane County, and the furnishing of approximately 10,500 cubic yards of broken stone and crushed gravel for maintenance purposes, the said Willamette Contracting Company being the lowest bidder for said work, and

WHEREAS, thereafter, to wit: on the 22d day of January, 1930, the Highway Commission caused to be prepared and submitted to the said Willamette Contracting Company for execution the formal contract and bond but said contracting company has failed and neglected to execute said contract and furnish the bond required in connection therewith, although said bond and contract were submitted to the said contracting company for execution more than ten days preceding the date of this resolution, and although more than ten days have elapsed since the submission to the said contracting company of the said contract and bond, and

WHEREAS, the said contracting company, through its president, M. D. Hammel, and its attorney, Dow V. Walker, have notified the Highway Commission that the said Willamette Contracting Company cannot proceed with said work and will not execute the said contract or furnish the said bond,

NOW, THEREFORE, be it resolved that the said Willamette Contracting Company be and said company hereby is declared to be in default in the execution of said contract and in the furnishing of said bond, and said default is hereby entered in the records of the Highway Commission.

BE IT FURTHER RESOLVED, that the bond furnished by the said Willamette Contracting Company in connection with its said bid be and the same is hereby declared forfeited, and I. H. Van Winkle, Attorney General of the State of Oregon, and J. M. Devers, Assistant Attorney General of the State of Oregon, are hereby requested and authorized to take the necessary steps and institute such action as may be necessary to recover the amount of said bond.



BE IT FURTHER RESOLVED, that Roy A. Klein, Secretary to the State Highway Commission, be and he is hereby instructed to readvertise said project for bids, which bids shall be called for and received at the March meeting of the Commission.

The motion was duly seconded and carried.

The Commission voted to make no charge against Deschutes, Clackamas or Multnomah Counties for snow removal work during the recent storms in January.

The Engineer reported on a line change on the Crater Lake Highway between Prospect and the Rogue River bridge about one-half mile in length which would eliminate about 360 degrees of sharp curvature and save 600 feet of distance. The highway was built on its present location in order to obtain a view of the falls and gorge of the Rogue River but all water now being diverted into a power canal above the falls in the summer season and the sharp curvature having been the cause of several accidents, the new location was adopted. The Engineer was instructed to proceed with the work as a betterment at once with state forces in order to have the change made before the summer travel season opens.

A resolution was received from the County Court of Douglas County advising that they would appropriate \$11,000 more in addition to the \$9,000 previously voted for cooperation on the Roosevelt Coast Highway north of Gardiner. This money was in addition to the local road district's fund of \$5,000, making a total of \$25,000. Matched on a 25%-75% basis, this would finance a \$100,000 project which was authorized by the Commission.

The Commission expressed their appreciation of the work done by all employees who were engaged in snow removal operations during the recent storms.

Chairman Van Duzer and Commissioner Gates sent a telegram to Commissioner Sawyer, now in New York City, urging him to return to Washington and urge on the Oregon delegation in Congress the necessity for additional forest highway funds and the immediate enactment of the Federal aid appropriations.

Commissioner Gates offered the following resolution re reduced load limits on the McKenzie, Siuslaw and Willamette Highways and moved its adoption:

WHEREAS the Siuslaw Highway, the Willamette Highway and the McKenzie Highway have been designated and declared to be and are State Highways and have been improved and are being maintained by the State Highway Commission pursuant to the laws of the State of Oregon,

AND WHEREAS the above named state highways in the judgment of the State Highway Commission, are being subjected to a kind and character of traffic which is damaging and injuring the said highways,

and in order to protect said highways against such damage and injury it is deemed and is the judgment of the Highway Commission, and said Commission finds that it will be for the best interests of the said highways and each of them that the maximum weights permitted and authorized by law be reduced;

AND WHEREAS, the State Highway Commission has after due investigation determined and found, and it is the judgment of the Commission, that the maximum weights which shall be permitted upon the said roads shall be reduced and fixed as in this order provided;

AND WHEREAS, the State Highway Commission, on January 16th, 1930, issued an Order Reducing the Maximum Load Limits to 6,000 pounds on the Siuslaw Highway between Low Pass Summit and Cheshire and on the Willamette Highway between Goshen and Lowell;

AND WHEREAS, the State Highway Commission, after due investigation, has determined and found and it is the judgment of the Commission that the said order issued under date of January 16, 1930 should now be rescinded;

NOW THEREFORE the premises being in part as above stated, and the State Highway Commission having as a result of due investigation found that the roads above mentioned and hereinafter designated are being damaged and injured on account of the kind and character of traffic now being hauled over and upon said roads, and by reason of the fact that vehicles carrying the maximum loads moved at the maximum speeds specified by the provisions of the laws of the State of Oregon are breaking up, damaging and deteriorating the said roads, and the Commission having found upon due investigation that it will be for the best interests of the said state highways and each of them that the maximum total weight of load and vehicle which shall be permitted upon any of said roads shall be reduced so that the combined weight in pounds bearing on the surface of the highway at contact with the tread of the wheels on any one axle of a vehicle shall not exceed the product of three hundred pounds (300 pounds) multiplied by the sum of the tire width of the two wheels of such vehicle;

IT IS HEREBY ORDERED that the maximum weight of load and vehicle which shall be permitted upon the Siuslaw Highway between Low Pass Summit and Cheshire, on the Willamette Highway between Goshen and Lowell and on the McKenzie Highway between Thurston and Millican Corner, shall be reduced so that the combined weight in pounds bearing on the surface of the highway at contact with the tread of the wheels on any one axle of a vehicle shall not exceed the product of three hundred (300) pounds multiplied by the sum of the tire width of the two wheels of such vehicle.



IT IS FURTHER ORDERED, that these rules and regulations as made and found by the State Highway Commission under the provisions of Chapter 371 of the Laws of Oregon for 1921, as amended by Chapter 8 of the General Laws of Oregon, 1921 Special Session, Chapter 145, General Laws of Oregon for 1923, and Chapter 308, General Laws of Oregon for 1925, shall be in full force and effect February 24, 1930 and until weather conditions have improved to such an extent that these orders may be and the same are rescinded.

AND IT IS FURTHER ORDERED that the order of the State Highway Commission dated January 16th, 1930 reducing the Maximum Load Limit to 6,000 pounds on the Siuslaw Highway between Low Pass Summit and Cheshire and on the Willamette Highway between Goshen and Lowell be and the same hereby is rescinded.

AND IT IS FURTHER ORDERED, that a notice be posted in a conspicuous manner and place at each end of each of the above-named highways, and at important crossroads on each of said highways, so that said notice can be readily seen and read, which said notice shall state plainly the limitations and prohibitions of traffic hereby in this order determined and fixed.

AND BE IT FURTHER ORDERED, that a certified copy of this order be furnished to the county clerk of Lane County and that a certified copy of said order be furnished the Chief of the Traffic Enforcement Division for his information.

The motion was duly seconded and carried.

Commissioner Gates offered the following resolution re reduced load limits on the Old Oregon Trail between Pendleton and Kamela and moved its adoption:

WHEREAS, the Old Oregon Trail has been designated and declared to be and is a state highway and has been improved and is being maintained by the State Highway Commission pursuant to the laws of the State of Oregon as a state highway; and

WHEREAS, the above named state highway, in the judgment of the State Highway Commission, is being subjected to a kind and character of traffic which is damaging and injuring the said highway, and in order to protect said highway against such damage and injury it is deemed and is the judgment of the Highway Commission, and said Commission finds that it will be for the best interests of the said highway that the maximum weights permitted and authorized by law be reduced; and

WHEREAS, the State Highway Commission has after due investigation determined and found, and it is the judgment of the Commission, that the maximum weights which shall be permitted upon the said road shall be reduced and fixed as in this order provided;

NOW, THEREFORE, the premises being in part as above stated, and the State Highway Commission having as a result of due investigation found that the road above mentioned and hereinafter designated is being damaged and injured on account of the kind and character of traffic now being hauled over and upon said road, and by reason of the fact that vehicles carrying the maximum loads moved at the maximum speeds specified by the provisions of the laws of the State of Oregon are breaking up, damaging and deteriorating the said road, and the Commission having found upon due investigation that it will be for the best interests of the said state highway that the maximum total weight of load and vehicle which shall be permitted upon said road shall be reduced from 22,000 pounds to 16,000 pounds;

IT IS HEREBY ORDERED, that the maximum weight of combined load and vehicle which shall be permitted upon the Old Oregon Trail between Pendleton and Kamela shall not exceed 16,000 pounds.

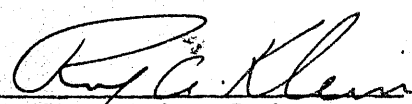
IT IS FURTHER ORDERED, that these rules and regulations as made and found by the State Highway Commission under the provisions of Chapter 371 of the Laws of Oregon for 1921, as amended by Chapter 8 of the General Laws of Oregon, 1921 Special Session, Chapter 145, General Laws of Oregon for 1923, and Chapter 308, General Laws of Oregon for 1925, shall be in full force and effect from this date until weather conditions have improved to such an extent that these orders may be rescinded; and

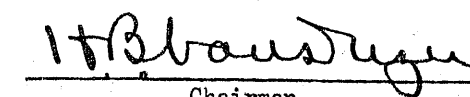
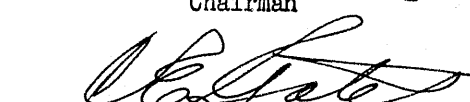
IT IS FURTHER ORDERED, that a notice be posted in a conspicuous manner and place at each end of the above-named highway, and at important crossroads on said highway, so that said notice can be readily seen and read, which said notice shall state plainly the limitations and prohibitions of traffic hereby in this order determined and fixed; and

BE IT FURTHER ORDERED, that a certified copy of this order be furnished to the county clerk of Umatilla County and that a certified copy of said order be furnished the Chief of the Traffic Enforcement Division for his information.

The motion was duly seconded and carried.

No further business coming before the Commission, the meeting was adjourned.

  
State Highway Engineer  
and Secretary

  
Chairman  
  
Commissioner

Portland, Oregon, February 27, 1930.

The Commission met in Room 570 Multnomah County Court House at 10 A. M. Present were:

H. B. Van Duzer, Chairman  
C. E. Gates, Commissioner  
Roy A. Klein, State Highway Engineer and Secretary

Commissioner Sawyer was absent, being in Washington, D. C. in the interest of Federal aid and forest highway legislation.

Bids were opened and read as follows:

ROOSEVELT COAST HIGHWAY  
DENMARK-PORT ORFORD SECTION - REGRADING AND RESURFACING

Saxton & Looney	\$104,332.50
C. L. Camp	109,030.00
Hefty, Lundstrom & Johnson	114,237.00
A. S. Wallace	117,327.50
Newport Construction Co.	119,465.00
Washburn & Hall	120,065.00
Meyers & Co.	123,782.50
H. G. Johnson	132,210.00
John J. Dann	136,410.00
C. R. Vaughan	139,944.00
F. J. Kernan	148,171.00
Liesch & Tofte	153,772.80

GREEN SPRINGS HIGHWAY  
JENNY CREEK-KENO SECTION - SURFACING

Wren & Greenough	\$155,537.00
W. D. Miller Construction Co.	159,116.86
Newport Construction Co.	169,642.75
Willamette Contracting Co.	184,464.00

THE DALLES-CALIFORNIA HIGHWAY  
GREEN SPRINGS HIGHWAY  
KLAMATH FALLS-LAKEVIEW HIGHWAY  
KLAMATH FALLS BITUMINOUS MACADAM PROJECT

J. C. Compton	\$130,142.50
J. F. Forbes	130,662.00
Geo. French, Jr.	133,283.00
Skeels & Graham Co.	151,765.00
Dunn & Baker	152,257.50
J. W. Feak Construction Co.	155,498.00
Guy F. Pyle	161,700.00

ROOSEVELT COAST HIGHWAY  
GLENADA-DOUGLAS COUNTY LINE SECTION - GRADING

Cochran Construction Co.	\$102,125.00
Earl L. McNutt	113,347.50
Joplin & Eldon	130,367.00
Meyers & Co.	134,735.00
Newport Construction Co.	136,525.00
Liesch & Tofte	139,718.00
Myers & Goulter	146,830.00
A. Guthrie & Co.	166,265.00
United Contracting Co.	166,990.00
J. A. Lyons	168,420.00
John J. Dann	170,090.00

OLD OREGON TRAIL  
JOHN DAY HIGHWAY  
CENTRAL OREGON HIGHWAY  
VALE OILING PROJECT

J. C. Compton	\$166,093.50
F. J. Kernan	199,719.00
Skeels & Graham Co.	202,575.65

COLUMBIA RIVER HIGHWAY  
PORTLAND-HOOD RIVER SECTION - BROKEN STONE IN STOCK PILES

H. G. Johnson	\$71,008.00
Knute Lien	71,600.00
Wren & Greenough	80,000.00
Rigdon Bros.	80,795.00
Newport Construction Co.	87,200.00
Hefty, Lundstrom & Johnson	87,495.00
Meyers & Co.	89,728.00
Joslin & McAllister	109,600.00
Northwest Roads Co.	112,460.00

OLD OREGON TRAIL  
KAMELA-HILGARD SECTION - SURFACING

H. G. Johnson	\$108,670.00
A. L. Aukamp	111,410.00
Fred G. Redmon	116,290.00
Knute Lien	117,094.00
Lyon & Price	119,080.00
Wren & Greenough	126,092.00
Triangle Construction Co.	127,262.00
John J. Dann	135,058.00
Gerber & Doherty	136,356.00
Milne & Dussault	137,830.00
Carl Nyberg	141,562.00
Newport Construction Co.	146,980.00
J. W. Feak Construction Co.	160,793.00
Joslin & McAllister	173,030.00

## WILLAMETTE VALLEY ROCK PRODUCTION PROJECT

Unit No. 1 Hillsboro-Gaston

Ross Island Sand & Gravel Co.	\$12,339.00
Washburn & Hall*	13,564.00
J. H. Gallagher	14,400.00
H. G. Johnson*	15,016.00

Unit No. 2 McMinnville-Bellevue-Holmes Gap

Dayton Sand & Gravel Co.	18,683.40
Washburn & Hall*	19,176.00
J. H. Gallagher	19,914.00
Oregon Sand & Gravel Co.	20,100.00
Ross Island Sand & Gravel Co.	20,732.00
H. G. Johnson*	23,055.20

Unit No. 3 Salem-Dallas-Corvallis

J. H. Gallagher	20,962.00
Washburn & Hall*	22,184.00
Oregon Sand & Gravel Co.	22,372.00
Eugene Sand & Gravel Co.	27,965.00
H. G. Johnson*	29,140.00

Unit No. 4 Corvallis-Eugene

Eugene Sand & Gravel Co.	18,657.00
J. H. Gallagher	21,240.00
Washburn & Hall*	21,675.00
H. G. Johnson*	29,110.00

Unit No. 5 Jefferson-Junction City

Washburn & Hall*	13,473.00
H. G. Johnson*	13,920.00
J. H. Gallagher	15,243.00
Oregon Sand & Gravel Co.	16,680.00
Eugene Sand & Gravel Co.	17,874.00

## All Units Combined

Washburn & Hall*	91,072.00
J. H. Gallagher	91,759.00
H. G. Johnson*	110,241.20

\*Will accept award of all units only

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ROOSEVELT COAST HIGHWAY  
BRIDGES OVER NECANICUM RIVER AND WAHANNA CREEKNecanicum River

F. L. Odom	\$15,058.00
Clackamas Construction Co.	15,204.00
Pope Trullinger	15,209.50
Rohaut & Gearhart	15,255.00
J. F. Johnston	15,634.00
Kuckenberg-Wittman Co.	16,290.00
John Mattson	16,424.00
Hugh & Hanson	17,097.00
O. N. Pierce	17,452.00
Lindstrom & Feigenson	17,766.00
John Slotte & Co.	19,170.00
Hefty, Lundstrom & Johnson	20,150.00
Henry Makela & Son	20,180.00
Gilpin Construction Co.	20,359.00

Wahanna Creek Bridge and Farm Road Overcrossing

F. L. Odom	\$32,100.50
Clackamas Construction Co.	32,860.00
Hugh & Hanson	33,192.85
Kuckenberg-Wittman Co.	36,022.50
O. N. Pierce	37,640.00
Hefty, Lundstrom & Johnson	37,885.00
Henry Makela & Son	38,334.00
Gilpin Construction Co.	39,670.00
Lindstrom & Feigenson	39,944.50
John Slotte & Co.	43,560.00
John Mattson	3,499.50*
Pope Trullinger	3,892.50*

Both Bridges with Reduction

F. L. Odom	\$46,800.50
Clackamas Construction Co.	46,864.00
Hugh & Hanson	49,589.85
Kuckenberg-Wittman Co.	50,312.50
O. N. Pierce	55,092.00
Hefty, Lundstrom & Johnson	57,235.00
Lindstrom & Feigenson	57,710.50
Henry Makela & Son	58,514.00
Gilpin Construction Co.	59,029.00
John Slotte & Co.	62,730.00

\*Farm road overcrossing only

FEB 27 1930

GREEN SPRINGS HIGHWAY  
BRIDGE OVER KLAMATH RIVER AT KENO

Kuckenberg-Wittman Co.	\$52,070.00
Dunn & Baker	65,152.00
United Contracting Co.	69,952.00

DISMANTLE OLD STEEL BRIDGE OVER WILLAMETTE RIVER AT SPRINGFIELD  
AND RECONSTRUCT OVER COAST FORK OF WILLAMETTE RIVER ON COUNTY ROAD  
NEAR CRESWELL

O. N. Pierce	\$ 8,250.00
J. J. Badraun	9,375.00
Clackamas Construction Co.	10,400.00
R. N. Green	12,350.00
D. Samuel	40,000.00

ROOSEVELT COAST HIGHWAY  
CULVERT OVER ROCKAWAY CREEK

Feldschau & Son	\$1,688.00
J. F. Johnston	1,759.00
C. A. Lundy	1,946.00
A. J. Olsen	2,065.00
Clackamas Construction Co.	2,094.00
O. C. Gardner	2,471.00
Tom Lillebo	2,729.00

OLD OREGON TRAIL  
BRIDGE OVER GRANDE RONDE RIVER

O. N. Pierce	\$28,710.00
R. H. Jones	27,895.00
Colonial Building Co.	28,817.50
J. J. Badraun	29,423.00
Fred E. & Harold Lockyear	29,895.00
Morrison-Knudsen Co.	30,270.00
R. F. Nichol	30,925.00
Triangle Construction Co.	31,680.00

Judge Moses and Commissioners von Lehe and Hawley of Benton County asked for pavement on the Corvallis-Newport Highway from the west city limits of Corvallis to the junction with the Alsea Highway west of Philomath. Chairman Van Duzer stated that when the road becomes completely stabilized it will be the policy of the Highway Commission to improve it either by bituminous macadam or by pavement.

Judge Jordan and Commissioner Johnson of Wallowa County asked that the Commission interest itself in a forest road up Little Sheep Creek from Imnaha to a connection with a county market road east of Joseph. He stated that Wallowa County had discussed the matter with the officials of the Forest

Service but they had stated that since it would cost more than \$5000 per mile it should be classed as a forest highway and would require the approval of the Bureau of Public Roads and the State Highway Commission to place it upon the forest highway system. Chairman Van Duzer expressed himself that this appeared to be in the class of a forest development road and should take that classification. It was agreed that this project would be taken up with the Forest Service authorities the next time a meeting was held with them with the purpose of securing the classification of this road as a forest development road.

Commissioners Clough and Busenbark of Douglas County, with James Ford and \_\_\_\_\_ Janelle of Gardiner, appeared in the interest of further construction on the Roosevelt Coast Highway north of Gardiner. They asked that instead of the one mile unit previously authorized that the 3.0 mile project from the north end of the completed project to Tahkenitch outlet be considered. Commissioner Clough stated that if the Commission would give Douglas County and the local districts credit for cooperation on previous construction on the Roosevelt Highway in excess of 25 per cent and apply this credit, they would provide a sufficient amount in excess of the previously pledged cooperation to finance the 3.0 mile unit on a 25 per cent cooperative basis. A financial statement was submitted covering the amount of previous excess cooperation claimed by the county. Chairman Van Duzer for the Commission stated that if additional Federal Aid funds were appropriated which were confidently expected, the Commission would be ready to proceed with the construction of the entire 3.0 mile project and would accept cooperation on the above basis, subject, of course, to a check on the credits claimed on previous work.

Edward F. Bailey of Junction City headed a delegation asking for the completion of the Siuslaw Highway east of Cheshire, stressing the flooded condition of the present road during high water periods. Mr. Bailey stated that while previously there had been differences of opinion as to the proper route, it now had been generally agreed to leave the location to the Commission. Mrs. Cheshire read a prepared statement advocating the improvement for the benefit of all Western Lane County and urged that it be constructed this year. Judge Barnard indicated that the Court still preferred the location directly west from Cheshire to Harpole School rather than a connection to the Pacific Highway west of Junction City. Chairman Van Duzer stated that the Commission would take the matter under advisement.

Judge Noe and Commissioner Fairman of Malheur County stated that they, with Attorney Devers and Division Engineer Smith, had interviewed the counsel for the Reclamation Service and had agreed on a satisfactory agreement for right of way for the Tunnel-Harper and Harper-Burrelle Units of the Central Oregon Highway across lands withdrawn by the Reclamation Service. Judge Noe reported that all of the balance of the right of way on the Tunnel-Harper Unit had been secured and asked that the project be placed under construction. On motion which was carried, the project was ordered advertised at the next meeting. The Commission were asked to make a decision on the route at Juntura so that the right of way through the

Jones ranch could be purchased along with other property from the same owner farther down the river. Mr. Fairman invited the Commission to attend the celebration at Vale on March 16 when the new irrigation ditches would be placed in service on the Harper Unit.

C. S. McNaught, Henry Hitt, F. B. Swayze and F. C. McKenzie were present in the interest of routing the proposed cut-off to Wallula through Hermiston. Mr. McNaught stated that if the cut-off was built east from Umatilla now and in the future a cut-off was built west from Echo, that Hermiston would lose all of the trade now received from highway traffic. He stated that a right of way had been secured from Hermiston for a market road and part of it had already been built. The delegation asked that the Commission have a survey made through Hermiston both east and west to look into the economics of the situation before any location is decided upon. Commissioner Van Duzer replied for the Commission, "We are not going to say at this time that we will make a survey there, but we will investigate the situation before a final decision on the route is made." C. G. Brownell asked for an opportunity to refute some of the arguments for the Hermiston route. Chairman Van Duzer told him that he would be given an opportunity when the time comes for a decision.

Dr. Chas. Lamkin of Hillsboro presented a resolution adopted by many chambers of commerce and community clubs endorsing the plan to build a state highway from Portland to the ocean beaches. Dr. Lamkin stated they were not asking for any particular location, being willing to leave the selection of the route to the Commission. The following spoke in favor of the project:

J. C. Ainsworth, Portland  
 Julius Meier, Portland  
 S. W. Lawrence, East Side Commercial Club, Portland  
 W. G. Ide, Oregon State Chamber of Commerce  
 W. H. Galvani, Mayor of Seaside  
 L. M. Lepper, East Side Commercial Club, Portland  
 S. G. Reed, Nehalem  
 Edward Schulmerich, State Senator, Hillsboro  
 L. M. Graham, Forest Grove  
 C. S. Palmer, Seaside Chamber of Commerce  
 F. W. Livermore, County Commissioner, Washington County  
 J. M. Hiatt, County Commissioner, Washington County  
 D. G. Wilson, Vice President East Side Commercial Club, Portland

O. W. Taylor, Gearhart, stated that he did not think that any one road would serve all the coast between Astoria and Hebo and asked that surveys be made over different routes. H. T. Botts of Tillamook and Judge Beltz of Tillamook County asked that the Wilson River route be adopted. Sinclair Wilson of Linnton asked that a study be made of the Cornelius Pass route. O. B. Bennett asked that consideration be given to the route through North Plains.

Chairman Van Duzer asked if this proposed route between Portland and the sea should be given preference over the completion of the Roosevelt

Highway. Several stated that the Roosevelt Highway should be completed first. Dr. Lamkin closed the presentation with this statement, "I am perfectly willing to leave this in the hands of the Commission as to how, when and where this project shall be built. I feel that there is not a project in the State of Oregon today, not excluding the Roosevelt Highway, that is of as much importance to the State as this project that we are offering for your consideration at this time. I think that the Roosevelt Highway is very important and I am glad that you have, in a measure, at least, given it a little precedence over the other highways, but I think that it is extremely important that proper connections be made to the Roosevelt Highway." The Commission agreed to give the matter further consideration.

Commissioner Snider of Lake County asked for the construction of the unit between Silver Lake (town) and the foot of Picture Rock Pass, 12.9 miles, pledging county cooperation in the usual proportion. Chairman Van Duzer stated, "We cannot promise the project now, we will have to have more funds." Commissioner Snider asked for a statement of the estimated county share on the surfacing of the Lakeview-California Line Project which the Engineer was instructed to furnish.

Judge Siegmund with Commissioner J. E. Smith stated that Marion County still had \$100,000 with which to cooperate on the North Santiam Forest Highway project. Chairman Van Duzer stated that both the regular and supplementary 1930 forest highway program had been agreed to and there were no funds available to take up the Marion County cooperation on the North Santiam this year.

S. M. P. Dolan, C. M. Swartley and M. H. Bauer of Corvallis, Lee Doty of Waldport, John Cotter of Toledo, asked that the Commission consider the widening of the Alsea Highway between Fall Creek and Waldport and the Corvallis-Newport Highway east of Toledo, stating that these units had been built in the early part of the program and were now dangerous for increased and faster traffic. Chairman Van Duzer stated that a one mile widening unit east of Waldport was included in the 1930 forest highway program in connection with the embankment across Lint Slough while on the Corvallis-Newport Highway a ten mile widening unit between Eddyville and Pioneer Mountain had been authorized for construction this season.

At 5:00 o'clock announcement of the awards of the contracts was made by the Chairman.

Bridge over Wahanna Creek, bridge over farm road crossing, and bridge over Necanicum River. The low bidder on the combined projects is F. L. Odom at \$46,800.50. The award of the contract was made to Mr. Odom for the bridge over the Necanicum River and the farm road, it being necessary to hold the award of the Wahanna Creek bridge for a short time pending receipt of a permit from the War Department.

Culvert at Rockaway Creek, Roosevelt Coast Highway, Tillamook County. The contract was awarded to the low bidder, Feldschau & Son of Tillamook, at \$1,688.00.



Bridge over Grande Ronde River in Union County. Contract awarded to the low bidder, O. N. Pierce, at \$28,710.00.

Bridge over Coast Fork of Willamette River on county road east of Creswell. This project was advertised for Lane County and at the request of the County Court the contract was awarded to the low bidder, O. N. Pierce, at \$8,250.00.

Bridge over Klamath River on the Green Springs Highway near Keno, Klamath County. The low bid being in excess of the engineer's estimate, all bids were rejected and the project ordered readvertised.

Kamela-Hilgard Section of the Old Oregon Trail in Union and Umatilla Counties, surfacing. The contract was awarded to the low bidder, H. G. Johnson, at \$108,670.00.

Portland-Hood River Section of the Columbia River Highway, furnishing broken stone. The low bid of \$71,008.00 was submitted by H. G. Johnson. The second bid was by Knute Lien at \$71,800.00. The matter was referred to the engineer to investigate the plans and equipment of the low bidder for handling this work in addition to the Kamela-Hilgard Section.

Klamath Falls bituminous macadam project. The low bid of J. C. Compton at \$130,142.50 was acceptable, but the award of the contract was ordered held pending approval for Federal Aid by the Bureau of Public Roads officials.

Vale oiling project. The low bid of J. C. Compton at \$166,093.50 was satisfactory but the award of the contract was ordered held until approval for Federal Aid was received from the Bureau of Public Roads officials.

Glenada-Douglas County Line Section, Roosevelt Coast Highway, Lane County. Contract awarded to the Cochran Construction Company at \$102,125.00.

Jenny Creek-Keno Section of the Green Springs Highway, Jackson and Klamath Counties. Contract awarded to the low bidder, Wren & Greenough, at \$155,537.00.

Denmark-Port Orford Section of the Roosevelt Coast Highway in Curry County. The low bid of Saxton & Looney at \$104,332.50 was acceptable, but was ordered held pending approval for Federal Aid by the Bureau of Public Roads officials.

Willamette Valley Rock Production Project. There being five units of this project, the bids on which it is necessary to compare and also to make inspection and examination of the material to be furnished by the various producers, the award of this contract was referred to the engineer.

The Commission confirmed the award of a contract for grading 0.17 miles, a rock cut designated as Unit "B", Lake County Line-Cap Ranch Section of the Central Oregon Highway in Harney County to George H. Jacobson, the low bidder, at \$5,700.00.

Judge Beltz of Tillamook County, with Guy Ford and Geo. Reichen, councilmen, were present in the interest of the Tillamook-Kilchis River project which includes the revision at the north city limits, a new bridge over Wilson River and an overhead crossing of the railroad. Judge Beltz stated that they had secured options on the property within the city desired for the change of Second Avenue East which totaled \$17,300 plus the cost of cutting off buildings. He said further that the city authorities would raise a total of \$15,000 toward the project but that they would have to spread it over a three year period, paying \$5,000 a year beginning with 1930. The Commission accepted the cooperation from the city and authorized the project which will require some additional right of way north of the city, the bridge across Hoquarton Slough, with grading and surfacing. Judge Beltz then asked for further consideration of the project between Kilchis River and Wilson River. The necessity for a new bridge across Wilson River and the desirability of the elimination of the railroad grade crossing at Juno was discussed. Judge Beltz stated that Tillamook County would secure the right of way for the new line. After consideration the Wilson River-Kilchis River project, including grading, a bridge across Wilson River and a railroad overhead structure, was authorized.

Chris Schuebel and J. L. Franzen of Oregon City, Geo. McGee of Hillsboro, and Fred Williams, Salem, representing the League of Oregon Cities, asked that the Commission agree to new legislation providing for the turnover to the cities of a part of the gasoline tax to be used in the maintenance of city streets over which highways are routed. They suggested that this amount be a fixed sum per mile. The proposal did not meet with favor by the Commission, but it was agreed that at some future date a meeting would be held to discuss this matter at which the county courts and a representative group of city officials would be present.

N. G. Hedin, O. D. Bothwell, A. R. Mayhew, L. B. Kelly and L. J. Kelly of Mapin asked that the Commission abandon the proposed cut-off line from the east end of the forest project to the Dalles-California Highway and use instead the present market road which is 3500 feet longer. The Engineer reported that the survey was not finished and complete data was not available. The Commission told the delegation that they would be given a further hearing when the matter came up for a final decision.

At the meeting held on January 16, 1930, the Northwest Contract Company, the low bidders on the Rogue River bridge, were given ten days additional time to secure a bond on the contract. The Secretary reported that they had failed to execute the contract and bond within the prescribed time limit but a few days later had presented a request to assign the contract to the third bidder, Rigdon Brothers. The Commission confirmed their previous action taken in the interim between meetings whereby the Northwest Contract Company was declared in default and the contract awarded to the second bidder, John K. Holt, at \$119,915.50.

O. H. Linn, representing the Northwest Contract Company to whom was awarded the contract for the Rogue River bridge at Grants Pass, but who were unable to furnish a surety bond and consequently defaulted on the contract, asked that his certified check for \$6,000 deposited with his bid be released. After consideration the Commission decided to return the deposit check on the payment of the difference between his bid and that of the second bidder, which amounted to \$315.50.

The following projects were authorized for bids to be received at the next meeting:

Mountain Rest-Little Beech Creek Section of Pendleton-John Day Highway, surfacing, to be combined with Grant County project, Long Creek to Monument and Little Beech Creek to Mt. Vernon;  
 Railroad Tunnel-Harper Section of Central Oregon Highway, grading;  
 Dry River-Millican Section of Central Oregon Highway, grading;  
 Gardiner Summit-Lake Tahkenitch Outlet Section of Roosevelt Coast Highway, 3 miles grading;  
 Eddyville-Pioneer Mountain Section of Corvallis-Newport Highway, grade widening;  
 Multnomah County Line-Oswego Section of Pacific Highway, grade widening and revision, 1 mile;  
 Tangent-Shedd Section of Pacific Highway, grade widening 3 miles;  
 Monmouth-Rickreall Section of West Side Pacific Highway, grade widening 2.9 miles;  
 Alsea Ferry Slip and Approaches, north side of Alsea Bay;  
 Larson Slough bridge.

The surfacing of the Bend-Horse Ridge Unit of the Central Oregon Highway was discussed. The Engineer was instructed to communicate with Commissioner Sawyer to find out if he would be favorable to the purchase of land for a cinder pit on the north side of Pilot Butte.

The Commission approved the minutes of January 15, 16 and February 20, 1930.

The Equipment Engineer reported on bids received for 1930 requirements on gasoline, lubricating oils and greases, road oils and asphalt which were satisfactory to the Commission and passed to the Board of Control with a recommendation to purchase.

W. B. Dennis, acting for the Glasgow Coal, Land & Lumber Co., asked for further time in which to consider filing a formal remonstrance against the Russell Point location for the Coos Bay ferry approach and slip. The Commission granted the request.

A petition was received from residents of Seaside, Nehalem, Mohler and Wheeler asking that the present route of the Roosevelt Coast Highway between Cannon Beach Junction and the Wheeler Overhead via Hamlet Junction and Mohler, known as the inside route, be retained as a state highway and

not turned back to the counties in favor of the Nehalem, Neahkahnie Mountain-Cannon Beach route, called the outside route, as had been proposed by the County Courts of Tillamook and Clatsop Counties. Matter taken under consideration.

An invitation to attend a meeting in Astoria on March 28, 1930 was received from the Astoria Chamber of Commerce, the purpose of the meeting being the formation of the Oregon-Washington Coast Empire Association. The Secretary was instructed to advise that the Commission would be represented at the meeting.

A request was received from the Eugene Chamber of Commerce that the State Highway Engineer survey two routes in and out of Eugene for the Pacific Highway. Matter held for further consideration.

A request was received from the Klamath County Court for approval of an addition to their market road system designated as the Poe Valley-Malin Market Road No. 18, extending from Poe Valley to Malin about 10 miles in length. The Market Road Engineer reported that he had inspected the route and recommended the project as an addition to the market road system of Klamath County. Recommendation approved by the Commission.

A request was received from the Wallowa County Court for approval of an addition to their market road system designated as the Downs Market Road No. 22, southeast of Joseph. The Market Road Engineer reported that he had inspected the route and recommended the project as an addition to the market road system of Wallowa County. Recommendation approved by the Commission.

The Attorney reported that, as instructed, he had written several times to James L. Conley, attorney for the surety who furnished the bid bond for Moon Bros. who defaulted on their bid for the grading of the east unit of the Lowell-Goodman Creek Section. In a more recent conference Mr. Conley had indicated a willingness to pay the sum of \$3000. The Attorney said that he thought the claim probably could be compromised for \$4000 and recommended an acceptance on that basis. Approved by the Commission.

Referring to exchange of lands for right of way on the Pacific Highway south of Canemah with the Southern Pacific Company, Commissioner Gates offered the following resolution and moved its adoption:

WHEREAS, the State of Oregon, acting by and through its State Highway Commission, hereinafter called the State, has located, constructed and is maintaining a permanent state highway known as the Pacific Highway between Canemah and New Era in Clackamas County, Oregon, which said highway occupies and traverses along and over property heretofore acquired by Clackamas County and/or the State for road purposes including those certain parcels shown on the attached map and thereon and hereinafter particularly described and generally referred

to and designated as parcels A, B and C, and

WHEREAS, the Southern Pacific Company, hereinafter called the Company, has constructed and is maintaining and operating a line of railroad along property adjacent to the right of way of said state highway and adjacent to said parcels A, B and C, and

WHEREAS, said Company has found it necessary in connection with the proper maintenance and operation of its said railroad to appropriate (under the provisions of Section 7063, Oregon Laws) portions of the right of way of said state highway, which said portions of the highway right of way to be appropriated by the said Company are the above mentioned parcels designated as parcels A, B and C and more particularly described as follows, to wit:

#### PARCEL A

Commencing at a point which is 450.3 feet north and 565.0 feet east of the most northerly corner of the Milton Brown D. L. C. No. 38 in T. 3 S. R. 1 E. W. M. said point is also in the southeasterly right of way line of the Southern Pacific Co. 15.0 feet distant and at right angles to the center line of the main track of the Southern Pacific Co. at Engineer's Station 929+51.07 and is the actual point of beginning of this description; thence N. 39° 02' E. along the southeasterly right of way line of the Southern Pacific Co., parallel to and always 15.0 feet southeasterly from the center line of the main track of the Southern Pacific Co., a distance of 1277.27 feet to a point 15.0 feet from and at right angles to the center line of the main track of the Southern Pacific Co. at Engineer's station 916+73.8 E. C.; thence continuing in a northeasterly direction along the southeasterly right of way line of the Southern Pacific Co. on the arc of a curve to the right, parallel to and always 15.0 feet distant southeasterly from a Taper 1 curve on the center line of the main track of the Southern Pacific Co., the long chord of which curve bears N. 40° 10' 10" E. a distance of 179.17 feet to a point 15.0 feet from and at right angles to the center line of the main track of the Southern Pacific Co. at Engineer's Station 914+93.8 C. C. T. I.; thence continuing on the said southeasterly right of way line on the arc of a curve to the right, parallel to and always 15.0 feet distant southeasterly from the center line of the main track of the Southern Pacific Co., having a radius of 1614.33 feet, the long chord of which curve bears N. 43° 49' 50" E. a distance of 92.96 feet to a point 15.0 feet from and at right angles to the center line of the main track of the Southern Pacific Co. at Engineer's Station 914+00.0; thence N. 44° 31' W. continuing along the said southeasterly right of way line a distance of 7.5 feet to a point 7.5 feet from and at right angles to the center line of the main track of the Southern Pacific Co. at Engineer's

Station 914+00.0; thence continuing on the said southeasterly right of way line on the arc of a curve to the right, parallel to and always 7.5 feet distant southeasterly from the center line of the main track of the Southern Pacific Co., having a radius of 1621.83 feet, the long chord of which curve bears N. 49° 45' 00" E. a distance of 240.0 feet to a point 7.5 feet from and at right angles to the center line of the main track of the Southern Pacific Co. at Engineer's Station 911+57.80 C. C. 3° 31' Lt.; thence continuing along the said southeasterly right of way line of the Southern Pacific Co. on the arc of a curve to the right, parallel to and always 7.5 feet distant southeasterly from a Taper 1 curve on the center line of the main track of the Southern Pacific Co., the long chord of which curve bears N. 56° 00' 50" E. a distance of 179.57 feet to a point 7.5 feet from and at right angles to the center line of the main track of the Southern Pacific Co. at Engineer's Station 909+77.8 B. C. T. I.; thence N. 57° 08' E. continuing along the said southeasterly right of way line of the Southern Pacific Co., parallel to and always 7.5 feet southeasterly from the center line of the main track of the Southern Pacific Co. a distance of 2043.8 feet to a point 7.5 feet from and at right angles to the center line of the main track of the Southern Pacific Co. at Engineer's Station 889+34.0 E. C.; thence continuing on the said southeasterly right of way line of the Southern Pacific Co. on the arc of a curve to the left having a radius of 22,925.8 feet, the long chord of which curve bears N. 56° 20' 50" E. a distance of 630.18 feet to a point 7.5 feet southeasterly from and at right angles to the center line of the main track of the Southern Pacific Co. at Engineer's Station 883+04.0 B. C. 0° 15' Rt; thence N. 55° 33' E. along the southeasterly right of way line of the Southern Pacific Co., parallel to and always 7.5 feet southeasterly from the center line of the main track of the Southern Pacific Co. a distance of 1328.6 feet to a point 7.5 feet from and at right angles to the center line of the main track of the Southern Pacific Co. at Engineer's Station 869+75.4; thence S. 34° 27' E. along said southeasterly right of way line a distance of 7.88 feet to a point 15.38 feet from and at right angles to the center line of the main track of the Southern Pacific Co. at Engineer's Station 869+75.4; thence N. 58° 59' E. along said southeasterly right of way line a distance of 245.91 feet to a point 30.0 feet from and at right angles to the center line of the main track of the Southern Pacific Co. at Engineer's Station 867+29.9; thence S. 55° 33' W., parallel to and always 30.0 feet distant from the center line of the main track of the Southern Pacific Co. a distance of 512.13 feet to a point 30.0 feet northwesterly from the relocated center line of the Pacific Highway; thence on the arc of a curve to the left having a radius of 5759.6 feet, the long chord of which curve bears S. 56° 18' 10" W. a distance of 151.76 feet to a point 30.0 feet from and at right angles to the relocated center line of the Pacific Highway at Engineer's Station 191+70.2 P. C., and also 28.0 feet from the center line

of the main track of the Southern Pacific Co.; thence S. 55° 33' W. parallel to and always 30.0 feet northwesterly from the relocated center line of the Pacific Highway, and parallel to and 28.0 feet distant southeasterly from the center line of the main track of the Southern Pacific Co., a distance of 910.2 feet to a point 30.0 feet northwesterly at right angles from the relocated center line of the Pacific Highway at Engineer's Station 182+60, said point is also 28.0 feet southeasterly at right angles to the center line of the main track of the Southern Pacific Co. at Engineer's Station 883+04.0 B. C. 0° 15' R; thence on the arc of a curve to right having a radius of 22,946.3 feet, parallel to and always 28.0 feet distant southeasterly from the center line of the main track of the Southern Pacific Co., the long chord of which curve bears S. 56° 20' 50" W. a distance of 630.8 feet to a point 28.0 feet distant from and at right angles to the center line of the main track of the Southern Pacific Co. at Engineer's Station 889+34.0 E. C. and 30.0 feet distant at right angles from the relocated center line of the Pacific Highway; thence S. 57° 08' W., parallel to the center line of the main track of the Southern Pacific Co. and 28.0 feet southeasterly from and also parallel to the relocated center line of the Pacific Highway and 30.0 feet northwesterly therefrom a distance of 2043.8 feet to a point 28.0 feet from and at right angles to the center line of the main track of the Southern Pacific Co. at Engineer's Station 909+77.8 B. C. T. 1; thence on the arc of a curve to the left parallel to and always 28.0 feet southeasterly from a Taper 1 curve on the center line of the main track of the Southern Pacific Co., the long chord of which curve bears S. 56° 00' 50" W. a distance of 178.33 feet to a point 28.0 feet southeasterly from and at right angles to the center line of the main track of the Southern Pacific Co. at Engineer's Station 911+57.8 C. C. 3° 31' Lt; thence on the arc of a curve to the left having a radius of 1601.33 feet and parallel to and always 28.0 feet southeasterly from the center line of the main track of the Southern Pacific Co., the long chord of which curve bears S. 48° 05' 30" W. a distance of 328.43 feet to a point 28.0 feet southeasterly from and at right angles to the center line of the main track of the Southern Pacific Co. at Engineer's Station 914+93.8 C. C. T. I.; thence on the arc of a curve to the left parallel to and always 28.0 feet southeasterly from a Taper 1 curve on the center line of the main track of the Southern Pacific Co., the long chord of which curve bears S. 40° 10' 10" W. a distance of 178.33 feet to a point 28.0 feet southeasterly from and at right angles to the center line of the main track of the Southern Pacific Co. at Engineer's Station 916+73.8 E. C. and 40.0 feet distant at right angles from the relocated center line of the Pacific Highway; thence S. 39° 02' W. parallel to the center line of the main track of the Southern Pacific Co. and 28.0 feet southeasterly therefrom and also parallel to the relocated center line of the Pacific Highway and 40.0 feet northwesterly therefrom a distance of 1524.0 feet to a point; thence in a northeasterly direction on the arc of a curve to the right having a radius of 2904.82 feet, the long chord of which curve bears N. 36° 01' E. a distance of 247.07 feet to the point of beginning, containing

2.65 acres more or less, all lying and being in Sections 1, 2 and 3 T. 3 S. R. 1 E. W. M., Clackamas County, Oregon.

# PARCEL B

Commencing at the point of intersection of westerly projection of the southerly line of the New Era Land & Investment Co.'s property, (said property being a part of the Wittenberg Estate located in Sections 22 and 15 T. 3 S. R. 1 E. W. M. Clackamas County Oregon) and the easterly line of an 80 foot strip of land acquired by the Oregon State Highway Commission by County Court resolution #1235, Clackamas County, said point being N. 88° 15' E. a distance of 26.5 feet more or less (when measured along said property line projected westerly) from Engineer's Station 18+72.5 of the final relocated center line of the Pacific Highway, said point also being 188 feet more or less south and 305 feet west of the N. E. Corner of Sec. 22 T. 3 S. R. 1 E. W. M.; thence S. 88° 15' W. on the westerly projection of the southerly line of the said New Era Land & Investment Co.'s property a distance of 26.5 feet to Engineer's Station 18+72.5 of the said relocated center line of the Pacific Highway; thence S. 76° 56' W. at right angles to the center line of the said highway as relocated a distance of 30.0 feet to a point in the easterly line of Parcel B; thence S. 13° 04' E. on and along the easterly line of said parcel "B" a distance 28.80 feet to a point, said point being 30' westerly from and at right angles to the relocated center line of the Pacific Highway at Engineer's Station 18+43.7 P. T. which said point is the actual point of beginning of this description; thence in a southerly and easterly direction on the arc of a curve to the left having a radius of 985.04 feet, parallel to and always 30 feet westerly from the said relocated center line, the long chord of which said curve bears S. 24° 08' 40" E. a distance of 378.58 feet to a point, said point being 30 feet westerly from and at right angles to the relocated highway center line at Engineer's station 14+74.4 P. C. 6° curve; thence S. 35° 13' 30" E. parallel to and always 30 feet westerly from the relocated center line of the highway a distance of 164.2 feet to a point; thence in a southeasterly direction on the arc of a curve to the right parallel to and always 30 feet westerly from the said relocated highway center line, the long chord of which said curve bears S. 33° 12' 10" E. a distance of 99.92 feet to a point; thence S. 24° 01' 40" E. a distance of 37.81 feet to a point, said point is 20 feet northeasterly from and at right angles to Engineer's Station 1056+54.7 C. C. 5° curve of the center line of original location of the Southern Pacific Co.; thence in a northwesterly direction on the arc of a curve parallel to and always 20 feet easterly from a taper 2 curve of the center line of the original location of the Southern Pacific Co., the long chord of which said curve bears N. 32° 32' 0" W. a distance of 118.66 feet to a point, said point being 20 feet northeasterly from and at right angles to Engineer's Station 1055+34.7 B. C.

T. 2 of the center line of the main track of the Southern Pacific Co.; thence N.  $35^{\circ} 23' 10''$  W. parallel to and always 20 feet northeasterly from the center line of the main track of the Southern Pacific Co. a distance of 127.41 feet to a point, said point is 20 feet northeasterly from and at right angles to Engineer's Station 1054+07.3 E. C. of the said Southern Pacific Co. center line; thence in a northwesterly direction on the arc of a curve to the right, parallel to and always 20 feet easterly from a taper 2 curve on the said center line, the long chord of which said curve bears N.  $33^{\circ} 43' 00''$  W. a distance of 148.39 feet to a point, said point is 20 feet easterly from and at right angles to Engineer's Station 1052+57.3 C. C. T. 2 of the center line of the main track of the Southern Pacific Co.; thence in a northwesterly direction on the arc of a curve to the right having a radius of 940.7, parallel to and always 20 feet northeasterly from the center line of the main track of the Southern Pacific Co., the long chord of which said curve bears N.  $25^{\circ} 02' 40''$  W. a distance of 191.33 feet to a point, said point is 20 feet easterly from and at right angles to Engineer's Station 1050+61.2 C. C.  $5^{\circ} 58'$  of the said center line; thence in a northwesterly direction on the arc of a curve to the right parallel to and always 20 feet easterly from a taper 2 curve on the center line of the main track of the Southern Pacific Co. the long chord of which said curve bears N.  $16^{\circ} 22' 10''$  W. a distance of 148.39 feet to a point, said point is 20 feet easterly from and at right angles to Engineer's Station 1049+11.2 B. C. T. 2 of the said center line; thence N.  $14^{\circ} 45' 00''$  W. parallel to and always 20 feet easterly from the center line of the main track of the Southern Pacific Company a distance of 269.70 feet to a point, said point is 20 feet easterly from and at right angles to Engineer's Station 1046+41.5 E. C. of said center line; thence in a northwesterly direction on the arc of a curve to the right parallel to and always 20 feet easterly from a taper 1 curve on the center line of the main track of the Southern Pacific Co. the long chord of which said curve bears N.  $14^{\circ} 23' 50''$  W. a distance of 89.67 feet to a point, said point being 20 feet easterly from and at right angles to Engineer's Station 1045+51.5 C. C. T. 1 of the center line of the main track of the Southern Pacific Co.; thence in a northwesterly direction on the arc of a curve to the right having a radius of 2844.93 feet, parallel to and always 20 feet easterly from the center line of the main track of the Southern Pacific Co. the long chord of which said curve bears N.  $12^{\circ} 28' 30''$  W. a distance of 134.06 feet to a point, said point being 20 feet easterly from and at right angles to Engineer's Station 1044+16.5 C. C.  $2^{\circ}$  of the center line of the main track of the Southern Pacific Co.; thence in a northwesterly direction on the arc of a curve to the right, parallel to and always 20 feet easterly from a taper 1 curve of the center line of the main track of the Southern Pacific Co., the long chord of which said curve bears N.  $10^{\circ} 36' 00''$  W. a distance of 89.67 feet, to a point, said point being 20 feet easterly from and at right angles to Engineer's Station 1043+26.5 B. C. T. 1 of the said center line; thence N.  $10^{\circ} 15' 00''$  W. parallel to and always 20 feet easterly from the said center line a distance of 52.30 feet to a point, said point being Engineer's Station 1042+74.2 E. C. of the said center line;

thence in a northwesterly direction on the arc of a curve to the right, parallel to and always 20 feet easterly from a taper 1-1/2 curve of the center line of the main track of the Southern Pacific Co. the long chord of which said curve bears N.  $9^{\circ} 43' 20''$  W. a distance of 89.52 feet to a point, said point being 20 feet easterly from and at right angles to Engineer's Station 1041+84.2 C. C. T. 1-1/2; thence in a northeasterly direction on the arc of a curve to the right having a radius of 1890.08 feet, parallel to and 20 feet easterly from the center line of the main track of the Southern Pacific Co., the long chord of which said curve bears N.  $2^{\circ} 15' 0''$  E. a distance of 730.95 feet to a point, said point being 20 feet easterly from and at right angles to Engineer's Station 1034+40.9 C. C.  $3^{\circ}$  curve; thence in a northeasterly direction on the arc of a curve to the right, parallel to and always 20 feet easterly from a taper 1-1/2 curve of the center line of the main track of the Southern Pacific Co., the long chord of which said curve bears N.  $14^{\circ} 13' 40''$  E. a distance of 89.52 feet to a point; said point being 20 feet easterly from and at right angles to Engineer's Station 1033+50.9 B. C. T. 1-1/2 of the said center line; thence N.  $14^{\circ} 45' 0''$  E. parallel to and always 20 feet easterly from the center line of the main track of the Southern Pacific Co., a distance of 1565.71 feet to a point, said point being 20 feet easterly from and at right angles to Engineer's Station 1017+85.19 of the center line of the main track of the Southern Pacific Co.; thence in a northeasterly direction on the arc of a curve to the right having a radius of 2904.82 feet parallel to and always 40 feet northwesterly from the original relocated center line of the Pacific Highway, the long chord of which said curve bears N.  $20^{\circ} 04' 50''$  E. a distance of 68.86 feet to a point, said point being 40 feet from and at right angles to Engineer's Station 50+72.6 P. T. of the original relocated center line of the Pacific Highway; thence N.  $20^{\circ} 46' 0''$  E. parallel to and always 40 feet northwesterly from the original relocated center line of said Pacific Highway a distance of 62.97 feet to a point, said point being 40 feet westerly from and at right angles to the original relocated center line of the Pacific Highway at Engineer's Station 51+35.57; thence S.  $14^{\circ} 45' 0''$  W. parallel to and always 33.00 feet easterly from the center line of the main track of the Southern Pacific Co. a distance of 1722.52 feet to a point; said point being 30 feet westerly from and at right angles to Pacific Highway Engineer's Station 33+94.5 P. T.; thence in a southwesterly direction on the arc of a curve to the left having a radius of 1939.91 feet parallel to and always 30 feet westerly from the final relocated center line of the Pacific Highway the long chord of which said curve bears S.  $0^{\circ} 50' 30''$  W. a distance of 932.69 feet to a point, said point being 30.00 feet westerly from and at right angles to Highway Engineer's Station 24+67.3 P. T.  $3^{\circ}$ ; thence S.  $15^{\circ} 04' 0''$  E. parallel to and always 30.00 feet westerly from the center line of the Pacific Highway a distance of 624.39 feet to the actual point of beginning all lying and being in Sections 15 and 22 of T. 3 S. R. 1 E. W. M. Clackamas County, Oregon and containing 1.48 acres more or less.



## PARCEL C

Beginning at a point in the easterly right of way line of the Southern Pacific Co., which point is 20 feet easterly from and at right angles to Engineer's Station 1058+95.3 of the center line of the Southern Pacific Co.'s right of way, said point bears S. 4° 43' 30" E. a distance of 1036.2 feet from the northwest corner of Sec. 23 T. 3 S. R. 1 E. W. M., Clackamas County, Oregon, said point is also the actual point of beginning of this description; thence in a southeasterly direction on the arc of a curve, the left having a radius of 975.04 feet, the long chord of which said curve bears S. 33° 17' 00" E. a distance of 251.48 feet to a point; thence S. 40° 51' 00" E. on and along a line which is parallel to and 20 feet westerly from the relocated center line of the Pacific Highway between Engineer's Stations 6+54.0 P. C. and 3+34.5 P. T. a distance of 362.29 feet to a point in the easterly right of way line of the Southern Pacific Company; thence in a northwesterly direction on the arc of a curve to the left having a radius of 784.49 feet, parallel to and always 20 feet easterly from the center line of the Southern Pacific Co.'s right of way the long chord of which said curve bears N. 44° 56' 00" W. a distance of 106.60 feet to a point, said point is 20 feet easterly from and at right angles to Engineer's Station 1064+38.8 C. C. 7° 30' of the center line of the Southern Pacific Co.'s right of way; thence in a northwesterly direction on the arc of a curve to the left parallel to and always 20 feet easterly from a taper 4 curve in the center line of the Southern Pacific Co.'s right of way, the long chord of which said curve bears N. 49° 06' 30" W. a distance of 30.38 feet to a point, said point is 20 feet easterly from and at right angles to Engineer's Station 1064+08.8 B. C. T. 4 of the center line of the Southern Pacific Co.'s right of way; thence N. 49° 37' 10" W. parallel to and always 20 feet easterly from the center line of the Southern Pacific Co.'s right of way a distance of 25.29 feet to a point, said point is 20 feet from and at right angles to Engineer's Station 1063+83.5 E. C. of the center line of the Southern Pacific Co.'s right of way; thence in a northwesterly direction on the arc of a curve to the right parallel to and always 20 feet easterly from a taper 4 curve on the center line of the right of way of the Southern Pacific Co. the long chord of which said curve bears N. 49° 09' W. a distance of 29.60 feet to a point, said point being 20 feet easterly from and at right angles to the center line of the right of way of the Southern Pacific Co. at Engineer's Station 1063+53.5 C. C. T. 4; thence in a northwesterly direction on the arc of a curve to the right having a radius of 744.49 feet, the long chord of which said curve bears N. 38° 14' 40" W. a distance of 265.30 feet to a point, said point being 20 feet easterly from and at right angles to the center line of the Southern Pacific Co.'s right of way at Engineer's Station 1060+79.8 C. C. 7° 30'; thence in a northwesterly direction on the arc of a curve parallel to and always 20 feet easterly from a taper 3 curve on the center line of the right of way of the Southern Pacific Company, the long chord of which said curve bears N. 26° 29' 50" W. a distance of 59.22 feet to a point, said point is 20 feet easterly from and at right angles to the center

line of the right of way of the Southern Pacific Co. at Engineer's Station 1059+97.3 B. C. T. 3; thence N. 25° 42' 10" W. parallel to and always 20 feet easterly from the center line of the right of way of the Southern Pacific Co. a distance of 102.00 feet to the actual point of beginning, all lying and being in Sec. 23 of T. 3 S. R. 1 E. W. M. Clackamas County, Oregon and containing 0.18 acres.

and

WHEREAS, the said Company has acquired or will acquire and will deed or cause to be deeded to the State of Oregon property equal in amount to the amount of right of way appropriated by the said Company, which lands acquired or to be acquired by the said Company and which said Company will deed or cause to be deeded to the State of Oregon, are contiguous to the right of way of said highway and are shown on the attached map and thereon and hereinafter designated as parcels 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15 and 16 and more particularly described as follows:

Parcels 1, 2, 3, 4 and 5.

All those portions of the property of the Crown Willamette Paper Company included in a strip of land 40 feet in width on the easterly side of the center line of the Pacific Highway as relocated over and across or adjacent to the said property; the said property lying in Sections 1, 2, and 11 of T. 3 S., R. 1 E., W. M., Clackamas County, Oregon, and being parts of the Absolem F. Hedges D. L. C. No. 40 and the Samuel D. Pomeroy D. L. C. No. 39; the portions of said property referred to being more particularly described as follows:

## PARCEL #1

Beginning at a point in the grantor's tract of land, which tract is described on Page 367 of Book 95 of Clackamas County Deed Records, said point being approximately North 293.28 feet and West 9.47 feet from an 18 inch Yew tree, which tree marks the most Southerly corner of said tract; said point is also in the Easterly line of an 80 foot strip of right of way heretofore acquired by deed dated March 31, 1928 and recorded on Page 440 of Book 192, Clackamas County Deed Records; said point is also 40 feet Easterly from and at right angles to the relocated center line of the Pacific Highway at Engineer Station 203+81.4; thence in a Northeasterly direction along the Easterly line of said 80-foot strip of right of way as follows: North 49° 19' East a distance of 60.7 feet to a point, thence on the arc of a curve to the right having a radius of 1392.69 feet, the long chord of which curve bears North 51° 13' 57" East a distance of 93.32 feet to a point in the Northeasterly line of the grantor's said tract; thence South 69° 0' East along the Northeasterly line of the grantor's said tract a distance of 6.53 feet to a point; thence in a Southwesterly direction parallel to and always 40 feet easterly from the said relocated center line on the arc of a curve to the left

having a radius of 1392.69 feet the long chord of which said curve bears South  $52^{\circ} 33' 02''$  West a distance of 157.31 feet to the point of beginning, and containing 0.01 acres more or less.

#### PARCEL #2

Beginning at a point in the grantor's tract of land, which tract is described on Page 367 of Book 95 Clackamas County deed records, said point being approximately North 207.13 feet and West 109.69 feet from an 18 inch Yew tree which marks the most Southerly corner of said tract, said point is also in the Easterly line of an 80 foot strip of right of way heretofore acquired by deed dated March 31, 1928 and recorded on Page 440 of Book 192 Clackamas County Deed Records; said point is also 40 feet Easterly from and at right angles to the relocated center line of the Pacific Highway at Engineer Station 202+36.84; thence South  $49^{\circ} 19'$  West parallel to and always 40 feet distant Easterly from the relocated center line of the said highway a distance of 46.44 feet to a point; thence in a Southwesterly direction on the arc of a curve to the right having a radius of 1472.69 feet parallel to and always 40 feet Easterly from the said relocated center line, the long chord of which curve bears South  $50^{\circ} 14' 53''$  West a distance of 47.77 feet to a point in the Southwesterly line of the grantor's tract of land; thence North  $51^{\circ} 09'$  West along said Southwesterly line of grantor's tract of land a distance of 2.31 feet to a point in the Easterly line of the said 80 foot strip of right of way; thence Northeasterly along the Easterly line of said 80 foot strip of right of way on the arc of a curve to the left having a radius of 1472.69 feet the long chord of which bears North  $51^{\circ} 09' 55''$  East a distance of 94.68 feet to the point of beginning and containing 0.002 acres more or less.

#### PARCEL #3

Beginning at a point which is the intersection of the Easterly line of an 80 foot strip of land heretofore acquired by deed dated March 31, 1928, and recorded on Page 440 of Book 192 Clackamas County Deed Records, with the Southerly line of the grantor's tract of land which tract is described on Page 196 of Book 93 Clackamas County Deed Records, said point being opposite Engineer's approximate Station 159+93.5 of the said relocated center line and being approximately 1034.79 feet South and 1450.64 feet West of the Southwest corner of the Absolem F. Hedges D. L. C. No. 40; thence North  $57^{\circ} 06'$  East along the Easterly line of the said 80 foot strip a distance of 1171.44 feet to the Northeasterly line of said tract; thence South  $32^{\circ} 54'$  East along the Northeasterly line of said tract a distance of 20.78 feet more or less to a point which is 40 feet distant Southeasterly from (and measured at right angles to) the said relocated center line at Engineer Station 171+65; thence South  $57^{\circ} 08'$  West parallel to the said center line a distance of 1170.66 feet more or less to the Southwesterly line of said tract; thence North  $35^{\circ} 08'$  West along the

Southwesterly line of said tract a distance of 20.12 feet more or less to the point of beginning and containing 0.55 acres more or less.

#### PARCEL #4

Beginning at a point in grantor's tract of land which tract is described on Page 117 of Book 54 Clackamas County Deed Records, said point being approximately 250 feet North and 522 feet East of the Southwest corner of the Samuel D. Pomeroy D. L. C. No. 39, said point being on the Easterly line of an 80 foot strip of land heretofore acquired by deed dated March 31, 1928, and recorded on Page 440 of Book 192 Clackamas County Deed Records, said point being also 40 feet distant Easterly from (and measured at right angles to) the relocated center line at Engineer Station 131+82.3 P. C.; thence following the Easterly line of the 80 foot strip of land heretofore acquired by said deed to the Northeasterly line of said tract as follows: North  $31^{\circ} 20'$  East a distance of 96.8 feet to a point of tangency of the arc of a curve to the right having a radius of 2824.93 feet and a length of 380.46 feet the long chord of which curve bears North  $35^{\circ} 11' 30''$  East a distance of 380.18 feet to a point; thence North  $39^{\circ} 03'$  East a distance of 1340.50 feet to the point of tangency on arc of a curve to the right having a radius of 1870.08 feet and a length of 370.68 feet the long chord of which curve bears North  $44^{\circ} 43' 43''$  East a distance of 370.06 feet to a point in the Northeasterly line of said tract; thence following the said Northeasterly line of said tract South  $35^{\circ} 08'$  East a distance of 17.76 feet more or less to a point which is 40 feet Easterly from and measured at right angles to the said relocated center line at Engineer's approximate Station 153+79; thence parallel to and always 40 feet Easterly (measured at right angles to) from the said relocated center line, to the point of beginning as follows: in a Southwesterly direction on the arc of a curve to the left having a radius of 1870.08 feet and a length of 393.32 feet the long chord of which curve bears South  $45^{\circ} 03' 45''$  West a distance of 392.57 feet to a point; thence South  $50^{\circ} 02'$  West a distance of 1410.2 feet to the point of tangency of the arc of a curve to the left having a radius of 2824.93 feet and a length of 379.64 feet the long chord of which curve bears South  $35^{\circ} 11'$  West a distance of 379.36 feet to the point of beginning and containing 0.61 acres more or less.

#### PARCEL #5

Beginning at a point which is the intersection of the Easterly line of an 80 foot strip of right of way heretofore acquired by deed dated March 31, 1928, and recorded on Page 440 of Book 192 Clackamas County Deed Records, with the Southwesterly line of the grantor's tract of land which tract is described on Page 338 of Book 137 Clackamas County Deed Records, said point being opposite Engineer's approximate Station 185+15 of the said

relocated center line and being approximately 655.96 feet East and 356.33 feet North of the Southwest corner of the Absolem F. Hedges D. L. C. No. 40; thence North  $55^{\circ} 34'$  East along the easterly line of said 80 foot strip a distance of 426.5 feet to the Northeasterly line of said tract; thence South  $34^{\circ} 30'$  East along the Northeasterly line of said tract a distance of 20.82 feet more or less to a point which is 40 feet distant South-easterly from (and measured at right angles to) the said re-located center line; thence South  $55^{\circ} 33'$  West parallel to the said center line a distance of 426.5 feet more or less to the Southwesterly line of said tract; thence North  $34^{\circ} 30'$  West along the Southwesterly line of said tract a distance of 20.70 feet more or less to the point of beginning and containing approximately 0.20 acres.

#### PARCEL #6

All that portion of the property of the W. W. Quinn Estate included in a strip of land 40 feet in width on the easterly side of the center line of the Pacific Highway as relocated over and across or adjacent to the said property; the grantors property being a tract of land lying in the N. W.  $1/4$  of Section 1 T. 3 S. R. 1 E. W. M., Clackamas County, Oregon, and being a part of the Absolem F. Hedges D. L. C. No. 40; said tract being described on Page 323 of Book 87, Clackamas County Deeds; the portion of said property referred to, being more particularly described as follows:

Beginning at a point which is the intersection of the easterly line of an 80 foot strip of land heretofore acquired by County Court resolution No. 1235, dated April 9, 1926, and the northeasterly line of the grantors property, which point is N.  $51^{\circ} 03'$  W. approximately 243.5 feet distant from an 18 inch yew tree which marks the most easterly corner of said grantors tract; thence S.  $49^{\circ} 03'$  E. along the northeasterly line of said tract a distance of 1.0 feet more or less to a point which is 40 feet distant easterly from (and measured at right angles to) the said relocated center line; thence, parallel to the said center line, to the southwesterly line of said tract as follows: On a 1472.5 foot radius curve right (the long chord of which bears S.  $54^{\circ} 29'$  W) a distance of 176.4 feet; thence S.  $57^{\circ} 55'$  W. a distance of 567.1 feet to a point of tangency to a 5690.0 foot radius curve left; thence on said curve a distance of 66.6 feet more or less, to a point on the southwesterly line of said tract which line intersects the said relocated center line at Engineer's Station 193 plus 38.6; thence N.  $34^{\circ} 30'$  W. along the southwesterly line of said tract a distance of 19.5 feet more or less to a point on the easterly line of the said 80 foot strip of land acquired by County Court resolution No. 1235; thence following the easterly line of said 80 foot strip to the point of beginning as follows: on a 2825.0 foot radius curve right (the long chord of which bears N.  $58^{\circ} 41'$  E.) a distance of 29.3 feet; thence N.  $58^{\circ} 59'$

E. a distance of 688.22 feet to a point of tangency to a 613.0 foot radius curve left; thence on said curve a distance of 90.4 feet more or less, to the point of beginning, containing 0.27 acres more or less.

#### PARCEL #7

All that portion of the property of L. L. McFarland and Clarissa McFarland, his wife, included in a strip of land 40 feet in width on the easterly side of the center line of the Pacific Highway as relocated over and across or adjacent to the said property. The grantors property lying in the N. W.  $1/4$  of Section 1 T. 3 S. R. 1 E. W. M., Clackamas County, Oregon, and being a part of the Absolem F. Hedges D. L. C. No. 40 in Clackamas County. The portion of said property referred to being more particularly described as follows:

Beginning at a point which is the intersection of the southwesterly line of the grantors property and the easterly line of an 80 foot strip of land heretofore acquired by resolution; which point is approximately 19.5 feet distant, measured along said property line from Engineer's relocated center line station 189 plus 25; said point also being approximately 988.4 feet east and 588.7 feet north of an iron pipe, which pipe is on the southwesterly line of the Absolem F. Hedges D. L. C. No. 40, 7.8 feet distant southeasterly from the S. W. corner thereof; thence N.  $55^{\circ} 34'$  E. along the easterly line of the said 80 foot strip of land a distance of 274.5 feet more or less, to a point of tangency to a 2825.0 foot radius curve right; thence along said curve a distance of 29.1 feet to a point on the northeasterly line of the grantors property, which line is also the southwesterly line of a tract owned by the State of Oregon; thence S.  $34^{\circ} 30'$  E. along the said northeasterly property line a distance of 20.5 feet more or less, to a point which is 40 feet distant easterly from (and measured at right angles to) the said center line; thence parallel to the said center line on a 5690.0 foot radius curve left, (the long chord of which bears S.  $55^{\circ} 50\frac{1}{2}'$  W.) a distance of 58.4 feet; thence S.  $55^{\circ} 33'$  W. a distance of 245.2 feet more or less to a point on the southwesterly line of grantors property; thence N.  $34^{\circ} 30'$  W. along the said southwesterly line a distance of 20.5 feet to the point of beginning, containing 0.143 acres more or less.

#### PARCEL #8

All that portion of the property of Josephine and Louis G. Criteser included in a strip of land 40 feet in width on the easterly side of the center line of the Pacific Highway as relocated over and across or adjacent to the said property; the said property of Josephine and Louis G. Criteser being described on Page 571, Book 197 Clackamas County Deeds; lying in the S. E.  $1/4$  of Section 2 T. 3 S. R. 1 E. W. M. and being a part of the Samuel D. Pomeroy D. L. C. No. 39, the portion of said property referred to being more particularly described as follows:

Beginning at a point which is the intersection of the northeasterly line of the said Josephine and Louis G. Criteser property and the easterly line of an 80 foot strip of land heretofore acquired by resolution of the County Court of Clackamas County; said point also being approximately 1025.0 feet south and 1455.0 feet west of an iron pipe, which pipe is on the southwesterly line of the Absolem F. Hedges D. L. C. No. 40, a distance of 7.8 feet southeasterly from the S. W. corner thereof; thence S. 35° 08' E. along the northeasterly line of said Criteser tract a distance of 20.0 feet more or less, to a point which is 40 feet distant easterly from (and measured at right angles to) the said relocated center line at Engineer's approximate station 159 plus 93.5; thence parallel to the said center line S. 57° 08' W. a distance of 412.7 feet to a point of tangency to an 1870.0 foot radius curve left; thence on said curve a distance of 44.6 feet more or less, to a point on the northeasterly line of a tract of land conveyed by D. C. Kunkler and wife to E. C. and Bessie K. Corn; thence N. 35° 30' W. along said line a distance of 19.5 feet more or less, to the easterly line of said 80 foot strip heretofore acquired by resolution of the County Court of Clackamas County; thence along said easterly line to the point of beginning as follows: On an 1870.0 foot radius curve right (the long chord of which bears N. 56° 07½' E.) a distance of 63.5 feet; thence N. 57° 06' E. a distance of 391.9 feet to the point of beginning, containing 0.21 acres more or less.

#### PARCEL #9

All that portion of the property of the Doernbecher Manufacturing Company (as described in Book 103, Page 231, Clackamas County Deeds) in Section 14 and 15, T. 3 S., R. 1 E. W. M., Clackamas County, Oregon, included in a strip of land 40 feet in width on the easterly side of the center line of the Pacific Highway as relocated adjacent to the said property; the portion of said property referred to being more particularly described as follows:

Beginning at a point which is the intersection of the south line of the said Doernbecher Manufacturing Company's property and the easterly line of an 80 foot strip of land heretofore acquired by resolution, said point being N. 89° 52' E. approximately 28.8 feet distant (measured along the said property line) from Engineer's relocated center line station 46 plus 50.0 of the said highway; said point also being approximately 2501.0 feet north and 110.0 feet west of the S. E. corner of Sec. 15 T. 3 S., R. 1 E., W. M.; thence following the easterly line of the said 80 foot strip of land acquired by resolution as follows: N. 14° 52' E. a distance of 96.4 feet to a point of tangency to a 2825.0 foot radius curve right; thence on said curve a distance of 217.7 feet; thence N. 19° 17' E. a distance of 523.1 feet to a point of tangency to an 1870 foot radius curve right; thence on said curve a distance of 143.0 feet to the north line of said Doernbecher Manufacturing Company's property; thence North 89° 52' East along the north line

of said property a distance of 11.5 feet more or less, to a point which is 40 feet distant easterly from (and measured at right angles to) the said relocated center line; thence parallel to the said relocated center line, to the southerly line of said property as follows: S. 20° 53' W. a distance of 302.8 feet to a point of tangency to a 5690.0 foot radius curve left; thence on said curve a distance of 609.0 feet; thence South 14° 45' West, a distance of 67.4 feet to the southerly line of said property; thence South 89° 52' West along the southerly line of said property a distance of 12.6 feet to the point of beginning, containing 0.20 acres more or less.

#### PARCEL #10

All that portion of the property of the New Era Land and Investment Company (being a part of the Wittenberg Estate) in Sections 22 and 15, T. 3 S., R. 1 E. W. M., Clackamas County, Oregon, included in a strip of land 40 feet in width on the easterly side of the center line of the Pacific Highway as relocated adjacent to the said property, the portion of the said property referred to being more particularly described as follows:

Beginning at a point which is the intersection of the south line of the said property and the easterly line of an 80 foot strip of land heretofore acquired by resolution, said point being N. 88° 15' E. a distance of approximately 26.5 feet (measured along the said property line) from engineers relocated center line station 18+72.5; said point also being approximately 188.0 feet south and 305.0 feet west of the N. E. corner of Section 22, T. 3 S., R. 1 E. W. M.; thence following the easterly line of the said 80 foot strip of land acquired by resolution to the north line of the said property as follows: N. 12° 09' W. a distance of 724.5 feet to a point of tangency to a 1597.1 foot radius curve right; thence on said curve a distance of 753.0 feet; thence N. 14° 52' E. a distance of 1284.3 feet to the north line of the New Era Land and Investment Company's property; thence N. 89° 52' E. along the north line of said property a distance of approximately 12.6 feet to a point which is 40 feet distant easterly from (and measured at right angles to) the said relocated center line and which point is also N. 89° 52' E., 41.4 feet distant (measured along the said property line) from relocated center line station 46+50.0; thence, parallel to the said relocated center line, to the south line of said property as follows: S. 14° 45' W. a distance of 1245.1 feet to a point of tangency to an 1870.0 foot radius curve left; thence on said curve a distance of 907.9 feet; thence S. 13° 04' E. a distance of 602.8 feet to the south line of the said New Era Land and Investment Company's property; thence S. 88° 15' W. along the said property line a distance of 14.3 feet to the point of beginning, containing 0.80 acres, more or less.



## PARCEL #11

All that portion of the property of David McArthur and Isabell S. McArthur, his wife, in the N. W. 1/4 of Section 23, T. 3 S., R. 1 E. W. M., Clackamas County, Oregon, included in a strip of land 40 feet in width on the easterly side of the center line of the Pacific Highway as relocated adjacent to the said property, the portion of said property referred to being more particularly described as follows:

Beginning at a point which is the intersection of southerly line of the said David McArthur property and the easterly line of an 80 foot strip of land heretofore acquired by resolution, which point is N.  $70^{\circ} 05'$  E. a distance of approximately 18.5 feet (measured along said property line) from engineers relocated center line station 7+21.4; said point also being approximately 1189.0 feet south and 228.0 feet east of the N. W. corner of said section 23 T. 3 S., R. 1 E. W. M.; thence along the easterly line of the said 80 foot strip of land acquired by resolution as follows: on a 596.6 foot radius curve right (the long chord of which bears N.  $28^{\circ} 11\frac{1}{2}'$  W.) a distance of 92.9 feet; thence N.  $23^{\circ} 44'$  W. a distance of 209.4 feet to a point of tangency to a 1472.5 foot radius curve left; thence on said curve a distance of 9.0 feet to a point on the north line of said David McArthur property; thence east along the north line of said property a distance of approximately 2.0 feet to a point which is 40 feet distant easterly from (and measured at right angles to) the said relocated center line; thence parallel to the said relocated center line to the southerly line of said property as follows: S.  $25^{\circ} 38\frac{1}{2}'$  E. a distance of 123.5 feet to a point of tangency to a 915.0 foot radius curve left; thence on said curve a distance of 190.9 feet to the southerly line of the said David McArthur property; thence S.  $70^{\circ} 05'$  W. along the said property line a distance of 24.0 feet to the point of beginning, containing 0.08 acres, more or less.

## PARCEL #12

All that portion of the property of the grantors herein in the N. W. 1/4 of Section 23 T. 3 S., R. 1 E. W. M., Clackamas County, Oregon, included in a strip of land 40 feet in width on the easterly side of the center line of the Pacific Highway as relocated adjacent to the said property; the portion of said property referred to being more particularly described as follows:

Beginning at a point which is the intersection of the easterly line of an 80 foot strip of land heretofore acquired by State of Oregon and the northerly line of said Jennie N. Dustin and Laura E. Thompson property, which point is approximately 18.5 feet distant easterly (measured along the said property line) from engineer's relocated center line station 7+21.4; said point also being approximately 1189.0 feet south and 228.0 feet east of the N. W. corner of said section 23 T. 3 S., R. 1 E. W. M.; thence N.

$70^{\circ} 05'$  E. along the northerly line of said property a distance of 24.0 feet more or less, to a point which is 40 feet distant easterly from (and measured at right angles to) the said relocated center line; thence on a 915.0 foot radius curve left (the long chord of which bears S.  $39^{\circ} 13\frac{1}{2}'$  E.) a distance of 52.0 feet; thence S.  $40^{\circ} 51'$  E. parallel to the said relocated center line a distance of 319.5 feet to a point of tangency to a 1950.0 foot radius curve right; thence on said curve a distance of 27.8 feet to an intersection with the easterly line of said 80 foot strip of land heretofore acquired; thence following the easterly line of said 80 foot strip of land to the point of beginning as follows: On a 1186.0 foot radius curve left (the long chord of which bears N.  $44^{\circ} 41\frac{1}{2}'$  W.) a distance of 121.1 feet; thence N.  $47^{\circ} 37'$  W. a distance of 130.22 feet to a point of tangency to a 596.6 foot radius curve right; thence on said curve a distance of 155.8 feet to the point of beginning, containing 0.15 acres, more or less.

## PARCEL #13

All that portion of the property of Rudolph Wagner and Anna Wagner, his wife, included in a strip of land 40 feet in width on the easterly side of the center line of the Pacific Highway as relocated over and across or adjacent to the said property; the grantors property (as described in Book 120, Page 543 and Book 151, Page 40, Clackamas County Deeds) lying in Sections 1 and 2 of T. 3 S., R. 1 E. W. M., Clackamas County, Oregon, and being a part of the Samuel D. Pomeroy D. L. C. No. 39. The portion of said property referred to, being more particularly described as follows:

Beginning at a point which is the intersection of the northeasterly line of grantors property and the easterly line of an 80 foot strip of land heretofore acquired by resolution; said point being on the southwesterly line of the Absolem F. Hedges, D. L. C. No. 40, 71.7 feet distant southeasterly from an iron pipe on the southwesterly line of said D. L. C., which pipe is 7.8 feet distant southeasterly from the S. W. corner thereof; thence S.  $44^{\circ} 38'$  E. along the northeasterly line of said grantors property a distance of 21.0 feet more or less, to a point which is 40 feet distant easterly from (and measured at right angles to) the said relocated center line; thence S.  $57^{\circ} 08'$  W. parallel to the said center line a distance of 628.5 feet to a point on the southwesterly line of said property opposite Engineer's approximate station 171+65 of the relocated center line; thence N.  $32^{\circ} 54'$  W. along the said property line a distance of 21.0 feet more or less, to a point on the easterly line of the 80 foot strip of land heretofore acquired by resolution; thence N.  $57^{\circ} 06'$  E. along the said easterly line a distance of 624.5 feet more or less, to the point of beginning, containing 0.29 acres more or less.



## PARCEL #14

All that portion of the property of E. C. Corn and Bessie K. Corn, his wife, included in a strip of land 40 feet in width on the easterly side of the center line of the Pacific Highway as re-located over and across or adjacent to the said property; the said E. C. Corn property lying in the S. E. 1/4 of Section 2, T. 3 S., R. 1 E. W. M., and being a part of the Samuel D. Pomeroy D. L. C. No. 39, said property being further described as a part of that tract conveyed to Josephine and Louis G. Critser and described on Page 571 of Book 197 Clackamas County Deeds, the portion of said property referred to, being more particularly described as follows:

Beginning at a point which is the intersection of the southwesterly line of said E. C. Corn property and the easterly line of the 80 foot strip of land heretofore acquired by resolution, said point being approximately 22 feet distant southeasterly from (and measured at right angles to) the said relocated center line at Engineer's approximate station 153+75.8; said point also being approximately 1365.0 feet south and 1960.0 feet west of an iron pipe, which pipe is on the southwesterly line of the Absolem F. Hedges D. L. C. No. 40, a distance of 7.8 feet southeasterly from the S. W. corner thereof; thence along the easterly line of said 80 foot strip on an 1870.0 foot radius curve right (the long chord of which bears N. 52° 47' E.) a distance of 154.6 feet to the northeasterly line of grantors property; thence S. 35° 30' E. along the said property line a distance of 19.5 feet more or less, to a point which is 40 feet distant easterly from (and measured at right angles to) the said relocated center line; thence parallel to the said center line on an 1870.0 foot radius curve left (the long chord of which bears S. 53° 24' W.) a distance of 154.6 feet to the southwesterly line of grantors property; thence N. 35° 08' W. along the said property line a distance of 18.0 feet to the point of beginning; containing 0.07 acres more or less.

## PARCEL #15

Description of Property to be Quitclaimed to the State of Oregon by the Southern Pacific Company

Commencing at a point in the northerly line of the grantors property which point is the intersection of the north line of the said grantors property and the easterly line of an 80 foot strip of land heretofore acquired by resolution, said point being N. 88° 15' E. a distance of 26.5 feet more or less (when measured along said property line) from Engineers relocated center line station 18+72.5, said point also being 188 feet more or less south and 305.00 feet west of the northeast corner of Sec. 22 T. 3 S. R. 1 E. W. M.; thence N. 88° 15' E. on and along the said north line of the grantors property a distance of 14.30 feet to a point, said point is 40.00 feet from and at right angles to the relocated center line of the Pacific Highway at Engineers station 18+64.51 and is the actual point of beginning of this description; thence S. 13°

01' 00" W. parallel to and always 40 feet easterly from the re-located center line of the highway a distance of 20.81 feet to a point; said point is 40 feet easterly from and at right angles to highway engineers station 18+43.7 P. T.; thence in a southeasterly direction on the arc of a curve to the left having a radius of 915.04 feet, parallel to and always 40 feet easterly from the re-located center line of the highway, the long chord of which said curve bears S. 24° 8' 40" E. a distance of 351.67 feet to a point, said point being 40 feet easterly from and at right angles to the relocated center line of the Pacific Highway at engineers station 14+74.4 P. C. 6 degree curve; thence S. 35° 13' 30" E. parallel to and always 40 feet easterly from the relocated center line a distance of 164.09 feet to a point, said point being 40 feet easterly from and at right angles to the relocated center line at Engineers Station 13+10.3 P. T.; thence in a southeasterly direction on the arc of a curve to the right having a radius of 1472.47 feet, the long chord of which said curve bears S. 30° 09' 50" E. a distance of 252.91 feet to a point said point being 40 feet easterly from and at right angles to Engineers Station 10+70.7 P. C. 4° curve of the relocated center line of the Pacific Highway; thence S. 25° 38' 30" E. parallel to and always 40 feet easterly from the relocated center line a distance of 39.7 feet to a point in the south line of the grantors property; thence due west on the south line of the grantors property a distance of 72.21 feet to a point which is 20 feet easterly from and at right angles to the center line of the original location of the main track of the Southern Pacific Co.; thence in a northwesterly direction on the arc of a curve to the left parallel to and always 20 feet easterly from the center line of the original location of the Southern Pacific Co., the long chord of which said curve bears N. 19° 51' 40" W. a distance of 31.74 feet to a point, said point is 20 feet easterly from and at right angles to the original center line of the Southern Pacific Co. at Engineers Station 1057+28.0 C. C. T. 2; thence in a northwesterly direction on the arc of a curve to the left having a radius of 1166.28 feet, parallel to and always 20 feet easterly from the original center line of the Southern Pacific Co., the long chord of which said curve bears N. 33° 19' 30" W. a distance of 76.88 feet to a point, said point is 20 feet easterly from and at right angles to the original center line of the Southern Pacific Co. at Engineer Station 1056+54.7 C. C. 5°; thence N. 24° 01' 40" W. a distance of 37.81 feet to a point; thence in a northwesterly direction on the arc of a curve to the left bearing a radius of 1402.47 feet parallel to and always 30 feet westerly from the re-located center line of the highway, the long chord of which said curve bears N. 33° 12' 10" W. a distance of 99.92 feet to a point; thence N. 35° 13' 30" W. a distance of 164.20 feet to a point, said point being 30 feet westerly from and at right angles to the relocated center line of the State Highway at Engineers Station 14+74.4 P. C. 6°; thence in a northwesterly direction on the arc of a curve to the right, having a radius of 985.04 feet, the long chord of which said curve bears N. 24° 08' 50" W. a distance of

378.58 feet to a point, said point being 30 feet westerly from and at right angles to the relocated center line of the highway at Engineers Station 18+43.7 P. T.; thence N. 13° 04' W. parallel to and always 30 feet westerly from the relocated center line of the state highway a distance of 34.79 feet to a point said point being in the north line of the grantors property, said point is 30 feet westerly from and at right angles to the relocated center line of State Highway at Engineers Station 18+78.49; thence N. 88° 15' E. on and along the north line of the grantors property a distance of 71.35 feet to the actual point of beginning and all lying and being in sections 22 and 23 T. 3 S. R. 1 E. W. M. Clackamas County, Oregon and containing 1.35 acres more or less.

#### PARCEL #16

All that portion of the property of Thomas Lindsey included in a strip of land 40 feet in width on the easterly side of the center line of the Pacific Highway as relocated over and across or adjacent to the said property; the grantors property (as described in Book 55, Page 118 and 119, Clackamas County Deeds) lying in Section 1, T. 3 S., R. 1 E. W. M., Clackamas County, Oregon, and being a part of the Absolem F. Hedges D. L. C. No. 40; the portion of said property referred to, being more particularly described as follows:

Beginning at a point which is the intersection of the southwesterly line of the grantors property and the easterly line of an 80 foot strip of land heretofore acquired by resolution; said point being on the southwesterly line of the Absolem F. Hedges D. L. C., No. 40, 71.7 feet distant southeasterly from an iron pipe, which pipe is also on the southwesterly line of said D. L. C. 7.8 feet southeasterly from the S. W. corner thereof; thence following the easterly line of the said 80 foot strip of land to the northeasterly line of grantors property as follows: N. 57° 06' E. a distance of 85.0 feet to a point of tangency to a 5770.0 foot radius curve left; thence on said curve a distance of 154.4 feet; thence N. 55° 34' E. a distance of 490.2 feet to the northeasterly line of grantors property; thence S. 34° 30' E. along the said northeasterly line a distance of 20.5 feet more or less, to a point which is 40 feet distant easterly from (and measured at right angles to) the said relocated center line at Engineer's approximate station 185+15.0; thence parallel to the said center line to the southwesterly line of said grantors property as follows: S. 55° 33' W. a distance of 485.4 feet to a point of tangency to a 5770.0 foot radius curve right; thence along said curve a distance of 159.4 feet; thence S. 57° 08' W. a distance of 78.0 feet more or less, to the southwesterly line of said property; thence N. 44° 38' W. along the said southwesterly line a distance of 21.0 feet more or less, to the point of beginning, containing 0.34 acres more or less.

and

WHEREAS, upon parcels 1 to 6 inclusive, 8 to 12 inclusive, 14 and 15 the State has constructed, and upon parcels 7, 13 and 16 has partially constructed a highway in lieu of the portion of the aforesaid Pacific Highway to be appropriated by the said Company, which said highway has been constructed in a manner conformable to the material character of the construction of that portion of said highway sought to be appropriated by the Company and upon the same or such other grade as was agreed upon by the State and said Company, and said newly constructed portion of said Pacific Highway is acceptable and accepted by the State. And the said State is to complete the construction of said Pacific Highway over and across parcels 7, 13 and 16 pursuant to plans and specifications heretofore agreed upon by the State Highway Commission and the said Company, and

WHEREAS, the construction of the new portion of said Pacific Highway which has already been completed on parcels 1 to 6, inclusive, 8 to 12, inclusive, 14 and 15, has been done by and at the cost of the State pursuant to an agreement with the Company whereby the said Company agreed to reimburse the State for such cost, which said cost at the date hereof is the sum of \$42,904.14, and the State Highway Commission desires to be reimbursed for such expense forthwith by the Southern Pacific Company, and

WHEREAS, it is agreed by and between the State and the Company that the State will complete the construction of the remainder of said new portion of said Pacific Highway upon parcels 7, 13 and 16, the cost of which said construction is to be repaid to said State by the said Company,

NOW, THEREFORE, it is hereby ordered that upon the conveyance by the Company to the State of Oregon of parcels 1 to 16, inclusive, and upon payment by the said Company to the State of said sum of \$42,904.14 and of the cost incurred by the said State in completing the construction of the Pacific Highway upon parcels 7, 13 and 16, the State shall relinquish any and all claim that the State may have in and to parcels A, B and C, and the said Company shall be entitled thereafter to the possession of said parcels A, B and C in accordance with the provisions of Section 7063, Oregon Laws.

BE IT FURTHER RESOLVED, that this resolution be entered in the minutes and records of the State Highway Commission, and upon the performance of the things herein designated to be done by the Southern Pacific Company the State Highway Commission shall enter a further resolution confirming its relinquishment of those portions of said right of way designated as parcels, A, B and C.

The motion was duly seconded and carried.

The request for a hearing on the boundaries of the proposed Rogue River Highway Improvement District was postponed for further consideration.

Parks Engineer Boardman discussed the park program with the Commission. A letter having been received from the Hood River Chamber of Commerce that the area of the proposed park at the crossing of the East Fork of Hood River on the Mt. Hood Highway had been reduced to include only the most desirable property and that the owner had agreed to a price of \$2000 for the entire 15 acre tract, the Commission approved the purchase under these conditions and agreed to pay one-half of the cost; i. e., \$1000, Hood River County to pay the other one-half.

A letter was received from C. H. Buffington of Gold Beach urging that a roadway be built from the Roosevelt Highway out to the state park property at Cape Sebastian, claiming that this road was promised when the right of way for the road was deeded. The Secretary was instructed to reply that no promise was made or implied as to when the road would be built and that at the present time the Commission was not ready to proceed with the development of this park property.

The Secretary reported that after long continued correspondence and negotiation with the General Land Office concerning the acquisition of 285.96 acres of Public Lands on Humbug Mountain in Curry County for recreational purposes, the following courses were open to secure this land: (1) Purchase from the Government at the appraised value of \$5.00 per acre or a total of \$1,450.45; (2) Lease the property at an annual rental charge of \$120.00; (3) Exchange of school land scrip for these lands under the general exchange legislation without regard to the Recreational Act. Under this method the Commission would pay the State Land Board \$2.50 per acre, which had previously been agreed upon. Apparently from latest advice from the General Land Office, the exchange of Government lands for state scrip under the Recreational Act was not permitted, deeded lands only being accepted. Under these conditions, it was agreed by the Commission to proceed under the last alternate plan and the Secretary was instructed to request the State Land Board to secure the lands by exchange for state scrip.

A letter was received from the Dufur Chamber of Commerce requesting that if consideration is given to a connection with the Mt. Hood Loop from the city of The Dalles that the merits of a connection with Dufur be compared.

The date for the next meeting was set for Thursday, March 27, 1930, at Portland.

Division Engineer Clarke presented the location maps and estimates for the grade widening and revision between the Multnomah County Line and Oswego on the Pacific Highway. The location was adopted and the project authorized.

Estimates were also presented for grade widening on the West Side Pacific Highway between Multnomah County Line and Middleton, including grading the embankment approaches to the Tualatin River bridge and Cedar Creek, together with an embankment across Onion Flat. The project was approved and bids authorized as soon as plans and specifications are approved.

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The Commission authorized a new bridge at Myrtle Creek on the Pacific Highway on a revised location replacing the present narrow, light, steel bridge which has a sharp curve at each end.

The Commission authorized a new reinforced concrete bridge at Camas Swale, Pacific Highway, Lane County, replacing a wooden structure.

A bridge at Siltcoos River was authorized as a part of the Glenada-Douglas County Line Project, likewise a bridge at Sutton Lake Outlet as a part of the Sutton Lake-Berry Creek Unit of the Roosevelt Highway.

The Engineer was authorized to prepare plans and specifications for a small building to provide sanitary conveniences for the public at Emigrant Park on the Old Oregon Trail in Umatilla County, to replace the lodge building which burned in December.

Division Engineer Chandler showed on a small scale map the proposed revision of the Pacific Highway from the Siskiyou Summit to the California state line. A map showing the proposed revision of the Pacific Highway between Tolo and Medford was also examined by the Commission.

On recommendation of the Engineer, Commissioner Gates offered the following resolution for reducing the maximum load limits on the Old Oregon Trail between Pendleton and Kamela in Umatilla County:

WHEREAS, the Old Oregon Trail has been designated and declared to be and is a state highway and has been improved and is being maintained by the State Highway Commission pursuant to the laws of the State of Oregon as a state highway; and

WHEREAS, the above named state highway, in the judgment of the State Highway Commission, is being subjected to a kind and character of traffic which is damaging and injuring the said highway, and in order to protect said highway against such damage and injury it is deemed and is the judgment of the Highway Commission, and said Commission finds that it will be for the best interests of the said highway that the maximum weights permitted and authorized by law be reduced; and

WHEREAS, the State Highway Commission has after due investigation determined and found, and it is the judgment of the Commission, that the maximum weights which shall be permitted upon the said road shall be reduced and fixed as in this order provided;

NOW, THEREFORE, the premises being in part as above stated, and the State Highway Commission having as a result of due investigation found that the road above mentioned and hereinafter designated is being damaged and injured on account of the kind and character of traffic now being hauled over and

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upon said road, and by reason of the fact that vehicles carrying the maximum loads moved at the maximum speeds specified by the provisions of the laws of the State of Oregon are breaking up, damaging and deteriorating the said road, and the Commission having found upon due investigation that it will be for the best interests of the said state highway that the maximum total weight of load and vehicle for four wheel vehicles which shall be permitted upon said road shall be reduced from 22,000 pounds to 16,000 pounds, and that the maximum total weight of load and vehicle for six wheel vehicles which shall be permitted upon said road shall be reduced from 27,000 pounds to 22,000 pounds;

IT IS HEREBY ORDERED, that the maximum weight of combined load and vehicle for four wheel vehicles which shall be permitted upon the Old Oregon Trail between Pendleton and Kamela shall not exceed 16,000 pounds and that the maximum weight of combined load and vehicle for six wheel vehicles which shall be permitted upon the Old Oregon Trail between Pendleton and Kamela shall not exceed 22,000 pounds.

IT IS FURTHER ORDERED, that these rules and regulations as made and found by the State Highway Commission under the provisions of Chapter 371 of the Laws of Oregon for 1921, as amended by Chapter 8 of the General Laws of Oregon, 1921 Special Session, Chapter 145, General Laws of Oregon for 1923, and Chapter 308, General Laws of Oregon for 1925, shall be in full force and effect from this date until weather conditions have improved to such an extent that these orders may be rescinded; and

IT IS FURTHER ORDERED, that a notice be posted in a conspicuous manner and place at each end of the above named highway, and at important crossroads on said highway, so that said notice can be readily seen and read, which said notice shall state plainly the limitations and prohibitions of traffic hereby in this order determined and fixed; and

BE IT FURTHER ORDERED, that a certified copy of this order be furnished to the county clerk of Umatilla County and that a certified copy of said order be furnished the Chief of the Traffic Enforcement Division for his information.

The motion was duly seconded and carried.

Rigdon Bros., contract No. 1104, Salmon River bridge, Mt. Hood Highway, Clackamas County, requested an extension of time to February 28, 1930. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

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No further business coming before the Commission, the meeting was adjourned.

*Roy A. Klein*  
State Highway Engineer  
and Secretary

*H. B. Van Duzer*  
Chairman  
*C. E. Gates*  
Commissioner

Portland, Oregon, March 27, 1930.

The Commission met in Room 570 Multnomah County Court House at 10:00 A. M. Present were:

H. B. Van Duzer, Chairman  
C. E. Gates, Commissioner  
Robert W. Sawyer, Commissioner  
Roy A. Klein, State Highway Engineer and Secretary

Bids were opened on the following grading, surfacing and bridge projects:

PACIFIC HIGHWAY  
MULTNOMAH COUNTY LINE-OSWEGO SECTION - REGRADING

W. H. Hauser	\$55,135.00
Geo. Abraham	64,475.75
J. A. Lyons	67,817.50
Kern & Kibbe	68,240.00
John Slotte & Co.	69,960.00
A. C. Greenwood	72,080.00
J. Rebman	72,141.00
Clifton, Applegate & Toole	74,805.00
Joplin & Eldon	80,151.00
C. R. Johnson	87,622.50
J. J. Dann	95,250.00
La Pointe Construction Co.	95,484.00

ROOSEVELT COAST HIGHWAY  
CANNON BEACH JUNCTION-NEHALEM SUMMIT SECTION - SURFACING

Arthur Gentemann	\$17,325.00
A. S. Wallace	19,425.00
Newport Construction Co.	19,480.00
Max O. Green	20,525.00
E. Hefty	20,850.00

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## Cannon Beach Junction-Nehalem Summit Section - cont'd

T. W. Thomas	\$21,040.00
C. R. Vaughan	21,400.00
Meyers Construction Co.	21,721.00
P. L. Frazier	22,470.00
Frank L. Ellithorpe	22,544.00

 ROOSEVELT COAST HIGHWAY  
 TAKENITCH-GARDINER SUMMIT SECTION - GRADING

A. C. Greenwood	\$186,185.00
Liesch & Tofte	196,402.50
Bauers & Bauers	204,928.00
Joplin & Eldon	211,839.00
Guy F. Atkinson Co.	212,675.00
Newport Construction Co.	240,660.00
F. J. Kernan	256,520.00
Clifton, Applegate & Toole	265,640.00
Morrison-Knudsen Co.	288,496.00

 UMPQUA HIGHWAY  
 SCOTTSBURG-BURCHARD CREEK SECTION - GRADING

Harmon & Tittle	\$94,860.00
Joplin & Eldon	99,405.00
Washburn & Hall	99,685.00
Liesch & Tofte	100,568.00
J. J. Dann	101,790.00
Bauers & Bauers	106,770.00
Guy F. Atkinson Co.	112,640.00
Earl L. McNutt	113,875.00
Clifton, Applegate & Toole	116,715.00
A. C. Greenwood	117,120.00
Newport Construction Co.	118,247.00
F. J. Kernan	120,912.00
Morrison-Knudsen Co.	138,670.00

 PENDLETON-JOHN DAY HIGHWAY  
 MOUNTAIN REST-LITTLE BEECH CREEK SECTION - SURFACING

## GRANT COUNTY MARKET ROADS

 LONG CREEK-HAMILTON SECTION - SURFACING  
 MT. VERNON-BEGGS RANCH SECTION - SURFACING

Hart Construction Company	\$70,245.10
J. W. & J. R. Hillstrom	85,153.00
Newport Construction Co.	85,255.60
Joslin & McAllister	87,224.20
A. S. Wallace	87,458.00
C. R. Vaughan	87,825.45
Gerber & Doherty	88,817.10

Cont'd

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## Mountain Rest-Little Beech Creek Section - cont'd

Milne & Dussault	\$93,349.50
Lyon & Price	93,576.40
J. W. Feak Construction Co.	101,355.00
H. G. Johnson	120,348.25

 MCKENZIE HIGHWAY  
 NIMROD-BELKNAP SPRINGS SECTION - SURFACING

J. W. & J. R. Hillstrom	\$72,380.00
A. S. Wallace	72,750.00
C. R. Vaughan	75,850.00
J. J. Dann	76,100.00
Newport Construction Co.	78,525.00
C. L. Camp	84,100.00

 CENTRAL OREGON HIGHWAY  
 TUNNEL-HARPER SECTION - GRADING

	Concrete Pipe	Corr. Iron Pipe
J. A. Terteling & Sons	\$145,792.00	\$145,792.00
E. L. Gates	146,280.00	145,825.00
W. H. Puckett Co.	150,202.00	150,660.00
J. W. Feak Construction Co.	153,739.00	153,443.00
Ryberg, McHugh & Cowley	158,730.00	158,824.00
Earl L. McNutt	160,720.00	162,240.00
A. C. Greenwood	163,915.00	162,665.00
Bauers & Bauers	164,717.00	166,074.00
Johnson & Rosten	173,070.00	170,942.00

 SHERMAN, THE DALLES-CALIFORNIA AND COLUMBIA RIVER HIGHWAYS  
 THE DALLES OILING PROJECT

Cascade Petroleum Co.	\$84,581.90
J. C. Compton	127,362.00
J. F. Forbes	129,723.00
United Contracting Co.	132,402.20
F. J. Kernan	171,072.08

 ROOSEVELT COAST HIGHWAY  
 BRIDGE OVER LARSON SLOUGH

Tom Lillebo	\$7,498.00
J. W. & J. R. Hillstrom	7,805.00
M. H. Klockars	8,452.00
J. F. Johnston	9,382.00
Liesch & Tofte	11,090.62

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UMPQUA HIGHWAY  
BRIDGES OVER WELLS, GOLDEN AND BURCHARD CREEKS

C. A. Catching	\$22,101.00
O. N. Pierce	22,220.00
J. J. Badraun	22,852.00
E. R. Metzger	22,870.00
Liesch & Tofte	23,791.00
Clackamas Construction Co.	24,270.00
Tom Lillebo	24,440.50
A. L. Lamb	24,471.50
Fred E. & Harold Lockyear	24,889.00
Kuckenberg-Wittman Co.	25,188.50
Lindstrom & Feigenson	25,543.00
Carl H. Deffenbaugh	26,187.00
Lundstrom & Johnson	30,579.00

GREEN SPRINGS HIGHWAY  
BRIDGE OVER KLAMATH RIVER AT KENO

Clackamas Construction Co.	\$49,690.00
Kuckenberg-Wittman Co.	58,410.00
Sawmill Engineering & Construction Co.	63,663.40

ROOSEVELT COAST HIGHWAY  
FERRY SLIP AND APPROACHES ON NORTH SIDE OF ALSEA BAY

J. F. Johnston	\$8,822.00
Tom Lillebo	9,275.50
Liesch & Tofte	9,618.70
Carl H. Deffenbaugh	11,298.00
J. V. Curry	11,899.00

MARION COUNTY MARKET ROAD NO. 52  
BRIDGE OVER LITTLE PUDDING RIVER

A. L. Lamb	\$6,903.00
Barham Bros.	6,965.00
D. Samuel	7,167.55
O. N. Pierce	7,655.00
J. F. Johnston	7,908.00
F. L. Odom	7,967.50
Sattelberger Construction Co.	9,461.00
Fred E. & Harold Lockyear	10,855.50
P. L. Frazier	13,096.80

COLUMBIA RIVER HIGHWAY  
MOVING BUILDINGS AT HOULTON

A. C. Baumback	\$4,958.00
E. F. Balgemann	5,259.00
W. G. H. Krueger	5,766.50
Lebeck & Son	7,210.00
Curtis Bros., Inc.	11,137.50

Eugene Marsh, attorney for the Nestucca Highway Improvement District, asked that the boundaries of the District approved October 30, 1929 be revised so as to eliminate certain areas in which there was opposition to the district as proposed. Mr. Marsh stated that the proponents wished to eliminate Sections 4, 5, 6, 7, 18, 19, 20, 21 and the West  $\frac{1}{2}$  of 22 in T. 3 S. R. 4 W., and all of T. 3 S. R. 5 W., also Sections 5, 6 and 7 in T. 3 S. R. 9 W., a total of 47 $\frac{1}{2}$  sections, and submitted a revised petition with the new boundaries as proposed.

Attorney Devers advised the Commission that he considered that these revisions in the boundaries eliminating lands could be made without the necessity for a further public hearing. The Commission thereupon, on motion of Commissioner Sawyer (Chairman Van Duzer not voting) approved the boundaries of the proposed Nestucca Highway Improvement District as follows:

Beginning at the Northeast corner of Section 5, T. 3 S. R. 9 W. W. M., in Tillamook County, Oregon, and running thence east along the North boundary line of T. 3 S. R. 9 W. W. M., T. 3 S. R. 8 W. W. M., T. 3 S. R. 7 W. W. M., T. 3 S. R. 6 W. W. M., to the Northeast corner of T. 3 S. R. 6 W. W. M., thence South along the east boundary line of T. 3 S. R. 6 W. W. M., and T. 4 S. R. 6 W. W. M., to the section corner common to Sections 13 and 24 in T. 4 S. R. 6 W. W. M., and Sections 18 and 19 in T. 4 S. R. 5 W. W. M., thence west along the South boundary line of Sections 13, 14, 15, 16, and 17 to the section corner common to Sections 17, 18, 19, and 20 in T. 4 S. R. 6 W. W. M., which is a corner of Tillamook County, thence South on the east boundary of Sections 19 and 30 to the Section corner common to Sections 29, 30, 31 and 32, T. 4 S. R. 6 W. W. M., thence west along the South boundary of Section 30, to the east boundary line of T. 4 S. R. 7 W. W. M., thence west along the South boundary line of Sections 25, 26, 27, 28, 29, and 30, to the east boundary line of T. 4 S. R. 8 W. W. M., thence South along the east boundary line of T. 4 S. R. 8 W. W. M., one mile to the Southeast corner of said T. 4 S. R. 8 W. W. M., along the south boundary of T. 4 S. R. 8 W. W. M., and T. 4 S. R. 9 W. W. M., to that point on the said boundary line where the said Tillamook-Yamhill County line intersects said Township line, thence due North 6 miles, more or less, to the boundary line between T. 4 S. R. 9 W. W. M., thence west to the Southwest corner of T. 3 S. R. 9 W. W. M., thence North to the Northwest corner of Section 18, T. 3 S. R. 9 W. W. M.; thence east to the Northeast corner of Section 18, T. 3 S. R. 9 W. W. M., thence North to the Northeast corner of Section 7, T. 3 S. R. 9 W. W. M., thence east to the Southeast corner of Section 5, T. 3 S. R. 9 W. W. M., thence North to the Northeast corner of Section 5, T. 3 S. R. 9 W. W. M., the place of beginning, which description contains T. 3 S. R. 6 W. W. M., T. 3 S. R. 7 W. W. M., T. 3 S. R. 8 W. W. M., T. 3 S. R. 9 W. W. M., excepting Sections 5, 6 and 7; the East one-half of T. 4 S. R. 9 W. W. M., all of T. 4 S. R. 8 W. W. M., all of T. 4 S. R. 7 W. W. M., excepting Sections 31, 32, 33, 34, 35, 36, and the North one-half and Sections 19 and 30 of T. 4 S. R. 6 W. W. M., all in Yamhill and Tillamook Counties in the State of Oregon.

The Commission thereupon endorsed upon said petition its approval as required by law.

W. B. Dennis appeared in behalf of his client, the Ladd Estate Co., in opposition to the Russell Point location for the ferry approach on the north side of Coos Bay, and favoring the retention of the present or Glasgow location. He filed a written statement covering the subject. Matter taken under consideration.

W. H. Lynch, District Engineer, J. A. Elliott and H. D. Farmer of the U. S. Bureau of Public Roads were present in the interest of several projects. Mr. Lynch reported that a request was received from the Bend Chamber of Commerce for a survey of about thirty-five miles of the Century Drive which is on the forest highway system. There was some discussion as to what funds should be used for this survey, and it was decided to leave the matter open for further discussion with the representatives of the Forest Service. An agreement was reached to set aside \$10,000 of forest highway funds for oiling the Sand Creek connection between The Dalles-California Highway and Crater Lake National Park, 4.2 miles in length. The Commission discussed turning over state funds to the Bureau of Public Roads to grade the Burns-Poison Creek Section of the Canyon City-Burns road as a forest highway project but it was decided to hold the matter for further consideration. Mr. Lynch reported that additional funds probably would be needed for the grading of the Soda Mountain Section of the Canyon City-Burns forest highway project. There being a probability that there will be some savings in some of the contracts when the bid figures are received, it was decided to make no further set-up at this time.

A delegation from the Portland Hunt Club, the Portland Riding Academy and Nicol Riding Academy was present to urge the construction of a bridle path along the new Canyon Road connection between Sylvan and Beaverton. Those present were H. W. Ray, Aaron M. Frank, A. M. Cronin, Sr., A. M. Cronin, Jr., Stanley Jewett, Harry M. Kerron, Mrs. Ed Grelle, Mrs. Elnathan Sweet, Elnathan Sweet, Arthur L. Fields, Sig Hirsch, C. Feldenheimer, Wilbur Henderson, Arthur C. Marsh, J. E. Barry, W. F. Turner and James Nicol. The Engineer stated that there was not sufficient width of earth shoulder outside of the rock shoulder to provide for a bridle path. Also it was thought that a trench cut out by the horses hoofs would carry water in storms and cut out the earth shoulder rapidly. There was some discussion as to using the shoulder along the present road in combination with a bridle path to be constructed alongside of the new roadway across flats at the foot of the hill. It was agreed that a committee would be appointed which would go over the ground with the Division Engineer in the near future.

Judge Siegmund with Commissioners Smith and Porter of Marion County Court, Sam Chambers, President, and C. E. Wilson, Secretary of the Salem Chamber of Commerce, Geo. Keech of Stayton and Howard Ames of Silverton appeared in the interest of the North Santiam Highway. Judge Siegmund stated that Marion County proposed this year to build between Gates and Niagara and also had \$100,000 to cooperate east of

Detroit. He asked that the North Santiam project be considered if additional Government forest funds are made available this year. Chairman Van Duzer said, "We are working on the South Santiam and feel that we should put on a major project there rather than put anything on the North Santiam now. The South Santiam is a state highway and is on the forest highway system. The McKenzie Highway is a state highway and also a forest highway. The North Santiam is a forest highway but not a state highway. This is a meritorious project but we can't build all these roads in a short time." Commissioner Sawyer asked the delegation if the Forest Service is ready at this time to agree on a basis of cooperation on the project. The answer was in the negative. Commissioner Smith said, "We will be satisfied with a smaller project if the work would be commenced and would put up \$50,000 this year, but we can arrange \$100,000 a year until the project is completed. Judge Siegmund said, "We thought that if the increased appropriation went through Congress, there might be a chance to secure a part of that money for our project. We have the survey and are planning to construct this year a new road between Gates and Niagara at our own expense, which will be a part of this road. The County Court was asked if they would care to expend their own funds on the forest end of the project now but they stated that they did not think the people of the county would support them unless there was a definite understanding as to the basis of cooperation and the assurance of a continuing project.

Commissioner Busenbark of Douglas County with W. A. Lovelace of Reedsport was present in the interest of the completion of the Tiller-Trail Road. Mr. Busenbark stated that there was about 6 miles to complete which was all within the national forest. Douglas County had \$16,500 to put in on it and asked for inclusion of the project in the forest highway program if additional appropriations are made by Congress. The Chairman stated, "We will give the project consideration when the program is made up.

Mr. George E. Frost, representing the owners of the property south of the Yachats River between the ocean and the highway which has been proposed as a park site, asked if the Commission were ready to say if they wished to purchase the property. He said that possibly the owner, whose home is in England, might be here this summer. The Commission suggested that to arrive at the value of the property that Mr. Frost and the Commission each appoint an appraiser and these two appoint a third party. It was understood that there would be nothing binding to such an arrangement. This was agreeable to Mr. Frost.

Mr. S. C. Lancaster of Portland asked for an appointment as a consulting engineer to make some studies of changes in the location of the Columbia River Highway in Multnomah County. Matter taken under consideration.

John F. Hart of the Hart Construction Company stated that their bid on the Mountain Rest-Little Beech Creek surfacing project was too low and that evidently they had forgotten some item and asked

to withdraw their bid. Request declined by the Commission.

Dr. Chas. Lamkin of Hillsboro called the attention of the Commission to the petition of the people of Washington County for a new super highway between Hillsboro and the Multnomah County Line connecting with the Canyon Road which had previously been filed and held for consideration.

J. H. Ralston of Albany asked that the Commission arrange with Linn County to take up the surplus funds represented by the difference in the contract for grading between the Ranger Station and Bryant Hill and the initial set-up by Linn County of \$70,000 for two bridges between Cascadia and the Ranger Station. The Engineer reported that the County Court had advised that this money was voted to be expended east of the Ranger Station and, therefore, could not be used for the replacement of the wooden bridges between Cascadia and the Ranger Station. The Commission thereupon, on motion which was carried, ordered the construction of bridges over Canyon Creek and Wolf Creek to be paid for from the State Highway Fund.

The request from the Baker County Chamber of Commerce for approval of a billboard sign at Huntington was declined and Commissioner Sawyer was authorized to prepare a reply stating the position of the Commission.

The Secretary reported that the Commission's claim against the State Game Commission for \$461.20 for snow removal on the Diamond Lake Road in 1928 had not been paid. The Secretary was instructed to present the claim again and request that payment be made at once since the work was done at their request and the Commission is not authorized to expend money off the state highway system.

At 5 o'clock, the announcement of the awards of contracts was made by the Chairman:

Multnomah County Line-Oswego Section, Pacific Highway, Clackamas County, 0.92 miles grading. Contract awarded to the low bidder, W. H. Hauser, at \$55,135.00.

Cannon Beach Junction-Nehalem Summit Section, Roosevelt Coast Highway, Clatsop County, furnishing of 12,000 cubic yards of broken stone for maintenance and betterment purposes. Contract awarded to the low bidder, Arthur Gentemann, at \$17,325.00.

Tahkenitch-Gardiner Summit Section, Roosevelt Coast Highway, Douglas County, 3.17 miles grading. Contract awarded to the low bidder, A. C. Greenwood, at \$186,185.00.

Scottsburg-Burchard Creek Section, Umpqua Highway, Douglas County, 4.4 miles grading. Contract awarded to the low bidder, Harmon & Tittle, at \$94,860.00. This award was satisfactory to the representatives of the Douglas County Court and the Umpqua Highway Improvement

District who are cooperating on this project.

Mountain Rest-Little Beech Creek Section, Pendleton-John Day Highway (state project), Long Creek-Hamilton Section of Market Road No. 1 and Mt. Vernon-Beggs Ranch Section of Market Road No. 2 (county project), Grant County, 24.5 miles surfacing. The contract was awarded to the low bidder, the Hart Construction Company at \$70,245.10.

Nimrod-Belknap Springs Section, McKenzie Highway, Lane County, construction of 21 miles of resurfacing and furnishing of materials for maintenance purposes. Contract awarded to the low bidder, J. W. & J. R. Hillstrom, at \$72,360.00.

Tunnel-Harper Section, Central Oregon Highway, Malheur County, 13.3 miles grading. Contract awarded to J. A. Terteling & Sons at \$145,792.00 using concrete pipe.

The Dalles Oiling Project, Sherman, Wasco and Hood River Counties, construction of 16.0 miles of bituminous macadam wearing surface, reciling 23.3 miles of oiled macadam and application of non-skid surface treatment on 48.2 miles of pavement. The low bid is that of the Cascade Petroleum Company at \$84,581.90, the next bid is that of J. C. Compton at \$127,362.00. The two low bids will be held pending investigation by the engineer of the responsibility of the low bidder.

Bridge over Larson Slough on the Roosevelt Coast Highway in Coos County. Contract awarded to Tom Lillebo, the low bidder, at \$7,496.00.

Bridge over Wells Creek and culverts over Golden Creek and Burchard Creek on the Umpqua Highway east of Scottsburg, Douglas County. Contract awarded to the low bidder, C. A. Catching, at \$22,101.00. The award of this contract was approved by the representatives of the Douglas County Court and the Umpqua Highway Improvement District who are cooperating on this project.

Bridge over Klamath River at Keno, Green Springs Highway, Klamath County. The contract was awarded to the Clackamas Construction Company, the low bidder, at \$49,690.00.

Construction of a ferry slip and approaches on the Roosevelt Coast Highway on the north side of Alsea Bay. Contract awarded to J. F. Johnston, the low bidder, at \$8,822.00.

Bridge over Little Pudding River on Market Road No. 52 near Hazel Green in Marion County. At the request of the Marion County Court, for whom the project was advertised, the contract was awarded to A. L. Lamb, the low bidder, at \$6,903.00.

Moving buildings along the Columbia River Highway in St. Helens, Columbia County. The contract was awarded to A. C. Baumback, the low bidder, at \$4,958.00.

The Engineer reported on the Wapinitia Cut-off location between the east end of the forest project north of Wapinitia and the junction of the Dalles-California Highway west of Maupin. The new line had curves at each end only with a long tangent between. There was a saving in distance of 3600 feet for west-bound travel from Maupin as compared with the present road, also that grading costs of the new line would not exceed re-grading the present road to the higher grade line necessary to maintain an oil surface road. Further, if the present road were used, wider right of way would be required for the entire length in order to secure sufficient borrow material for the roadbed. After consideration the Commission adopted the "cut-off" location and authorized the purchase of the necessary right of way and the grading of the project on the 1930 program as a federal aid project.

Judge Barnard again presented the matter of a connection for the Siuslaw Highway east of Cheshire. The Engineer stated that there was involved in this connection the consideration of a comprehensive plan to relocate the Pacific Highway between Junction City and Eugene and also a revision of the West Side Pacific Highway north of Junction City and therefore asked that the consideration of the project be deferred until a report is prepared covering the whole situation. The Commission agreed to defer the matter until a report is received from the Engineer.

The Engineer recommended that the Merrill-State Line Section of the Dalles-California Highway, 13.2 miles, be resurfaced before oiling. Project adopted.

The Engineer recommended that the Gold Beach-Myers Creek Section be resurfaced before oiling. Project adopted.

The Engineer recommended the purchase of an acre of property on the Roosevelt Coast Highway just west of the junction at Hebo for a maintenance patrol station site. This purchase was authorized in lieu of a previous authorization to purchase a building and land at Hebo but subsequently abandoned because a good title could not be furnished.

The Commission approved the minutes of the meeting of February 27, 1930.

The Commission confirmed the awards of contracts made by the Engineer since the previous meeting which had been held pending:

Wahanna Creek bridge at north city limits of Seaside on Roosevelt Coast Highway in Clatsop County. Contract awarded to the low bidder, F. L. Odom, at \$32,100, together with bridges at Necanicum River and a farm road crossing, at a total bid of \$46,800.50.

Portland-Hood River Section of the Columbia River Highway in Hood River and Multnomah Counties, furnishing broken stone for non-skid surface treatment and patching. Contract awarded to Knute Lien at \$71,600.00, the Engineer reporting that the low bidder, H. G. Johnson, had insufficient equipment to handle both this job and the Kamela-Hilgard surfacing contract

which was awarded to him.

Klamath Falls bituminous macadam and oiled surfacing project on The Dalles-California, Klamath Falls-Lakeview and Green Springs Highways in Klamath County. Federal Aid approval having been received, the contract was awarded to the low bidder, J. C. Compton, at \$130,142.50.

Vale oiled surfacing project on Old Oregon Trail, John Day Highway and Central Oregon Highway in Malheur County. Federal Aid approval having been received, the contract was awarded to the low bidder, J. C. Compton, at \$166,093.50.

Denmark-Port Orford Section of Roosevelt Coast Highway in Curry County, grade widening and resurfacing. Federal Aid approval having been received, the contract was awarded to the low bidder, Saxton & Looney, at \$104,332.50.

The Willamette Valley Rock Production Project was divided into five units:

Unit No. 1, Hillsboro-Gaston, Tualatin Valley Highway, Washington County. Contract awarded to the low bidder, Ross Island Sand & Gravel Co., at \$12,339.00, as of March 12, 1930.

Unit No. 2, McMinnville-Bellevue-Holmes Gap, West Side Pacific Highway and McMinnville-Tillamook Highway, Yamhill and Polk Counties. Contract awarded to the low bidder, Dayton Sand & Gravel Co., at \$18,683.40, as of March 12, 1930.

Unit No. 3 was divided into two parts (a) Salem-Dallas and Monmouth-Independence, on Salem-Dallas and West Side Pacific Highways. Contract awarded to the Oregon Gravel Co., the low bidder, at \$14,085.00, as of March 27, 1930. (b) Polk County Line-Corvallis Section of West Side Pacific Highway in Benton County. Contract awarded to the low bidder, J. H. Gallagher, at \$6,445.70, as of March 27, 1930.

Unit No. 4, Corvallis-Eugene, Pacific and West Side Pacific Highways in Benton and Lane Counties. Contract awarded to the low bidder, Eugene Sand & Gravel Co., at \$18,657.00, as of March 12, 1930.

Unit No. 5, Jefferson-Junction City, Pacific Highway, Linn County, crushed rock from Shedd quarry and crushed gravel from Albany. Contract awarded to J. H. Gallagher at \$17,750.00, as of March 17, 1930.

A petition was received from the Harney County Court asking that the Central Oregon Highway between Gap Ranch and Sage Hen Hill be routed through Suntex. The Engineer reported that this route was 2.8 miles longer than the route as surveyed on the south side of the valley. After consideration, the Commission adopted the location on the south



side of the valley between Gap Ranch and Sage Hen Hill on the direct line recommended by the Engineer.

A protest against the proposed location of The Dalles-California Highway north of Klamath Falls, received from residents of Pelican City, was ordered filed for future reference.

A request was received from the Forest Service that the Commission furnish a helper to the caretaker at Eagle Creek Campgrounds on the Columbia River Highway in Multnomah County during the summer season to take the place of a man previously furnished by Multnomah County. The Commission declined the request. Since it was a national forest recreational area, they considered that it should be maintained entirely by the Government.

The Engineer reported that he had met Professor Peck and the Park Committee of the Monmouth Lions Club at Helmick Park and the improvement of the Park had been discussed along the lines of conservative development, placing picnic tables and benches, park settees, outdoor fireplaces, improvement of spring for water supply, play apparatus for children, etc. The Engineer was authorized to cooperate with the Monmouth Lions Club in providing these facilities.

There was further discussion of the acquisition of the Botts property on the west shore of Lake Lytle bordering the Roosevelt Coast Highway in Tillamook County. Mr. Botts had previously offered this property for \$1400 and the attorney was directed to investigate his title. Attorney Devers now advised that he considered that Mr. Botts had a good and valid title to this property. The Commission thereupon authorized the purchase of this property from Mr. Botts as a park strip.

A letter was received from George L. Soranson of Port Orford, advising that the Committee interested in securing public subscriptions to the fund to cooperate with the State Highway Commission in the purchase of the block in Port Orford facing Battle Rock had failed to secure support for the project. Commissioner Sawyer suggested that Parks Engineer Boardman go over the property again and determine what the lands on the bluff overlooking the ocean could be bought for, not including the beach and tide lands. This was ordered.

The request of M. L. Cowherd of Eugene for a permit to sell photographs and post cards in the Peter Skene Ogden Park at Crooked River during the summer months was declined.

Commissioner Sawyer was authorized to draft a letter to Congressman Hawley answering questions asked by Mr. Hawley concerning S 3557 and outlining the Commission's position on this legislation.

A request was received from Union County Court for the approval of the Commission to the addition of five roads to the market road system of the county as follows:

No. 2 Union-High Valley to be extended 2 miles.

No. 25 Elgin-Phillips Creek, between the city of Elgin and the National Forest Boundary. This unit will be a part of the Weston-Elgin Forest Highway.

No. 26 Union to Union Junction, from the city of Union to the railroad, providing a road for motor vehicle traffic.

No. 27 Imbler-Brooks Corner-Summersville.

No. 28 Summersville-Pumpkin Ridge School.

The Market Road Engineer reported that he had made an inspection of these projects on the ground and recommended that they be adopted as a part of the market road system of Union County. Recommendation approved by Commission.

A request was received from the County Court of Linn County requesting that the Commission approve the extension of Market Road No. 5 in Linn County. This road begins at Kingston, a point on the Detroit branch of the Southern Pacific railroad, and extends south and easterly for a distance of six miles to a point 1/4 mile northeast of Jordan on Market Road No. 4. The Market Road Engineer recommended that the extension requested be adopted as a part of the market road system of Linn County. Recommendation approved by Commission.

The Commission authorized the payment of \$1000 to the County Court of Klamath County for an additional strip of right of way on the Dalles-California Highway east of the city limits of Klamath Falls in the SE $\frac{1}{4}$  of the NW $\frac{1}{4}$  and the NE $\frac{1}{4}$  of the SW $\frac{1}{4}$  of Section 3, T. 39 S. R. 9 E. W. M., purchased from the Swan Lake Moulding Co. This payment is to be in the form of reimbursement for expenditure already made in behalf of the state.

In response to an invitation from the Chamber of Commerce of Astoria to attend a meeting for the formation of the Oregon-Washington Coast Empire Association to be held in Astoria the next day, March 28, Commissioners Gates and Sawyer agreed to attend. It was also agreed that Chairman Van Duzer would join them at the Longview Columbia River bridge dedication the next day, March 29.

The County Court of Coos County, by petition, requested the Commission to take over as a part of the state highway system a county road north of North Bend beginning at the railroad overhead crossing and extending to the Roosevelt Highway ferry slip. The Commission agreed to the request of the Coos County Court since this unit is a county road which is an integral part of the Roosevelt Coast Highway.

C. E. Silbaugh, contract No. 1117, regrading and resurfacing Hines Mill-Burns Section of the Central Oregon Highway, requested an extension of time to April 15, 1930. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.



Commissioner Gates offered the following resolution relating to the acquisition of the property of John Troy for right of way purposes on the Pleasant Valley-Durkee Section of the Old Oregon Trail in Baker County, and moved its adoption:

WHEREAS, by the terms and provisions of Chapter 423, General Laws of Oregon, 1917, and by the provisions of Chapter 237, General Laws of Oregon, 1917, the State Highway Commission was authorized and directed to lay out, locate, designate, construct, improve and maintain a system of state highways in the State of Oregon, and

WHEREAS, in the permanent improvement, construction and maintenance of said highways, and particularly that portion of the Old Oregon Trail Highway between Pleasant Valley and Durkee, within Baker County, it has been found necessary, and the said State Highway Commission has and does hereby determine and declare that it will be and is necessary and of advantage to the state that the state acquire either by purchase, agreement or by the exercise of the power of eminent domain, the lands hereinafter described, which lands are to be used for the purposes more specifically hereinafter set out, and

WHEREAS, the State Highway Commission has found it necessary in the improvement and maintenance of said highway to straighten the alignment, eliminate existing curves, widen the roadbed, and otherwise improve said highway, and to that end and for that purpose it has been found necessary to acquire additional land, and

WHEREAS, in connection with the improvement and maintenance of said highway, and to make possible the elimination of said existing curves and the widening of the present roadbed, and otherwise improving said highway, and to secure and manufacture road materials, it has been found necessary, needful, and of advantage to the State that the following described parcels of land be acquired, to-wit:

Parcel No. 1.

A parcel of land lying in the North  $\frac{1}{2}$  of the SW $\frac{1}{4}$ ; SE $\frac{1}{4}$  of the SW $\frac{1}{4}$  and the SW $\frac{1}{4}$  of the SE $\frac{1}{4}$  in Section 24, T. 10 S., R. 41 E., W. M., in Baker County, Oregon, which parcel is a strip of land lying along and adjacent to the present northerly right of way line of the Old Oregon Trail Highway and is more particularly described as follows:

Beginning at a point on the East and West center line of Section 24, T. 10 S., R. 41 E., W. M., said point being 40 feet northerly from (and measured at right angles to) the center line of the Old Oregon Trail Highway at Engineer's Station 586+79.4, said point also being 2676 feet north and 256 feet east of the SW corner of said Section

24, T. 10 S., R. 41 E., W. M.; thence S. 57° 51' E. parallel to and 40 feet distant from the said center line of present highway a distance of 2310.5 feet; thence on a 1392.5 foot radius curve left (the long chord of which bears S. 69° 15 $\frac{1}{2}$ ' E.) a distance of 554.5 feet; thence S. 80° 40' E. parallel to and 40' distant from the said center line a distance of 310.8 feet; thence on a 1472.5 foot radius curve right (the long chord of which bears S. 70° 13 $\frac{1}{2}$ ' E.) a distance of 536.7 feet; thence S. 59° 47' E. parallel to the said center line a distance of 557.9 feet; thence S. 0° 03' E. 11.58 feet to a point on the present Old Oregon Trail Highway northerly right of way line, said point being 30 feet northerly from (and measured at right angles to) the center line of said Highway at Engineer's Station 628+52.5; thence tracing the present northerly right of way line of said highway N. 59° 47' W. 563.7 feet; thence on a 1462.5 foot radius curve left (the long chord of which bears N. 70° 13 $\frac{1}{2}$ ' W.) a distance of 553 feet; thence N. 80° 40' W. 368.7 feet; thence on a 1116.0 foot radius curve right (the long chord of which bears N. 69° 15 $\frac{1}{2}$ ' W.) a distance of 444.4 feet; thence N. 57° 51' W. 2385.8 feet to a point on the East and West center line of said Section 24, said point being 30 feet northerly from (and measured at right angles to) the center line of said highway at Engineer's Station 586+62.0; thence S. 87° 49' E. 20.02 feet to the point of beginning; containing 0.98 acres, more or less.

Parcel No. 2.

A parcel of land lying in the NE $\frac{1}{4}$  of the NE $\frac{1}{4}$  of Section 25, T. 10 S., R. 41 E., W. M. and Lot 1 in Section 30, T. 10 S., R. 42 E., W. M. in Baker County, Oregon, said parcel being a strip of land lying along and adjacent to the present northerly right of way line of the Old Oregon Trail Highway and more particularly described as follows:

Beginning at a point on the Section line between Sections 24 and 25, which said point is 40 feet northerly from (and measured at right angles to) the center line of the Old Oregon Trail Highway at Engineer's Station 644+10.5, said point also being N. 89° 06' W. 136.5 feet from the NE corner of Section 25, T. 10 S., R. 41 E., W. M.; thence on an 1870 foot radius curve left, (the long chord of which bears S. 61° 58' E.) a distance of 56.2 feet; thence S. 62° 52' E. parallel to and 40 feet distant from the center line of said highway a distance of 1129.7 feet; thence on a 1472.5 foot radius curve right (the long chord of which bears S. 52° 41' E.) a distance of 523.1 feet; thence S. 0° 31' W. 14.88 feet to a point on the northerly right of way line of the said highway, said point being 30 feet northerly from (and measured at right angles to) the center line of said highway at Engineer's Station 661+17.5; thence tracing the northerly right of way line on a 1462.5 foot radius curve left, (the long chord of which bears N. 52° 28' W.) a distance of 530.8 feet; thence N. 62° 52' W. along the said northerly right of way line 1129.7 feet; thence on an 1880 foot radius curve right, (the long chord of which bears N. 61° 44' W.) a distance of 74.7 feet to

a point, said point being the intersection of the said northerly right of way line with the section line between Sections 24 and 25, T. 10 S., R. 41 E., W. M., and 30 feet distant from (and measured at right angles to) the center line of said highway at Engineer's Station 643+92.0; thence S. 87° 03' E. along the said section line a distance of 21.0 feet to the point of beginning; containing 0.40 acres, more or less.

#### Parcel No. 3.

A parcel of land lying in the NW $\frac{1}{4}$  of the NE $\frac{1}{4}$  of Section 32, T. 10 S., R. 42 E., W. M., in Baker County, Oregon, which parcel is a strip of land lying along and adjacent to the present northerly right of way line of the Old Oregon Trail Highway and more particularly described as follows:

Beginning at a point on the North and South center line of said Section 32, said point being 274 feet south and 1 foot east of the N  $\frac{1}{4}$  corner of Section 32 and 40 feet northerly from (and measured at right angles to) the center line of the said highway at Engineer's Station 744+48.8; thence S. 58° 43' E. parallel to and 40 feet distant from the said center line a distance of 758.7 feet; thence on a 2825 foot radius curve left (the long chord of which bears S. 61° 56' E.) a distance of 284 feet to an intersection with the present northerly right of way line of said highway, said point being 30 feet northerly from (and measured at right angles to) the said center line at Engineer's Station 756+27.3 and being 40 feet northerly from the new center line opposite Engineer's Station 754+95.5; thence along the present northerly right of way line on a 256.5 foot radius curve right, (the long chord of which bears N. 71° 18 $\frac{1}{2}$ ' W.) a distance of 112.7 feet; thence N. 58° 43' W. along the said northerly right of way line 927.1 feet to a point on the said North and South center line of Section 32; thence N. 0° 04' E. 11.69 feet to the point of beginning; containing 0.26 acres, more or less.

#### Parcel No. 4.

A parcel of land lying in the N $\frac{1}{2}$  of the NE $\frac{1}{4}$ ; SE $\frac{1}{4}$  of the NE $\frac{1}{4}$  of Section 32, T. 10 S., R. 42 E., W. M., and S $\frac{1}{2}$  of the NW $\frac{1}{4}$  of Section 33, T. 10 S., R. 42 E., W. M., in Baker County, Oregon, which parcel is a strip of land lying along and adjacent to the present southerly right of way line of the Old Oregon Trail Highway and more particularly described as follows:

Beginning at a point on the present southerly right of way line of said highway, said point being 30 feet southerly from (and measured at right angles to) the center line of said highway at Engineer's Station 752+07.5, also being Station 752+07.5 on new center line, said point also being 727 feet south and 613 feet east of the North  $\frac{1}{4}$  corner of said Section 32; thence along the said southerly right of way line of said highway S. 58° 43' E. 174.4 feet; thence on a 316.5 foot radius curve left, (the long chord of which bears S. 71° 48' E.) 144.5 feet; thence S. 84° 53' E.

186.6 feet; thence on a 447.5 foot radius curve right, (the long chord of which bears S. 69° 42 $\frac{1}{2}$ ' E.) 237 feet; thence S. 54° 32' E. 244.5 feet; thence on a 348.3 foot radius curve left, the long chord of which bears S. 66° 52 $\frac{1}{2}$ ' E.) 150 feet; thence S. 79° 13' E. 307.9 feet; thence on a 447.5 foot radius curve right, (the long chord of which bears S. 69° 12 $\frac{1}{2}$ ' E.) 156.3 feet; thence S. 59° 12' E. 236.2 feet; thence on a 1462.5 foot radius curve left, (the long chord of which bears S. 60° 32 $\frac{1}{2}$ ' E.) a distance of 68.6 feet to a point, said point being 30 feet southerly from (and measured at right angles to) the center line of said present highway at Engineer's Station 772+44.0, and 40 feet southerly from the new center line opposite Station 770+77.5; thence N. 70° 03' W. along the new southerly right of way line of said highway 1303.3 feet; thence on a 2905.0 foot radius curve right, (the long chord of which bears N. 64° 23' E.) a distance of 574.6 feet; thence N. 31° 17' E. 10.0 feet to the point of beginning; containing 1.70 acres, more or less.

#### Parcel No. 5.

A parcel of land lying in the NE $\frac{1}{4}$  of the NE $\frac{1}{4}$  of Section 32, T. 10 S., R. 42 E., W. M., in Baker County, Oregon, which parcel is a strip of land, lying along and adjacent to the present northerly right of way line of the Old Oregon Trail Highway and more particularly described as follows:

Beginning at a point on the said northerly right of way line and 30 feet northerly from (and measured at right angles to) the present center line of said highway at Engineer's Station 763+08.0 and 40 feet northerly from the new center line opposite Station 761+67.5, said point also being 1043 feet south and 1522 feet east of the North  $\frac{1}{4}$  corner of said Section 32; thence S. 70° 03' E. 212.5 feet to the intersection of the said northerly right of way line; thence along said northerly right of way line N. 79° 13' W. 72.4 feet; thence on a 288.3 foot radius curve right (the long chord of which bears N. 66° 52 $\frac{1}{2}$ ' W.) 124.2 feet; thence N. 54° 32' W. 18.7 feet to the point of beginning; containing 0.04 acres, more or less.

#### Parcel No. 6.

A parcel of land lying in the W $\frac{1}{2}$  of the NE $\frac{1}{4}$  of Section 32, T. 10 S., R. 42 E., W. M., and SW $\frac{1}{4}$  of the NW $\frac{1}{4}$  of Section 33, T. 10 S., R. 42 E., in Baker County, Oregon, which parcel is a strip of land lying along and adjacent to the present northerly right of way line of the Old Oregon Trail Highway, and more particularly described as follows:

Beginning at a point on the said northerly right of way line and 30 feet northerly from (and measured at right angles to) the present center line of said highway at Engineer's Station 771+26.5 and 40 feet northerly from the new center line opposite Station 769+71.5, said point also being 1318 feet south and 2280 feet east of the North  $\frac{1}{4}$  corner of said Section 32; thence S. 70° 03' E. 998.5 feet to a point of intersection with the said northerly right of way line, said point being 30 feet distant from (and measured at right angles to) the present center line at Engineer's Station 781+43.5 and 40 feet northerly from the new center line opposite Station 779+70.0; thence along said northerly right of way line on a 543 foot radius curve right (the long

chord of which bears N.  $78^{\circ} 49'$  E.) 136.5 feet; thence N.  $71^{\circ} 37'$  W. 511.1 feet; thence on a 1402.5 foot radius curve right, (the long chord of which bears N.  $65^{\circ} 24\frac{1}{2}'$  W.) 303.9 feet; thence N.  $59^{\circ} 12'$  W. 50.3 feet to the point of beginning; containing 0.27 acres, more or less.

Parcel No. 7.

A parcel of land lying in the  $S\frac{1}{2}$  of the  $NW\frac{1}{4}$  of Section 33, T. 10 S., R. 42 E., W. M., in Baker County, Oregon, which parcel is a strip of land lying along and adjacent to the present southerly right of way line of the Old Oregon Trail Highway and more particularly described as follows:

Beginning at a point on the said southerly right of way line and 30 feet southerly from (and measured at right angles to) the present center line of said highway at Engineer's Station 780+12.5 and 40 feet southerly from the new center line opposite Station 778+51, said point also being 1724 feet south and 432 feet east of the NW corner of said Section 33; thence along the said southerly right of way line on a 603 foot radius curve left, (the long chord of which bears S.  $85^{\circ} 14\frac{1}{2}'$  E. a distance of 286.8 feet to a point, said point being 30 feet southerly from (and measured at right angles to) the present center line at Engineer's Station 782+85.0 and 40 feet northerly from the new center line opposite Station 781+23.5; thence S.  $70^{\circ} 03'$  E. 966.6 feet; thence N.  $19^{\circ} 57'$  E. 15 feet; thence S.  $70^{\circ} 03'$  E. 350 feet; thence S.  $19^{\circ} 57'$  W. 15 feet; thence S.  $70^{\circ} 03'$  E. 693.1 feet to a point on the North and South center line of said Section 33, said point being 40 feet northerly from the new center line opposite Engineer's Station 801+33.1; thence S.  $2^{\circ} 59'$  E. along the said North and South center line Section 33, a distance of 86.86 feet; thence N.  $70^{\circ} 03'$  W. 726.9 feet; thence S.  $19^{\circ} 57'$  W. 10.0 feet; thence N.  $70^{\circ} 03'$  W. 350.0 feet; thence N.  $19^{\circ} 57'$  E. 10.0 feet; thence N.  $70^{\circ} 03'$  W. 1239.0 feet to the point of beginning; containing 4.01 acres, more or less.

Parcel No. 8.

A parcel of land lying in the  $SW\frac{1}{4}$  of the  $NE\frac{1}{4}$  of Section 33, T. 10 S., R. 42 E., W. M., in Baker County, Oregon, which parcel is a strip of land lying along and adjacent to the present southerly right of way line of the Old Oregon Trail Highway and more particularly described as follows:

Beginning at a point on the southerly right of way line and 30 feet southerly from (and measured at right angles to) the present center line of said highway at Engineer's Station 808+04.5 and 40 feet northerly from the new center line opposite Station 802+39.5, said point also being 2462 feet south and 2701 feet east of the NW corner of said Section 33; thence along the said southerly right of way line on a 746.3 foot radius curve left, (the long chord of which bears S.  $57^{\circ} 40\frac{1}{2}'$  E.) a distance of 304.1 feet; thence S.  $69^{\circ} 21'$  E. along said southerly right of way line a distance of 418.8 feet to a point on the East and West center line of said Section 33, said point being 30 feet southerly from (and measured at right angles to) the present center line at Engineer's Station 815+12.0; thence N.  $70^{\circ}$

$03'$  W. 418.7 feet; thence S.  $19^{\circ} 57'$  W. 10.0 feet; thence N.  $70^{\circ} 03'$  W. 368.4 feet to a point on the North and South center line of said Section 33, said point being 40 feet southerly from (and measured at right angles to) the new center line at Engineer's Station 801+66.9; thence N.  $2^{\circ} 59'$  W. along the said North and South center line of said Section 33, a distance of 86.86 feet; thence S.  $70^{\circ} 03'$  E. 106.4 feet to the point of beginning; containing 0.43 acres, more or less.

Parcel No. 9.

A parcel of land lying in the  $SW\frac{1}{4}$  of the  $NE\frac{1}{4}$  of Section 33, T. 10 S., R. 42 E., W. M., in Baker County, Oregon, which parcel is a strip of land lying along and adjacent to the present northerly right of way line of the Old Oregon Trail Highway, and more particularly described as follows:

Beginning at a point on the said northerly right of way line and 30 feet northerly from (and measured at right angles to) the center line of said highway at Engineer's Station 810+22.0 and 40 feet northerly from the new center line opposite Station 804+64.5, said point also being 299 feet north and 2326 feet west of the East  $\frac{1}{4}$  corner of said Section 33; thence S.  $70^{\circ} 03'$  E. 532.8 feet; thence on a 1392.5 foot radius curve left, (the long chord of which bears S.  $74^{\circ} 55'$  E. a distance of 236.4 feet to a point on the East and West center line of said Section 33, said point being 40 feet northerly from the new center line opposite Station 812+40.5; thence N.  $88^{\circ} 04'$  W. along the said East and West center line of said Section 33, a distance of 81.5 feet to a point on the present northerly right of way line, said point being 30 feet northerly from (and measured at right angles to) the present center line of said highway at Engineer's Station 817+17.0; thence along said northerly right of way line on a 1116 foot radius curve right (the long chord of which bears N.  $72^{\circ} 41\frac{1}{2}'$  W.) a distance of 130.3 feet; thence along said right of way line N.  $69^{\circ} 21'$  E. 490 feet; thence on a 686.3 foot radius curve to the right (the long chord of which bears N.  $66^{\circ} 22\frac{1}{2}'$  E.) a distance of 71.3 feet to the point of beginning; containing 0.14 acres, more or less.

Parcel No. 10.

A parcel of land lying in the  $N\frac{1}{2}$  of the  $SE\frac{1}{4}$  of Section 33, T. 10 S., R. 42 E., W. M., in Baker County, Oregon, which parcel is a strip of land, lying along and adjacent to the present northerly right of way line of the Old Oregon Trail Highway, and more particularly described as follows:

Beginning at the point of intersection of the East and West center line of said Section 33 with the said present northerly right of way line, said point being 30 feet northerly from (and measured at right angles to) the center line of said highway at Engineer's Station 817+17.0, said point also being 57.6 feet north and 1672.2 feet west of the East  $\frac{1}{4}$  corner of said Section 33; thence S.  $88^{\circ} 04'$  E. along the said East and West center line of Section 33 a distance of 81.5 feet; thence on a 1392.5 foot radius curve left (the long chord of which bears S.  $83^{\circ} 38\frac{1}{2}'$  E.) a distance of 187.7 feet; thence S.  $87^{\circ} 30'$  E. 205.5 feet; thence on a 3860 foot radius curve right, (the long

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chord of which bears S. 78° 20' E.) a distance of 1235.0 feet, to a point on the section line between Sections 33 and 34; thence S. 0° 06' W. along said section line 10.8 feet to the point of intersection of the present northerly right of way line of said highway, said point being 30 feet northerly from (and measured at right angles to) the center line of the present highway at Engineer's Station 834+23; thence along said northerly right of way line on a 3850 foot radius curve left, (the long chord of which bears N. 78° 18' W.) a distance of 1235.8 feet; thence N. 87° 30' W. along said northerly right of way line 250.6 feet; thence on a 1116 foot radius curve left, (the long chord of which bears N. 81° 46' W.) a distance of 225.2 feet to the point of beginning; containing 0.39 acres, more or less.

Parcel No. 11 - Quarry Site.

A parcel of land in the NW $\frac{1}{4}$  of the NE $\frac{1}{4}$  of Section 32, T. 10 S., R. 42 E., W. M., Baker County, Oregon, and more particularly described as follows:

Beginning at the N  $\frac{1}{4}$  corner of Section 32, T. 10 S., R. 42 E., W. M.; thence N. 89° 19' E. along the north line of said Section 32 a distance of 180.4 feet; thence S. 10° 44' E. a distance of 444.0 feet to a point which is 40 feet distant northerly from (and measured at right angles to) the center line of the Old Oregon Trail at Engineer's Station 747+57.0; thence N. 58° 43' W. parallel to said center line a distance of 308.2 feet to the North and South center line of said Section 32; thence N. 0° 04' E. along said North and South center line a distance of 274.0 feet to the point of beginning; containing 1.73 acres, more or less.

WHEREAS, it appears that the parcels of land hereinabove described are owned by and are in the possession of John Troy, save and except portions of Parcels Number 3, 4, and 5, which portions are in the possession of L. D. Smith under and by virtue of a leasehold interest from the said John Troy, and

WHEREAS, in the judgment of the highway commission it is necessary and will be of advantage to the state upon the grounds and for the reasons herein stated that title to said parcels of land be procured for the purposes herein stated, and

WHEREAS, under and by virtue of the provisions of Section 4436, Oregon Laws as amended, Baker County is obligated to secure the above described parcels 1 to 10 inclusive, for right of way purposes, but said county has failed and neglected to acquire said right of way, although requested by the highway commission to acquire the said lands,

THEREFORE, BE IT RESOLVED, that the State Highway Commission do, and the said highway commission does hereby declare that it is necessary, and that it will be of advantage to the State of Oregon for the state to acquire for right of way purposes, and for the securing and manufacturing of road materials for use in connection with the permanent construction, improvement and maintenance of the said highway, the lands above described,

and said highway commission does hereby further declare that the said lands are needed and are necessary for said purposes upon the grounds and for the reasons herein stated, and in order to properly maintain and improve said highway.

BE IT FURTHER RESOLVED that the boundaries of the above described parcels of land be, and the same are hereby adopted, and said parcels 1 to 10, inclusive, are hereby declared to be, and the same are parts of and included within the right of way of said highway, and the hereinabove described parcel of land Number 11 is hereby declared to be a quarry site necessary for the securing and manufacturing of road materials.

BE IT FURTHER RESOLVED that an effort be made to agree with the owners and with the tenants, if there be any, of said parcels of land with respect to the compensation to be paid for the taking of the same and the damage, if any there be, and in the event that no satisfactory agreement can be reached then it is hereby further resolved that the attorney general of the State of Oregon, and J. M. Devers, Attorney for the State Highway Commission, be and they are hereby requested to commence and prosecute to a final determination such suit or action as will be necessary and appropriate, to acquire title to the said premises and all rights therein for the purposes herein stated.

The motion was duly seconded and carried.

Commissioner Sawyer offered the following resolution relating to the acquisition of the F. C. Marshall property on the Tualatin Valley Highway west of Beaverton:

WHEREAS, by the terms and provisions of Chapter 423, General Laws of Oregon, 1917, and by the provisions of Chapter 237, General Laws of Oregon, 1917, the State Highway Commission was authorized and directed to lay out, locate, designate, construct, improve and maintain a system of state highways in the State of Oregon, and

WHEREAS, in the permanent improvement, construction and maintenance of said highways, and particularly that portion of the Tualatin Valley Highway within Washington County, it has been found necessary, and the said State Highway Commission has and does hereby determine and declare that it will be and is necessary and of advantage to the state that the state acquire either by purchase, agreement or by the exercise of the power of eminent domain, the lands hereinafter described, which lands are to be used for the purposes more specifically hereinafter set out, and

WHEREAS, the State Highway Commission has found it necessary in the improvement and maintenance of said highway to straighten the alignment, eliminate existing curves, widen the roadbed, and otherwise improve said highway, and to that end and for that purpose it has been found necessary to acquire



additional land, and

WHEREAS, in connection with the improvement and maintenance of said highway, and to make possible the elimination of said existing curves and the widening of the present roadbed and otherwise improving said highway, it has been found necessary, needful and of advantage to the state that the following described parcel of land owned by F. C. Marshall, to-wit: A parcel of land in the Northeast quarter of Section 16, Township 1 South, Range 1 West, W. M. in Washington County, Oregon, and being a part of the William F. Hall Donation Land Claim, Number 44, which parcel of land is more particularly described as follows:

Beginning at the southeast corner of the said property which point is on the present northerly right of way line of the Tualatin Valley Highway, S. 1° 35' E. approximately 25.0 feet distant from the relocated center line of said highway at Engineer's Station 201+14.0; said point also being 517.0 feet south and 586.0 feet east of an iron pipe, which pipe is on the westerly line of the said Wm. F. Hall D. L. C., 12.17 chains north of the S. W. corner thereof; thence N. 83° 05' W. along the southerly line of said property a distance of 77.25 feet to the S. W. corner thereof; thence N. 1° 35' W. along the westerly line of said property a distance of 54.0 feet more or less to a point which is 40 feet distant northerly from (and measured at right angles to) the said relocated center line; thence in an easterly direction parallel to the said center line on a 2825.0 foot radius curve left a distance of 76.7 feet more or less to the easterly line of said property; thence S. 1° 35' E. along the easterly line of said property a distance of approximately 65.0 feet to the point of beginning containing 0.105 acres of land, more or less, and

WHEREAS, it appears that the parcel of land hereinabove described is owned by, and is in the possession of F. C. Marshall, and

WHEREAS, in the judgment of the highway commission it is necessary and will be of advantage to the state, upon the grounds and for the reason herein stated, that title to said parcels of land be procured for the purposes herein stated, and

WHEREAS, under and by virtue of the provisions of Section 4436, Oregon Laws as amended, Washington County is obligated to acquire the above described right of way, but said county has failed and neglected to acquire said right of way, although requested by the State Highway Commission to acquire the said lands,

THEREFORE, BE IT RESOLVED, that the State Highway Commission do, and the said highway commission does hereby declare that it is necessary and that it will be of advantage to the state for the state to acquire for right of way purposes for use in connection with the

permanent improvement and maintenance of said highway the lands above described, and said highway commission does further hereby declare that the said lands are needed and are necessary for said purposes upon the grounds and for the reasons herein stated, and in order to properly maintain and improve the said highway.

BE IT FURTHER RESOLVED, that the boundaries of the above described parcel of land be, and the same are hereby adopted, and said parcels of land are hereby declared to be and the same are parts of and are included within the right of way of said state highway.

BE IT FURTHER RESOLVED that an effort be made to agree with the owners and with the tenants, if there be any, of said parcel of land with respect to the compensation to be paid for the taking of the same and the damage, if any there be, and in the event that no satisfactory agreement can be reached then it is hereby further resolved that the Attorney General of the State of Oregon, and J. M. Devers, Attorney for the State Highway Commission be, and they are hereby requested to commence and prosecute to a final determination such suit or action as will be necessary and appropriate to acquire title to the said premises and all rights therein for the purposes herein stated.

The motion was duly seconded and carried.

Commissioner Gates offered the following resolution and moved its adoption:

WHEREAS, in connection with the widening of the highway at St. Helens, the state highway commission has heretofore acquired in the name of the State of Oregon title to certain real property in Columbia County Oregon for right of way purposes; and

WHEREAS, in perfecting title to said real property it became necessary to procure quitclaim deeds from the following named persons, to wit: Mary A. Kelley and N. A. Perry and Lilly M. Perry, his wife, and the heirs at law of Susannah Lamberson, deceased, twenty-one in number, in which quitclaim deeds there was included other property in which the state has no interest but which was affected by the same objection which clouded the title of the property acquired by the state, and

WHEREAS, the said additional property described in said quitclaim deeds is of no use or value to and is not now needed or useful for highway or other public purposes, and the state of Oregon has no interest in or claim upon said property but title to the same is clouded by reason of being covered by said quitclaim deeds,

THEREFORE, BE IT RESOLVED, that the state of Oregon, by its state highway commission, execute quitclaim deeds quitclaiming



to the rightful owners of the several parcels of real property which were included with the property acquired by the State in the said quitclaim deeds all the title or interest in the said several parcels of real property, exclusive of the property acquired for right of way, which accrued to the State by virtue of said quitclaim deeds, as follows: to Aaron J. Kelley and Minnie P. Kelley, husband and wife, the following described property:

Commencing twenty-five (25) feet west of the southwest corner of a lot or tract of land owned by George W. Perry, September 17, 1907, in the Aaron Broyles D. L. C. No. 37 in Sections 4 and 5 in Township 4 North of Range 1 West of the Willamette Meridian in Columbia County, Oregon; thence running west  $10^{\circ}$  south  $33\frac{1}{3}$  feet to a point; thence running north  $10^{\circ}$  west one hundred one (101) feet to a point; thence running east  $10^{\circ}$  north  $33\frac{1}{3}$  feet to a point; thence running south  $10^{\circ}$  east to the place of beginning; excepting that portion of the above described parcel which has been deeded to the State of Oregon by Aaron J. and Minnie P. Kelley by deed dated May 22, 1929 and recorded in Volume 48, Page 84 of the deed records of Columbia County, Oregon.

and to Gordon A. Bowen and Anne J. Bowen, husband and wife, the following described property:

A parcel of land in Section 4, T. 4 N., R. 1 W., W. M., Columbia County, Oregon, and being more particularly described as follows:

Beginning at the southwest corner of Tract No. 2 as conveyed to Emmet F. & Lois Williams and recorded in Volume 41, Page 616 of the deed records of Columbia County; thence N.  $50^{\circ} 34\frac{1}{2}'$  E. along the westerly line of said tract a distance of 18.45 feet to an iron bolt; thence N.  $36^{\circ} 36'$  E. a distance of 28.21 feet; thence S.  $54^{\circ} 44\frac{1}{2}'$  E. a distance of 8.25 feet to a point on the westerly line of the relocated highway right of way, which point is 50.0 feet distant westerly from (and measured at right angles to) the relocated center line of the Columbia River Highway at Engineer's Station 598+40.6; thence S.  $35^{\circ} 08'$  W. along the said westerly highway right of way line a distance of 46.0 feet to an intersection with the southerly line of said Tract No. 2; thence N.  $54^{\circ} 44\frac{1}{2}'$  W. along the south line of said Tract No. 2 a distance of 13.75 feet to the point of beginning; containing approximately 445 square feet, or 0.010 acres.

and to Gordon A. Bowen and Anne J. Bowen, husband and wife, the following described property:

A parcel of land in Section 4, T. 4 N., R. 1 W., W. M., Columbia County, Oregon, and being more particularly described as follows:

Beginning at the most northerly corner of Tract No. 1 as conveyed to Emmet F. & Lois Williams and recorded in Volume 41, Page 616 of the deed records of Columbia County, and which point is marked by an iron bolt; thence S.  $62^{\circ} 14'$  E. along the most northerly line of said Tract No. 1 a distance of 6.8 feet to an intersection with the westerly line of the relocated highway right of way, which point is 50.0 feet distant westerly from (and measured at right angles to) the relocated center line of the Columbia River Highway at Engineer's Station 597+72.3; thence S.  $35^{\circ} 08'$  W. along the said westerly right of way line a distance of 68.3 feet to an iron pipe; thence N.  $54^{\circ} 44\frac{1}{2}'$  W. a distance of 8.25 feet to a point which is S.  $36^{\circ} 36'$  W. 5.56 feet from the southwest corner of said Tract No. 1; thence N.  $36^{\circ} 36'$  E. through the southwest corner of said Tract No. 1 and continuing along the westerly line thereof a distance of 67.58 feet to the point of beginning; containing approximately 502 square feet, or 0.012 acres.

and to Anna F. Baseel the following described property:

A parcel of land in Section 4, T. 4 N., R. 1 W., W. M., Columbia County, Oregon, and being more particularly described as follows:

Beginning at the northwest corner of the tract of land conveyed to Anna F. Baseel as recorded in Volume 19, Page 74 of the deed records of Columbia County, Oregon, thence S.  $80^{\circ} 05'$  E. along the north line of said tract a distance of 76.71 feet to a point on the westerly line of the relocated highway right of way, which point is 50.0 feet distant westerly from (and measured at right angles to) the relocated center line of the Columbia River Highway at Engineer's Station 597+08.1; thence southwesterly along the said westerly right of way line as follows: on a 5610 foot radius curve right (the long chord of which bears S.  $34^{\circ} 54'$  W.) a distance of 46.4 feet; thence S.  $35^{\circ} 08'$  W. a distance of 17.8 feet to a point on the southerly line of said tract; thence N.  $62^{\circ} 14'$  W. a distance of 6.8 feet; thence N.  $77^{\circ} 58'$  W. a distance of 43.4 feet to the southwest corner of said Baseel tract; thence N.  $9^{\circ} 55'$  E. along the west line of said tract a distance of 54.4 feet to the point of beginning; containing approximately 3572.20 square feet.

The motion was duly seconded and carried.

The date for the next meeting of the Commission was set for

April 24, 1930.

No further business coming before the Commission, the meeting was adjourned.

F. A. Klein  
State Highway Engineer  
and Secretary

H. B. Brundage  
Chairman

C. E. Gates  
Commissioner

Robert W. Sawyer  
Commissioner

VOLUME XV

MINUTES OF OREGON STATE HIGHWAY COMMISSION

COVERING PERIOD

F R O M

APRIL 1, 1930

T O

MARCH 31, 1931

- - -

OREGON STATE HIGHWAY COMMISSION

H. B. VAN DUZER, PORTLAND, CHAIRMAN  
C. E. GATES, MEDFORD, COMMISSIONER (APRIL 1, 1930-MARCH 11, 1931)  
CHAS. K. SPAULDING, SALEM, COMMISSIONER (MARCH 11, 1931-MARCH 31, 1931)  
ROBERT W. SAYWER, BEND, COMMISSIONER (APRIL 1, 1930-MAY 28, 1930)  
M. A. LYNCH, REDMOND, COMMISSIONER (MAY 29, 1930-MARCH 31, 1931)

- - -

ROY A. KLEIN, STATE HIGHWAY ENGINEER  
H. B. GLAISYER, SECRETARY\*

- - -

HEADQUARTERS AND GENERAL OFFICE OF DEPARTMENT

LOCATED AT SALEM, OREGON

\*Mr. Klein relieved of duties as Secretary  
and Mr. Glaisyer appointed December 12, 1930

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2720	April 4	Grant County. Mountain Rest-Little Beech Creek Section, discussion of bid of Hart Construction Co. Permission requested to add omitted item or withdraw bid; previous award affirmed. The Dalles oiling project. Report on Cascade Petroleum Company bid; contract awarded. Bonds. Issuance discussed.
2721		Projects authorized: Multnomah County Line-Sandy, paving; Hood River-Van Horn, grade widening; Mitchell-Fort Creek, surfacing; Waldport-Lane County Line, surfacing; Cape Perpetua-Lane County Line, 2 bridges; China Creek-Berry Creek, grading; Lakeside-Russell Point, resurfacing; Silver Lake-Foot Picture Rock grade, grading; Bear Creek South, grading; Cogswell Hill-Doyle Hill, resurfacing. Tillamook County. Bridge over Hoquarton Slough, plans ordered prepared; permit requested from War Department.
2722	April 24	Proposals received on following projects: Gold Beach-Myers Creek Section, resurfacing; Dry River-Millican Section, grading; Bend-Horse Ridge Section, surfacing;
2723		Mountain Rest-Little Beech Creek Section, surfacing; Berry Creek-Sutton Lake Section, grading; Pioneer Mountain-Eddyville Section, regrading; Eugene Oiling Project;
2724		The Dalles Oiling Project; Ferry slips and approaches to ferry across Coos Bay; Bridge over Siltcoos River; Bridge over Sutton Creek; Bridge over Camas Swale; Six bridges between Turner and Aumsville, one bridge between Turner and Marion;
2725		Storage building and loading platform at Salem shops; Building for caretaker's quarters in Emigrant Park. Grant County. Conference with W. H. Lynch and H. D. Farmer re completion of survey of Pendleton-John Day Highway between Dale and Long Creek. Addition to forest highway system of gap between point opposite Range and Long Creek requested. Lane County. Willamette Highway; alternate routes in vicinity of Oakridge discussed.
2726		Vernonia-Nehalem River-Coast Highway Improvement District, petition presented. Grant County. Mountain Rest-Little Beech Creek Section, bid bond of Hart Construction Co. declared defaulted.

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2726	April 24 1930	The Dalles oiling project, default of bidder reported; hearing to be given. Klamath County. Award of contract for paving approaches to Altamont Canal bridge confirmed. Clatsop County. Award of contract for furnishing crushed gravel on Miles Crossing-Cannon Beach Junction Section confirmed. Wheeler County. Assignment of contract for Barnhouse Ranch-Picture Gorge Section from J. W. Feak Construction Co. (copartnership) to J. W. Feak Construction Co. (Oregon corporation) approved.
2727		Traffic officers. Additional men authorized; also purchase of equipment. Lincoln County. Park site on south side of Yachats River, engineer to have appraisal made by qualified person. West Side Pacific Highway. Designation as 99 West requested. Lane County. Darling Park accepted. Morris Larson. Claim ordered paid up to limit of \$200.00 and recommendation made to legislation for appropriation for balance.
2728		Traffic officers' commissions executed for Gordon Bennett, Ellis Lusted and Clayton Dickson, traffic recorders, and for W. W. Stiffler, resident maintenance engineer. Mosquito control. Financial cooperation requested from Commission. Market Road Appropriation. Resolution relating to apportionment for 1930.
2731		Resolution relating to payment of first one-half for 1930.
2734		Wasco County. Wapinitia Cut-off; attorney authorized to commence condemnation proceedings to acquire right of way. Roosevelt Coast Highway designated as through highway between Seaside and Newport. Lake County. State cooperation requested in oiling streets in Lakeview. Clackamas County. Multnomah Co. Line-Oswego; survey, alignment and relocation approved and adopted.
2736		Lane County. Reimbursement for additional right of way on Springfield-Cogswell Hill Section purchased from Ery Hart. Clatsop County. Reimbursement for additional right of way between Astoria and Seaside. Lane County. Report of compromise with Southern Surety Co. on defaulted bid bond of Moon Bros. Joint release signed. Douglas County. Credit for cooperation on Roosevelt Coast Highway; previous action reconsidered; new basis decided. Announcement of awards of contracts: Building at Emigrant Springs Park; Ferry slips and approaches at Coos Bay; Loading platform and storage building at Salem shops; Bridges on Turner-Aumsville and Turner-Marion Roads;

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2737	April 24 1930	Announcement of awards - cont'd Bridge over Camas Swale; Bridge over Siltcoos River; Bridge over Sutton Creek; Dry River-Millican Section; The Dalles Oiling Project; Bend-Horse Ridge Section; Mountain Rest-Little Beech Creek Section; Pioneer Mountain-Eddyville Section; Gold Beach-Myers Creek Section; Eugene Oiling Project; Berry Creek-Sutton Lake Section. Next meeting May 22, 1930.
2738		Curry County. Battle Rock park area at Port Orford, purchase authorized. Klamath Falls-Lakeview Highway. Forest Service recommendation as to marking and cutting timber accepted. Third National Conference on Street and Highway Safety, John S. Beakey authorized to attend. Clackamas County. Multnomah Co. Line-Oswego Section, resolution re acquisition of right of way. Jackson County. Crater Lake Highway, resolution re acquisition of right of way.
2741		Malheur County. Addition to market road system of road from Juntura to Beulah approved. Platform scales ordered at Cascade Locks. Engineer granted leave of absence from May 10 to May 16. Projects authorized: Multnomah County Line-Middleton Section, grade widening; Snake River Slides-Weiser Junction Section, widening and resurfacing; Waldport-Lane County Line Section, surfacing; Red Bridge-Drain Section, surfacing; Hendricks Bridge-Doyle Hill Section, grading; La Grande bituminous macadam project.
2742		Extensions of time: H. E. Schmeer, The Dalles-John Day River Section; Northwest Contract Company, Tualatin River bridge; John Slotte & Co., Gnat Creek-Big Noise Creek Section.
2743	May 22	Proposals opened on following projects: Red Bridge-Drain Section, surfacing; Hendricks Bridge-Doyle Hill Section, grading; Waldport and Waldport-Lane County Line Section, surfacing; La Grande bituminous macadam project; Building for caretaker's quarters in Emigrant Park.
2744		Linn County. Lebanon-Shea's Hill oiling project, extension in Lebanon ordered.



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2744	May 22	Short Cut Highway Club of Banks. Survey requested from Portland to Coast via Cornelius Pass, etc. Vernonia-Nehalem River-Coast Highway Improvement District, inquiry by Clatsop and Tillamook County Courts. Wheeler County. Surfacing Ochoco Highway east of Mitchell; inquiry by C. H. Miller. Umatilla County. Sunset Inn, request for lease to Lela Cation Kline. Vernonia-Nehalem River-Coast Highway Improvement District, date requested for hearing. Clatsop County. Tillamook Head, Commission requested to take steps to save timber.
2745		West Side Pacific Highway. Formal request by Commission for designation as 99 West. Lane County. Willamette Highway, location near Oakridge discussed; route adopted. West Side Pacific Highway. Delegation present to urge 99 West designation. Lane County. Request of Eugene Chamber of Commerce that McKenzie Pass be kept open.
2746		Forest highway program to take up additional funds for 1931 Government fiscal year program; conference with Forest Service and Bureau of Public Roads. Tentative program decided upon. Oswego-Lake Grove Highway Improvement District. Petition and map presented.
2747		Announcement of awards: La Grande Bituminous Macadam Project; Red Bridge-Drain Section; Hendricks Bridge-Doyle Hill Section; Waldport-Lane County Line Section; Caretaker's building at Emigrant Springs. Projects authorized for next meeting: Eddyville-Pioneer Mountain Section, surfacing; Monmouth North Section, grade widening; Tangent-Shedd Section, grade widening; Wapinitia Section, grading; Mitchell-Fort Creek Section, surfacing; Multnomah County Line-Sandy Section, paving; Multnomah County Line-Middleton Section, grade widening. Curry County. Permit requested for constructing seagoing log rafts in Hunters Cove. Crooked River Highway. Name adopted. Crook County. Unit of Crooked River Highway between south end of completed unit and junction with Central Oregon Highway placed on 1930 program; survey authorized.
2748		Yamhill County. Ornamental signs on entrance posts at Newberg city limits requested. Vernonia-Nehalem River-Coast Highway Improvement District; date for hearing set.

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2748	May 22	Commission meetings to be held on June 26 and July 24. Grant County. Request for oiling in town of John Day. Lincoln County. Report on negotiations with Pacific Spruce Corporation for changing track south of Waldport. Minutes of April 4 and April 24 approved. Multnomah County. Improvement of road leading into Bonneville Hatchery grounds authorized. Klamath County. Agreement with D. J. Puckett re log rafts on Klamath River at Keno executed. The Dalles oiling project. Default of Cascade Petroleum Company discussed. Klamath County. Construction of addition to main shop building at Klamath Falls and storage shed at Coquille. Maintenance patrol sheds, authority given to construct six. Clearing debris in navigable waters, clause ordered placed in contracts. Richfield beacons. Report from Superintendent of Lighthouses, Department of Commerce. Bronze markers at falls on Columbia River Highway, resolution of Progressive Business Men's Club. Umatilla County. Additions to market road program approved: No. 39, Mission-Cayuse-Thorn Hollow No. 54, Myrick-Ruther Corner No. 55, Mullenkopf School to North Juniper No. 56, Garking Flat to Wayland No. 57, Athena-La Marr Gulch Clackamas County. Reimbursement for right of way on Multnomah County Line-Oswego Section authorized. Parks Engineer Boardman; report on activities. Curry County. Battle Rock Park Site, most of deeds signed. Lane County. Park sites at west end of Springfield Bridge and east end of Hendricks Bridge accepted from county.
2749		Hood River County. Investigation of area above Mitchell Point ordered. Owned by Seneca Fouts. Curry County. Construction of side road from Roosevelt Highway to Geisel Monument authorized.
2750	May 23	Forest highway program for additional forest highway funds for Government 1931 fiscal year signed. Black Butte-Suttle Lake forest highway grading contract, further funds to be provided. Bend-Burns Section. To be taken off Seven Percent System if permitted. Burns-East Section suggested instead. Fremont Highway. Surfacing between Dalles-California junction and East Forest Boundary placed on list of authorized state projects. Linn County. Location survey from Bryant Hill east ordered.

Page	Date	Subject
2751	May 23	Bonds in amount of \$1,500,000 to be sold in each of years 1930, 1931 and 1932.
	June 26	Bids opened on following projects: Multnomah County Line-Sandy Section, paving; Haynes Slough, Larson Slough and Russell Point Section, grading; Triangle Lake-Low Pass Summit Section, furnishing broken stone; Pioneer Mountain-Eddyville Section, surfacing; La Grande-Hot Lake Section, grade widening; Wapinitia-Maupin Junction Section, grading; Multnomah County Line-Middleton Section, grading and surfacing; Mitchell-Willow Creek Section, surfacing; Frame storage building at Coquille; Extension of shop building at Klamath Falls; Bridge over Eugene Power Canal; Bridge over Drift Creek, Marion County.
2752		
2753		Clackamas County. Delegation protesting against changing Mt. Hood Highway from Main Street to Proctor Street.
2754		Lane County. Special tax measure proposed to provide funds for county cooperation for completion of state highways. Reimbursement for right of way between Hendricks Bridge and Walterville. Reimbursement for right of way for widening Nimrod-Belknap Springs Section. Eugene Water Board offer of cooperation on construction of bridge over power canal at Walterville accepted.
2755		Malheur County. Construction of unit west from railroad tunnel requested. Discussion of right of way. Survey between railroad tunnel and Juntura adopted.
		Harney County. Relocation of south end of Poison Creek-Burns Section of Canyon City-Burns Highway requested.
2756		Irving C. Allen presented two claims. Minutes of May 22, 1930 approved. Minutes of May 23, 1930 held for further consideration.
		Tillamook County. Request that programmed construction north of Tillamook be placed under contract as soon as possible.
		Deschutes County. Negotiation with John Helfrich of Brothers re well.
		McKenzie Highway. Discussion on subject of snow removal.
		Lake County. Request from Mayor of Lakeview for cooperation in paving three blocks of Fremont Highway on Main Street.
2757		Lane County. Greenleaf Creek-Low Pass Summit Section surfacing contract of Holdener Construction Co. cancelled.
		Grand Ronde-Salmon River Highway Improvement District request to be relieved from maintenance on Tillamook County Line-Grand Ronde Section.
		Lane County. Request from City of Cottage Grove for cooperation in widening pavement on several blocks on Main Street.

Page	Date	Subject
2757	June 26	Grant County. Request for survey of Dale-Long Creek Unit. Yamhill County. Approval of addition to market road system extending 1.7 miles west from Newberg. Douglas County. Additions to market road system: North Myrtle Creek No. 15 and South Myrtle Creek No. 18. Washington County. Addition of market road from Farmington Church to Groner's Corners. Parks Engineer Boardman's report: Timbered tracts on Brush Creek and Humbug Mountain Ecola park tract Yachats tract Exchange of private timber holdings for national forest timber from Sisters over McKenzie and on North Santiam.
2758		Announcements of awards: La Grande-Hot Lake Section; Haynes Slough, Larson Slough and Russell Point Units; Triangle Lake-Low Pass Summit Section; Pioneer Mountain-Eddyville Section; Multnomah County Line-Sandy Section; Mitchell-Willow Creek Section; Multnomah County Line-Middleton Section; Wapinitia-Maupin Junction Section; Bridge over Eugene Power Canal near Walterville; Bridge over Drift Creek in Marion County; Extension to main shop building at Klamath Falls Shops; Building at Coquille.
2759		Projects authorized to be advertised for next meeting: Bridge at Myrtle Creek, Pacific Highway; Tangent-Shedd Section, Pacific Highway, grade widening and shoulder construction; Clow Corner-Monmouth Section, West Side Pacific Highway, Polk County, grade widening and shoulder construction; Dead Ox Flat and Weiser Spur Section, Old Oregon Trail, Malheur County, regrading and resurfacing; Silver Creek-Sage Hen Hill Section, Central Oregon Highway, Harney County, grading; Pleasant Valley-Hemlock Section, Roosevelt Coast Highway, resurfacing and furnishing crushed gravel; Baker-Haines Section, resurfacing and drainage.
		Clackamas County. Report of survey between Oregon City and Portland on east side; route adopted. Report on negotiations for right of way.
2760		Tillamook County. Oil rock for Dolph-Valley Junction Section; purchase from Gallagher plant at Grand Ronde authorized. Rockaway-Garibaldi Section, settlement with Guy F. Atkinson; discussion of selection of arbitrators. Umpqua Highway Improvement District; agreed to give District credit for interest received on deposits.

Page	Date	Subject
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2760	June 26	Salt Lake City meeting of Western Association of State Highway Officials; State Highway Engineer authorized to attend. Umatilla-Wallula Cut-off. Inquiry by W. H. Lynch, District Engineer, Bureau of Public Roads. Wasco County. Resolution authorizing condemnation of right of way for Wapinitia Highway through property of Leaetta Hagey.
2762		Extensions of time: Clyde R. Seitz, Hilgard-La Grande resurfacing;
2763		Edlefsen-Weygandt Company, Waldport-Yachats Section, grading; Northwest Contract Company, Tualatin River bridge; George H. Jacobson, Unit "B", Lake County Line-Gap Ranch Section, grading; Joplin & Eldon, Lincoln County Line-Alsea Mountain Section. Baker. Purchase of site for maintenance patrol station approved. John Day. Purchase of site for maintenance patrol station recommended. Santiam Highway. Discussion of future improvement between Albany and Lebanon deferred. Clackamas County. Oswego-Lake Grove Highway Improvement District; plan abandoned. Umatilla County. Cooperative agreement covering construction of control gates, Little Walla Walla River.
2764	July 23	Next meeting July 24. Vernonia-Nehalem River-Coast Highway Improvement District; hearing held at Jewell.
2769	July 24	Bids opened on following projects: Benton and Lincoln Counties, project near Summit, surfacing; Silver Creek-Sage Hen Hill Section, grading; Tangent-Shedd Section, widening; Dead Ox Flat and Weiser Spur Sections, regrading and re-surfacing; Clow Corner-Monmouth Section, widening; Pleasant Valley-Hemlock Section, resurfacing; Bridge over Myrtle Creek; Traffic barriers on Interstate Bridge; Bridge over Rock Creek, Ochoco Highway.
2770		Lane County. Partial reimbursement for right of way on Siuslaw Highway between Rainrock and Cushman requested. China Creek-Berry Creek forest highway project; State to advance county cooperative share. Umatilla County. Sunset Inn, report by Attorney on request of Lela Cation Kline for lease.
2771		Lake County. Request that Yellowstone Cut-off between Lakeview and Burns be considered as first project under new Oddie-Colton Bill.

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2772	July 24	Lake County. Silver Lake-Picture Rock Pass Section grading requested; county cooperation offered. Douglas County. North Umpqua-Diamond Lake Highway Improvement District; election carried; survey asked; agreement re cooperation. Crook County. Bear Creek Unit authorized by day labor. Salmon River Road. Maintenance agreement to be signed. Tillamook and Clatsop Counties. State urged to take over Coast Route; county cooperation offered.
2773		Nestucca Highway Improvement District. Survey authorized; funds to be advanced by state. Irving C. Allen, attorney; damage claims of P. C. Patrick and Elmer Lennherr presented. Parks Engineer; report on activities. Jackson County. Park site between Prospect and Rogue River bridge to be purchased at stumpage values. Table Rock park site, investigation ordered. Curry County. Wayside timber between Retz Creek and Brush Creek; purchase authorized. Lane County. Purchase of Rena Robinson holdings on Woahink Lake and J. A. Mitchell holdings on Cleawox Lake authorized.
2774		Gilliam County. J. W. Dyer Campground north of Mayville; offer accepted. Announcement of awards: Pleasant Valley-Hemlock Section, resurfacing; Silver Creek-Sage Hen Hill Section, grading; Dead Ox Flat-Weiser Spur Section, regrading and re-surfacing; Tangent-Shedd Section, grade widening; Clow Corner-Monmouth Section, roadbed widening; Traffic barriers at Interstate Bridge; Bridge over Rock Creek, Ochoco Highway; Bridge over Myrtle Creek, Pacific Highway; County road project near Summit, Benton and Lincoln Counties, surfacing. Minutes of June 26, 1930 approved. Minutes of May 23 held for further consideration. Federal Aid funds. Earlier apportionment of 1932 funds to be asked.
2775		Clackamas County. Request for financial aid for removal of billboard at junction of River and Silver Springs Roads north of Oregon City declined. Baker County. Baker-Pleasant Valley Unit, contract for bituminous macadam awarded to J. C. Compton. Projects ordered advertised: Bridges Hoquarton, Hall and Dougherty Sloughs, Wilson River and Wilson Slough, Juno overhead crossing; Embankment approaches Necanicum and Wahanna Creek bridges;

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2776	July 24	Haines-Baker Section, draining and resurfacing; Bridge over Milton Creek, widening; Bridges over Dobbin, Wolf and Canyon Creeks, Santiam Highway; Frame maintenance patrol station buildings at Baker and Austin. Next meeting August 28. Klamath County. Bridge over Klamath River at Spencer; permission given California Oregon Power Company to raise grade line. Umatilla-Wallula Cut-off survey completed; report to be made at next meeting. Base map of Oregon; cooperation in financing approved. Confirmation of awards: Multnomah County Line-Sandy Section, paving; Pioneer Mountain-Eddyville Section, resurfacing; La Grande-Hot Lake Section, grade widening; Wapinitia-Maupin Junction Section, grading; Multnomah County Line-Middleton Section, grade widening; Storage building at Coquille; Addition to shop building at Klamath Falls; Bridge over Eugene Power Canal. Tillamook County. Agreement with S. P. Co. covering temporary crossing of highway south of Kilchis River. Lane County. Surveys of alternate routes for Pacific Highway in and out of Eugene requested. Oregon Rural Letter Carriers' Association. Resolution asking that shoulders be constructed at mail boxes wide enough to stop entirely off pavement. Trucks. Purchase authorized. Clackamas County. Written approval received from Bureau of Public Roads of located route of highway from Milwaukie to Oregon City.
2777		
2778		Lincoln County. Agreement with Pacific Spruce Corporation re tracks on Waldport-Yachats Section of Roosevelt Highway. Coos County. Resolution re right of way for ferry approach at North Bend.
2779		Extensions of time: J. H. Gallagher, Salmon River surfacing; Joplin & Eldon, Lincoln County Line-Alsea Mountain Section; Dayton Sand & Gravel Company, Unit No. 2, Willamette Valley Rock Production Project; Arthur Gentemann, Cannon Beach Junction-Nehalem Summit Section.
2780	Aug. 28	Bids opened on following grading, surfacing, bridge and building projects: Haines-Baker Section, regrading and resurfacing; Approaches to Necanicum and Wahanna Bridges, grading;
2781		

Page	Date	Subject
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2781	Aug. 28	Pleasant Valley-Hemlock Section, resurfacing; Frame storage buildings at Baker and Austin; Widening bridge over Milton Creek in St. Helens; Bridges over Dobbin, Wolf and Canyon Creeks; Bridges over Hoquarton, Dougherty and Hall Sloughs; Overcrossing north of Tillamook (Juno); Bridges over Wilson River and Wilson River Slough.
2782		
2783		Douglas County. Umpqua Highway; request that it be taken over as state highway; county cooperation offered. Central Oregon Highway, delegation from Malheur and Harney Counties. Grading of Speery-Tunnel Section ordered prepared for advertising. Substitution of Burns-Vale Unit for Bend-Burns Unit on Federal aid system to be requested. U. S. 30 route. Alternate through Parma and Nyssa to Ontario requested by Commissioner Morgan of Malheur County.
2784		Josephine County. Surfacing from Sucker Creek to Caves requested and oiling of entire road requested. Trask River route urged by delegation. Lakeview-Burns road, construction from funds derived from Oddie-Colton public land road bill appropriations, brief filed by V. M. Tanner. Yellowstone Cut-off, location from Paisley requested. Linn County. Santiam Highway; another project requested; two mill special tax to be placed on ballot. Lane County. Agreement covering advance of funds to county to complete Roosevelt, Siuslaw, McKenzie and Willamette Highways, and assignment of county's share of motor vehicle license fees to county.
2785		Tillamook and Clatsop Counties. Request that state take over and complete coast route. Remonstrance against turning present road back to counties. Clackamas County. East Side Road; delegation present re right of way. Portland-coast route; chambers of commerce would be satisfied with route selected by Commission.
2786		Clackamas County. Matter of changing Mt. Hood Highway in Sandy deferred until next meeting. Washington County. Construction of base line route asked. Umatilla County. Request that Wallula Cut-off be routed through Hermiston.
2787		Morrow County. Heppner-Spray Road; additional contract on forest section requested; advance of market road funds requested. Vernonia-Nehalem River Coast Highway Improvement District, request that action on boundaries be withheld until completion of investigation.



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2787 Aug. 28

Announcement of awards of contracts:

Haines-Baker Section, draining, regrading and surfacing;  
Approaches to Necanicum and Wahanna Creek bridges;  
Pleasant Valley-Hemlock Section, resurfacing;  
Frame storage buildings at Baker and Austin;  
Bridge over Milton Creek, widening;  
Bridge over Dobbin, Wolf and Canyon Creeks;  
Bridges over Hoquarton, Dougherty and Hall Sloughs;  
Overcrossing at Juno;  
Bridges over Wilson River and Wilson River Slough.

2788

Parks Engineer Boardman's report on park matters.

Purchase of site at east fork of Hood River at bridge near Parkdale authorized.

Wauna Park east of Bonneville; purchase approved.

Sexton Mountain; small park and spring, condemnation authorized.

Yachats; suggested that owners dedicate 100 ft. strip as public roadway.

Retz Creek; purchase of park site authorized.

Caseys on Crater Lake Highway, petition for withdrawal under Recreational Act.

Tract on Lake Creek west of Triangle Lake, petition for withdrawal under Recreational Act.

2789

Devil's Elbow south of Heceta Lighthouse; Parks Engineer to interview owner.

Lincoln County. Petition asking Commission to take over and improve First Street in Otter Rock.

Tillamook County. Reimbursement for funds advanced for right of way between First Street and north city limits in Tillamook.

Lincoln County. Reimbursement for cost of additional right of way for Eddyville-Pioneer Mountain Section.

Minutes of July 24, 1930 approved. Action on minutes of May 23, 1930 deferred.

Confirmation of awards of contracts:

Dead Ox Flat and Weiser Spur Section, Old Oregon Trail;

Tangent-Shedd Section, Pacific Highway;

Clow Corner-Monmouth Section, West Side Pacific Highway;

Myrtle Creek Bridge, Pacific Highway.

Airways Division of Lighthouse Service. Request for permission to erect towers and beacons on Columbia River declined.

2790

Klamath County. Withdrawal of request of California-Oregon Power Company for permission to raise Klamath River bridge near Spencer.

Portland-Coast; report that petitions for short road had been filed.

Engineer assigned to make study and investigation of various routes.

Pendleton Chamber of Commerce; protest against undertaking new projects until present system is completed. Provision of state funds urged for completion of highways not on Federal aid system.

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Subject

2790 Aug. 28

Linn County. Elimination of grade crossings north of Albany on Pacific and Santiam Highways; Engineer authorized to serve on engineering committee.

Snow removal equipment, purchase authorized.

2791

Federal aid allotments for fiscal year 1931 to be made September 2, 1930.

Projects authorized:

Hendricks Bridge-Doyle Hill Section, surfacing;

Silver Lake-Picture Rock Pass Section, grading;

Eagle Point-Rogue River Section, resurfacing and oil rock;

Bend-Crescent Section, rock for bituminous macadam;

Eugene-California State Line, non-skid rock;

Biggs-Dillon Section, grade widening.

Deschutes County. Survey for revision of alignment on Bend-Redmond Section authorized.

Extensions of time:

H. E. Schmeer, The Dalles-John Day River Section, betterment materials;

Clyde R. Seitz, Hilgard-La Grande Section, re-surfacing;

2792

W. H. Hauser, Multnomah County Line-Oswego Section, regrading;

Carl Habekost, Miles Crossing-Cannon Beach Junction Section, furnishing crushed rock;

F. J. Kernan, Eugene Oiling Project.

R. H. Baldock appointed First Assistant Highway Engineer.

Next meeting September 25, 1930.

2793 Sept. 9

Meeting in Governor's office.

Issuance of bonds considered.

Construction program to meet unemployment situation discussed.

Oregon State Federation of Labor asked that eight hour day be maintained on all state work.

Wahanna Creek; change to Nea-wan-na Creek requested.

2794

Tualatin Tunnel discussed by Board of Directors of Eastern and Western Utilities Corporation.

Equipment; purchase authorized.

Lane County. Siuslaw forest highway project, estimate probably exceeded; Dike Section deferred.

Projects authorized:

Lincoln County Line-China Creek Section, grading;

Lane County Line-Tahkenitch Outlet Section, grading;

Doyle Hill-Nimrod Section, grading;

Bryant Hill East Section, grading;

2795

Wapinitia-Maupin Junction Section, surfacing;

Willow Creek-John Day Highway, surfacing;

Berry Creek-Florence Section, surfacing;

Rock Creek-Gnat Creek Section, paving;



Page	Date	Subject
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2795	Sept. 9	Projects authorized - cont'd Bridge over Cape Creek; Bridge over China Creek; Six small bridges, Roosevelt Coast Highway, Lane County; Bridge over Tahkenitch Outlet.
	Sept. 25	Proposals received on following projects: Silver Lake-Picture Rock Pass Section, grading; Speery-Railroad Tunnel Section, grading; Mt. Hood-Bear Springs Section, furnishing broken stone; Traffic barriers at Interstate Bridge. Bend-Burns Unit; discussion of transfer of Federal aid designation to Burns-Vale Unit. Minutes of May 23, 1930 approved. Douglas County. State requested to take over Drain-Reedsport Road. Suggestion that Umpqua Road be considered on same cooperative basis as Siuslaw. Credit asked for county and district funds previously expended. Tiller-Trail Forest Highway Project; continuation of construction requested.
2796		
2797		
2798		Lincoln County. Bridge across Alsea Bay; remonstrance against location from Arrow Street. Forest highway program conference to be held prior to November 12th. Pendleton-John Day forest highway project; clearing to be started this fall. Heppner-Spray forest highway project; clearing to be started this fall. Lane County. Cape Creek bridge; discussion as to whether to be a Government or state project. Siuslaw Highway. Dike Section, agreeable to B. P. R. to hold for present. Salmon River Federal aid project; maintenance agreement not signed.
2799		Clackamas County. Proctor Avenue route for Mt. Hood Highway through Sandy adopted. Douglas County. Further discussion of Umpqua and Roosevelt Highway projects re financial arrangements. Awards of contracts: Silver Lake-Picture Rock Pass Section; Speery-Railroad Tunnel Section; Mt. Hood-Bear Springs Section; Traffic barriers on Portland-Vancouver bridge.
2800		Clatsop and Tillamook Counties. Coast route between Cannon Beach Junction and Wheeler discussed with county courts. Lane County. Proposed agreement covering advances for future projects, further provisions discussed. Multnomah County. Further consideration to be given to taking over another unit of state highway.

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2800	Sept. 25	Clackamas County. Protest by Edward M. Cousin against amount allowed for right of way, etc. on Multnomah County Line-Oswego Section. Minutes of August 28 and September 9, 1930 approved. Wallula Cut-off. Report on comparison of Umatilla and Hermiston routes filed. Clackamas County. East Side road; width of 120 feet for right of way designated by Bureau of Public Roads. Traffic officers. Transfer of six from Secretary of State to Highway Commission approved. Bonds. Resolution authorizing sale of \$1,500,000. Camas. Direct connection by extension of Sandy Boulevard across Columbia River requested. Crater Lake Highway. Toll charge by National Park Service for through traffic between Medford and Fort Klamath discussed. Airplanes on ocean beaches; consideration of matter of control deferred. Clackamas County. Agreement with Southern Pacific Company re easement at Tryon Creek executed. Coos Bay ferry. Request for later operation on Saturday and Sunday nights declined. Tillamook County. Matter of having Lake Lytle made bird refuge. Lane County. Approval of additions to market road system. Klamath County. Designation of Dalles-California Highway between Lakeview Junction and state line as Federal aid highway requested. Exchange of this project for Midland Market Road under consideration. Relocation of Dalles-California Highway north of Klamath Falls 2 miles requested. Date for next meeting October 30, 1930. Minor betterment projects approved: Sidewalk on Malheur River bridge at Vale; Half viaduct east of Clatsop Crest Park; Roadway from Coast Highway to Cape Sebastian. Patrol maintenance buildings at Hebo, John Day and Redmond and shop building at Salem, construction approved. Projects approved: Milton-Athena Section, furnishing crushed rock; Pendleton-Emigrant Hill Section, furnishing crushed rock; Lakeside-Glasgow Section, resurfacing and crushed gravel; Pilot Rock-Nye Section, grade widening and resurfacing; Otis-Siletz Section, grade widening, resurfacing and furnishing crushed rock; Redwood Highway Junction to Oregon Caves, resurfacing, surfacing and furnishing crushed rock. Cutting dangerous trees, clearing brush etc. authorized.
2801		
2803		
2804		
2805		

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2806	Sept. 25	Parks Engineer Boardman reported on work. Purchase from Government of Humbug Mountain park site approved. Lane County. Park areas at Springfield bridge and Hendricks bridge donated to state. Hood River County. Park at East Fork crossing of Mt. Hood Highway named Dimmick Park. Washington County. Reimbursement for rights of way on Multnomah County Line-Middleton Section authorized. Extensions of time: H. E. Cornell, Fort Creek-Barnhouse Ranch Section; E. L. Gates, Kamela-Hilgard Section; J. F. Johnston, ferry slip and approach north side Alsea Bay; J. F. Forbes, The Dalles Oiling Project; Liesch & Tofte, Siltcoos River bridge; Liesch & Tofte, Sutton Creek bridge; L. O. Herrold, Medford-Phoenix Section.
2807		Resolution prohibiting movement of cleated farm tractors over certain sections of West Side Pacific Highway, Pacific Highway, Salem-Dallas Highway and Tualatin Valley Highway.
2809		Resolution authorizing condemnation of tracts owned by Paramount Platinum and Gold Syndicate, Inc. in Curry County and F. J. and Mary E. Berger in Lane County.
2810	Oct. 30	Proposals received on following projects:
2811		Middle Unit, Bear Creek-Millican Section, grading; Eagle Point-Trail Section, regrading and resurfacing; Lincoln County Line-China Creek Section, grading.
2813		Bonde. Publication of advertisement once only in Pacific Banker ratified. Bids received. Resolution re sale.
2816		Proposals received on following projects:
2817		Hendricks Bridge-Doyle Hill Section, surfacing; Pendleton-Emigrant Hill Section, furnishing broken stone; Adams-Milton Section, furnishing broken stone; Mt. Hood-Bear Springs Section, furnishing broken stone;
2818		Pudding River bridge 3 miles east of Hubbard; Frame storage building at Redmond; Frame storage building at John Day; Shop building at Salem;
2819		Frame storage building at Hebo. Grant, Wheeler and Gilliam Counties, delegation present in interest of John Day Highway. Remonstrance against relocation between Prairie City and John Day. Petition for grade widening, resurfacing and oiling. Josephine County. Right of way at north end of Rogue River bridge at Grants Pass; attorney present in behalf of owner; condemnation authorized.
2820		Clatsop and Tillamook Counties. Coast route south from Cannon Beach adopted.

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2820	Oct. 30	Information signs at historical points. Beginning on program urged. Deschutes County. Reconstruction north of Bend requested. Linn County. Representatives advised of intention of Commission to advertise 3 mile unit at next meeting. Lane County. Error claimed by C. R. Johnson in bid on South Unit, Lincoln County Line-China Creek Section. Douglas County. Cooperative offer on Roosevelt and Umpqua Highways discussed. Forest highway program meeting, tentative date November 7. Washington County. Realignment at east city limits of Forest Grove; cooperative offer of city accepted. Lincoln County. Dedication of 100 ft. strip above shore line south of Yachats River proposed. Jackson County offer to relinquish withdrawals under Recreational Act in favor of State. Lincoln County. Purchase of 8.7 acre strip at \$100 per acre authorized. Curry County. Gift of T. D. and Ellinor C. Davidson accepted as part of Battle Rock park site. Awards of contracts: Middle Unit, Bear Creek-Millican Section; Adams-Milton Section; Mt. Hood-Bear Springs Section; Pendleton-Emigrant Hill Section; Eagle Point-Trail Section; Hendricks Bridge-Doyle Hill Section. Minutes of meeting of September 25, 1930 approved. Lincoln County. Free ferry service at Yaquina and Alsea Bays to be commenced on June 1, 1931. Clackamas County. Sidewalk on Oswego Creek bridge approved. Valley Junction. Request for sidewalk on bridge declined. Juno Overcrossing. Agreement with S. P. objected to by attorney.
2822		Awards of contracts: Maintenance patrol building at John Day; Maintenance patrol building at Redmond; Maintenance patrol building at Hebo; Shop building at Salem; Pudding River Bridge east of Hubbard; Lincoln County Line-China Creek Section, North Unit; Lincoln County Line-China Creek Section, South Unit. Salmon River Road. Resolution re taking over as part of state highway system.
2823		Polk County. Tillamook County Line-Grand Ronde Unit, Federal aid agreement covering surfacing signed. Claim of Dr. H. L. Houston of Bandon approved and to be submitted to legislature. Lane County. Cooperative agreement covering advance of county's share and assignment of license fees.
2824		

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2824	Oct. 30	Coos County. Additions to market road system approved.
2825		California. Road from Weed north to be recommended to legislature for state highway designation.
		Market Road Appropriation, resolution re distribution of second half.
2828		Jackson County. Resolution authorizing condemnation of property of Oscar Witthoft on Green Springs Highway for right of way and quarry purposes.
2831		Extensions of time: Dayton Sand & Gravel Company, Unit 2, Willamette Valley Rock Production Project; Clyde R. Seitz, Hilgard-La Grande Section, resurfacing; Washburn & Hall, Keene Creek-Jenny Creek Section, grade widening and resurfacing; F. J. Kernan, Riverton-Bandon South Section, resurfacing and maintenance materials; Harmon & Tittle, Ranger Station-Bryant Hill Section, grading; I. L. Young, Multnomah County Line-Beaverton Section, paving; F. L. Odom, Wahanna Creek Bridge.
2832		W. H. Hauser, Multnomah County Line-Oswego Section, inspection costs to be waived. American Association of State Highway Officials. Messrs. Gates, Baldock and McCullough authorized to attend meeting at Pittsburgh. Projects authorized for next meeting: Rock Creek-Valades Ranch Section, grade widening; Bryant Hill East Section, grading; Lancaster-Vale Section, grade widening and resurfacing; Lakeside-Russell Point Section, grade widening and resurfacing; Addition to shop building at Coquille. Next meeting to be held December 4 or date during week of County Judges and Commissioners meeting.
2833	Dec. 11	Bids opened on following grading, surfacing and building projects: Lakeside-North Bend Section, grade widening and resurfacing; Hampton-Lake County Line Section, surfacing; Rock Creek-Valade Ranch Section, regrading; Redwood Junction-Caves Section, grade widening and resurfacing; Berry Creek-Florence Section, surfacing; Bryant Hill-Trout Creek Section, grading; Lancaster-Vale Section, regrading and resurfacing;
2834		Frame addition to highway shop building at Coquille; Frame storage building at Cascade Locks.
2835		Malheur County. Peach-Speery Section, grading ordered advertised. Jordan Valley road; designation under Oddie-Colton Bill asked.

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2836	Dec. 11	Harney County. State requested to maintain Burns-Canyon City road within Harney County. Washington County. Delegation advocating construction of Base Line Road between Hillsboro and Portland. Clatsop and Tillamook Counties. Delegation asking when "inside" route is to be turned back to counties. North Santiam Road east of Detroit, designation as state highway requested. Joint meeting held to hear requests for allotments from federal forest highway fund. Wasco County. Connection from The Dalles via Mill Creek to Mt. Hood Highway requested.
2837		Douglas County. Tiller-Trail road, consideration requested; cooperation offered. North Umpqua Forest Highway Project, survey discussed; Improvement District organized; cooperation in survey offered. North Santiam east of Detroit, cooperative project requested; county cooperation offered. Lake County. Fremont Highway, surfacing through National Forest requested. Morrow County. Gap in Heppner-Spray road, finishing requested. Lincoln County. Siletz River Road, 4 mile unit requested. Union and Umatilla Counties. Further forest highway funds requested for Weston-Elgin road.
2838		Union County. Market road from Hilgard toward Starkey section requested placed on forest highway program. Wallowa County. Consideration of Sheep Creek road asked. Umatilla County. Cooperation offered on unfinished unit between Ukiah and Dale. Grant County. Survey of Long Creek-Dale Unit asked. Baker County. Baker-Cornucopia Highway; change of route to vicinity of Homestead asked. Reconnaissance ordered. Columbia County. Extension of Apiary Market Road to connect with Nehalem Road; State requested to loan County funds to complete road.
2839		Jefferson County. Free site for maintenance patrol station in Madras offered. Crook County. Statement of costs of building fence on new section of Crooked River Highway approved for payment. Bear Creek Unit. Surfacing requested. Lane County. Road on south bank of North Fork of Willamette River between Westfir and Oakridge being built by day labor. Washington County. Widening of highway between Beaverton and Forest Grove requested. Yellowstone Cut-off. Survey requested. Curry County. Construction of approaches to Rogue River bridge requested.

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2839	Dec. 11	Douglas County. Cooperative agreement for completion of Roosevelt Coast and Umpqua Highways; held for further consideration.
2840		Oregon State Motor Association, signs on county roads, co-operative agreement. Clackamas County, east side road Portland-Oregon City; resolution authorizing county to purchase right of way.
2842		Awards of contracts: Lancaster-Vale Section; Rock Creek-Valade Ranch Section; Berry Creek-Florence Section; Hampton-Lake County Line Section; Redwood Junction-Caves Section; Bryant Hill-Trout Creek Section; Lakeside-North Bend Section; Addition to shop building at Coquille; Maintenance patrol building at Cascade Locks; Hampton-Lake County Line Section. Award confirmed: Lincoln County Line-China Creek Section, South Unit. Damage claims for submission to legislature for payment. Claim for death of two children and injury to a third at Shedd railroad crossing rejected.
2843		Emergency employment plan explained. Emergency employment authorized.
2844	Dec. 12	Jackson County. Eagle Point-Trail Section, bid of Morrison Trucking Company discussed.
2845		Forest highway program adopted.
2846		Forest highway surveys agreed upon. Wheeler County. Winlock-Spray Market Road removed from system.
2847		Harney County. Crane-Buchanan and Silver Creek Market Roads added to system. Baker County. Fifteen additions and extensions to market road system approved.
2849		Audit of State Highway Fund and Engineer's Revolving Payroll Fund to be made. Grant County. Little Beech Creek-John Day Unit; right of way being secured by town of John Day. McKenzie Pass. Inspections of snow conditions ordered. Jackson County. Eagle Point-Trail Section, award to Morrison Trucking Company reconsidered and bidder's bond to be returned. Lane County. Reimbursement for additional right of way on Siuslaw Highway. Clatsop County. Reimbursement for right of way at west end of Wahanna Creek bridge.
2850		Lake County. State share of paving of three blocks in city of Lakeview; payment approved.

Page	Date	Subject
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2850	Dec. 12	Reimbursement of Government for lost state warrants; Attorney instructed to prepare bill for legislature. Projects ordered advertised: Doyle Hill-Gate Creek Section, grading; Willow Creek-Valade Ranch Section, surfacing; Bear Springs-Maupin Section, surfacing; Eleven reinforced concrete bridges on Yachats-China Creek Section; Portland-Hood River Section, non-skid surface treatment; Pilot Rock-Nye Section, grade widening and resurfacing; Eugene-Medford, crushed rock for non-skid surface treatment; Dillon-Biggs Section, grade widening and revision. Equipment, purchase authorized. Traffic officers commissions executed: Farley E. Mogan Evald G. Bloom Burrell M. Baucom H. Jackson Perry R. A. Taylor Powell E. Clayton Multnomah County. Consideration of taking over as state highways the state highway routes outside of city of Portland.
2852		Roy A. Klein relieved of duties as Secretary. H. B. Glaisyer appointed Secretary.
2853		Tillamook County. Flattening curves south of Tillamook authorized. Plan for widening right of way and flattening curves at intersection at Hebo adopted. Defaulted contracts; bid bonds ordered returned: Willamette Contracting Company, Nimrod-Belknap Springs Section; Hart Construction Company, Mountain Rest-Little Beech Creek Section; Cascade Petroleum Company, The Dalles Oiling Project.
2854		Parks Engineer Boardman - report on progress: Fossil bed areas in Picture Gorge Section, purchase authorized; Alcorn property at Bonneville, purchase authorized as site for memorial to John B. Yeon; Purchase of strip of land south of Yachats from Mrs. I. L. Patterson approved; Battle Rock Park Fund; money on deposit to be paid to Port Orford Chamber of Commerce; Mt. Hood Highway in Clackamas County, offer of 80 acre tract refused.

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2855	Dec. 12	Extensions of time: Slate Construction Company, Black Canyon Section; H. E. Cornell, Fort Creek-Barnhouse Ranch Section; Joslin & McAllister, Dairy-Bly Mountain-Bonanza Section; I. L. Young, Multnomah County Line-Beaverton Section; J. C. Compton, Vale Oiling Project; Knute Lien, Portland-Hood River Section; S. H. Newell, Pioneer Mountain-Eddyville Section; Joplin & Eldon, embankment at Haynes and Larson Sloughs and Russell Point ferry approach; J. A. Lyons, Multnomah County Line-Middleton Section.
2856		Date of January 15, 1931 set for next regular meeting.
	Dec. 30	Conference with Bureau of Public Roads and Forest Service regarding emergency fund.
2857		Program for expenditure of additional forest road monies made available by emergency legislation.
2858		Additions to 1932 Forest Highway Program. Program for expenditure of appropriation by Government to provide for emergency construction work on Federal aid highways.
2859		Hearing to be held later re funds for emergency construction under Oddie-Colton Act. Warm Springs cut-off route requested under Oddie-Colton funds.
2860		Minutes of meeting of October 30, 1930 approved. Awards confirmed by Commission: Rock Creek-Valades Ranch Section; Lancaster-Vale Section. Lane County. Berry Creek-Florence Section, surfacing, project ordered readvertised. Minimum wage clause in contracts requested by Associated General Contractors. Lake County. Immediate designation and location of Lakeview-Burns Highway requested.
2861		Crook County. Oiling of Ochoco Highway easterly from Prineville requested. Josephine County. Commission requested to cancel balance of obligation of county in construction of Rogue River bridge. Clackamas County. Change in designation of portion of Market Road No. 37 to Webster or Longcoy Road from River Road approved. Josephine County. Reconstruction of portion of Redwood Highway on north side of Hayes Hill requested. Log hauling permits, resolution requesting repeal of certain special provisions presented.
2862		West Side Pacific Highway Association, letter expressing appreciation.

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2862	Dec. 30	Curry County. Tract adjoining Geisel Cemetery presented to State by Macleay Estate Company. Tract containing Geisel Monument acquired from F. B. Postal. Salmon River-Grand Ronde Highway Improvement District, letter from Trustees suggesting names for highway. Jackson County. Casey tract between Trail and Prospect; petition requesting withdrawal from public entry approved. Oregon City-Portland Highway, letter from Portland Chamber of Commerce asking that construction be expedited.
2863		Douglas County. Cooperation in cost of bridge over South Umpqua River on Canyonville-Trail Market Road requested by county. Tunnel revenue bonds, communication regarding proposed legislation from Mr. J. S. Moltzner.
2865		Josephine County. Resolution re acquisition of right of way for Green Creek Section of Pacific Highway. Multnomah County. Letter concerning proposed new entrance to Portland from Columbia River Highway. Letter asking Commission to write to city officials and City Planning Commission urging decision on proper location for entrance of super highway from Oregon City. Curry County. J. C. White property adjacent to Humbug Mountain, purchase discussed.
	1931	
2866	Jan. 15	Statement to contractors by Acting Chairman Gates re mistakes in bids and wage scale on contract work.
2867		Bids opened on following projects: Eagle Point-Trail Section, regrading and resurfacing; Doyle Hill-Gate Creek Section, grading; Berry Creek-Florence Section, surfacing; Portland-Hood River County Line Section, non-skid; Bear Springs-White River Summit Section, surfacing; The Dalles-Biggs Section, regrading and roadbed widening; Wilcox-Shaniko Section, regrading and roadbed widening; Willow Creek-Valade Ranch Section, surfacing; Culverts over Hatchery, Finn and Indian Creeks; Bridges over Bob, Cummins and Gwynn Creeks; Six bridges on Ten Mile Creek-China Creek Section; Bridges at Cape Perpetua and Chasm.
2868		
2869		Emergency road construction through public lands under Oddie-Colton Act discussed. Burns-Lakeview Highway. Delegation requesting use of Oddie-Colton funds.
2870		
2872		Short cut road across Warm Springs Reservation. Delegation requesting use of Oddie-Colton funds.
2873		Umatilla County. Road across Umatilla Indian Reservation requested under Oddie-Colton act.



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2874	Jan. 15	I-O-N Road. Delegation requesting Oddie-Colton Funds. Lane County. Protest against proposed change of alignment through town of Monroe.
2875		Douglas County. Discussion re financing completion of Roosevelt Coast and Umpqua Highways. Announcement of disposition of bids: Willow Creek-Valade Ranch Section; Portland-Hood River County Line Section; Wilcox-Shaniko Section; Berry Creek-Florence Section; Doyle Hill-Gate Creek Section; Bridges at Cape Perpetua and Chasm; Bridges over Bob, Cummins and Gwynn Creeks; Six bridges on Ten Mile Creek-China Creek Section; Culverts over Hatchery, Finn and Indian Creeks; The Dalles-Biggs Section; Eagle Point-Trail Section; Bear Springs-White River Summit Section.
2877		Shedd crossing accident. Claim for damages presented. Moris Larson. Claim for damages in accident caused by falling tree on Corvallis-Newport Highway. Clatsop and Columbia Counties. Major projects on Lower Columbia urged.
2878		Washington County. Widening between Beaverton and Hillsboro requested. Interstate Construction Company. Offer to withdraw qualifications on bids submitted at morning session. Claim of J. H. and C. J. Ogle for accident at intersection of Pacific and McKenzie Highways. Lincoln County. Construction of bridges over Alsea and Yaquina Bays requested.
2879		Short road from Portland to sea. State Representatives from Washington County asking views of Commission.
2880		Associated General Contractors, Portland Branch. Delegation present regarding prequalification of bidders, etc.
2881	Jan. 16	Tunnel bill discussed with delegation.
2883		Baker County. Draining highway rights of way between Baker and Haines by means of wells and pumping plants discussed. Oddie-Colton public land funds programmed.
2884		Wallula Cut-off discussed relative to emergency federal aid funds.
2885		United Contracting Company claim on Jetty Creek-Brighton contract, authority to procure services of arbitrators. Claim of J. H. and C. J. Ogle for damages denied. Moris Larson claim for damages approved. Multnomah County. Resolution re turning over state highways. Resolution of Commission re adoption of state highway routes in Multnomah County.
2887		

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2889	Jan. 16	Park projects; report of Engineer: D. A. R. monument site near Grand Ronde, purchase approved. Brush Creek tract, purchase approved.
2890		Oregon, California & Eastern Railway Co., duplicate agreement covering industrial spur track to shops at Klamath Falls signed. Tillamook. Agreement with city covering construction of Tillamook-Kilchis River Section. Minimum wage clause in contracts; replies from adjoining states and Bureau of Public Roads. Josephine County. Name plate on Rogue River bridge at Grants Pass requested by Oregon Cavemen. Baker County. Resolutions endorsing present schedule of license fees and gasoline tax.
2891		Wallowa County. Letter presented regarding Sheep Creek Road. Washington County. Letter requesting conference re short route from Portland to Coast. Morrow County. Advance of funds for construction of Rhea Creek-Hardman Section requested. Josephine County. Reconstruction of Hayes Hill and O'Brien School-California Line Sections requested by Redwood Empire Association. Curry County. Resolution designating locations for pole lines in Gold Beach.
2892		Lincoln County. Resolution reducing maximum load limit on Waldport-Lane County Line Section.
2894		Tillamook County. Reimbursement for funds advanced for purchase of right of way between north city limits of Tillamook and Wilson River. Coos County. Offer of County Court re improvement of road to proposed park site south of Bandon. Lincoln County. Designation of street along new sea wall in Newport requested as route for Roosevelt Coast Highway. Extensions of time: Peck & Einerson, Red Bridge-Drain Section; Quinn-Robbins Co., Inc., Pleasant Valley-Durkee Section; March Construction Co., Mountain Rest-Little Beech Creek Section; L. D. Packard, Triangle Lake-Low Pass Summit Section; R. L. Houck, approaches to Necanicum and Wahanna Bridges. Projects ordered advertised: Baker-Malheur bituminous macadam; Redeck ferryboat "Oregon"; Myers Creek-Taylor Creek Section, maintenance materials; Elk Creek Tunnel Section, grading and tunnel; Roseburg-Canyonville Section, non-skid; Bridges over Elk Creek, Umpqua Highway;
2895		

Page	Date	Subject
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2895	Jan. 16	Projects ordered advertised - cont'd Eugene-Wilbur Section, non-skid; Green Creek-Jackson County Line Section, grading; Otter Rock-Newport-Toledo Section, maintenance materials;
2896		Bridge over Santiam River about 4-3/4 miles east of Cascadia; Peach-Speery Section, grading; Irrigon-Hermiston Section, regrading and resurfacing; Nye-Pilot Rock Section, regrading and resurfacing; La Grande-Union Section, resurfacing and maintenance materials; Bridge over Rock Creek (Onion Flat). Next regular meeting set for Thursday, February 19, 1931.
	Feb. 19	Bids opened on following projects:
2897		Baker-Malheur bituminous macadam project; Myers Creek-Taylor Creek Section, furnishing broken stone; Elk Creek Tunnel Section; Roseburg-Canyonville Section, non-skid wearing surface;
2898		Eugene-Wilbur Section, non-skid wearing surface; Green Creek-Jackson Co. Line Section, widening and regrading; Otter Rock-Newport-Toledo Section, furnishing broken stone;
2899		Peach-Speery Section, grading; Nye-Pilot Rock Section, regrading and resurfacing; La Grande-Union Section, resurfacing and furnishing broken stone;
2900		Bridge over Elk Creek (Fourth crossing); Two bridges over Elk Creek (second and third crossings); Bridge over Santiam River about 4-3/4 miles east of Cascadia;
2901		Onion Flat Bridge over Rock Creek; Redecking ferry Oregon. Curry County. Roderick Macleay, discussion re right of way at Rogue River bridge.
2902		Klamath County. Completion of Dalles-California Highway via Malin requested. Malheur County. Drainage conditions east of Ontario; agreement with city.
2903		Lincoln County. Streets in Newport leading to ferry landing to be maintained by State. Pioneer Mountain-Toledo Section, reconstruction urged. Toledo city bonds for right of way for widening; marketing discussed.
2904		Benton County. Delegation present re proposed line change at Monroe. Clackamas County. Construction on east side road urged in connection with dredging work in river.
2905		Douglas County. Resolution re completion of Umpqua Highway covering county cooperation. Ferry slip at Gardiner discussed.

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2905	Feb. 19	Malheur County. Designation of route of Central Oregon Highway west from Juntura requested. Washington County. Widening Beaverton-Hillsboro Section of Tualatin Valley Highway discussed with County Court.
2906		Disposition of bids announced: Eugene-Wilbur Section; Myers Creek-Taylor Creek Section; Roseburg-Canyonville Section; Baker-Malheur bituminous macadam project; Elk Creek Tunnel Section; Peach-Speery Section; Otter Rock-Newport-Toledo Section; La Grande-Union Section; Nye-Pilot Rock Section; Green Creek-Jackson County Line Section; Bridge over Santiam River east of Cascadia; Two bridges over Elk Creek; Bridge over Elk Creek; Onion Flat Bridge over Rock Creek; Redecking Ferryboat "Oregon". Clatsop County. Matter of log hauling over Cannon Beach Road discussed with County Court. Construction on coast route requested; resurvey authorized.
2908		Washington County. Base Line Road between Hillsboro and Portland and short route to coast discussed. Change of route through Hillsboro suggested. Wasco County. Wapinitia Highway, resolution authorizing condemnation of right of way through property of James P. Abbott.
2910		Emergency highway work ordered discontinued; one crew authorized to work in Multnomah County. Multnomah County. Parallel parking in town of Multnomah requested.
2911		Widening West Side Pacific Highway between Bertha Station and county line requested. Park project reports: Yachats Beach Road; Basalt Bluff at west city limits of Prineville; Park Site at Savage Rapids Dam; Anna Lang tract near Herman Creek.
2912		Clatsop County. Changes in alignment between Skipanon and Seaside approved by Commission. Douglas County. Resolution re acquisition of right of way between Elkton and Drain, through Chester Rydell property.
2915		Wallowa County. Little Sheep Creek road requested. White stripes along center line of pavements requested. Application of 5% differential in favor of home industry in connection with steel bridges requested by Pacific Iron Works.

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2915	Feb. 19	Maryhill Free Bridge Association; request that Commission take action necessary to assure construction of bridge across Columbia River. Request for survey from Powers to Grants Pass declined. Free ferry across mouth of Columbia River requested. Permit to haul 70 ft. piling between Forest Grove and Portland declined.
2916		Ferry "Multnomah" offered for sale by Multnomah County. Salmon River Highway Improvement District. Commission requested to assume bonded indebtedness. Medford. Commission asked to consider industrial area between Medford and Central Point in planning reconstruction of Pacific Highway. Wasco County. Short-cut route between The Dalles and Mt. Hood Highway via Mill Creek requested. Klamath Falls. Resolution opposing rerouting of The Dalles-California Highway in city.
2917		Multnomah County. Notification relating to taking over state highway routes. Wasco and Sherman Counties. Contract for The Dalles-Biggs regrading awarded to C. R. Johnson after investigation. Extensions of time: Union Construction Company, La Grande-Hot Lake Section; Washburn & Hall, Keene Creek-Jenny Creek Section; Joplin & Eldon, Lincoln County Line-Alsea Mountain Section; Cochran Construction Company, Glenada-Douglas County Line Section; C. E. Silbaugh, Silver Creek-Sage Hen Hill Section; J. Thomsen, maintenance buildings at Redmond and John Day; Jacobsen-Jensen Company, Multnomah County Line-Sandy Section. Minutes of meetings of December 11 and December 30, 1930 approved. Thursday, March 26, 1931 set as date for next regular meeting.
2918		Commissioner Spaulding introduced. Emergency Federal Aid money, unobligated balance discussed. Oiling and bituminous macadam projects discussed. La Grande and McKenzie oiling projects ordered advertised. Next meeting Thursday, April 2, 1931. Program for construction in 1931 approved; Advertisement ordered.
2919	March 17	Umatilla-Wallula Cut-off discussed. Damage suit filed against State Highway Engineer by Anna C. French; Attorney authorized to defend Engineer. Minutes of January 15 and February 19, 1931 approved. Report on projects held pending investigation of bids: Myers Creek-Taylor Creek Section; award approved; Otter Rock-Newport-Toledo Section; reawarded to Meyers Contract Company;
2920		
2922		

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2923	March 17	Nye-Pilot Rock Section; ordered readvertised. Lair & Co. to be given hearing on forfeiture of bond; Green Creek-Jackson County Line Section; award approved; Redecking Ferryboat "Oregon"; award approved. Curry County. Matter of acquiring approaches to Rogue River bridge discussed.
2924		Douglas County. Gardiner ferry slip, report of inspection by engineer. Emergency employment crews; report of engineer. Umpqua Highway. Resolution designating state highway.
2925		Truck parts. Offer from El Paso to purchase surplus parts. Sale approved.
2926		Hillsboro. Paving plant offered for sale to city. Multnomah County. Maps and records concerning highway routes turned over to Engineer. Prequalification of bidders. Preparation of forms ordered. Columbia River Highway. Widening and straightening from Portland to Clatsop Beaches requested. Wasco County. Cut-off via Mill Creek requested.
2927		McKenzie Highway. Early opening urged. Equipment for 1931 requirements; purchase recommended. East Side route between Portland and Oregon City, construction considered. Advisory Committee on Highway Beautification. Discontinuance considered. Traffic counts. Authorized beginning with April.
2928		Clackamas County. Consent given for Bureau of Public Roads to turn over to Clackamas County bridge steel stored at Vancouver. Multnomah County. Construction of cinder path along highway near Linnton requested. Lincoln County Chamber of Commerce. Several projects in Lincoln County requested. Washington County. Letter expressing appreciation of assistance in unemployment relief. John Day Highway. Load limit reduced between Prairie City and Unity.
2930		Umatilla County. Extension of Weston-Elgin Forest Highway requested. Yamhill County. Cooperation in cost of elimination of sharp turn at north approach to Willamina River bridge requested.

Portland, Oregon, April 4, 1930.

The Commission met in Room 209 Imperial Hotel. Present were:

H. B. Van Duzer, Chairman  
C. E. Gates, Commissioner  
Robert W. Sawyer, Commissioner  
Roy A. Klein, State Highway Engineer and Secretary

C. A. Mansfield, representing the Commercial Casualty Insurance Co., appeared for the Hart Construction Company, the low bidders on the Mountain Rest-Little Beech Creek Section of the Pendleton-John Day Highway and the county units adjoining. He stated that these bidders had made a mistake in their bid, having left out the haul item in the surfacing materials. Mr. Mansfield asked that the Hart Construction Company be permitted to add this figure to their bid which he said would still leave their bid lower than the second bid by several thousand dollars. Or if that was not granted, he suggested that the Hart Construction Company be permitted to withdraw their bid without the forfeiture of the bid bond. A telegram was received from the County Court of Grant County advising that they were willing to permit the Hart Construction Company to increase their bid on the county unit by the amount of the haul price. Commissioner Sawyer stated, "If the County Court wants to do that for the county part, that is up to them, but so far as the State is concerned, I don't see how we can do it. The bid bond is required with the bid as a guaranty that the contract, if awarded, will be signed and the contract undertaken." The matter was discussed further and a decision was reached to affirm the previous award of the contract to the Hart Construction Company on the basis of their bid of March 27. It was understood that if the bidder does not execute the contract within the required time provided that the project will be readvertised at the next meeting.

The Engineer reported on the Cascade Petroleum Company bid which was the low bid on The Dalles oiling project submitted at the last meeting which was referred for investigation. He stated that he had found the bid to be much below the cost of doing the work, that one of the principals had some equipment adapted to the work, but that the financial backing expected had been withdrawn and that no other financial support could be secured. The Engineer recommended, therefore, that the low bid be rejected. The matter was considered at some length and a decision was reached that the contract should be awarded to the Cascade Petroleum Company as a matter of precedent. It was agreed that if this company does not execute the contract, that the project should be readvertised at the next meeting.

The Commission discussed the issuance of bonds to take up the additional Federal Aid which the State will receive under the new appropriation. Also, bonds to match the additional forest appropriations were considered. The matter of additional work on non-federal aid roads was introduced also. All agreed that it was advisable to issue bonds at this time in order to place a larger program under construction and relieve unemployment as far as possible. Further, it was believed that the

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issuance of bonds to meet the additional Federal Aid would be supported by the public. Commissioner Sawyer raised the point that inasmuch as the additional appropriation would cover a three year period, it might be desirable to plan a three year program now of bond funds to meet Federal Aid. It was finally agreed that it was the purpose of the Commission to authorize bonds for the present year only in a sufficient amount to equal the amount of Federal Aid already appropriated and additional forest funds if later appropriated.

The following projects were authorized:

Mt. Hood Highway		
Multnomah County Line to Sandy	7.0 miles paving	
Hood River to Van Horn	4.8 " grade widening	
Ochoco Highway		
Mitchell-Fort Creek	15.5 " surfacing	
Roosevelt Coast Highway		
Waldport-Lane County Line	12.0 " "	
Cape Perpetua to Lane Co. Line	2 bridges	
China Creek-Berry Creek	7.0 miles grading	
Lakeside-Russell Point	12.5 " resurfacing	
Fremont Highway		
Silver Lake to foot Picture		
Rock grade	12.9 " grading	
Prineville-Central Oregon Highway		
Bear Creek South	12.5 " grading	
McKenzie Highway		
Cogswell Hill-Doyle Hill	10.0 " resurfacing	

The Engineer was instructed to prepare plans and specifications for a new bridge on the revised alignment of the Roosevelt Coast Highway over Hoquarton Slough at the north city limits of Tillamook. In behalf of the Commission, the Engineer was authorized to request a permit from the War Department for the construction of this bridge.

No further business coming before the Commission, the meeting was adjourned.

*Roy A. Klein*  
State Highway Engineer  
and Secretary

*H. B. Vanduzen*  
Chairman

*Robert W. Sawyer*  
Commissioner

*Robert W. Sawyer*  
Commissioner

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Portland, Oregon, April 24, 1930

The Commission met in Room 570 Multnomah County Court House at 10 A. M. Present were:

C. E. Gates, Vice Chairman  
Robert W. Sawyer, Commissioner  
Roy A. Klein, State Highway Engineer and Secretary

Bids were opened on the following grading, surfacing, bridge and building projects which consumed the morning session:

ROOSEVELT COAST HIGHWAY  
GOLD BEACH-MYERS CREEK SECTION - RESURFACING

Saxton & Looney	\$22,345.00
A. S. Wallace	23,180.00
Liesch & Tofte	26,224.00
Milne & Dussault	29,214.00

CENTRAL OREGON HIGHWAY  
DRY RIVER-MILLICAN SECTION - GRADING

	Concrete Pipe	Corr. Iron Pipe
Johnson Brothers Company	\$26,179.20	\$25,112.60
H. E. Cross	27,451.00	27,431.00
W. L. Slutz	28,025.00	26,837.60
J. W. Feak Construction Co.	28,138.00	28,294.20
Earl L. McNutt	28,969.00	28,817.00
March Construction Co.	29,452.50	28,680.00
Jetley Brothers	29,658.00	29,658.00
Henry C. Boyer	30,036.00	29,452.50
Barnet & Mitchell	30,926.50	31,075.50
Newport Construction Co.	31,328.00	31,328.00
C. R. Johnson	31,798.00	31,935.00
Geo. Abraham	33,065.00	32,350.00
Wm. Endicott	36,021.00	35,670.50

CENTRAL OREGON HIGHWAY  
BEND-HORSE RIDGE SECTION - SURFACING

J. W. Feak Construction Co.	\$73,073.00
A. S. Wallace	84,535.00
March Construction Co.	85,690.00
C. R. Vaughan	86,382.50
Dunn & Baker	88,920.00
Newport Construction Co.	91,187.50
Joslin & McAllister	94,918.50
Milne & Dussault	117,090.00
C. R. Johnson	134,470.00

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4-24-30  
PENDLETON-JOHN DAY HIGHWAY  
MOUNTAIN REST-LITTLE BEECH CREEK SECTION - SURFACING  
GRANT COUNTY MARKET ROAD NO. 1  
LONG CREEK-HAMILTON SECTION - SURFACING  
GRANT COUNTY MARKET ROAD NO. 2  
MT. VERNON-BEGGS RANCH SECTION - SURFACING

March Construction Co.	\$80,068.50
A. S. Wallace	81,110.50
Hart Construction Co.	82,024.10
C. R. Vaughan	84,684.55
Gerber & Doherty	85,220.60
Joslin & McAllister	87,224.20

ROOSEVELT COAST HIGHWAY  
BERRY CREEK-SUTTON LAKE SECTION - GRADING

Earl L. McNutt	\$102,985.00
Washburn & Hall	109,120.00
Liesch & Tofte	112,221.00
Newport Construction Co.	114,775.00
Joplin & Eldon	116,432.50
Lidral-Wiley, Inc.	116,520.00
Clifton, Applegate & Toole	120,310.00
Fred H. Slate	127,143.00
A. C. Greenwood	129,735.00
Guy F. Atkinson	146,845.00

CORVALLIS-NEWPORT HIGHWAY  
PIONEER MOUNTAIN-EDDYVILLE SECTION - REGRADING

S. H. Newell & Co.	\$56,270.00
Fred H. Slate	60,045.50
Treharne, Parker & Condit	61,654.50
Joplin & Eldon	61,927.00
Liesch & Tofte	63,042.50
Clifton, Applegate & Toole	65,370.00
Newport Construction Co.	70,771.00
C. R. Johnson	86,654.50
United Contracting Co.	93,764.00
A. C. Greenwood	95,170.00

SANTIAM, PACIFIC AND CORVALLIS-NEWPORT HIGHWAYS  
EUGENE OILING PROJECT

F. J. Kernan	\$164,565.00
J. C. Compton	171,535.00
J. F. Forbes	175,790.70
Guy F. Pyle	179,880.00

SHERMAN, THE DALLES-CALIFORNIA AND COLUMBIA RIVER HIGHWAYS  
THE DALLES OILING PROJECT

J. F. Forbes	\$119,011.00
United Contracting Co.	133,092.70
F. J. Kernan	134,768.50

ROOSEVELT COAST HIGHWAY  
FERRY SLIPS AND APPROACHES TO FERRY ACROSS COOS BAY AT NORTH BEND

Tom Lillebo	\$66,028.25
J. W. & J. R. Hillstrom	68,306.00
M. H. Klockars	68,992.50
Gilpin Construction Co.	72,954.00
Liesch & Tofte	74,355.66
Kuckenberg-Wittman Co.	86,720.00

ROOSEVELT COAST HIGHWAY  
BRIDGE OVER SILT COOS RIVER

Liesch & Tofte	\$24,925.00
Tom Lillebo	28,582.50
J. J. Badraun	28,875.00
Kuckenberg-Wittman Co.	29,020.00
A. C. Greenwood	39,807.50

ROOSEVELT COAST HIGHWAY  
BRIDGE OVER SUTTON CREEK

Liesch & Tofte	\$12,850.00
Kuckenberg-Wittman Co.	14,740.00
J. J. Badraun	17,045.00
A. C. Greenwood	18,420.00

PACIFIC HIGHWAY  
BRIDGE OVER CAMAS SWALE

Hargreaves & Lindsay	\$11,240.00
O. N. Pierce	11,920.00
Ford & Jorgenson	12,935.00
D. Samuel	13,442.00
Oscar Joelson	13,580.00
C. A. Catching	15,370.00

MARION COUNTY MARKET ROADS  
SIX BRIDGES BETWEEN TURNER AND AUMSVILLE  
ONE BRIDGE BETWEEN TURNER AND MARION

E. F. Balgemann	\$30,950.60
I. L. Young	32,668.20
A. L. Lamb	32,700.00
O. N. Pierce	37,690.00

Cont'd

## Marion County Market Road Bridges - cont'd

Clackamas Construction Co.	\$38,185.00
Fred Erixon	41,828.15
D. Samuel	45,036.25
Lundstrom & Johnson	47,160.00
J. R. Hugh	55,658.00

STATE HIGHWAY DEPARTMENT SHOPS AT SALEM  
CONSTRUCTION OF STORAGE BUILDING AND LOADING PLATFORM

A. J. Anderson	\$2,700.00
Carl O. Engstrom	2,737.00
Albert Siewert	2,894.90
O. N. Pierce & Co.	3,200.00
D. Samuel	3,330.95
Barham Bros.	3,380.00
A. L. Lamb	3,381.00
O. M. Olds	3,545.00
Herbert Babb	3,564.00
Fred Erixon	3,631.00
F. L. Odom	3,650.00
L. C. Denison	3,907.94
H. Magnussen	4,473.75

OLD OREGON TRAIL  
BUILDING FOR CARETAKER'S QUARTERS IN EMIGRANT PARK

O. N. Pierce	\$4,362.50
R. H. Jones	4,464.70
Barham Bros.	4,545.25
John Gietlhuber	4,704.00
C. M. Griswold	4,731.30
H. P. Nielson	5,503.25

At 2 o'clock P. M. a conference was held with W. H. Lynch and H. D. Farmer of the U. S. Bureau of Public Roads in regard to completing the survey of the Pendleton-John Day Highway between Dale and Long Creek, the present Bureau survey south from Ukiah having been carried only as far south as Dale, leaving 26 miles unsurveyed. It was agreed that this survey would be made by the State when a crew can be spared for this purpose. Commissioner Sawyer asked that the gap between a point opposite Range and Long Creek, a distance of 16 miles, be added to forest highway system and thus make a continuous forest highway project from Albee in Umatilla County to the south forest boundary in Grant County. Mr. Lynch stated that he would not want to commit the Bureau at this time but would consider the matter at the next program meeting with the Forest Service representatives present.

Mr. Lynch presented a small scale map showing the alternate routes of the Willamette Highway in the vicinity of Oakridge. Judge Barnard of Lane County was present and took part in the discussion of the

merits of the various routes. He expressed himself that the lower crossing of the river just above the mouth of the North Fork would be preferred by the County since it would give a good connection for a county road to Westfir. It was decided to work up the survey and estimates on the lower crossing and to bring the matter up for final consideration at the next meeting.

Lester Sheeley, attorney, of Vernonia presented a petition for the formation of a highway improvement district to be called the Vernonia-Nehalem River-Coast Highway Improvement District. The area proposed to be included is described approximately as the N $\frac{1}{2}$  of Township 3, all of Townships 4 and 5 in Ranges 3, 4, 5, 6, 7, 8, 9 and 10 W. W. M. This body of land is in Clatsop, Columbia, Tillamook and Washington Counties in the form of a rectangular strip lying west of Range 2 W., approximately 15 miles wide, extending to the ocean. Mr. Sheeley stated that the purpose of the formation of the district was to finance a road from Vernonia via Buster Creek, Jewell, Elsie and Humbug Creek to Hamlet. Matter held over until next meeting when all members of Commission will be present.

The Engineer reported that the Hart Construction Company had advised that they would not accept the contract for the surfacing of the Mountain Rest-Little Beech Creek Section for which the award was made at the March 27 meeting, because they had omitted certain items in their bid. On motion which was carried, the bid bond of the Hart Construction Company for this project was declared defaulted and the attorney was instructed to collect the penalty as provided.

The Engineer reported that the Cascade Petroleum Company, to whom was awarded The Dalles oiling project on April 4, 1930, had not returned the executed contracts within the required ten days and, therefore, had defaulted the contract. A request was received that a representative of this company be given a hearing before proceedings were commenced to collect on their bond. A hearing was granted at the next meeting.

The Commission confirmed the award of contract for paving the approaches to the Altamont Canal bridge, The Dalles-California Highway, Klamath County, to W. D. Miller Construction Company, the low bidder, at \$2,957.80.

The Commission confirmed the award of contract for furnishing crushed gravel on the Miles Crossing-Cannon Beach Junction Section of the Roosevelt Coast Highway to Carl Habekost, the low bidder, at \$17,670.00.

A request was received from the J. W. Feak Construction Company (a copartnership) for consent to assign contract No. 1146, Barnhouse Ranch-Picture Gorge Section of the Ochoco Highway, grading, to the J. W. Feak Construction Company (an Oregon corporation). The Attorney stated that he had examined the papers relating to this matter and recommended that the assignment be approved by the Commission. Assignment approved by the Commission.

A written request was received from Hal E. Hoss, Secretary of State, asking for the Commission's approval of a plan to add sixteen additional traffic officers to the present force of 43, eight to be appointed by the Commission and eight to be appointed by the Secretary of State. Chief of the Traffic Division T. A. Raffety was present and discussed the matter. After consideration it was agreed to put on eight additional men now, four to be appointed from each department, the addition of the others to be discussed later at a future meeting with Mr. Hoss. The purchase of such equipment as is needed for the additional men was authorized.

George E. Frost, representing the owners of the land on the south bank of the Yachats River at the mouth which has been proposed as a state park, was present. Commissioner Sawyer stated that he considered that a better plan than appointing an arbitration board to fix the price of this property as previously proposed would be to get a competent real estate man who knows values of coast property to look over this property and make a recommendation to the Commission as to the value of it. It was agreed that the Engineer should secure a qualified real estate dealer or other person familiar with property values in the vicinity to make an appraisal of the property for the Commission. With this information, the Commission considered that they would then be in a position to either buy the property or definitely give it up. Mr. Frost said, "When you make an offer for the property I will take it up with my principals."

W. E. Burke and M. L. Boyd of Newberg, Wm. E. North of Corvallis, A. R. Dewey and H. W. Morelan of Monmouth, W. E. Wright and Del Wheeler of McMinnville were present representing the West Side Pacific Highway Association. The delegation asked that this road be designated by the Government number as the Pacific Highway on the east side is designated. Commissioner Sawyer stated that the Commission did not have authority to designate the numbered routes as this was a function of the Executive Committee of the American Association of State Highway Officials, but the Commission could present the matter of having the two routes numbered 99 East and 99 West to the committee. Commissioner Sawyer suggested that the association file a brief in support of their project. The delegation agreed to do this.

Mr. Jess Darling of Eugene offered to the Commission a park site of 58 acres between the Roosevelt Coast Highway and Siltcoos Lake provided the Commission would take up a mortgage of \$500.00 on the property. The Commission accepted his proposition with thanks and voted to call the property Darling Park.

In the matter of the claim of Morris Larson, injured by a tree falling on a passing motor vehicle in the Gellatly Canyon on the Corvallis-Newport Highway, the tree having been burned off at the roots by brush clearing fires started by Commission maintenance employes, it was voted to pay the claim up to the limit of \$200.00 provided by law and recommend to the legislature an appropriation for the balance, provided a release is secured from Larson.

Traffic officers' commissions were executed for Gordon Bennett, Ellis Lusted and Clayton Dickson, who are working as recorders in the traffic count. A traffic officer's commission was also executed for W. W. Stiffler, resident maintenance engineer.

A request was received from the Committee on Mosquito Control in Multnomah County for financial cooperation in raising a fund to be used in exterminating mosquitoes. The Secretary was instructed to reply that the Commission find they can not cooperate in this work but if the Committee will point out places on the state highway right of way which are found to be breeding places for mosquitoes that preventative measures will be taken by the Commission as to these locations.

Commissioner Sawyer offered the following resolution relating to the apportionment of the State Market Road Appropriation for 1930 to the various counties and moved its adoption:

WHEREAS, by the provisions of Chapter 17 of Title XXX, Laws of Oregon, there has been made available for apportionment by the State Highway Commission a fund known as the "State Market Road Appropriation"; and

WHEREAS, by the provisions of Section 4683 of said Chapter, the County Court of any County desiring to avail itself of the provisions and benefits of said Act in any one year may provide by uniform levy on all the taxable property of the County for the specific purpose of Market Road Construction, such an amount as may equal the amount apportioned to said County by the State Highway Commission acting under the authority of the Act;

WHEREAS, most counties have made a levy on all the taxable property of the County for the specific purpose of market road construction in 1930, and,

WHEREAS most counties made a levy sufficient to produce an amount in excess of their proportionate share of funds from the State Market Road Appropriation; and

WHEREAS, the State Highway Commission has available for apportionment for 1930 the funds raised by the State levy of one mill upon all the taxable property of the State, based upon the State valuation of the several counties, as shown by the statement prepared by the State Tax Commission under date of December 18, 1929, amounting to \$1,124,988.69,

together with the balance of \$11,501.71 of the 1929 State Market Road Appropriation unapportioned, making available for apportionment for 1930 a total of \$1,136,490.40 less deductions for administrative expenses of the State Highway Commission for Market Roads; and

WHEREAS, the levies made by the various counties will produce county funds in excess of the available State Market Road Appropriation funds:

NOW, THEREFORE, BE IT RESOLVED, that the State Highway Commission does hereby apportion the 1930 State Market Road Appropriation fund in such a manner that each county shall receive an amount equal to its proportionate share to the State Market Road Appropriation Fund, plus its proportionate share of Multnomah County surplus, and its proportionate share of the balance of the 1929 State Market Road Funds carried over, less expense of administration, with the exception of Multnomah County, which shall receive such an amount as will equal 10 per cent of said State Market Road Fund raised in 1930, as provided by the terms of the State Market Road Act, all of which is shown in the following statement:

County	County Funds Produced by County Levy	Funds Pro- duced by State One Mill Levy	Mult. Co. Surplus & Balance of 1929 Funds Apportioned	1930 Appor- tionment.
Baker	\$ 35,000.00	\$ 22,348.52	\$ 8,881.84	\$ 31,730.36
Benton	25,000.00	16,283.08	6,329.68	22,612.76
Clackamas	75,000.00	51,265.74	19,928.39	71,194.13
Clatsop	32,000.00	24,070.26	9,356.77	33,427.03
Columbia	18,264.56	17,126.82	6,657.66	23,784.48
Coos	40,000.00	26,060.36	10,130.37	36,190.73
Crook	10,000.00	5,453.95	2,120.10	7,574.05
Curry	6,600.00	4,449.33	1,729.57	6,178.90
Deschutes	*1,500.00	13,319.87	5,177.80	18,497.67
Douglas	50,181.13	31,369.18	12,194.06	43,563.24
Gilliam	13,765.12	9,802.03	3,810.32	13,612.35
Grant	13,699.22	7,372.05	2,865.72	10,237.77
Harney	11,000.00	8,709.66	3,385.68	12,095.34
Hood River	14,000.00	9,816.65	3,816.00	13,632.65
Jackson	52,000.00	31,139.94	12,112.72	43,272.66
Jefferson	8,000.00	5,205.32	2,023.45	7,228.77
Josephine	13,500.00	7,777.05	3,023.15	10,800.20
Klamath	46,000.00	35,415.77	13,767.08	49,182.85
Lake	18,200.00	10,392.65	4,039.91	14,432.56
Lane	81,000.00	53,434.71	20,771.53	74,206.24
Lincoln	12,225.00	8,619.66	3,350.70	11,970.36
Linn	46,250.00	33,067.92	12,854.40	45,922.32
Malheur	17,500.00	12,191.50	4,739.17	16,930.67
Marion	75,000.00	52,109.48	20,256.38	72,365.86
Morrow	15,380.00	10,884.26	4,231.01	15,115.27
Multnomah	113,858.07	409,231.51	- -	112,498.87
Polk	27,000.00	18,247.32	7,093.23	25,340.55
Sherman	25,771.00	9,867.28	3,835.68	13,702.96
Tillamook	36,000.00	21,521.04	8,365.81	29,886.85
Umatilla	66,000.00	46,666.78	18,140.65	64,807.43
Union	74,095.04	20,441.04	7,945.99	28,387.03
Wallowa	17,500.00	9,716.53	3,777.08	13,493.61
Wasco	30,022.69	18,069.57	7,024.13	25,093.70
Washington	54,038.09	34,993.89	13,603.08	48,596.97
Wheeler	10,038.85	4,904.95	1,906.69	6,811.64
Yamhill	30,017.65	23,123.02	8,988.55	32,111.57
Totals	\$1,209,406.42	\$1,124,988.69	\$278,234.35	\$1,106,490.40

\*In 1926, Deschutes County voted a bond issue based on Market Road income. Above levy made for maintenance only, and a separate levy being made to pay interest and retire bonds.



4.24.30  
STATEMENT

Amount produced by one mill State Levy	\$1,124,988.69
Balance of 1929 Unapportioned Market Road Funds carried over	<u>11,501.71</u>
Total in 1930 State Market Road Appropriation	\$1,136,490.40
Reserve for Administration	\$15,000.00
Reserve for advances to Counties (Surveys, plans, supplies, equipment, etc.)	<u>15,000.00</u>
Total Reserve	<u>30,000.00</u>
Total Funds Apportioned to Counties in 1930	\$1,106,490.40

The motion was duly seconded and carried.

Commissioner Sawyer offered the following resolution relating to the payment of the first one-half of the State Market Road Appropriation for 1930 as apportioned to the various counties and moved its adoption:

WHEREAS, by the provisions of Chapter 17 of Title XXX, Laws of Oregon, as amended by Chapter 361, General Laws of Oregon for 1925, there has been made available for distribution by the State Highway Commission a fund known as the "State Market Road Appropriation"; and

WHEREAS, it is further provided by said legislative act that the State Highway Commission shall, annually, apportion the appropriation provided for under the said act between the several counties complying with, and accepting the benefits of said act; and

WHEREAS, pursuant to the provisions and commands of Chapter 17 of Title XXX, Laws of Oregon, as amended by Chapter 361, General Laws of Oregon for 1925, the State Highway Commission did on the 24th day of April, 1930, apportion among the several counties of the State, complying with the provisions and accepting the benefits of said Market Road Law, the 1930 State Market Road Appropriation in accordance with the terms of the act; and

WHEREAS, the funds of the "State Market Road Appropriation" are collected semi-annually along with other state taxes; and

WHEREAS, funds are now available and it appears to the State Highway Commission to be desirable at this time to distribute the first half of the apportionment to the several counties; and

WHEREAS, the State Highway Commission has furnished several counties with engineering supplies, or with engineering services on county projects, or with road building machinery, or with machinery parts, or with machinery repairs, or with road building materials; and

WHEREAS, the State Highway Commission has charged the cost of any of the above-mentioned supplies, services, parts, repairs, or materials furnished the several counties as advance payments to be deducted from the sums apportioned to the various counties;

NOW, THEREFORE, BE IT RESOLVED, by the State Highway Commission, meeting in regular session, that there be distributed and disbursed out of the fund known as the "State Market Road Appropriation", the first payment in accordance with the apportionment heretofore made by the State Highway Commission, the amounts to be determined as follows:

To all counties the first one-half of the 1930 apportionment as apportioned by the State Highway Commission by resolution under date of April 24th, 1930, provided, however, that there shall first be deducted from each county's share of said funds a sum sufficient to cover the amount advanced to that county by the State Highway Commission as shown on the books and cost records of said Highway Commission at the close of March 31, 1930, said payment to be made to the various counties upon receipt and approval of plans and specifications showing the proposed expenditure of available market road funds in accordance with the terms and provisions of said act; said sums authorized for payment to the various counties are as follows:

Counties	1930 Apportion- ment	First Half 1930 Appor- tionment	Advances to Counties to be Deducted	Balance Payable to Counties
Baker	\$ 31,730.36	\$ 15,865.18		\$ 15,865.18
Benton	22,612.76	11,306.38		11,306.38
Clackamas	71,194.13	35,597.07		35,597.07
Clatsop	33,427.03	16,713.52		16,713.52
Columbia	23,784.48	11,892.24		11,892.24
Coos	36,190.73	18,095.37		18,095.37
Crook	7,574.05	3,787.03	\$ 40.38	3,746.65
Curry	6,178.90	3,089.45	61.79	3,027.66
Deschutes	18,497.67	9,248.84		9,248.84
Douglas	43,563.24	21,781.62		21,781.62
Gilliam	13,612.35	6,806.18		6,806.18
Grant	10,237.77	5,118.89		5,118.89
Harney	12,095.34	6,047.67	1,029.05	5,018.62
Hood River	13,632.65	6,816.33		6,816.33
Jackson	43,272.68	21,636.33		21,636.33
Jefferson	7,228.77	3,614.39		3,614.39
Josephine	10,800.20	5,400.10		5,400.10
Klamath	49,182.85	24,591.43		24,591.43
Lake	14,432.56	7,216.28		7,216.28
Lane	74,206.24	37,103.12		37,103.12
Lincoln	11,970.36	5,985.18	30.10	5,955.08
Linn	45,922.32	22,961.16		22,961.16
Malheur	16,930.67	8,465.34		8,465.34
Marion	72,365.86	36,182.93		36,182.93
Morrow	15,115.27	7,557.64		7,557.64
Multnomah	112,498.87	56,249.44		56,249.44
Polk	25,340.55	12,670.28		12,670.28
Sherman	13,702.96	6,851.48		6,851.48
Tillamook	29,886.85	14,943.43		14,943.43
Umatilla	64,807.43	32,403.72		32,403.72
Union	28,387.03	14,193.52		14,193.52
Wallowa	13,493.61	6,746.81		6,746.81
Wasco	25,093.70	12,546.85		12,546.85
Washington	48,596.97	24,298.49		24,298.49
Wheeler	6,811.64	3,405.82		3,405.82
Yamhill	32,111.57	16,055.79		16,055.79
Totals	\$1,106,490.40	\$553,245.30	\$1,161.32	\$552,083.98

BE IT FURTHER RESOLVED, that Roy A. Klein, Secretary to the Commission, be instructed to deliver a copy of this resolution to the Secretary of State, which resolution, duly attested by the Secretary of the Commission, and having the seal of the Commission attached thereto, shall be the authority of the Secretary of State, under the provisions of said Chapter 17, Title XXX, as amended by Chapter 361, General Laws of Oregon 1925, to draw and issue warrants to the counties herein named for the respective amounts herein set forth.

The motion was duly seconded and carried.

The Engineer reported that considerable opposition had developed among the property owners on the Wapinitia Cut-off and that the prices demanded for right of way were out of all reason. The Commission thereupon authorized the attorney to commence condemnation proceedings if the necessary right of way can not be purchased at reasonable prices.

On recommendation of the Engineer, acting under authority of Chapter 217, Sec. 28, Laws of 1927, the Commission designated as a main traveled or through highway the Roosevelt Coast Highway between the cities of Seaside and Newport. The Engineer was authorized to place stop signs on intersecting and side roads.

A request was received for state cooperation in oiling streets in Lakeview. The Secretary was instructed to reply that the Commission's program contemplated oiling and bituminous macadam 18 feet wide on the state highway route through the business portion of the city but that the Commission could not cooperate on the side streets.

Commissioner Sawyer offered the following resolution and moved its adoption:

WHEREAS, in connection with the permanent improvement, maintenance and betterment of the Pacific Highway from the Multnomah County line to Oswego in Clackamas County, it has been found and deemed by the Highway Commission necessary to change the alignment of said road for the purpose of eliminating dangerous curves, improving the sight view and otherwise bettering said highway, and

WHEREAS, under instructions from the Highway Commission a survey has been made by the engineer, by which survey the boundaries and right of way limits of said new alignment have been determined and said new location has been defined and surveyed and staked upon the ground, and

WHEREAS, said survey, new alignment and relocation of said highway is now before the Commission for consideration and adoption, and

WHEREAS, in the judgment of the Commission said survey, alignment and relocation should be approved and adopted by the Commission as the survey, location and alignment of said road, and the description and the boundaries thereof should be declared and adopted as the description, location, boundaries and survey of said road,

NOW, THEREFORE, BE IT RESOLVED that the following survey, route, alignment and location be and the same hereby

is declared to be the survey, location, alignment and route of the Pacific Highway on the Multnomah County line to Oswego, to wit:

Commencing at the point of intersection of the center lines of Front Street and B Avenue in the City of Oswego, said point being at Engineer's Station 289+63, of the aforesaid survey of the Pacific Highway as herein adopted and declared, and running thence N. 8° 42' E. along the center line of said Front Street 245.8 feet to a point of curve; thence 466.7 feet along a 1910.0 foot radius curve to the right, whose long chord extends N. 15° 42' 465.54 feet to a point of compound curve; thence 776.7 feet along a 5730.0 foot radius curve to the right, whose long chord extends N. 26° 35' E. 776.19 feet to a point of tangent; thence N. 30° 28' E. 809.4 feet to a point of curve; thence 374.8 feet along a 1041.8 foot radius curve to the left, whose long chord extends N. 20° 09½' E. 372.84 feet, to a point of tangent; thence N. 9° 51' E. 485.4 feet to a point of curve; thence 465.6 feet along a 716.3 foot radius curve to the right, whose long chord extends N. 28° 28½' E. 457.53 feet; thence N. 47° 06' E. 107.3 feet to a point of curve; thence 748.8 feet along a 1432.5 foot radius curve to the left, whose long chord extends N. 32° 07½' E. 740.32 feet, to a point of tangent; thence N. 17° 09' E. 208.7 feet to a point of curve; thence 203.3 feet along a 2292.0 foot radius curve to the right, whose long chord extends N. 19° 41½' E. 203.25 feet to a point of tangent; thence N. 22° 14' E. 30.4 feet to a point on the line between Multnomah and Clackamas Counties, said point being the point of intersection of said county line with the center line of the Pacific Highway as surveyed and constructed in Multnomah County, and said point being S. 89° 39' E. 43.10 feet, measured along said county line from the intersection of said county line with the southerly line of Block 91 of Dunthorpe, and said course N. 22° 14' E. being the course of the center line of said Pacific Highway in Multnomah County north of the county line.

BE IT FURTHER RESOLVED, that the boundaries fixed and defined by the above survey be and they are hereby declared to be the boundaries and right of way limits of said highway between said points.

BE IT FURTHER RESOLVED, that a copy of this resolution be entered in the minutes of the Commission and a copy filed and recorded in the deed records of Clackamas county.

The motion was duly seconded and carried.

APR 24 1930

The Commission authorized reimbursement to Lane County of the sum of \$250.00 paid to Ery Hart for additional right of way acquired on the Springfield-Cogswell Hill Section of the McKenzie Highway, the original right of way having been acquired some years ago. The purpose of acquiring this property was to build a dam across the head of the old Cogswell mill race and thus protect the new roadbed in high water periods.

The Commission authorized reimbursement to Clatsop County for additional right of way on the Roosevelt Coast Highway between Astoria and Seaside which was secured for widening purposes.

The Attorney reported that a compromise had been reached with the Southern Surety Company, surety on the bond of Moon Bros. who defaulted on their bid to construct the east unit of the Lowell-Goodman Creek Section of the Willamette Highway. The amount paid was \$4,000.00 which was turned over to Lane County since this project was financed with county funds. The Commission and the Lane County Court signed a joint release to the surety company.

The Commission reconsidered their previous action taken on February 27, 1930 whereby Douglas County was given credit for cooperation in excess of 25 per cent on work on the Roosevelt Coast Highway south of Reedsport and applied to new work north of Gardiner for the reason that of the local cooperative funds on that project approximating 33-1/3%, one-half had been given by the local improvement district which had later claimed their excess cooperation to apply on the Umpqua Road. It was decided by the Commission, therefore, that credit would be given Douglas County for the new work north of Gardiner on the basis of the difference between the amount actually paid in by Douglas County (approximately 1/6) and 1/8.

At 5 o'clock announcement was made of the awards of contracts.

Building at Emigrant Springs Park. All bids were rejected and the project was ordered readvertised.

Ferry slips and approaches for ferry crossing of Coos Bay on the Roosevelt Coast Highway. The low bid by Tom Lillebo at \$66,028.25 was satisfactory to the Commission, but the award of contract was ordered held until the right of way is acquired.

Loading platform and storage building at State Highway Department Shops at Salem. The contract was awarded to A. J. Anderson, the low bidder, at \$2,700.00.

Bridges over Mill Creek on the Turner-Aumsville Market Road No. 28 and one bridge on the Turner-Marion Market Road No. 3. These projects were advertised in behalf of the Marion County Court, and the County Court, who were present, authorized the Commission to announce the award to the low bidder, E. F. Balgemann, at \$30,950.60.

APR 24 1930

4-24-30  
Bridge over Camas Swale, Pacific Highway, Lane County. The low bid of Hargreaves & Lindsay at \$11,240.00 was satisfactory, but the award was held pending Federal Aid approval.

Bridge over Siltcoos River, Roosevelt Coast Highway, Lane County. The bid of Liesch & Tofte at \$24,925.00, the low bid, was satisfactory but the award of the contract was held pending Federal Aid approval.

Bridge over Sutton Creek, Roosevelt Coast Highway, Lane County. The contract was awarded to Liesch & Tofte, the low bidder, at \$12,850.00.

Dry River-Millican Section, Central Oregon Highway, Deschutes County. The contract was awarded to the Johnson Brothers Company, the low bidder, using concrete pipe, at \$26,179.20.

The Dalles Oiling Project comprising oiling and bituminous macadam construction in Sherman, Wasco and Hood River Counties. The contract was awarded to J. F. Forbes, the low bidder, at \$119,011.00.

Bend-Horse Ridge Section, Central Oregon Highway, Deschutes County. The low bid by the J. W. Peak Construction Company at \$73,073.00 was approved, but the award of the contract was held for Federal Aid approval.

Mountain Rest-Little Beech Creek Section, Pendleton-John Day Highway, Long Creek-Hamilton Section of County Market Road No. 1 and Mt. Vernon-Beggs Ranch Section of Market Road No. 2, broken stone surfacing. The low bid was by the March Construction Company at \$80,068.50. The Commission announced that the state part of this section would be awarded to the March Construction Company and that the award of the county units to the same company would be recommended to the County Court.

Pioneer Mountain-Eddyville Section, Corvallis-Newport Highway, Lincoln County. The low bid of S. H. Newell & Co. at \$56,270.00 was satisfactory, but the award of the contract was held for Federal Aid.

Gold Beach-Myers Creek Section, Roosevelt Coast Highway, Curry County, resurfacing and maintenance materials. The contract was awarded to the low bidder, Saxton & Looney, at \$22,345.00.

Eugene Oiling Project consisting of oiling, bituminous macadam and non-skid wearing surface in Lane, Linn and Benton Counties. The low bid of F. J. Kernan at \$164,565.00 was satisfactory, but the award of the contract was held for Federal Aid approval.

Berry Creek-Sutton Lake Section, Roosevelt Coast Highway, Lane County. The contract was awarded to Earl L. McNutt, the low bidder, at \$102,985.00.

The date for the next meeting was set for May 22, 1930.

APR 24 1930

Parks Engineer Boardman stated that he had investigated the Battle Rock park area at Port Orford and stated that he had checked up on prices asked by the owners of several lots and found that all of the lots above the high tide line in the area proposed could be purchased for \$4,100.00. On motion of Commissioner Sawyer which was carried, the purchase was authorized.

A letter was received from the Forest Service relating to the proposed method of marking and cutting the timber along the Klamath Falls-Lakeview Highway through the National Forests in order to preserve the scenic values as far as possible with special reference to a pending timber sale in the SE $\frac{1}{4}$  of Sec. 24, T. 37 S. R. 15 E. and SE $\frac{1}{4}$  of Section 30 and SW $\frac{1}{4}$  of Sec. 28, both in T. 37 S. R. 16 E. The Commission considered the various conditions covered by the report and on motion of Commissioner Sawyer voted to accept the Forest Service recommendation and agreed to such cutting as is necessary.

A letter was received from Hal E. Hoss, Secretary of State, urging the Commission to send a delegate to the Third National Conference on Street and Highway Safety to be held in Washington, D. C. May 27, 28 and 29, 1930. The Engineer reported that Governor Norblad had forwarded a copy of President Hoover's invitation to send representatives from Oregon to this meeting and had stated that he would approve travel authorization for this purpose. After consideration the Commission authorized Traffic Engineer John S. Beakey to attend this conference.

Commissioner Sawyer offered the following resolution relating to the acquisition of property for right of way purposes on the Multnomah County Line-Oswego Section of the Pacific Highway in Clackamas County and on the Crater Lake Highway in Jackson County, and moved its adoption:

WHEREAS, by the terms and provisions of Chapter 423, General Laws of Oregon, 1917, and by the provisions of Chapter 237, General Laws of Oregon, 1917, the state highway commission was authorized and directed to lay out, locate, designate, construct, improve and maintain a system of state highways in the State of Oregon, and

WHEREAS, in the permanent improvement, construction and maintenance of said highways, and particularly that portion of the Pacific Highway from the Multnomah County line to Oswego in Clackamas County, and that portion of the Crater Lake Highway in Jackson County, it has been found necessary, and the said state highway commission has and does hereby determine and declare that it will be and is necessary and of advantage to the state that the state acquire either by purchase, agreement or by the exercise of the power of eminent domain, the lands hereinafter described, which lands are to be used for the purposes more specifically hereinafter set out, and

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WHEREAS, the state highway commission has found it necessary in the improvement and maintenance of said highways to straighten the alignment, eliminate existing curves, widen the roadbed, and otherwise improve said highway, and to that end and for that purpose it has been found necessary to acquire additional land, and

WHEREAS, in connection with the improvement and maintenance of said highways and to make possible the elimination of said existing curves and the widening of the present roadbed and otherwise improving said highway, it has been found necessary, needful and of advantage to the state that the following described parcels of land be acquired, to wit:

Parcel No. 1, owned by School District No. 59 of Jackson County, Oregon:

A parcel of land lying in the SE $\frac{1}{4}$  of the SW $\frac{1}{4}$  of Section 29, T. 32 S. R. 3 E. W. M., being a portion of the tract of land which was conveyed by a certain deed from M. J. Boothby and A. H. Boothby to School District No. 59 of Jackson County, Oregon, recorded in Vol. 26, Page 150, Jackson County Deed Records; said parcel of land being described as follows:

Beginning at the SE corner of said tract of land, which point is on the Crater Lake Highway opposite engineers station 5 plus 15 a distance of 7.65 feet westerly from the center line (measured at right angles to a tangent at said station) said point is 101.8 feet north and 37.0 feet west of the south  $\frac{1}{4}$  corner of section 29, T. 32 S. R. 3 E. W. M., thence N. 3 deg. 58' W. along the easterly line of said tract a distance of 120.0 feet; thence S. 7 deg. 51' W. a distance of 122.1 feet to the southerly line of said tract; thence N. 87 deg. 14' E. along the southerly line of said tract a distance of 25.0 feet to the point of beginning, containing 0.034 acres, more or less.

Parcel No. 2, owned by Nina V. Johnson and F. F. Johnson:

A parcel of land in Lot 10 of Arcadia Tracts in Section 2, T. 2 S. R. 1 E. W. M., Clackamas County, Oregon, as said Arcadia Tracts have been platted and recorded in Book 7, Page 41 of the Records of Plats, Clackamas County, Oregon; the said parcel of land being more particularly described as follows:

Beginning at the most northerly corner of Lot 10 of Arcadia Tracts; thence S. 57°45' E. along the northeasterly line of said Lot 10 a distance of 130.0 feet to a point which is 121.2 feet distant southeasterly from (and measured at right angles to) the relocated center line of

the Pacific Highway at engineers station 326+48.3; thence S. 51°28' W. a distance of 105.44 feet to a point on the southwesterly line of said Lot 10; thence N. 57°45' W. along the southwesterly line of said lot a distance of 120.0 feet to the most westerly corner of said Lot 10; thence N. 48°11' E. along the northwesterly line of said lot a distance of 102.6 feet to the point of beginning.

Parcel No. 3 owned by Frank E. Fey and Elizabeth T. Fey:

A parcel of land in Block 9 of the townsite of Dunthorpe in Sec. 2, T. 2 S. R. 1 E. W. M., Clackamas County, Oregon, as said townsite has been platted and recorded in Book 15, Page 5 of the Book of Plats, Clackamas County; the said parcel of land being more particularly described as follows:

Beginning at a point on the easterly line of Block 9 of said townsite of Dunthorpe, which point is N. 16° 33' E. 31.60 feet from the southeast corner of said block, and said point being the southeasterly corner of grantors property; thence N. 87°04'35" W. along grantors southerly property line a distance of 45.0 feet to a point which is 48.75 feet distant northwesterly from (and measured at right angles to) the relocated center line of the Pacific Highway at engineers station 317+64.2; thence N. 7°48' W. a distance of 117.81 feet to a point on the northerly line of grantors property; thence S. 87°04'35" E. along grantors northerly property line a distance of 95.0 feet to a point on the easterly line of said Block 9; thence S. 16°33' W. along the easterly line of said block a distance of 119.21 feet to the point of beginning.

Exclusive of the present highway right of way, the parcel of land described above contains 4530 square feet or 0.104 acres.

WHEREAS, in the judgment of the highway commission it is necessary and will be of advantage to the state upon the grounds and for the reasons herein stated that title to said parcels of land be procured for the purposes herein stated, and

WHEREAS, under and by virtue of the provisions of Section 4436, Oregon Laws as amended, Jackson County and Clackamas County are obligated to secure the above described parcels of land for right of way purposes, but said counties have failed and neglected to acquire said right of way although requested by the highway commission to acquire the said lands,

THEREFORE, BE IT RESOLVED, that the state highway commission do, and the said highway commission does hereby declare



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that it is necessary, and that it will be of advantage to the state of Oregon for the state to acquire for right of way purposes for use in connection with the permanent construction, improvement and maintenance of the said highway, the lands above described, and said highway commission does hereby further declare that the said lands are needed and necessary for said purposes upon the grounds and for the reasons herein stated, and in order to properly maintain and improve said highway.

BE IT FURTHER RESOLVED that the boundaries of the above described parcels of land be and the same are hereby adopted, and said lands are hereby declared to be and the same are parts of and included within the rights of way of said highways.

BE IT FURTHER RESOLVED that an effort be made to agree with the owners and with the tenants, if there be any, of said parcels of land with respect to the compensation to be paid for the taking of the same and the damage, if any there be, and in the event that no satisfactory agreement can be reached then it is hereby further resolved that the attorney general of the state of Oregon and J. M. Devers, attorney for the state highway commission, be and they are hereby requested to commence and prosecute to a final determination such suit or action as will be necessary and appropriate to acquire title to the said premises and all rights therein for the purposes herein stated.

A request was received from Malheur County for approval of an addition to their market road system of a road from Juntura to Beulah to be known as Market Road No. 13. Market Road Engineer Scott stated that he had made a field inspection of the project and recommended that the road be approved as an addition to the county market road system. Recommendation approved by Commission.

On motion of Commissioner Sawyer, the Engineer was instructed to place a set of permanent platform scales at Cascade Locks for weighing loaded trucks using the Columbia River Highway.

The Engineer was granted a leave of absence from May 10 to May 16, 1930 to go to Spokane.

The following projects were authorized for bids to be advertised at the next meeting:

- Multnomah County Line-Middleton Section of the West Side Pacific Highway, Washington County, grade widening, 9.4 miles;
- Snake River Slides-Weiser Junction Section of the Old Oregon Trail in Malheur County, 10 miles grade widening and resurfacing;
- Waldport-Lane County Line Section of the Roosevelt Coast and Alsea Highways, Lincoln County, 13.3 miles of surfacing;

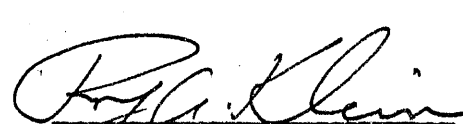
Red Bridge-Drain Section of Umpqua Highway in Douglas County, 10.1 miles surfacing;  
Hendricks Bridge-Doyle Hill Section of McKenzie Highway, 9.3 miles grading;  
La Grande Bituminous Macadam Project, 22.7 miles of bituminous macadam construction in vicinity of La Grande, Baker and Enterprise.

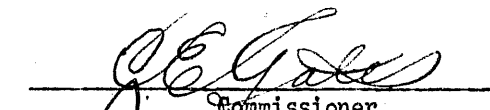
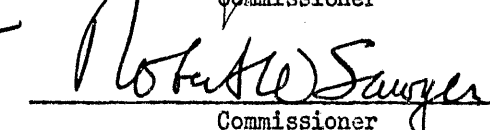
A request was received from H. E. Schmeer, contract No. 1064, The Dalles-John Day River Section, furnishing maintenance materials, for an extension of time from March 31, 1930 to July 31, 1930. Inasmuch as the quantities on this contract have been increased and neither the state nor the public has been seriously inconvenienced nor has the engineering expense been increased materially, the Engineer recommended that the extension be granted without penalty. Recommendation approved by the Commission.

A request was received from the Northwest Contract Company, contract No. 1110, Tualatin River bridge, for an extension of time from March 31, 1930 to May 15, 1930. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

A request was received from John Slotte & Co., contract No. 1114, Gnat Creek-Big Noise Creek Section, Columbia River Highway, grading, for an extension of time to May 1, 1930. The Engineer recommended that the extension be granted as requested subject to a penalty in the form of engineering costs subsequent to the contract date for completion. Recommendation approved by the Commission.

No further business coming before the Commission, the meeting was adjourned.

  
State Highway Engineer  
and Secretary

  
Commissioner  
  
Commissioner

Portland, Oregon, May 22, 1930.

The Commission met in Room 570 Multnomah County Court House at 10 o'clock A. M. Present were:

H. B. Van Duzer, Chairman  
C. E. Gates, Commissioner  
Robert W. Sawyer, Commissioner  
Roy A. Klein, State Highway Engineer and Secretary

Bids were opened on the following projects:

UMPQUA HIGHWAY  
RED BRIDGE-DRAIN SECTION - SURFACING

A. S. Wallace	\$135,290.00
A. C. Greenwood	154,705.00
C. L. Camp	163,015.00
F. Hefty	174,207.00
Milne & Dussault	186,171.00
S. S. Schell	188,375.00

MCKENZIE HIGHWAY  
HENDRICKS BRIDGE-DOYLE HILL SECTION - GRADING

Earl L. McNutt	\$81,165.00
O. D. Wolfe	83,025.00
Ryberg, McHugh & Cowley	86,502.50
Joplin & Eldon	88,464.00
Frazier & Samuel	92,990.00
Washburn & Hall	93,220.00
A. C. Greenwood	99,275.00
Cochran Construction Co.	101,702.50
Newport Construction Co.	105,510.00
A. Guthrie & Co., Inc.	120,035.00

ROOSEVELT COAST AND ALSEA HIGHWAYS  
WALDPORT AND WALDPORT-LANE COUNTY LINE SECTION - SURFACING

Edlefsen-Weygandt Co.	\$165,861.50
A. C. Greenwood	184,892.50
C. L. Camp	189,525.00
E. Hefty	202,761.50
Newport Construction Co.	219,485.50

LA GRANDE-WALLOWA LAKE HIGHWAY AND OLD OREGON TRAIL  
LA GRANDE BITUMINOUS MACADAM PROJECT

J. C. Compton	\$101,377.50
J. F. Forbes	102,947.75
United Contracting Co.	103,391.45

OLD OREGON TRAIL  
BUILDING FOR CARETAKER'S QUARTERS IN EMIGRANT PARK

O. N. Pierce	\$3,920.00
R. H. Jones	4,197.40
Alex Manning	4,275.83
John Gietlhuber	4,359.00
H. P. Nielson	4,507.75
W. Vedder	4,819.00

M. D. Shanks, City Attorney of Lebanon, asked that the Lebanon-Shea's Hill oiling project be extended from the south city limits to the south end of the pavement about one-half mile in length. He stated that the city would furnish the crushed rock. Inasmuch as Lebanon has less than 2000 population, the Commission agreed to do the oiling without expense to the city.

Sinclair A. Wilson, representing the Short Cut Highway Club of Banks, presented a petition from the Short Cut Highway Club of Banks, Oregon advocating that a survey be made from Portland via Cornelius Pass, Newbury, Germantown or Cornell Road via North Plains and Banks through the Cedar Canyon to Gales Creek which would connect with the proposed Wilson River road nine miles northwest of Forest Grove and six miles west of Banks. The Chairman advised Mr. Wilson that before a decision was made on the route from Portland to the Coast, all feasible routes would be considered.

Judge Boyington and Commissioner Larson of Clatsop County and Commissioners Owen and Lindsay of Tillamook County were present and asked about the proposed Vernonia-Nehalem River-Coast Highway Improvement District. The Commission advised that the date for a public hearing on the boundaries as proposed would be set later in the day.

C. H. Miller of Redmond asked when surfacing would be placed on the graded units of the Ochoco Highway east of Mitchell. He was advised that the section between Mitchell and Fort Creek had already been authorized.

B. A. Green, attorney for Lela Cation Kline, asked that the Sunset Inn property on the Blue Mountain Timber Reserve be leased to his client at the expiration of the Government lease which expires next year. Matter referred to attorney for investigation.

Lester Sheeley of Vernonia was present and asked that a date be set for a hearing on the proposed boundaries of the proposed Vernonia-Nehalem River-Coast Highway Improvement District. He was advised that a date would be set later.

Clyde Mason of Seaside, representing the Chamber of Commerce, stated that the Commission's work in saving scenic points was approved and asked the Commission to take steps to save the timber on Tillamook

Head south of Seaside which had small commercial value. He filed a map showing ownerships. Matter taken under consideration for further investigation.

The Commission addressed a formal request to the Executive Committee of the American Association of State Highway Officials, who are meeting in Washington, D. C. next week, to divide the present route No. 99 into two parts between Junction City and Portland, giving the Pacific Highway via Albany and Salem the designation 99 East and the West Side Pacific Highway via Corvallis and McMinnville the designation 99 West.

Judge Barnard and Commissioners Hurd and Crowe of Lane County, Claude Jones, W. G. Sutton, Olaf Nelson and Chas. Hills of Oakridge, A. E. Gerimonde and C. A. Woodard of Westfir were present to discuss the location of the Willamette Highway in the vicinity of Oakridge. Present also were W. H. Lynch and H. D. Farmer of the Bureau of Public Roads. Mr. Farmer submitted a map of the locality showing four lines which had been run out. The first or cheapest was on the south side of the river; a second showed a crossing of the river opposite Oakridge to the north bank of the river; a third, a crossing about 3000 feet above the mouth of North Fork; and a fourth, a crossing about 1000 feet above the mouth of North Fork known as Hell Gate Crossing and then on the north bank of the river passing to the south of Oakridge, crossing Salmon River near the mouth but not crossing the railroad tracks. This fourth route is designated by a yellow line on the map, a combination of lines "S", "A" and "D". Mr. Farmer pointed out that the first alternate on the south side of the river was the cheapest line to construct. The Lane County delegation favored the lower or Hell Gate Crossing and the "S" "A" "D" line because it offered an opportunity for a short connection for Westfir which the county was willing to make and connected with Oakridge on the existing road west of the town. Otherwise the county would have to build a bridge across the river to serve Westfir traffic and also a new bridge would have to be built across the river to serve Oakridge. Mr. Lynch stated that inasmuch as the Westfir and Oakridge communities would be served by this road and the State and the County were contributing, the Government would not object to the more expensive route. On motion which was carried, it was agreed to adopt the route designated as "S" "A" "D" and shown in yellow on the map, crossing the river at the lower or Hell Gate Crossing about 1000 feet above the mouth of North Fork and continuing on the north bank of the river passing to the south of Oakridge and on the south or river side of the railroad (not crossing the railroad) and crossing Salmon River near the mouth.

A large delegation from Corvallis, Monmouth and McMinnville came in just before the afternoon session. Their stated purpose was to urge the 99 West designation for the West Side Pacific Highway. Commissioner Sawyer told them that affirmative action had already been taken by the Commission at the morning session.

Frank Jenkins, representing the Eugene Chamber of Commerce, asked that the Commission begin now to make its plans for keeping the McKenzie Pass open next winter. He filed a brief setting out the Eugene Chamber's argument. The Commission rejected the request.

C. J. Buck and P. H. Dater of the Forest Service, W. H. Lynch, J. A. Elliott and H. D. Farmer of the Bureau of Public Roads met to discuss the forest highway program to take up the additional funds authorized for the 1931 Government fiscal year program. Mr. Lynch submitted a statement showing an apportionment of \$702,208.00, with deductions for administration, contingencies, equipment and location surveys which left a balance of \$600,000 to be programmed.

A list of projects with estimated costs was submitted for consideration. The Salmon River, Heppner-Spray, Canyon City-Burns, Santiam, Fremont, Roosevelt, Willamette and Siuslaw projects, also widening of several completed projects, were discussed. It was decided to leave the Fremont surfacing project out of the forest highway program and handle it as a federal aid project. There was some discussion as to the Santiam project. Commissioner Sawyer advocated another unit on the east end to extend the present construction to the summit of the Cascades. Chairman Van Duzer advocated another unit on the South Santiam east of the present contract. Mr. Buck indicated that the Forest Service would prefer construction of the east end project. After some further discussion, the following program was tentatively decided upon:

		Total Estimated Cost	Government Share	State Share	County Share
Canyon City-Burns					
Burns-Poison Creek, grading 5.0 mi.	\$ 60,000	\$ 60,000	\$ 0	\$ 0	
Soda Mountain Sect. additional	25,000	25,000	0	0	
Salmon River					
Rose Lodge-Roosevelt Hwy.					
Grading 4.5 mi.	70,000	70,000	0	0	
Bridges	70,000	70,000	0	0	
Siuslaw Highway					
Dike Section, grading 5.5 mi.	150,000	112,500	0	37,500	
Roosevelt Coast Highway					
Berry Cr.-China Cr., grad 5.3 mi.	532,000	259,500	136,250	136,250	
Signs	3,000	3,000	0	0	
Totals		\$910,000	\$600,000	\$136,250	\$173,750

Philip Fay, Paul C. Murphy, P. C. Cookingham and W. E. Simon-ton were present in the interest of the proposed Oswego-Lake Grove Highway Improvement District. They stated that their purpose was to form a district in order to build a road alongside of the abandoned Southern Pacific right of way to shorten the distance into Portland. The petition and map submitted were referred to the Attorney and the Engineer to check the petition as to form and the map as to the boundaries described. When a report on these matters is received, a date will then be set for a hearing, the Chairman advised the delegation.

At five o'clock, announcement of the awards of contracts was made by the Chairman:

La Grande Bituminous Macadam Project. The low bid, being in excess of the engineer's estimate, was rejected and the engineer instructed to do the work with state forces.

Red Bridge-Drain Section, Umpqua Highway, Douglas County, surfacing and maintenance materials. Contract awarded to the low bidder, A. S. Wallace of Roseburg, at \$135,290.00.

Hendricks Bridge-Doyle Hill Section of the McKenzie Highway, Lane County, grading. Contract awarded to Earl L. McNutt, the low bidder, at \$81,165.00.

Waldport-Lane County Line Section of the Roosevelt Coast Highway, surfacing. Contract awarded to the low bidder, Edlefsen-Weygandt Co., at \$165,861.50.

Caretaker's building at Emigrant Springs. Contract awarded to the low bidder, O. N. Pierce, at \$3,920.00.

The Engineer was authorized to advertise the following projects for the next meeting:

Eddyville-Pioneer Mountain Section of the Corvallis-Newport Highway, 10.1 miles surfacing;

Monmouth North Section of West Side Pacific Highway, 2.9 miles grade widening;

Tangent-Shedd Section, Pacific Highway, 4 miles grade widening;

Wapinitia Section of Wapinitia Highway, 7 miles grading;

Mitchell-Fort Creek Section of Ochoco Highway, 18 miles surfacing;

Multnomah County Line-Sandy Section, Mt. Hood Highway, 7 miles concrete paving;

Multnomah County Line-Middleton Section, West Side Pacific Highway, 9.4 miles grade widening.

A. W. Howard of Portland stated that he and other owners of timber in Curry County had been considering plans for logging these lands and constructing seagoing log rafts in Hunters Cove which is state-owned park property. Chairman Van Duzer stated that this property had been purchased for the purpose of preserving the natural beauty and the Commission was not disposed to permit its use for that purpose. Mr. Howard asked, however, that the Commission give the matter further consideration and advise him after a decision was reached.

On the proposal of Commissioner Sawyer, the name Crooked River Highway was definitely adopted for the state highway south from Prineville to the junction with the Central Oregon Highway.

It was agreed that the unit of the Crooked River Highway between the south end of the completed unit on Bear Creek and the junction with the Central Oregon Highway should be placed on the 1930 program. The

Engineer was authorized to make the survey as soon as convenient.

A request was received from the President of Newberg College for permission to place ornamental signs on the entrance posts at the Newberg city limits. The Commission instructed the Secretary to reply that the Commission has under consideration the matter of providing historical markers but so much is ahead of it in selecting the locations to be marked that there has not been time to work out the designs most suitable for use. Until that is done, it does not want to approve anything of this kind on the right of way within its jurisdiction.

It was agreed to set the date for the hearing on the proposed Vernonia-Nehalem River-Coast Highway Improvement District for two o'clock on Wednesday, July 23, 1930, at Jewell in Clatsop County.

It was decided that the June meeting of the Commission would be held on June 26, and the July meeting on July 24.

A request for oiling in the town of John Day was received with an offer of cooperation from the local authorities. The Secretary was instructed to reply that their request could not be granted since no oiling crews were operating in the vicinity but suggested they use waste crank case oil or light fuel oil themselves to lay the dust.

The Engineer reported on negotiations with the Pacific Spruce Corporation for changing their track south of Waldport where there is a conflict with the Roosevelt Coast Highway construction. Chairman Van Duzer agreed to take the matter up with Mr. Johnson, President of the Spruce Corporation.

The minutes of the meetings of April 4 and April 24, 1930 were approved.

A request was received from the Fish Commission of Oregon that the road leading into the Bonneville Hatchery grounds, a distance of about 1050 feet, be improved by the Commission. Request granted and the Engineer instructed to place some crushed rock on the present road from the quarry set up nearby.

An agreement with D. J. Puckett, regarding log rafts on the Klamath River at Keno during the construction of the bridge, was executed by the Commission.

The matter of the default of the Cascade Petroleum Company on their bond for The Dalles oiling project submitted with their bid of April 24, 1930 was discussed. The Commission declared the bond in default inasmuch as the contracts were not executed.

On the recommendation of the Engineer, authority was given to construct an addition 48'x68' to the main shop building at Klamath Falls and a storage shed 46'x36' at Coquille.

On the recommendation of the Engineer, authority was given to construct six maintenance patrol sheds at sites to be selected.

A request was received from G. R. Lukesh, Colonel, Corps of Engineers, Division Engineer, that the Commission insert in appropriate contracts a clause calling attention to bidders that clearing debris must not be placed in navigable waters or in tributary streams where the same may be washed into navigable waters. Approved by Commission and Engineer instructed to place same in contracts where these conditions obtain.

A report was received from the Superintendent of Lighthouses, Department of Commerce, in response to the Commission's previous inquiry concerning the "Richfield beacons." Commissioner Sawyer said that this letter should be given publicity since employees of the Richfield Company had stated that these beacons and signs were put up with the approval of the Department of Commerce.

In response to a resolution of the Progressive Business Men's Club forwarded by the Board of County Commissioners of Multnomah County, favoring placing bronze markers at each of the falls on the Columbia River Highway, the Commission stated it was their purpose to properly mark all of the falls on the Columbia River Highway.

A request was received from the County Court of Umatilla County for approval of additions to the market road program as follows:

- No. 39, Mission-Cayuse-Thorn Hollow
- No. 54, Myrick-Ruther Corner
- No. 55, Mullenkopf School to North Juniper
- No. 56, Gerking Flat to Wayland
- No. 57, Athena-La Marr Gulch

The Market Road Engineer stated that he had examined these projects and recommended that they be added to the market road system. Recommendation approved by the Commission.

The Commission authorized reimbursement to Clackamas County for payments made for right of way required in the revision of alignment and widening of the Multnomah County Line-Oswego Section of the Pacific Highway.

Parks Engineer Boardman made a report to the Commission on his activities during the month. He stated that he had contacted all of the owners of the proposed park site at Battle Rock on the Roosevelt Coast Highway and that most of the deeds were signed. An abstract of title is now being prepared at Gold Beach.

The Commission accepted the triangular strip at the west end of the Springfield Bridge and an area at the east end of the Hendricks Bridge across the McKenzie River as park sites from Lane County.

The Commission instructed Mr. Boardman to make an investigation of the timbered areas above Mitchell Point owned by Seneca Fouts.

The Commission authorized the construction of a side road from the Roosevelt Highway to the Geisel Monument, Curry County, when deeds were received for a small park area at this point.

No further business coming before the Commission, the meeting was adjourned.

*Ray A. Klein*  
State Highway Engineer  
and Secretary

*H. B. Van Duzer*  
Chairman  
*C. E. Gates*  
Commissioner  
*Robert W. Sawyer*  
Commissioner

Portland, Oregon, May 23, 1930.

The Commission met in special session at 2:15 P. M. in Room 209 Imperial Hotel. Present were:

H. B. Van Duzer, Chairman  
C. E. Gates, Commissioner  
Robert W. Sawyer, Commissioner

The forest highway program covering the additional forest highway funds appropriated for the Government 1931 fiscal year was signed up. It was agreed that further funds, either state or forest, would be provided to extend the Black Butte-Suttle Lake forest highway grading contract the permissible twenty-five per cent.

It was agreed that if it is permitted, the Bend-Burns Section of the Central Oregon Highway would be taken off the Federal Aid Seven Percent System and the mileage placed somewhere else. It was suggested that the Burns East Section of the Central Oregon Highway would be the proper place for this mileage.

It was agreed that the surfacing of the Fremont Highway between the Dalles-California Highway junction and the East Forest Boundary be placed upon the list of authorized state projects.

The Engineer was instructed to proceed as soon as possible with the location survey of the South Santiam Route from Bryant Hill east, carrying the work to such a point as will make a section to take up the cooperation to which Linn County is entitled, i. e. \$210,000. This may



be made a forest highway project if negotiations are carried through. It was agreed that whenever the survey is sufficiently complete to put the unit under contract it will become an authorized project.

It was agreed that in each of the years 1930, 1931 and 1932, bonds would be sold in the amount of \$1,500,000 for the purpose of meeting the increased federal aid and additional forest highway cooperation made available by recent Congressional action.

No further business coming before the Commission the meeting was adjourned.

*Roy A. Klein*  
State Highway Engineer  
and Secretary

*H. B. Van Duzer*  
Chairman  
*C. E. Gates*  
Commissioner  
*Robert W. Sawyer*  
Commissioner

Portland, Oregon, June 26, 1930

The Commission met in Room 570 Multnomah County Court House at 10 A. M. Present were:

H. B. Van Duzer, Chairman  
C. E. Gates, Commissioner  
M. A. Lynch, Commissioner, succeeding Robert W. Sawyer  
Roy A. Klein, State Highway Engineer and Secretary

Bids were opened on the following paving, grading, surfacing and bridge projects:

MT. HOOD HIGHWAY  
MULTNOMAH COUNTY LINE-SANDY SECTION - PAVING

Jacobsen-Jensen Company	\$182,840.00
Oregon Contract Company	197,996.00
I. L. Young	199,646.00
West Contract Company	201,518.00
Midstate Contract Co.	218,162.00
La Pointe Construction Co.	245,605.00

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ROOSEVELT COAST HIGHWAY  
HAYNES SLOUGH, LARSON SLOUGH AND RUSSELL POINT SECTION - GRADING

Joplin & Eldon	\$32,170.00
Wm. Wilkens	34,740.00
Liesch & Tofte	36,605.00
Peart Bros.	38,840.00
A. C. Greenwood	41,170.00
Yunker-Wiecks & Co.	42,495.00
F. C. Dillard	43,000.00
Coos Bay Dredging Co.	52,500.00
Pacific Livery & Transfer Co.	54,335.00

SIUSLAW HIGHWAY  
TRIANGLE LAKE-LOW PASS SUMMIT SECTION - FURNISHING BROKEN STONE

L. D. Packard	\$33,495.00
C. L. Camp	37,520.00
Frazier & Samuel	38,788.00

CORVALLIS-NEWPORT HIGHWAY  
PIONEER MOUNTAIN-EDDYVILLE SECTION - SURFACING

C. L. Camp	\$138,645.00
Newport Construction Co.	143,310.00

OLD OREGON TRAIL  
LA GRANDE-HOT LAKE SECTION - GRADE WIDENING

Union Construction Co.	\$41,218.00
James Tobin & Son	42,716.00
Clifton, Applegate & Toole	44,754.00
George Abraham	46,208.00
Morrison-Knudsen Co.	48,457.50
United Contracting Co.	49,526.00
Clyde R. Seitz	56,943.10

WAPINITIA HIGHWAY  
WAPINITIA-MAUPIN JUNCTION SECTION - GRADING

	Concrete Pipe	Corr. Iron Pipe
Barnet & Mitchell	\$37,555.00	\$35,905.00
Johnson Bros. Co.	38,486.00	38,486.00
Frank J. Haas	41,355.00	39,490.00
Jetley Bros.	45,480.00	37,927.50
Bauers & Bauers	45,643.50	44,200.10
Wm. Endicott	46,685.50	44,592.00
J. A. Lyons	47,532.50	46,990.00

Cont'd

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## Wapinitia-Maupin Junction Section - cont'd

	Concrete Pipe	Corr. Iron Pipe
A. C. Greenwood	\$48,780.00	\$47,750.00
W. L. Slutz	49,202.50	43,607.00
Newport Construction Co.	49,425.00	48,918.00
Geo. I. Fenton	49,830.00	49,012.50
Clifton, Applegate & Toole	51,510.00	50,367.50
Fred Christensen, Inc.	54,480.00	56,015.00
Henry C. Boyer	55,622.50	53,185.00
Morrison-Knudsen Co.	59,592.00	57,610.50
Ryberg, McHugh & Cowley	65,975.00	66,009.50

## WEST SIDE PACIFIC HIGHWAY

## MULTNOMAH COUNTY LINE-MIDDLETON SECTION - GRADING AND SURFACING

J. A. Lyons	\$112,410.00
Oregon Contract Company	114,082.50
Joplin & Eldon	115,292.50
A. C. Greenwood	118,267.50
Clifton, Applegate & Toole	121,292.50
Fred Christensen, Inc.	124,255.50
Kern & Kibbe	134,835.00
Union Construction Co.	136,645.00
Washburn & Hall	137,403.00
United Contracting Co.	139,874.50
Meyers Contract Co.	148,442.50

## OCHOCO HIGHWAY

## MITCHELL-WILLOW CREEK SECTION - SURFACING

Milne & Dussault	\$125,672.50
Knute Lien	126,830.50
Wren & Greenough	129,445.00
Joslin & McAllister	132,000.00
A. C. Greenwood	135,584.00
Washburn & Hall	142,227.50
Fred H. Redmon	147,070.50
Newport Construction Co.	160,247.00
Carl Nyberg	164,759.50

ROOSEVELT COAST HIGHWAY  
FRAME STORAGE BUILDING AT COQUILLE

Styris & Granstrom	\$2,710.00
Comstock & Poole	2,831.00
H. A. Harris	3,066.80
Tom Lillebo	3,085.00
Carl Engstrom	3,230.00

Cont'd

## Building at Coquille - cont'd

E. W. Gregg	\$3,260.00
D. Samuel	3,398.62
P. M. Tully	3,555.00
B. F. Liesch	3,682.30
Quick & Ross	3,798.89

THE DALLES-CALIFORNIA HIGHWAY  
EXTENSION OF SHOP BUILDING AT KLAMATH FALLS

Cherry & Harrison	\$4,001.00
Westfall & Cochran	4,165.76
John Gardner	5,442.55

McKENZIE HIGHWAY  
BRIDGE OVER THE EUGENE POWER CANAL

H. E. Wilder Co.	\$13,455.00
Hargreaves & Lindsay	13,710.00
J. R. Hugh	13,965.00
Oscar Joelson	14,280.00

MARION COUNTY MARKET ROAD  
BRIDGE OVER DRIFT CREEK

Edward Krieg	\$5,402.00
C. J. Montag	5,472.00
Oscar Joelson	5,700.00
C. A. Catching	5,995.00
D. Samuel	6,082.50
J. R. Hugh	6,301.50
P. L. Frazier	6,361.00
A. L. Lamb	6,705.00

A delegation was present from Sandy to remonstrate against changing the Mt. Hood Loop from Main Street to Proctor Street, one block north. Mr. Jas. H. Cassel of the Oregon Automotive Trade Association appeared for R. S. Smith, an automobile dealer who has an established business on Main Street. Others protesting were Casper Junker, R. E. Esson, P. R. Meinig, F. L. Christenson, Oscar Brandis, L. E. Hoffman, Chas. Sharnke, H. B. Reed and C. O. Duke. Petitions for and against the change were presented. The remonstrants stated that business had been built up on Main Street and that to move the highway would mean a loss to them. The Engineer reported that the present width of Main Street is sixty feet between property lines and parked cars on busy days reduce the space to a two-way roadway, while if Proctor Street were adopted, a greater width could be secured cheaper and some curvature could be taken out. W. A. Proctor said, "This would give us two parallel, paved streets and would make a better town of Sandy, but I am willing to leave the decision to the

Commission." P. T. Shelley and G. C. Maronay of Sandy later appeared in favor of Proctor Street. The Commission instructed the Engineer to investigate the right of way situation and determine what the right of way on Proctor Street can be secured for and an estimate of cost to widen Main Street.

Judge Barnard of Lane County stated that the County Court proposed to put a special tax measure on the November ballot to provide funds for county cooperation for the completion of the state highways in Lane County.

Judge Barnard asked that Lane County be relieved of the purchase of new right of way for the McKenzie Highway between Hendricks Bridge and Walterville for the reason that the County had previously purchased right of way between Hendricks Bridge and Milliken Corners on the route formerly used. The total amount involved is approximately \$2,300.00. After consideration, the Commission voted to reimburse Lane County for expenditures made for new right of way between Hendricks Bridge and Walterville.

The Engineer reported that in the widening and straightening of the Nimrod-Belknap Springs Section of the McKenzie Highway in Lane County it was necessary to acquire some additional right of way and that the Lane County Court had secured this on request. Inasmuch as the right of way for the original construction had been purchased by the County, the Engineer recommended that Lane County be reimbursed for expenditures made on this account. In accordance with the previously established policy, the Commission authorized reimbursement to the Lane County Court for the funds so expended.

A letter was received from the Eugene Water Board offering one-third cooperation on the construction of a concrete bridge over the power canal at Walterville. After consideration the offer was accepted by the Commission and by Judge Barnard representing Lane County.

Judge Noe and Commissioner Fairman of Malheur County asked for the construction of another unit of the Central Oregon Highway west from the railroad tunnel, the western end of the present grading project. They asked that the entire length of 23 miles to Juntura be considered. In the discussion it was brought out that excessive prices are being asked for right of way by the owners. The Commission stated that if the right of way cannot be purchased at reasonable prices that this project would have to wait until others are completed. The County Court was instructed to report back to the Commission after having negotiated further for the right of way. The Commission adopted the survey as made by the Engineer between the railroad tunnel and Juntura and instructed that right of way maps and descriptions be furnished to the County Court.

Judge Williams, County Judge, and J. J. Walsh, County Engineer of Harney County, accompanied by G. N. Jameson, Mayor of Burns, Wm. Hanley and N. B. Higgs, asked for a relocation of the south end of the Poison Creek-Burns Section of the Canyon City-Burns Highway for the

purpose of reducing right of way costs. They suggested alinement which would use more of the present road but add 800 feet of distance and more curvature. Since this is a forest highway project, the matter was referred to the Bureau of Public Roads.

Irving C. Allen presented two claims and asked for consideration. The Chairman suggested that the claims be filed with the Attorney for investigation so that the matter could be reported on at a subsequent meeting.

The minutes of May 22, 1930 were approved. The minutes of May 23, 1930 were held for further consideration.

A request was received from the Mayor and Council of the City of Tillamook that the programmed construction north of Tillamook be placed under contract as soon as possible in order to provide employment for local people. The Engineer was instructed to advise them that the Commission would place the structures under contract as soon as permits were received from the War Department for the Hoquarton Slough and Wilson River bridges and plans and specifications prepared. Also a contract would be let for the Juno overhead crossing as soon as the Public Service Commission had adjudicated the costs.

The Engineer reported that John Helfrich of Brothers on the Central Oregon Highway wished to put down a well to provide water for his own use, and due to the lack of water on this unit of the road, he offered to furnish water to state maintenance employes and the general public if the State would cooperate in the cost of the well, pumping and storage facilities. The Commission favored the plan to provide water for public use and the Engineer was authorized to negotiate with Mr. Helfrich further to work out the details of an agreement to properly protect the State's interest in the property.

A discussion was held on the subject of snow removal on the McKenzie Highway across the summit during the winter months. Commissioner Lynch asked that a further study be made of drifting conditions along the route and that some sections of snow fence be erected for experimental purposes to determine its value, which was ordered. The Secretary was instructed to furnish Commissioner Lynch with the correspondence files over the past three years covering the subject of the snow removal on the McKenzie Highway.

A request was received from the Mayor of the City of Lakeview for cooperation in paving three blocks of the Fremont Highway on Main Street between Bullard and Court Streets which are included in a city paving project of several blocks in the business district. After consideration it was agreed that the State would pay for a 20 foot strip for the three blocks provided the specifications which are used and bid prices which are received are approved by the Engineer.

The Engineer reported to the Commission that the Holdener

Construction Company, contract No. 1084, Greanleaf Creek-Low Pass Summit Section, surfacing, had practically exhausted the supply of rock at the Triangle Lake quarry and what was left could be secured only at great cost. He therefore recommended that the contract be cancelled without any obligation on either party. The Commission approved the recommendation and executed an agreement to that effect terminating the contract with the Holdener Construction Company.

A request was received from the attorney of the Grand Ronde-Salmon River Highway Improvement District that the District be relieved of maintenance on the Tillamook County Line-Grand Ronde Section. Matter held until next meeting.

A request was received from the City of Cottage Grove asking for cooperation in widening the pavement on several blocks on Main Street (Pacific Highway). Matter held for further consideration.

A request was received from the County Court of Grant County asking for a survey of the Dale-Long Creek Unit of the Pendleton-John Day Highway. Matter held for further consideration.

The County Court of Yamhill County requested approval of an addition to the market road system 1.7 miles in length extending west from Newberg, to be designated as Sunny Crest No. 30. The Market Road Engineer recommended that the addition requested be approved. Recommendation adopted by the Commission.

The County Court of Douglas County, by resolution, requested approval of two additions to their market road system. These two roads are designated as the North Myrtle Creek Market Road No. 15, 8.8 miles in length, and the South Myrtle Creek Market Road No. 18, 13 miles in length, extending east from the town of Myrtle Creek on North Myrtle Creek and South Myrtle Creek respectively. The Market Road Engineer recommended that the additions requested be approved. Recommendation adopted by Commission.

The County Court of Washington County, by resolution, requested approval of an addition to the Market Road System. The road proposed extends from Farmington Church to Groner's Corners on the River Road north of Scholls and was originally a part of Market Road No. 3 but later withdrawn. It is now proposed to restore this unit as a part of Market Road No. 3. The Market Road Engineer recommended that the addition requested be approved. Recommendation adopted by Commission.

Parks Engineer Boardman reported on his activities for the month. He was instructed to endeavor to purchase the timbered tracts on Brush Creek and Humbug Mountain for park purposes. It was decided to hold up the matter of the Ecola park tract until the next meeting. Likewise, consideration of the Yachats tract was deferred. Mr. Boardman reported that he had interviewed District Forester Buck in the matter of exchange of private timber holdings for national forest timber from

Sisters over the McKenzie and on the North Santiam, and hoped for results.

At five o'clock the Chairman announced the awards of the contracts on the various paving, grading, surfacing and bridge projects on which bids had been received.

La Grande-Hot Lake Section of the Old Oregon Trail, 7.96 miles grade widening. The low bid of the Union Construction Company at \$41,218.00 was satisfactory. Award held pending Federal Aid approval.

Haynes Slough, Larson Slough and Russell Point units of the Roosevelt Coast Highway, 1.3 miles grading. The contract was awarded to Joplin & Eldon, the low bidders, at \$32,170.00.

Triangle Lake-Low Pass Summit Section of the Siuslaw Highway, furnishing maintenance materials. The contract was awarded to the low bidder, L. D. Packard, at \$33,495.00.

Pioneer Mountain-Eddyville Section of the Corvallis-Newport Highway, 10.1 miles broken stone surfacing. The award of this contract is held pending a further investigation of the quarry.

Multnomah County Line-Sandy Section of the Mt. Hood Highway, 6.8 miles concrete pavement. The low bid of the Jacobsen-Jensen Company at \$182,840.00 is satisfactory, but the award of the contract will be held pending arrangements to be made in regard to the choice of routes through Sandy.

Mitchell-Willow Creek Section of the Ochoco Highway, 18 miles broken stone surfacing. The contract was awarded to Milne & Dussault, the low bidder, at \$125,672.50.

Multnomah County Line-Middleton Section, West Side Pacific Highway, 9.3 miles of grading and surfacing. The low bid of J. A. Lyons at \$112,410.00 is satisfactory, but the award will be held pending Federal Aid approval.

Wapinitia-Maupin Junction Section of the Wapinitia Highway, 7.4 miles of grading. The low bid of Barnet & Mitchell at \$35,905.00, using corrugated metal pipe, is satisfactory, but the award will be held pending investigation of the ability and resources of the low bidder by the Engineer.

Bridge over Eugene Power Canal, McKenzie Highway near Walterville. The low bid of H. E. Wilder & Co. at \$13,455.00 is satisfactory, but the award of the contract will be deferred pending investigation of the ability and resources of the bidder by the Engineer.

Bridge over Drift Creek on the Silverton-Willard Market Road in Marion County. The bid of Edward Krieg at \$5,402.00 being satisfactory to the County Court of Marion County, the award of the contract to the low bidder was announced.

Extension to main shop building at Klamath Falls Shops. The award was withheld pending investigation of the low bidder by the Engineer.

Building at Coquille. The award was held pending investigation of the low bidder by the Engineer.

The following projects were authorized to be advertised for the next meeting:

Bridge at Myrtle Creek on the Pacific Highway, Douglas County;  
Tangent-Shedd Section of the Pacific Highway in Linn County,  
2.4 miles grade widening and shoulder construction;

Clow Corner-Monmouth Section of West Side Pacific Highway in  
Polk County, 2.8 miles grade widening and shoulder  
construction;

Dead Ox Flat and Weiser Spur Section of Old Oregon Trail in  
Malheur County, 10.0 miles reg grading and resurfacing;

Silver Creek-Sage Hen Hill Section of Central Oregon Highway  
in Harney County, 10.7 miles grading;

Pleasant Valley-Hemlock Section of Roosevelt Coast Highway in  
Tillamook County, 3 miles resurfacing and furnishing of  
crushed gravel for maintenance and betterment purposes.

This project also to include sufficient rock to provide  
a non-skid surface on the two sections of bituminous  
pavement between Tillamook and Beaver.

Baker-Haines Section of Old Oregon Trail in Baker County, 4  
miles resurfacing and drainage.

The Engineer reported that, as previously instructed, an investigation had been made of the various routes proposed for a through highway between Oregon City and Portland and a location survey had been made by County Engineer Meldrum of the route which seemed to best meet the requirements. The Engineer filed with the Commission a map of the surveyed route roughly described as follows: Beginning at Main Street in Oregon City at 15th Street, swinging westerly crossing the Clackamas River near the west end of the island at the corner of River Road at the Ryan place, then northerly in a direct line crossing the electric railway tracks at Jennings Lodge, continuing northerly, becoming parallel to the electric railroad tracks at Evergreen Station, then lying between the railroad and Kellogg Lake into Milwaukie, through Front Street in Milwaukie, then bearing easterly to an intersection with the Multnomah County Line on the west side of the Southern Pacific railroad tracks. The Commission thereupon, on motion by Commissioner Gates, which was carried, adopted the route as recommended by the Engineer described above for a through main highway between Oregon City and Portland. Inasmuch as this is a Federal Aid route, the map and other data were ordered submitted to the Bureau of Public Roads for their examination and approval.

Mr. H. G. Starkweather reported that negotiations to secure right of way for the new route had been very successful and affirmative action by the Commission on the adoption of the route would clear the way for the

closing of some of the options by the County Court of Clackamas County.

The purchase of crushed rock for oiling and bituminous macadam work between Valley Junction and Dolph on the McMinnville-Tillamook Highway from J. H. Gallagher from his plant at Grand Ronde was authorized and the Engineer instructed to prepare a contract.

The Attorney reported that a decision had been handed down by the courts covering four legal questions involved in the settlement of contract No. 985, Rockaway-Garibaldi Section of the Roosevelt Coast Highway in Tillamook County. The Attorney for Mr. Atkinson asked that the balance admitted to be due now be paid. The Commission ordered payment of the final estimate as computed and approved by the Engineer, provided that Mr. Atkinson furnish a receipt showing that amount which the Court decided he owed the Southern Pacific Company had been paid. The court decision now brings the matter to the point where the arbitrators should be chosen to take up the points in controversy. The Engineer recommended to the Commission that James Allen of Olympia, formerly State Highway Engineer of Washington, be selected to represent the Commission. Recommendation approved and the Engineer was authorized to see if Mr. Allen's services could be secured.

A letter was received from the Trustees of the Umpqua Highway Improvement District requesting that the District be given credit for interest received from the State Treasurer on their funds on deposit in the state highway fund for the payment of cooperative shares of the Umpqua Road construction projects. After consideration the Commission agreed to give the District credit for interest received on deposits.

The State Highway Engineer was authorized to attend the mid-summer meeting of the Western Association of State Highway Officials at Salt Lake City on July 1 and 2 and subsequently the dedication of the Zion-Mt. Carmel Road in Zion National Park.

W. H. Lynch, District Engineer of the Bureau of Public Roads, asked about the Umatilla-Wallula Cut-off. The Engineer reported that the survey work in the field was being closed up but that the maps and other data were not yet ready and that, consequently, a report had not been prepared. The Chairman stated that the project would be discussed with the Bureau as soon as the Engineer's report was filed.

The Attorney reported that he had been unable to secure the right of way for the Wapinitia Highway across the property of Leaetta Hagey at a reasonable and fair price and asked for further instructions. Commissioner Gates thereupon offered the following resolution and moved its adoption:

WHEREAS, by the terms and provisions of Chapter 423, General Laws of Oregon, 1917, and by the provisions of Chapter 237, General Laws of Oregon, 1917, the State Highway Commission was authorized and directed to lay out, locate, designate,



construct, improve and maintain a system of state highways in the State of Oregon, and

WHEREAS, in the permanent improvement, construction and maintenance of said highways, and particularly that portion of the Wapinitia Highway, otherwise designated as State Highway No. 44 in Wasco County, it has been found necessary and the State Highway Commission has and does hereby determine and declare that it will be and is necessary and of advantage to the state that the state acquire either by purchase, agreement or by the exercise of the power of eminent domain the land herein-after described, which land is to be used for the purposes more specifically hereinafter set out, and

WHEREAS, the state highway commission has found it necessary in the improvement and maintenance of said highway to straighten the alignment, eliminate existing curves, widen the roadbed, and otherwise improve said highway, and to that end and for that purpose it has been found necessary to acquire additional land, and

WHEREAS, in connection with the improvement and maintenance of said highway, and to make possible the elimination of said existing curves and the widening of the present roadbed and otherwise improving said highway, it has been found necessary, needful and of advantage to the state that the following described parcel of land be acquired, to wit:

All that portion of the SE $\frac{1}{4}$  of Sec. 8, T. 5 S. R. 13 E. W. M. and West  $\frac{1}{2}$  of SW $\frac{1}{4}$  of Sec. 9, T. 5 S. R. 13 E. W. M. in Wasco County, included within a strip of land 100 feet in width, being 50 feet on each side of the center line of the Wapinitia Highway, as surveyed over and across or adjacent to said property; which center line is located as follows:

Beginning at engineers center line station 1534, which station is 2550 feet east and 545 feet north of the SW corner of Sec. 8, T. 5 S. R. 13 E. W. M.; thence N. 65° 45'E. a distance of 4600 feet to engineer's station 1581, which station is approximately 1428 feet east and 2420 feet north of the SW corner of Sec. 9, T. 5 S. R. 13 E. W. M.

The width (in feet) of the strip of land above referred to is as follows:

Station to Station	Total Width (Feet)	Width on Right Side of CL	Width on Left Side of CL
1435+00 to 1577+00	100'	50	50
Equation 1577+00 equals 1578+00			
1578+00 to 1580+23	100	50	50

The parcel of property to which this description applies contains approximately 10.05 acres.

WHEREAS, in the judgment of the Highway Commission it is necessary and will be of advantage to the state upon the grounds and for the reasons herein stated that title to said parcel of land be procured for the purposes herein stated, and

WHEREAS, under and by virtue of the provisions of Section 4436, Oregon Laws as amended, Wasco County is obligated to secure the above described parcel of land for right of way purposes, but said county has failed and neglected to acquire said right of way although requested by the Highway Commission to acquire the said land,

THEREFORE, BE IT RESOLVED, that the State Highway Commission do, and the said Highway Commission does hereby declare that it is necessary, and that it will be of advantage to the state of Oregon for the state to acquire for right of way purposes for use in connection with the permanent construction, improvement and maintenance of the said highway, the land above described, and said Highway Commission does further declare that the said land is needed and is necessary for said purposes upon the grounds and for the reasons herein stated, and in order to properly maintain and improve said highway.

BE IT FURTHER RESOLVED, that the boundaries of the above described parcel of land be and the same is hereby adopted, and said land is hereby declared to be and the same is part of and included within the rights of way of said highway.

BE IT FURTHER RESOLVED, that an effort be made to agree with the owners of said parcel of land with respect to the compensation to be paid for the taking of the same and the damage, if any there be, and in the event that no satisfactory agreement can be reached then it is hereby further resolved that the attorney general of the state of Oregon and J. M. Devers, attorney for the State Highway Commission, be and they are hereby requested to commence and prosecute to a final determination such suit or action as will be necessary and appropriate to acquire title to the said premises and all rights therein for the purposes herein stated.

The motion was duly seconded and declared carried.

Requests for extensions of time were received as follows:

Glyde R. Seitz, contract No. 1065, Hilgard-La Grande resurfacing, requested an extension of time to July 31, 1930. The Engineer recommended that the extension be granted since the delay in completion of the contract has caused no extra expense and from the further fact that the resurfacing has now been completed and the remainder of the

time will be spent on crushing maintenance materials. Recommendation adopted by the Commission.

Edlefsen-Weygandt Company, contract No. 1093, Waldport-Yachats Section of the Roosevelt Coast Highway, grading, requested an extension of time to September 1, 1930. On account of the delay in the removal of the railroad track from the highway location, the Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

Northwest Contract Company, contract No. 1110, Tualatin River bridge, West Side Pacific Highway, Washington County, requested an extension of time to June 15, 1930. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

George H. Jacobson, contract No. 1149, 0.17 mile grading on the Central Oregon Highway near Gap Ranch, requested an extension of time to August 1, 1930. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

Joplin & Eldon, contract No. 1138, Lincoln County Line-Alsea Mountain Section of the Alsea Highway, resurfacing and maintenance materials, requested an extension of time to October 1, 1930. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

The Engineer recommended the purchase of an acre of ground in Baker for a maintenance patrol station site from A. R. Zeller for \$600.00. This property is located in the south part of the city on the Old Oregon Trail near the Eastern Oregon Power Company substation. Approved by Commission.

The Engineer recommended the purchase of a  $1\frac{1}{2}$  acre tract in the town of John Day for a maintenance patrol station site for the sum of \$450. This property is east of the town on the John Day Highway.

A discussion of the future improvement of the Santiam Highway between Albany and Lebanon was deferred until another meeting.

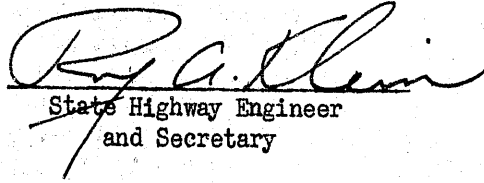
The Commission were advised that the proponents of the Oswego-Lake Grove Highway Improvement District had decided to abandon the plan to form a district and hoped to finance their proposed road by a special tax levy with county help.

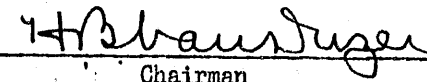
The Engineer reported that each winter overflow from the Little Walla Walla River caused considerable maintenance expense on the Oregon-Washington Highway in the Milton-Freewater area. It had been proposed to remedy these conditions by construction of control gates to be financed by those interested in the improvement. It was estimated that the total work would cost \$4,000 and the tentative division of costs was Umatilla County \$500, Peacock Mill \$1,000, Cooperative Union \$1500, State Highway

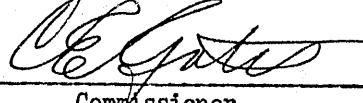
Commission \$1,000. The Engineer recommended that the Commission join in cooperation with the other parties on the basis proposed, stating that there would be a saving in annual maintenance expense and would add much to the safety of the road in freezing weather. The Commission authorized an expenditure in a sum not to exceed \$1,000 on the cooperative basis above outlined with instructions to the Attorney to prepare an agreement to cover.

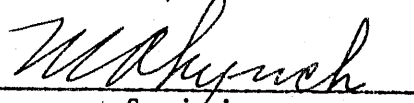
The date for the next regular meeting was set for 10:00 A. M. July 24 in Portland.

No further business coming before the Commission, the meeting was adjourned.

  
State Highway Engineer  
and Secretary

  
Chairman

  
Commissioner

  
Commissioner

Jewell, Oregon, July 23, 1930

The Commission met in the High School Gymnasium at 2 o'clock P. M. to consider the boundaries proposed for the Vernonia-Nehalem River-Coast Highway Improvement District. Present were:

C. E. Gates, Vice Chairman  
M. A. Lynch, Commissioner  
Roy A. Klein, State Highway Engineer and Secretary

Vice Chairman Gates announced that Chairman Van Duzer was not present on account of the fact that the lumber company in which he was interested owned some timber lands within the proposed district.

Vice Chairman Gates called the meeting to order and instructed the Secretary to read the call of the meeting as follows:

TO WHOM IT MAY CONCERN:

You are hereby notified that there has been filed with the Oregon State Highway Commission a proposed form of petition proposing the organization of a highway improvement district under the provisions of Chapter 399 of the General

Laws of Oregon for 1921, as amended by Chapter 254 General Laws of Oregon for 1927, as amended by Chapter 46, General Laws of Oregon for 1929, said district to be known as the "Vernonia-Nehalem River-Coast Highway Improvement District." The land which it is proposed by said petition to include within said district is described as follows, to-wit:

Beginning at a point where the township line common to townships 5 N. and townships 6 N. of the W. M. intersects the Pacific Ocean; thence east following said township line 48 miles, more or less, to the range line between R. 2 and R. 3 W. W. M.; thence south along said range line 15 miles, more or less, to the southeast corner of Section 13, T. 3 N., R. 3 W. W. M.; thence west following the section lines 24 miles, more or less, to the southwest corner of Section 18, T. 3 N., R. 6 W. W. M. on the line between Ranges 6 and 7 W. W. M.; thence north along said range line 1/2 mile, more or less, to the southeast corner of Section 12, T. 3 N., R. 7 W. W. M.; thence west following the section line 12 miles, more or less, to the southwest corner of Section 7, T. 3 N., R. 8 W. W. M. on the line between Ranges 8 and 9 W. W. M.; thence along said range line to the east and west center line of Section 13, T. 3 N., R. 9 W. W. M.; thence west following the center line of Sections 13, 14, 15, 16, 17 and 18 of T. 3 N., R. 9 W. W. M. and T. 3 N., R. 10 W. W. M. to the shore of the Pacific Ocean; thence northerly along the shore of the Pacific Ocean to the point of beginning.

You are further notified that a meeting will be held on the 23d day of July, 1930, at the hour of 2 o'clock P. M. of said day, in the High School Gymnasium at Jewell, Clatsop County, Oregon, for the purpose of passing upon the matters set out in said petition and for the purpose of approving said petition as to the boundaries as set out therein or as modified by the State Highway Commission.

Any and all persons having property in the said proposed district appearing upon the tax rolls and subject to any indebtedness which may be incurred or created by said district or its trustees, if said district is formed or created, may appear and shall be heard by the State Highway Commission, and any and all persons favoring or opposing the creation of the said district may appear and be heard at the said meeting.

Dated this 20th day of June, 1930.

OREGON STATE HIGHWAY COMMISSION

By H. B. Van Duzer, Chairman  
C. E. Gates, Commissioner  
M. A. Lynch, Commissioner

Attest:

Roy A. Klein, Secretary

Vice Chairman Gates stated that the Commission's jurisdiction over these matters was limited to approval or disapproval of the boundaries as submitted, therefore, it was requested that those who wished to speak confine their remarks to the merits or demerits of the boundaries as proposed. Those in favor were invited to speak first.

Lester Sheeley, attorney of Vernonia, stated that he had originally drafted the boundaries of this proposed district which included a strip of land 15 to 16 miles wide and 48 miles long extending from a point near Trenholm west to the ocean. He stated that there were probably some discrepancies in the boundaries as might be determined by the watersheds which could not be determined from a casual examination of the map. Mr. Sheeley stated that the route proposed would be located westerly from Vernonia following Rock Creek, then crossing over into the watershed of Buster Creek and following Buster Creek down to the Nehalem River, following down the Nehalem River to a point near Elsie and then westerly to a connection with the Roosevelt Highway near Hamlet Junction. He stated that it would also be the purpose of those interested in the formation of the district to include in its highway construction program a road northerly from Vernonia connecting with a market road up Oak Ranch Creek. Mr. Sheeley said that there was probably some territory near the eastern boundary which is in the Columbia River watershed which would not be benefited by any roads constructed in the district, and on the southern boundary there is a small section toward the western part of the district which is on the Salmonberry watershed and that it was doubtful if that section should be included. On the other hand he argued that on the northern boundary all of the territory would receive benefits for the reason that a road constructed from near Hamlet Junction would form a junction with the Nehalem Highway near Jewell. He contended that all of the territory in the Seaside section and the Cannon Beach section should be included in the district because it provides a through road between there and Portland.

John R. Wherry of Elsie stated that he was in favor of the formation of the district, but believed that it would be proper to eliminate four sections of land near Jewell.

W. C. Smith, representing the Ruth Realty Company, owning land in Tillamook and Clatsop Counties, objected to the inclusion of their property within the district. Mr. Smith also represented the United Railways, owning 20 miles of railroad in Washington and Columbia Counties. He stated that the United Railways could receive no benefit from this proposed highway and filed a formal protest.

S. G. Reed stated that he owned lands in Section 17, 18, 19 and 20 in T. 3 N. R. 10 W. and protested against inclusion.

G. B. McLeod, representing the Hammond Lumber Company and the Hammond Tillamook Lumber Company, stated that these companies had large timber holdings in both Clatsop and Tillamook Counties and objected to the inclusion of their property.

W. W. Clark, representing the Clark-Wilson Lumber Company, stated that his company owned land east and north of Vernonia and objected to inclusion of this property within the district.

Rose Johnson presented a petition from the resident farmers south of Seaside and the Necanicum River against inclusion in the district.

A. W. Callow, representing Marquam & Callow of Nehalem, owners of 20,000 acres in Tillamook County, stated that the road would be of no benefit to their company and objected to having their property included.

J. R. Frum of the Crown-Willamette Paper Company presented a petition requesting that their property be excluded.

W. C. Calder, representing thirteen timber land owners, also objected.

R. C. Allen of Elsie made a protest.

Jefferson Brothers from Bacona stated that their holdings in the eastern part of the district were not naturally tributary to the proposed road at all, since their natural way out was toward the Columbia River.

C. W. Barrick, representing the Westwood Lumber Company and the DuBois Lumber Company, also filed their objections.

Mr. \_\_\_\_\_ Boos, representing the Standard Box Company, made objection.

Benjamin B. Luten of Portland, representing the Grand Rapids Oregon Timber Company and the Gladstone Timber Company, protested against the inclusion of their lands in the district.

Andrew N. Parker suggested that all of Tillamook County, Washington County, Columbia County and Clatsop County be included in the district so that the cost could be spread over a larger area.

Judge Boyington, County Judge of Clatsop County, representing the Clatsop County Court, expressed the unanimous opinion of the County Court in objection to the formation of the district as pertained to the inclusion of Clatsop County for the reason that the road proposed to be constructed would be practically parallel to the present road now under construction through the Nehalem Valley. He asked whom Mr. Sheeley represented. Mr. Sheeley replied that he presented the petition personally.

M. C. Warren spoke in behalf of the residents of Cannon Beach and requested that this district be eliminated.

Oliver Burris, who lives in Section 23, T. 6 N. R. 4 W., Columbia County, stated that the road would not benefit him and he would like to have his property excluded. It was found that he was not included in the district.

F. H. Wooden, representing a number of taxpayers in Jewell, asked that that area be excluded.

Judge John R. Philip of Columbia County requested that all of the territory on the eastern side of the Nehalem River be eliminated from the district for the reason that it is already supplied with roads far in advance of the district's needs.

Judge Beltz of Tillamook County stated that the area within the proposed boundaries which was in Tillamook County would receive no direct benefit from the road as proposed, and therefore asked that the Tillamook County area be eliminated.

C. L. Starr stated that he represented owners of timber land in Clatsop County having an assessed valuation of three and a half million dollars, and that he wished to join with the Clatsop County Court and others in asking the elimination of the portion which lies within Clatsop County.

Charles Henrys, County Assessor of Clatsop County, spoke against the formation of the district from the view of the Clatsop County authorities.

E. R. Palmer, President of the Seaside Chamber of Commerce, stated that Seaside and all of the Clatsop County beaches were interested in a shorter route between Portland and the sea, but that he believed this road should be on the state highway program. If Seaside is included in the district, he thought that it would be proper to include all of the four counties: Clatsop, Columbia, Washington and Tillamook.

Mr. Sheeley replied in rebuttal that there might be some small parts of the district which should probably be excluded, but in the main he considered that the boundaries were proper.

Vice Chairman Gates announced that all those present who had not done so were invited to file their written petitions either for or against the boundaries of the district and that the data in these petitions would be platted upon a map so that the Commission could have the full information before them in making a decision.

Vice Chairman Gates stated that there was an opportunity for all to speak for or against the boundaries who desired to do so and, there being no further response, the meeting was declared adjourned.

*Roy A. Klein*  
State Highway Engineer  
and Secretary

*C. E. Gates*  
Commissioner  
*W. H. Smith*  
Commissioner

Portland, Oregon, July 24, 1930.

The Commission met in Room 570 Multnomah County Court House at 10 o'clock A. M. Present were:

H. B. Van Duzer, Chairman  
C. E. Gates, Commissioner  
M. A. Lynch, Commissioner  
Roy A. Klein, State Highway Engineer and Secretary

Bids were opened on the following grading, surfacing and bridge projects:

BENTON AND LINCOLN COUNTIES  
COUNTY ROAD PROJECT NEAR SUMMIT - SURFACING

Benton County - Crushed Gravel Alternate\*

Albany Sand & Gravel Co.	\$13,851.00
Frank M. Bullis	13,851.00
J. H. Gallagher	16,598.00

Lincoln County - Crushed Gravel Alternate\*

Albany Sand & Gravel Co.	2,592.00
Frank M. Bullis	2,615.00
J. H. Gallagher	3,779.00

\*No bids received on Crushed Rock Alternate

CENTRAL OREGON HIGHWAY  
SILVER CREEK-SAGE HEN HILL SECTION - GRADING

	Concrete Pipe	Corr. Iron Pipe
C. E. Silbaugh	\$47,610.00	\$46,532.00
Meyers Contract Co.	48,730.00	48,464.00
Henry C. Boyer	49,984.00	49,524.00
Johnson Bros. Co.	52,156.00	51,917.00
Earl L. McNutt	53,451.00	50,943.00
Jetley Bros.	58,311.00	58,843.00
G. C. Johnson	59,407.00	59,407.00
Wm. Endicott	61,517.00	59,762.50
Morrison-Knudsen Co.	64,138.00	63,762.50
Clifton, Applegate & Toole	64,374.00	63,197.00

PACIFIC HIGHWAY  
TANGENT-SHEDD SECTION - WIDENING

Earl L. McNutt	\$28,545.00
D. Samuel	30,635.00

Cont'd

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Tangent-Shedd Section - cont'd

Clifton, Applegate & Toole	\$30,947.00
Guy E. Pyle	30,970.00
Meyers Contract Co.	31,762.50
Fred Christensen, Inc.	31,782.50
Joplin & Eldon	32,542.00
George Abraham	36,979.00
Union Construction Co.	38,040.00
United Contracting Co.	38,795.50
J. A. Lyons	40,630.00

OLD OREGON TRAIL  
DEAD OX FLAT AND WEISER SPUR SECTIONS - REGRADING AND RESURFACING

Newport Construction Co.	\$106,795.50
Knute Lien	115,012.50
Joslin & McAllister	117,164.50
C. L. Camp	147,800.00
Saxton & Looney	150,633.00

WEST SIDE PACIFIC HIGHWAY  
CLOW CORNER-MONMOUTH SECTION - WIDENING

Earl L. McNutt	\$20,030.00
Fred Christensen, Inc.	23,905.00
R. L. Houck	25,100.00
D. Samuel	25,650.00
Meyers Contract Co.	25,846.00
W. L. Slutz	26,250.00
Clifton, Applegate & Toole	27,764.00
Newport Construction Co.	29,740.00
Joplin & Eldon	30,549.00
Union Construction Co.	31,800.00
George Abraham	32,916.00
United Contracting Co.	36,442.00
J. A. Lyons	36,606.00

ROOSEVELT COAST HIGHWAY  
PLEASANT VALLEY-HEMLOCK SECTION - RESURFACING

Newport Construction Co.	\$42,831.50
Oregon Contract Co.	49,720.00

PACIFIC HIGHWAY  
BRIDGE OVER MYRTLE CREEK

Hargreaves & Lindsay	\$12,172.00
C. J. Montag	12,252.50
Tom Lillebo	12,627.50

Cont'd

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## Bridge over Myrtle Creek - cont'd

H. E. Wilder Co.	\$12,701.00
E. R. Metzger	12,811.00
C. A. Catching	12,857.00
Kuckenberg-Wittman Co.	14,029.00
J. A. Varner	14,427.00
J. R. Hugh	16,958.00

PACIFIC HIGHWAY  
TRAFFIC BARRIERS ON INTERSTATE BRIDGE

Wm. C. Schmitt	\$13,350.00
Willamette Iron & Steel Works	14,055.00
Cullen-Friestedt Co.	16,256.00
Kingsbury & Anderson	19,900.00

OCHOCO HIGHWAY  
BRIDGE OVER ROCK CREEK

R. H. Jones	\$12,827.50
Kuckenberg-Wittman Co.	15,240.00
Lundstrom & Carlson	15,550.00
Edward Krieg	15,755.00
Morrison-Knudsen Co.	17,285.00

Judge Barnard of Lane County asked for partial reimbursement for right of way on the Siuslaw Highway between Rainrock and Cushman purchased by Lane County, referring to the 200 foot wide sections necessary for the dredged embankment sections. Judge Barnard said that he thought that \$20,000 would be about the right amount. The Commission instructed the Engineer to investigate this matter and report at the next meeting.

Judge Barnard referred to the cooperative forest highway project between China Creek and Berry Creek to be put on by the Bureau of Public Roads in August. He said that Lane County would be willing to cooperate to the extent of 25 per cent but that the county funds would not be available until after the tax money was received. The Commission voted to advance the funds necessary to carry the Lane County share of the cost until their funds were available.

The Attorney reported on the request of Lela Cation Kline for lease of the property occupied by Sunset Inn recently acquired by the state as a timber reserve. He recommended against leasing to Mrs. Kline in view of the reports received from Superintendent Babcock of the Indian Service on the previous operation of the place. He stated, however, that if a Mrs. Ericson who is now running the place made an application for the lease, he would recommend her as a satisfactory tenant.

Judge Kelty of Lake County with Zim Baldwin and B. K. Snyder of Lakeview, asked that the Yellowstone Cut-off between Lakeview and Burns

be considered as the first project under the new Oddie-Colton Bill providing for highway construction across public lands. Judge Kelty pointed out that the survey of the route had been made at the expense of Harney and Lake Counties. Matter taken under consideration.

Judge Kelty asked that the Commission advertise the grading of a section of the Fremont Highway from Silver Lake town to the foot of Picture Rock Pass on the north side. He stated that the county would cooperate to the extent of 25 per cent of the cost and that the right of way had already been secured. The Commission stated that the project would be advertised either at the next or the following meeting.

A. C. Marsters of Roseburg stated that the election to form the North Umpqua-Diamond Lake Highway Improvement District had carried and the trustees now asked for a survey of the North Umpqua Forest Highway. Mr. Marsters stated that the district would cooperate to the extent of one-half of the cost of the survey, the County Court of Douglas County having agreed to advance the funds. Inasmuch as this is a forest highway it was suggested that the survey be made by the Bureau of Public Roads. Mr. W. H. Lynch, District Engineer of the Bureau of Public Roads, was present and stated that they would be willing to make the survey provided they had sufficient personnel to do the work this year. The Commission thereupon agreed to the expenditure of Federal forest highway funds to the extent of one-half of the cost of the survey, the usual form of agreement to be prepared later.

Judge Biggs of Crook County asked when construction would begin on the Bear Creek Unit of the Crooked River Highway. This unit extends from the south end of the previous construction to a connection with the Central Oregon Highway ten miles east of Millican. The Engineer reported that the survey was completed. The Commission authorized that this project be constructed by day labor with the same force and equipment that is now working on the Central Oregon unit east of Gap Ranch.

Ira L. Withrow, President of the Board of Trustees, and E. E. Marsh, Attorney for the Salmon River-Grand Ronde Highway Improvement District, appeared in the matter of the maintenance of the Grand Ronde-Tillamook County Line Unit of the Salmon River Road. After discussion of the matter, Mr. Withrow stated that the agreement would be signed up.

Judge Beltz, with Commissioners Lindsey and Owen of Tillamook County, and Judge Boyington, with Commissioners Larson and Elliott of Clatsop County were present and urged that the State take over and complete the coast route between Cannon Beach Junction and the Wheeler Overhead. They repeated their previous offer of cooperation of \$25,000 a year by each county for four years and said that the counties would take over and maintain as county roads the present route via Mohler and Hamlet Junction. Judge Beltz stated that the county shovel had now penetrated north of Neahkahnie Mountain and would soon open up Short Sand Beach. This would be about as far as they would go. Judge Boyington stated also that Clatsop County did not plan to carry construction

work any further south on their end. The two county courts urged that action be taken in the matter soon so that they could raise their share of the cooperation promised as their tax base was decreasing each year. Further, it was urged that it was desirable to have a decision early if provision was to be made in their budgets this year. The Engineer was instructed to report to the Commission at the next meeting on the cost of completing the coast route.

Representing the Nestucca Highway Improvement District, E. E. Marsh, Attorney, R. I. Kautz, President, M. T. Loban, Secretary, and Elmer Scheese, Walter M. Bolze and Frank Larrew, members of the Board of Trustees, were present, accompanied by Geo. S. Zimmerman of Yamhill. They asked for a survey of a road through the district extending Market Road No. 18 easterly from the end of the present improvement east of Beaver. They stated that no funds would be available to pay for the cost of the survey until tax funds were due next spring but that these funds would be pledged for that purpose as far as needed. The Commission approved the request and instructed the State Highway Engineer to make the survey for the district as requested, the cost to be advanced from the state highway fund to be repaid later by the highway improvement district funds.

Irving C. Allen, attorney for P. C. Patrick, presented a claim for damage on account of an accident to his car on the Pacific Highway near Hubbard, alleged to have been caused by oil on pavement. Also a claim by Elmer Lennherr on account of a collision with a water tank truck on the McKenzie Highway. Mr. Allen went into the details of each accident. Attorney Devers reported adversely to the claimants in each case. The Commission took the matter under advisement.

S. H. Boardman, Parks Engineer, reported on his activities during the past month.

The Commission instructed that a map be furnished Secretary of the Interior Department Wilbur showing the ownerships of timber lands along the Crater Lake Highway with those who were willing to exchange for O. & C. timber lands especially marked.

The Commission accepted a small park area extending from Prospect to the Rogue River bridge between the old and new highways, on the basis of purchase at stumpage values from the Rogue River Timber Company.

The Commission ordered the investigation of a proposed park site at Table Rock near Medford.

The Commission authorized the purchase of a wayside strip of timber from F. Pfister between Retz Creek and Brush Creek in Curry County, and additional acreage from Mr. Pfister in the Brush Creek area.

The Commission authorized the purchase of the Rena Robinson

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holdings on Woahink Lake and the J. A. Mitchell holdings on Cleawox Lake. (To be combined into one park tract.)

J. W. Dyer of Mayville offered to donate to the State a small tract of ground containing about one acre alongside of the John Day Highway about 3 miles north of Mayville as a park site to be known as the J. W. Dyer Campground. The offer was accepted with the thanks of the Commission.

At five o'clock, the Chairman announced the following disposition of the bids received:

Pleasant Valley-Hemlock Section, Roosevelt Coast Highway, resurfacing. All bids rejected and the project ordered readvertised.

Silver Creek-Sage Hen Hill Section, Central Oregon Highway, grading. The contract was awarded to C. E. Silbaugh, the low bidder, using metal pipe at \$46,532.00.

Dead Ox Flat-Weiser Spur Section, Old Oregon Trail, regrading and resurfacing. The low bid of the Newport Construction Company at \$106,795.50 is satisfactory, but the award will be held pending approval for Federal Aid.

Tangent-Shedd Section, Pacific Highway, grade widening. The low bid of Earl L. McNutt at \$28,545.00 is satisfactory but will be held pending approval for Federal Aid.

Clow Corner-Monmouth Section, West Side Pacific Highway, road-bed widening. The low bid of Earl L. McNutt at \$20,030.00 is satisfactory but will be held pending approval for Federal Aid.

Traffic barriers at Interstate Bridge. All bids rejected and the project ordered readvertised.

Bridge over Rock Creek on the Ochoco Highway. The low bid of R. H. Jones at \$12,827.50 being substantially below the engineer's estimate, and the contractor not having had previous experience in the construction of bridges, the bid was rejected and the contract awarded to the second bidder, Kuckenberg-Wittman Company, at \$15,240.00.

Bridge over Myrtle Creek, Pacific Highway. The low bidder, Hargreaves & Lindsay, at \$12,172.00 is satisfactory, but is held for approval for Federal Aid.

County road project near Summit in Benton and Lincoln Counties, surfacing. The County Courts of the two counties agreed to the award of both units to Frank M. Bullis and requested the Commission to announce the award.

The minutes of the meeting of June 26, 1930 were approved. The

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minutes of May 23 were held for further consideration.

The Engineer reported that the Federal Aid funds, both the old and new appropriations, for the fiscal year 1931 were practically all obligated and that very few more projects could be placed under contract and receive Federal Aid until the 1932 appropriations were apportioned and made available by the Secretary of Agriculture. In view of the importance of placing some contracts under construction this fall, particularly these on the Roosevelt Highway, the Commission instructed the Engineer to take up with the Chief of the Bureau of Public Roads the matter of securing an earlier apportionment of the 1932 funds.

A request was received from A. G. Beattie of Oregon City for financial aid to the amount of \$13.50 for the removal of a billboard sign at the junction of the River and Silver Springs Roads in Clackamas County north of Oregon City. It was said that this sign obstructed the view of traffic at this intersection and consequently was dangerous. The Commission declined the request inasmuch as it was not on the state highway system and no funds could be expended for that purpose.

J. C. Compton submitted a letter offering to construct 9.4 miles of bituminous macadam on the Baker-Pleasant Valley Section of the Old Oregon Trail in Baker County at the Engineer's estimate of cost. This unit was one of three units of the La Grande oiling project on which bids were received on May 22, 1930. Compton's bid was the lowest received, but was rejected on account of being in excess of the Engineer's estimate. Mr. Compton stated that his organization was now completing a contract in that locality and could do the work at once. The offer was conditioned upon permitting the use of solid tired trucks which were excluded in the previous specifications. The Engineer reported that if the work was done now it would save moving in state equipment some distance and it was possible that the state equipment might not be released from other work in time to do the work this fall. The Engineer recommended that the tender be accepted. In response to an inquiry, the Attorney advised that in his opinion the award of a contract for this unit would be legal inasmuch as Mr. Compton was the low bidder previously. After consideration, on motion which was carried, the award of the contract for 9.4 miles of bituminous macadam on the Baker-Pleasant Valley Unit of the Old Oregon Trail in Baker County was awarded to J. C. Compton at his bid price of \$40,369.25.

The following projects were ordered advertised at the next meeting provided Federal aid is available:

Bridges at Hoquarton Slough, Hall Slough and Dougherty Slough, Wilson River and Wilson Slough, and an overhead crossing of the Southern Pacific Railroad at Juno. All of these structures are on the Roosevelt Coast Highway between Tillamook City and the Kilchis River.

Embankment approaches to Necanicum and Wahanna Creek Bridges near Seaside.

Haines-Baker Section of the Old Oregon Trail in Baker County, 5.7 miles of draining and resurfacing.

Bridge over Milton Creek on Columbia River Highway at St. Helens in Columbia County, widening.

Bridges over Dobbin, Wolf and Canyon Creeks on the Santiam Highway in Linn County.

Frame maintenance patrol station buildings at Baker and Austin.

The date of Thursday, August 28, was set for the next meeting.

The Engineer reported that the California Oregon Power Company had requested permission from the Commission to raise the grade line of the state highway bridge over the Klamath River at Spencer several feet and also the approach embankments on each side. The purpose of the Company was to increase the height of their proposed dam over that previously proposed which would cause the backwater to cover the present structure. The Power Company proposed to pay for the cost of making these changes. The Commission stated that they would prefer to hold the bridge on its present grade line and avoid interference with traffic during construction operations, but rather than oppose the plans of the Company, consent would be given to raise the grade line of the bridge and approach embankments by reconstruction provided the work was done under the supervision of the Engineer and the entire cost paid by the California Oregon Power Company.

The Engineer reported that the survey of the Umatilla-Wallula Cut-off project had been completed and also investigation had been made of the routes through Hermiston and that he would be ready to make a report at the next meeting. It was ordered that the interested parties at Hermiston be notified so that they could be present and have an opportunity to be heard.

A letter was received from President Newlands of the Portland Chamber of Commerce requesting cooperation in the making of a base map of the state of Oregon. It was estimated that the cost would be about \$6,000 toward which \$3,000 of Federal funds could be secured, and for the balance, \$3,000, it had been proposed to divide the cost between the State Forester, State Engineer, State Agricultural College and the State Highway Commission. The Commission voted, in view of the desirability of such a map for highway purposes as well as general service to the State to cooperate in the financing of the project provided cooperation can be secured from the other parties named above.

The Commission confirmed the award of contracts by the Engineer since the previous meeting:

Multnomah County Line-Sandy Section of the Mt. Hood Highway, 6.8 miles of paving, June 26, 1930,

Jacobsen-Jensen Company, at \$182,840.00.

Pioneer Mountain-Eddyville Section of the Corvallis-Newport Highway, 10.1 miles resurfacing, July 18, 1930, C. L. Camp at \$138,845.00.

La Grande-Hot Lake Section of the Old Oregon Trail, 7.96 miles of grade widening, July 15, 1930, Union Construction Company, at \$41,218.00.

Wapinitia-Maupin Junction Section of the Wapinitia Highway, 7.4 miles of grading, June 26, 1930, Barnet & Mitchell, at \$35,905.00, using corrugated iron pipe.

Multnomah County Line-Middleton Section, West Side Pacific Highway, 9.3 miles of grade widening, July 8, 1930, J. A. Lyons, at \$112,410.00.

Storage building at Coquille, June 26, 1930, Styris & Granstrom, at \$2,710.00.

Addition to shop building at Klamath Falls, June 26, 1930, Cherry & Harrison, at \$4,001.00.

Bridge over Eugene Power Canal, June 26, 1930, H. E. Wilder, at \$13,455.00.

The Commission executed an agreement with the Southern Pacific Company covering a future temporary crossing of the highway south of Kilchis River to permit the railroad company to reach that part of their property lying east of the highway for borrow purposes. The agreement was necessary because of the acquisition of right of way for the highway on the east side of the railroad tracks.

A further request was received from the Chamber of Commerce of Eugene that surveys be made of two alternate routes for the Pacific Highway in and out of Eugene. The Engineer was instructed to reply that the Commission was not prepared to go into this matter at the present time.

A copy of a resolution adopted by the Oregon Rural Letter Carriers' Association was received asking that the State construct shoulders of sufficient width at each mail box to allow carriers to stop with all four wheels off the pavement. The Engineer was instructed to reply that shoulders were being gradually widened as funds were available.

The Engineer requested authority to purchase 16 3-ton trucks with traction on four wheels and 6 2-ton trucks. Authorized for purchase through bids.

The Engineer reported that written approval had been received from the Bureau of Public Roads of the located route of the East Side Highway

from Front and Monroe Streets in Milwaukie to Oregon City.

The Commission executed an agreement with the Pacific Spruce Corporation providing for a lump sum payment for moving and relaying one and one-half miles of their tracks on the Waldport-Yachats Section of the Roosevelt Coast Highway in Lincoln County.

Commissioner Gates offered the following resolution and moved its adoption:

WHEREAS, the State of Oregon, through its State Highway Commission, has found it necessary to improve the ferry approach at North Bend, and in connection with such improvement has found it necessary to acquire for right of way purposes the following described parcel of land, to wit:

A parcel of land in the west  $\frac{1}{2}$  of the NW $\frac{1}{4}$  of Section 2, and in the E $\frac{1}{2}$  of the NE $\frac{1}{4}$  of Sec. 3, T. 25 S. R. 13 W. W. M., Coos County, Oregon, described as follows:

Beginning at a point on approximate high water line of Coos Bay, and lying approximately 1596 feet south and 2537 feet west of the 1/4 section corner common to Sec. 2 in T. 25 S. R. 13 W. W. M. and Sec. 35 in T. 24 S. R. 13 W. W. M., Coos County, Oregon. This beginning point also lies 52 feet south and 16 feet east of the U. S. Coast and Geodetic Survey Triangulation point known as Russell Point. From this beginning point run N. 86°16' E. 10.0 feet; thence on a 2805 foot radius curve to the left (the long chord of which bears S. 4°51' E.) a distance of 112 feet, more or less, to a point on the west boundary of a 300 foot strip of right of way owned by the Southern Pacific Railway Company, said point lying 150 feet at right angles to approximate S. P. station B-3717+50, thence N. 30°30' W. along said west right of way boundary 266.0 feet; thence N. 88°41' E. 20.0 feet; thence N. 1°19' W. 506.5 feet; thence on a 1472.5 foot radius curve to the right (the long chord of which bears N. 3°29' E.) a distance of 246.3 feet to the east boundary of said 300 foot strip of right of way; thence S. 16°41' E. along said east boundary a distance of 225.3 feet; thence on a 1392.5 foot radius curve to the left (the long chord of which bears S. 0°45' E.) a distance of 28.0 feet; thence S. 1°19' E. 394.0 feet; thence N. 88°41' E. 10.0 feet; thence S. 1°19' E. 112.5 feet; thence on a 2815.0 foot radius curve to the left (the long chord of which bears S. 2°33' E.) a distance of 120.7 feet to the point of beginning, containing 1.53 acres, more or less.

and

WHEREAS, the Loritan Investment Company and the Southern Pacific Company each claim some interest in the title to the said property, and

WHEREAS, the Loritan Investment Company has executed and delivered to the state a quitclaim deed quitclaiming to the state all right, title and interest which said company has in said property, and

WHEREAS, the Southern Pacific Company has prepared and submitted to the Highway Commission for execution an easement agreement by which there is granted to the state the right to use and employ the above described parcel of land for right of way purposes,

THEREFORE, be it resolved, that the said easement agreement be executed by the Highway Commission, and upon its execution by the Southern Pacific Company a fully executed copy thereof be recorded in the records of Coos County, Oregon.

The motion was duly seconded and carried.

The following requests for extensions of time were received:

J. H. Gallagher, contract No. 1133, Salmon River surfacing, Polk County, requested an extension of time to October 15, 1930. In view of the fact that the contractor had accepted another contract from the State to furnish rock from the same pit, the Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

Joplin & Eldon, contract No. 1138, Lincoln County Line-Alsea Mountain Section of the Alsea Highway, Benton County, resurfacing and maintenance materials, requested an extension of time to October 1, 1930. The Engineer recommended that the extension requested be granted subject to the payment of inspection costs subsequent to August 31, 1930. Recommendation approved by the Commission.

Dayton Sand & Gravel Company, contract No. 1162, Unit No. 2, Willamette Valley Rock Production Project, requested an extension of time to July 20. The Engineer recommended that the extension be granted subject to the payment of inspection costs after June 5, the contract date for completion. Recommendation approved by the Commission.

Arthur Gentemann, contract No. 1167, Cannon Beach Junction-Nehalem Summit Section, Roosevelt Coast Highway, Clatsop County, furnishing maintenance materials, requested an extension of time to August 31. The Engineer recommended that the extension requested be granted subject to a penalty in the form of the payment of engineering and inspection costs subsequent to the contract completion date July 15, 1930. Recommendation approved by the Commission.

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No further business coming before the Commission, the meeting was adjourned.

*Roy A. Klein*  
State Highway Engineer  
and Secretary

*H. B. Van Duzer*  
Chairman

*C. E. Gates*  
Commissioner

*M. A. Lynch*  
Commissioner

Portland, Oregon, August 28, 1930

The Commission met in Room 570 Multnomah County Court House at 10 o'clock A. M. Present were:

H. B. Van Duzer, Chairman  
C. E. Gates, Commissioner  
M. A. Lynch, Commissioner  
Roy A. Klein, State Highway Engineer and Secretary

Bids were opened on the following grading, surfacing, bridge and building projects:

OLD OREGON TRAIL  
HAINES-BAKER SECTION - REGRADING AND RESURFACING

	Concrete Pipe	Vit. Clay Pipe
Joslin & McAllister	\$74,922.00	\$76,512.00
Clyde R. Seitz	81,520.00	80,460.00
Triangle Construction Co.	82,955.00	
Guy F. Pyle	84,939.00	
Morrison Trucking Co.	87,148.50	86,751.00
Sam Angelo	87,875.00	
Clifton, Applegate & Toole	90,165.00	90,165.00
A. Guthrie & Co., Inc.	90,467.00	90,467.00
Union Construction Co.	91,714.50	
Newport Construction Co.	116,060.00	116,060.00
Interstate Construction Co.	116,852.50	

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ROOSEVELT COAST HIGHWAY  
GRADING APPROACHES TO NECANICUM AND WAHANNA BRIDGES

R. L. Houck	\$10,830.00
Brookfield Company	12,930.00
Clifton, Applegate & Toole	13,195.00
Graham Bros. & Medley	13,375.00
W. H. Hauser	15,930.00
Fred Christensen, Inc.	15,985.00
Harmon & Tittle	18,185.00
John Slotte & Co.	18,750.00
United Contracting Co.	21,295.00
Liesch & Tofte	25,150.00
Lidral-Wiley, Inc.	25,620.00

ROOSEVELT COAST HIGHWAY  
PLEASANT VALLEY-HEMLOCK SECTION - RESURFACING

Joslin & McAllister	\$36,570.00
Oregon Contract Co.	38,610.00
Clifton, Applegate & Toole	39,250.00
Max O. Green	40,717.50
Meyers Contract Co.	40,852.50
Interstate Construction Co.	41,112.00

OLD OREGON TRAIL AND JOHN DAY HIGHWAY  
FRAME STORAGE BUILDINGS AT BAKER AND AUSTIN

R. H. Jones	\$10,188.50
Peter Bousquet	10,909.00
O. N. Pierce	12,310.00
A. Ritchie & Co.	12,400.90
J. Gietlhuber	12,578.00
Ernest Stoddard	* 6,657.00

\*Bid submitted on Baker building alone.

COLUMBIA RIVER HIGHWAY  
WIDENING BRIDGE OVER MILTON CREEK IN ST. HELENS

C. J. Montag	\$ 8,640.00
O. N. Pierce	8,920.00
Kuckenberg-Wittman Co.	8,945.00

SANTIAM HIGHWAY  
BRIDGES OVER DOBBIN, WOLF AND CANYON CREEKS

C. A. Catching	\$21,919.50
Olds & Stevens	23,774.00
O. N. Pierce	24,992.50
Hargreaves & Lindsay	25,465.00
P. L. Frazier	26,796.50

Cont'd

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Bridges over Dobbin, Wolf and Canyon Creeks - cont'd

Edward Krieg	\$27,338.00
Lundstrom & Carlson	27,809.00
Kern & Kibbe	27,891.00
Liesch & Tofte	29,000.00
Kuckenberg-Wittman Co.	29,904.00
H. E. Wilder	30,630.00
Roberts & Horstkotte	31,129.03
Gilpin Construction Co.	32,419.00

ROOSEVELT COAST HIGHWAY  
BRIDGES OVER HOQUARTON, DOUGHERTY AND HALL SLOUGHS

Clackamas Construction Co.	\$39,240.00
Lindstrom & Feigenson	43,745.00
Feldschau & Son	43,962.50
F. L. Odom	45,916.00
Gilpin Construction Co.	46,170.50
C. A. Catching	47,155.00
Dolan Construction Co.	47,270.00
Kuckenberg-Wittman Co.	49,300.00
Kern & Kibbe	50,880.00
I. L. Young	51,763.75
C. F. Dinsmore & Co.	53,714.50

ROOSEVELT COAST HIGHWAY  
OVERCROSSING NORTH OF TILLAMOOK (JUNO)

Clackamas Construction Co.	\$18,750.00
F. L. Odom	19,308.50
J. F. Johnston	19,412.50
Hargreaves & Lindsay	19,800.00
Lindstrom & Feigenson	20,465.00
Dolan Construction Co.	20,600.00
Kuckenberg-Wittman Co.	21,325.00
O. N. Pierce	22,070.00
Kern & Kibbe	22,345.00
Gilpin Construction Co.	22,953.75
C. F. Dinsmore & Co.	23,608.75
I. L. Young	24,640.00
J. R. Hugh	26,655.00

ROOSEVELT COAST HIGHWAY  
BRIDGES OVER WILSON RIVER AND WILSON RIVER SLOUGH

Clackamas Construction Co.	\$44,342.50
Gilpin Construction Co.	50,349.00
Lindstrom & Feigenson	51,360.00
F. L. Odom	51,692.00
C. F. Dinsmore & Co.	57,631.50
Dolan Construction Co.	60,330.00
I. L. Young	64,523.75
Kuckenberg-Wittman Co.	65,465.00

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A delegation consisting of W. A. Lovelace, Russell Hubbard, Nels Hogan, Clyde Beckley and Commissioners Busenbark and Clough of the Douglas County Court appeared in behalf of the Umpqua Road and urged that it be taken over as a state highway. Mr. Hubbard, as spokesman for the delegation, stated that if the project would be taken over as a state highway, the District and the County would cooperate with the State in the construction of the uncompleted sections on the same basis that the Siuslaw Highway is being constructed; that is, twenty-five per cent of the cost to be paid by the local authorities. He stated that Douglas County could put in \$30,000 in each of the years 1931, 1932 and 1933 and that the District could put in \$8,000 in the years 1931 and 1932. Mr. Hubbard stated that the District would like to clear up their indebtedness and disincorporate. Chairman Van Duzer asked the Engineer for the estimated cost of finishing the uncompleted units not under contract, but the information not being available, further consideration was deferred until a further meeting. The Engineer was instructed to furnish the Commission and the district and county representatives with a statement of the estimated cost as well as a statement of the expenditures to date on this project prior to the next regular meeting.

At two o'clock a delegation consisting of the following was present in the interest of the Central Oregon Highway: R. J. Williams, County Judge of Harney County, H. Lee Noe, County Judge of Malheur County, J. D. Fairman, County Commissioner of Malheur County, G. N. Jameson, Mayor of Burns, Sam Mothershead, Burns, R. M. Duncan, Burns, Henry Welcome, Juntura, Nelson B. Higgs, Crane, Ellis Bennett, Earl Hoge, R. A. Gustafson, V. M. Tanner. Mr. Fairman asked the Commission to place under contract all of the grading of the Central Oregon Highway between the west end of the present contract and Juntura. This would give employment to a number of settlers living there who needed work badly, he said. When asked what was the length of the next unit proposed for construction, the Engineer reported that the next unit was from the west end of the Tunnel Section now under contract to a crossing of the Malheur River at Speery, a distance of 7 miles, which would give a connection to the present road when a bridge was built. Mr. Fairman argued that another unit westward to the next crossing of the river should be added as it was cheap work. The Commission discussed the fact that no Federal Aid could be secured on this unit and that it must all be financed with state funds. After some further consideration the Commission instructed the Engineer to prepare plans and specifications and advertise for bids on the grading on the Speery-Tunnel Section about 7 miles in length.

The desirability of securing Federal aid on the Central Oregon Highway between Burns and Vale was discussed and it was agreed to request the Bureau of Public Roads to substitute the Burns-Vale Unit on the Federal aid system for the Bend-Burns Unit now designated.

Commissioner Morgan asked the Commission to take up with the State of Idaho the matter of designating an alternate U. S. 30 route through Parma and Nyssa to Ontario. He said that this would bring more tourists into Nyssa and thus help the community. Chairman Van Duzer

stated that the State of Idaho would want to trade on the proposition by asking Oregon for cooperation on an interstate bridge across the Snake River north of Weiser at Porter's Ferry. Commissioner Morgan stated that he had taken the matter up with the Idaho communities and that Boise and Caldwell were favorable to the idea but Weiser and Payette were not. Commissioner Lynch stated that he would take the matter up with some acquaintances of his in Idaho and find out their views on the matter.

Judge Gillette of Josephine County and George Sabin of the Caves Resort appeared in the interest of the Caves Road. They asked that the unsurfaced unit from Sucker Creek to the Caves be surfaced and that the whole be oiled before the tourist season opens next spring. The Engineer was instructed to report on the matter at the next meeting.

Mr. John U. Smith of Newberg, with a group consisting of P. Patten, H. W. Scott, John Nylund, B. Fleischauer and E. J. Hubbard, stated that the Trask River route was the shortest route for a road from Portland to the coast and that by building a direct line from Beaverton to Gaston, several miles more could be saved. Chairman Van Duzer suggested to Mr. Smith that he confer with Division Engineer Clarke who is making an investigation of the various routes which have been proposed.

V. M. Tanner, Executive Secretary of the Yellowstone Cut-off Association, filed a brief urging the construction of a road between Lakeview and Burns from funds derived from the Oddie-Colton public land road bill appropriations. He also filed letters from the Klamath County, Ashland and Pendleton Chambers of Commerce endorsing the project.

Commissioner Snider of Lake County and Dr. Hanson of Paisley appeared in the interest of routing the Yellowstone Cut-Off from Paisley rather than diverting from the Fremont Highway at Valley Falls to the south. Mr. Snider stated that there was just as much public land on that route as on the other and that a connection could be made southwesterly from Paisley to connect with the Klamath Falls-Lakeview Highway. He stated that snow conditions were less severe on the higher ground traversed by the Paisley route than in the Abert Lake Valley and filed several affidavits supporting this statement. Matter taken under consideration.

Judge Payne and Commissioners Renninger and Warren of Linn County stated that the Court were anxious to get another project under construction on the Santiam this fall as they intended to place a special two mill tax levy on the ballot. Judge Payne stated that the County's option from the Davidson and Hill interests for rights of way expired this December and they wanted to know whether they should establish the road on the basis of the preliminary survey or get an extension of time on the option. Chairman Van Duzer advised them to get the option extended.

Lane County Court was represented by Judge Barnard and Commissioner Hurd with Earl Hill of Cushman. Judge Barnard stated that

Lane County wished to continue on the same cooperative basis as heretofore agreed upon and complete the state highway program in Lane County. They did not think, however, that a special tax levy would carry and, therefore, asked that the Commission advance the funds necessary to complete the Roosevelt, Siuslaw, McKenzie and Willamette Highways as far as Oakridge and the county on its part would assign its annual receipts from the motor vehicle license fees to reimburse the Commission for advances made in its behalf. In reply to a question from Commissioner Gates, Judge Barnard stated that this arrangement would not affect any project now under contract as they had funds to pay their share except that on the Siuslaw Forest Project they would be limited to \$100,000. He said further that this arrangement would be effective beginning January 1, 1931. After consideration, on motion which was carried, the Commission accepted the proposal made by the Lane County Court and instructed the Attorney to prepare an agreement to cover.

Judge Beltz, with Commissioners Owens and Lindsey of Tillamook County, and Judge Boyington, with Commissioners Larson and Elliott of Clatsop County, appeared in the interest of their previous proposal that the state take over and complete the coast route between Nehalem and Cannon Beach. Chairman Van Duzer stated that the Commission had not had an opportunity to go over the Engineer's report and were unprepared to give the delegation an answer. It was agreed that the Commission would consider the proposition at the next meeting.

R. L. Swift, H. V. Alley and Raymond Davidson, residents of Tillamook County who live along the so-called Inland Route via Mohler, stated that they had no objection to the state constructing on the Nehalem-Cannon Beach coast route, but did not want the present road turned back to the counties for maintenance as had been proposed. Reference was made to the remonstrance on this subject filed several months previously. Chairman Van Duzer assured them that this phase would be considered when the whole problem was considered.

A delegation from Clackamas County, consisting of H. G. Starkweather, W. F. Buse, R. A. Wright and W. A. Proctor, was present in the interest of the East Side Road between Oregon City and Portland. Mr. Starkweather stated that options had been secured on three-fourths of the right of way between Oregon City and Milwaukie, but on some of the remaining pieces there were some owners who questioned the right of the county to acquire a width of right of way in excess of 80 feet. Attorney Devers advised that if the county is acquiring right of way for a state highway or a Federal highway, the limitation against the county would not apply. It was agreed that the Federal authorities should be requested to designate the width required for this improvement and this information should be forwarded to the County Court of Clackamas County.

E. R. Palmer, President of the Seaside Chamber of Commerce, and S. G. Reed, former County Commissioner of Tillamook County, stated that they represented all the chambers of commerce of Clatsop County and the communities on the coast and stated that all of these bodies would be

satisfied with the route selected by the Commission as the short route from Portland to the coast. The Chairman thanked them for this expression of confidence.

Mr. Chris Schuebel of Oregon City stated that he represented certain property owners in Sandy who were remonstrating against changing the Mt. Hood Highway from Main Street to Proctor Avenue, but that he had not had an opportunity to go into the matter thoroughly and asked that it be deferred until the next meeting. The Commission agreed to postpone the consideration of this matter until the next meeting.

A delegation from Forest Grove and Hillsboro was present consisting of Dr. Chas. Lamkin, L. C. Lang, L. M. Graham, M. R. Johnson, Charles Cusick and Frank Miller. Dr. Lamkin said that their communities advocated no particular route to the coast after Forest Grove was passed, but they were interested in the early construction of the base line route east of Hillsboro to the Multnomah County Line. Dr. Lamkin stated that the present road via Beaverton carried very heavy traffic and that it would soon be necessary to widen it. Rather than do that, the Hillsboro people wanted a new road on the base line route which would be shorter and more direct. To further that project, a committee had already secured options on a 100 foot right of way the major part of the distance. Dr. Lamkin urged that the present road be placed in line for improvement before other betterments elsewhere in the state are undertaken considering the traffic carried. Further, he argued, the new road could be considered as a betterment of the present road rather than adding a new road to the state highway system. L. M. Graham spoke of the widening necessary for the present road between Hillsboro and Forest Grove. He thought that a forty foot width of pavement would be necessary in a few years and if a wider right of way is needed, the Chamber of Commerce would help. Dr. Lamkin stated that in his opinion there had been more property damage and loss of life on the present road because of narrow width and heavy traffic than on any other highway of equal length in the state. He again urged, in closing, that this project be considered before other roads in the state are improved further. Commissioner Gates said, "We are concentrating now on our original program and are letting large contracts on the Roosevelt and other highways to close up the uncompleted gaps. We want to get these finished first before we undertake new projects."

A delegation was present from Hermiston and vicinity consisting of F. B. Swayze, Dr. Prime, Carl McNaught and F. C. McKenzie. Mr. Swayze argued that the Wallula Cut-off should be routed through Hermiston, stating that the distance between Hermiston and the state line was almost equal to the distance between Umatilla and the state line and that construction costs were about equal. Also he considered that a cut-off on the Old Oregon Trail would be built in the near future which could be extended west from Hermiston to Messner and the total distance between Messner and the state line would be nearly the same either via Umatilla or Messner. He urged that the Hermiston route passed through better country than the Umatilla route and would give a more favorable impression

of the state to tourists and others. The matter was taken under consideration and the Engineer was instructed to furnish the Commission with a copy of his report at the next meeting, also with traffic counts in the vicinity.

R. L. Benge, County Judge, and S. E. Notson, District Attorney of Morrow County, were present in the interest of the Heppner-Spray Road. Judge Benge asked that another contract on the forest section be let this year. He said that the present contractor was just getting started and would not complete this season. Chairman Van Duzer stated that all of the forest road funds available for the present year had been obligated and that no further allotments could be made until the next forest highway program meeting was held. Judge Benge asked if the state could advance market road funds to Morrow County to apply on the Heppner-Spray Road. The Commission advised that there was no authority for such procedure.

Lester Sheeley representing the Vernonia-Nehalem River Coast Highway Improvement District was present and asked that since the Commission was making a study of the various routes between Portland and the Coast, that action on the boundaries of the Vernonia-Nehalem River Coast Highway Improvement District be withheld until the investigation was completed. The Commission agreed to hold the matter in abeyance for the present.

At 5:15 the Chairman announced the following awards of contracts:

Haines-Baker Section of the Old Oregon Trail, Baker County, 5.7 miles of draining, regrading and surfacing. The contract was awarded to the low bidder, Joslin & McAllister, using concrete pipe, at \$74,922.00.

Approaches to Necanicum and Wahanna Creek bridges, Roosevelt Coast Highway, Clatsop County. The contract was awarded to the low bidder, R. L. Houck, at \$10,830.00.

Pleasant Valley-Hemlock Section, Roosevelt Coast Highway, Tillamook County, 3.0 miles resurfacing. The contract was awarded to the low bidder, Joslin & McAllister, at \$36,570.00.

Construction of frame storage buildings at Baker and Austin on the Old Oregon Trail and John Day Highway in Baker and Grant Counties. Contract was awarded to the low bidder, R. H. Jones, at \$10,188.50.

Bridge over Milton Creek on the Columbia River Highway at St. Helens, Columbia County, widening. Contract awarded to C. J. Montag, the low bidder, at \$8,640.00.

Bridge over Dobbin, Wolf and Canyon Creeks on the Santiam Highway in Linn County. The contract was awarded to the low bidder, C. A. Catching, at \$21,919.50.

Bridges over Hoquarton, Dougherty and Hall Sloughs on the Roosevelt Coast Highway north of Tillamook. The low bid of the Clackamas

Construction Company at \$39,240.00 is satisfactory, but the award will be deferred for Federal aid approval.

Overcrossing of the Southern Pacific railroad on the Roosevelt Coast Highway 3 miles north of Tillamook. The low bid of the Clackamas Construction Company at \$18,750.00 is satisfactory, but the award will be deferred for Federal aid approval.

Bridges over Wilson River and Wilson River Slough on the Roosevelt Coast Highway in Tillamook County. The low bid of the Clackamas Construction Company at \$44,342.50 is satisfactory, but the award will be deferred for Federal aid approval.

Parks Engineer Boardman reported on park matters.

The Commission authorized the completion of the purchase of the 18 acre park site at the east fork of Hood River at the bridge near Parkdale on the Mt. Hood Highway, the total price to be \$2000, of which \$1000 was to be paid by the Hood River County Court and Chamber of Commerce and the balance by the State.

The Commission approved the purchase of the 35 acre Waldo A. Alcorn property east of Bonneville on the Columbia River Highway for \$7500.00. This property was formerly known as Wauna Park and has been improved to some extent. The conditions for the purchase were that when one-half of the cost is raised by private subscription that the other one-half be paid by the State. Mr. Boardman was instructed to secure an option from Mr. Alcorn while these arrangements are being worked out.

Mr. Boardman reported on a small park area and spring which was desirable at Sexton Mountain on the Pacific Highway in Josephine County. Condemnation was authorized if it cannot be secured otherwise.

Mr. Geo. E. Frost, representing the owners of the property south of the Yachats River between the highway and the ocean, was present. The Commission asked him for a price on this tract for a park but the price quoted was unreasonable for land of this kind. It has been suggested that the owners dedicate a 100 foot strip on the high ground along the edge of the beach connecting with the highway at each end of the property as a public roadway. Mr. Frost said that he would take this up with his principals. In the event that this was refused or a reasonable offer for the strip would not be accepted, the attorney was instructed to file condemnation proceedings.

The Commission authorized the purchase of a park site of 15 acres at Retz Creek on the Roosevelt Coast Highway in Curry County at \$50.00 an acre from Elizabeth E. Goode.

The Commission executed a petition to the United States Department of the Interior under authority of the Recreational Act for withdrawal of an eighty acre tract at Caseys on the Crater Lake Highway in



Jackson County bordering on the Rogue River and also a petition of like nature for the withdrawal of 120 acres on Lake Creek just west of Triangle Lake.

The Parks Engineer was instructed to interview the owner of the property at Devil's Elbow just south of Heceta Lighthouse on the Roosevelt Coast Highway to see if it could be purchased for a park site at a reasonable figure.

A petition was received from G. Jones, signed by residents of Otter Rock, Lincoln County, requesting that the Commission take over and improve as a state highway, First Street in Otter Rock, 0.85 miles in length, which connects the Roosevelt Coast Highway with the ocean shore at the Devil's Punch Bowl. After consideration the Commission declined the request as this was thought to be a proper road for the county to improve and maintain.

The Commission authorized the reimbursement of Tillamook County for funds advanced for the purchase of right of way for the Roosevelt Coast Highway between First Street and the north city limits in Tillamook.

The Commission authorized the reimbursement of Lincoln County for the cost of additional right of way acquired for the Eddyville-Pioneer Mountain Section of the Corvallis-Newport Highway.

The minutes of the meeting of July 24, 1930 were approved. Action on minutes of May 23, 1930 was again deferred.

The Commission confirmed awards of contracts made by the Engineer in the interval since the previous meeting on the following projects:

Dead Ox Flat and Weiser Spur Section of Old Oregon Trail, Malheur County, regrading and resurfacing. Contract awarded to the Newport Construction Company, the low bidder, at \$106,795.50.

Tangent-Shedd Section of the Pacific Highway, Linn County, grade widening and gravel shoulders. Contract awarded to Earl L. McNutt, the low bidder, at \$28,545.00.

Clow Corner-Monmouth Section of the West Side Pacific Highway, Polk County, grade widening and gravel shoulders. Contract awarded to Earl L. McNutt, the low bidder, at \$20,030.00.

Myrtle Creek Bridge, Pacific Highway, Douglas County. Contract awarded to Hargreaves & Lindsay, the low bidder, at \$12,172.00.

The Engineer presented to the Commission the request of the Airways Division of the Lighthouse Service of the Department of Commerce for permission to erect towers and beacons at three points on the Columbia

River which are under the control of the Commission. The Engineer reported that the site selected on the Memaloose Park property would interfere with the view up and down the river from the observation point. The second proposed site at the Harrison quarry is on privately owned lands and therefore not under the jurisdiction of the Commission. The third proposed site over the Oneonta Tunnel would mar the natural beauty of this promontory. After consideration the Commission decided to decline the request for permits at the two sites controlled by the state for the reason that structures at these points would mar the natural scenery and would therefore be objectionable in this scenic area.

The Engineer reported that the California-Oregon Power Company had withdrawn their request for permission to raise the Klamath River bridge near Spencer since a change had been made in their plans for their power development which made it unnecessary. The Power Company's revised plans contemplate raising the water elevation in the pond behind the dam to a height which would leave an eighteen inch clearance under the girders of the bridge. This arrangement was satisfactory to the Commission and much preferred to the first plan of raising the grade of the bridge and approaches.

The Secretary reported that a large number of petitions for a short road between Portland and the coast had been filed.

The Engineer reported that an engineer had been assigned to make a study and investigation of the various proposed routes between Portland and the coast.

A protest was received from the Pendleton Chamber of Commerce against undertaking new projects until the present designated highway system is completed. Also by telegram they urged that state funds be provided to complete those highways which are not on the Federal aid system.

The Engineer reported that the Public Service Commission had called a meeting to discuss the elimination of the railroad grade crossings north of Albany on the Pacific and Santiam Highways, and that an engineering committee had been appointed to investigate and study various plans. The Commission expressed their approval of this project and authorized the Engineer to serve on the committee as a representative of the Highway Commission.

On recommendation of the Engineer the Commission authorized the Engineer to purchase the following equipment for snow removal operations:

- 6 - 8-ft. mold board plows for installation on 2-ton FWD trucks;
- 10 - 10-ft. mold board plows for installation on  $3\frac{1}{2}$ -ton FWD trucks;
- 1 - Snogo rotary plow;
- 1 - Rotary plow of type developed by the department for attachment to 5 ton FWD;



2 - 6-wheel 5-ton trucks for snow service in winter and hauling service in summer.

The Engineer reported that advices received from Washington indicated that the Federal aid allotments for the Government fiscal year 1931 would be made September 2, 1930, permitting the obligation of Federal funds for subsequent contracts.

The following projects were authorized:

Hendricks Bridge-Doyle Hill Section of the McKenzie Highway in Lane County, 10 miles surfacing;

Silver Lake-Picture Rock Pass Section of Fremont Highway in Lake County, 12.9 miles grading;

Eagle Point-Rogue River Section of Crater Lake Highway, Jackson County, resurface 7.5 miles and oil rock for 15 miles, also widening roadbed;

Bend-Crescent Section of The Dalles-California Highway in Deschutes and Klamath Counties, crushed rock for bituminous macadam;

Eugene-California State Line in Lane, Douglas, Josephine and Jackson Counties, crushed rock for non-skid work;

Biggs-Dillon Section of Columbia River Highway in Wasco and Sherman Counties, 11.0 miles grade widening.

The Engineer was authorized to make a survey for revision of alignment and grade widening on the Bend-Redmond Section of the Dalles-California Highway in Deschutes County.

The following requests for extensions of time on contracts were received:

H. E. Schmeer, contract No. 1064, furnishing betterment materials on The Dalles-John Day River Section of the Columbia River Highway, Wasco and Sherman Counties, requested an extension of time to September 15. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

Clyde R. Seitz, contract No. 1065, Hilgard-La Grande Section, Old Oregon Trail, Union County, resurfacing, requested an extension of time to September 30, 1930. The Engineer reported that the contractor is crushing maintenance materials only and, therefore, recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

W. H. Hauser, contract No. 1166, Multnomah County Line-Oswego Section, Pacific Highway, Clackamas County, regrading, requested an extension of time to September 30, 1930. The Engineer recommended that the extension requested be granted subject to a penalty in the form of inspection costs subsequent to the contract completion date.

Carl Habekost, contract No. 1181, furnishing crushed rock, Miles Crossing-Cannon Beach Junction Section, Roosevelt Coast Highway, Clatsop County, requested an extension of time to September 1, 1930. The Engineer recommended that the extension requested be granted subject to a penalty in the form of inspection costs subsequent to the specified date for completion.

F. J. Kernan, contract No. 1188, oiling and bituminous macadam projects in Linn, Lane and Benton Counties, requested an extension of time to September 30, 1930. The Engineer recommended that an extension to September 15 be granted without penalty and unless exceptionally dry and warm weather should prevail at that date, that the contractor then be required to shut down his operations and complete the contract during the summer season of 1931. Recommendation approved by the Commission.

The Engineer recommended the appointment of R. H. Baldock, at present Maintenance Engineer, to the position of First Assistant Highway Engineer. The appointment was approved by the Commission under the provisions of Chapter 130, Laws of 1921. Mr. Baldock's salary was set at \$500 per month with the requirement of a bond in the amount of \$10,000.

The date for the next regular meeting was set for September 25, 1930 at 10 o'clock in the morning in the Multnomah County Court House in Portland.

No further business coming before the Commission, the meeting was adjourned.

*W. C. Klein*  
State Highway Engineer  
and Secretary

*H. B. Bannister*  
Chairman  
*C. E. Gates*  
Commissioner

*W. H. Bannister*  
Commissioner

Salem, Oregon, September 9, 1930

The Commission met in the Executive Offices, Capitol Building, at the call of the Governor at 2 o'clock P. M. Present were:

Governor Norblad  
H. B. Van Duzer, Chairman  
C. E. Gates, Commissioner  
M. A. Lynch, Commissioner  
Roy A. Klein, State Highway Engineer and Secretary

Governor Norblad stated that he had called the meeting to consider the issuance of state highway bonds to provide funds for a construction program to meet the unemployment situation during the coming winter and asked the Commission for their views on the problem. Chairman Van Duzer replied that it was the plan of the Commission to issue bonds to match the amount of additional Federal aid and forest funds which had been made available during the current year totaling in all \$1,500,000. This, when compared with \$1,925,000 of matured bonds, would still make a reduction in the bonded indebtedness of \$425,000 for the year. He stated further that he did not think it advisable to sell a greater amount of bonds at this time because climatic conditions curtailed construction to a great degree during the winter months. Mr. Van Duzer explained that the recent action of the Government in allotting the Federal Aid funds for the fiscal year 1932 (July 1, 1931 to June 30, 1932) would enable the Commission to place a large amount of work under contract immediately which would enable contractors to do some parts of the work this winter and secure an early start in the spring. It was the intention of the Commission, he said, to let contracts for the grading of the last remaining units of the Roosevelt Coast Highway in October. Governor Norblad expressed himself as highly gratified at this, since he had taken a vital interest in the Roosevelt Highway program since its inception. The Commission expressed themselves that as a policy several contracts would be let this fall and winter and, in addition, such minor betterments as could be made with state forces would be undertaken in an effort to relieve the unemployment situation. The Engineer was instructed to prepare some necessary work of this character.

Ben Osborn, Secretary of the Oregon State Federation of Labor, asked that an eight hour day be maintained on all state work. Chairman Van Duzer replied that a basic eight hour day is effective on all state highway work except oiling work, which, because of short season and bad weather, was classed as an emergency. Also in some instances extra gangs and shop men worked eight and one-half hours per day in order to have Saturday afternoons off.

Governor Norblad presented a letter from Miss Clara Munson of Warrenton asking that when the new bridge on the Roosevelt Coast Highway north of Seaside was opened, the name of the creek be changed to Nea-wan-na Creek rather than Wahanna as at present designated. Miss Munson cited some authorities to prove that the former name was correct. The Commission

agreed to submit the matter to Mr. L. A. McArthur, Secretary of the Oregon Geographic Board, for his decision in the matter.

The Board of Directors of the Eastern and Western Utilities Corporation, consisting of Jay S. Moltzner, A. C. Leonard, E. E. Fitzwater, \_\_\_\_\_ Boice, Ben Riesland, J. J. Healy and B. G. Skulason, were present to discuss the proposed Tualatin Tunnel. Ben Riesland, for the Board, stated that the east end of the proposed tunnel was at the head of Marquam Gulch and the west end on the west slope near the Bertha-Beaverton Road. Its length was  $1\frac{1}{4}$  miles and it reduced the distance into Portland 3 miles when compared with Terwilliger Boulevard. Mr. Riesland said that a thorough investigation had been made by Modjeski, Masters & Chase, who had pronounced the project feasible. These engineers have estimated that the tolls will pay for the cost in 13 or 14 years from completion. The tunnel is all in Multnomah County but one-half is in the city of Portland. Mr. Leonard stated that the plan proposed for financing the project was to issue utility certificates in the form of a mortgage against the income. However, to do this they needed an enabling act which they would seek to secure from the next legislature, also it was necessary to secure the endorsement of the State, County or City on the bonds. The Commission advised the Board to submit their financing plan to Attorney Devers for investigation, and suggested that a copy of the engineering report be given to the State Highway Engineer for study.

The Commission then adjourned to Room 325 State Office Building.

On recommendation of the Engineer, the Commission authorized the purchase of 2 -  $3\frac{1}{2}$  ton four wheel drive Coleman trucks as extras for emergency use in snow work. Also the purchase of a #20 Caterpillar Motor Patrol Grader was authorized for use in the sandy sections north and south of Florence which will be under maintenance this winter.

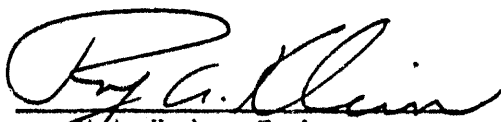
The Commission was advised by the Bureau of Public Roads that, because of a slide and minor changes, the estimated cost of the Siuslaw forest highway project would probably be exceeded and that more funds would be needed. Inasmuch as the Commission had agreed to advance the county share, the Commission considered it advisable to defer placing under contract another unit of this project known as the Dike Section for which \$150,000 had been appropriated and thus conserve state funds for the present or at least until the cost of the present contract could be ascertained.

On recommendation of the Engineer, the following projects were authorized:

Lincoln County Line-China Creek Section, Roosevelt Coast Highway, Lane County, 8.2 miles grading;  
Lane County Line-Tahkenitch Outlet Section, Roosevelt Coast Highway, Douglas County, 4.4 miles grading;  
Doyle Hill-Nimrod Section, McKenzie Highway, Lane County, 13.1 miles grading;  
Bryant Hill East Section, Santiam Highway, Linn County, 3.0 miles grading;

Wapinitia-Maupin Junction Section, Wapinitia Highway, Wasco County, 7.8 miles surfacing; ✓  
 Willow Creek-John Day Highway, Ochoco Highway, Wheeler County, 14.1 miles surfacing; ✓  
 Berry Creek-Florence Section, Roosevelt Coast Highway, 10.1 miles surfacing; ✓  
 Rock Creek-Gnat Creek Section, Columbia River Highway, Clatsop County, 4.0 miles paving; ✓  
 Bridge over Cape Creek, Roosevelt Coast Highway, Lane County; ✓  
 Bridge over China Creek, Roosevelt Coast Highway, Lane County; ✓  
 Six small bridges, Roosevelt Coast Highway, Lane County; ✓  
 Bridge over Tahkenitch Outlet, Roosevelt Coast Highway, Douglas County. ✓

No further business coming before the Commission, the meeting was adjourned.

  
 State Highway Engineer  
 and Secretary

  
 Chairman

  
 Commissioner

  
 Commissioner

Portland, Oregon, September 25, 1930

The Commission met in Room 570 Multnomah County Court House at 10 A. M. Present were:

H. B. Van Duzer, Chairman  
 C. E. Gates, Commissioner  
 M. A. Lynch, Commissioner  
 Roy A. Klein, State Highway Engineer and Secretary

Bids were opened on the following projects:

FREMONT HIGHWAY  
 SILVER LAKE-PICTURE ROCK PASS SECTION - GRADING

	Corr. Iron Pipe	Concrete Pipe
Union Construction Co.	\$33,809.00	\$36,180.00
Henry C. Boyer	35,462.50	35,725.00
Earl L. McNutt	36,565.00	37,315.00

Cont'd

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Silver Lake-Picture Rock Pass Section - cont'd

W. H. Puckett Co.	\$38,100.00	\$39,400.00
Meyers Contract Co.	38,340.00	38,717.50
Wm. Endicott	38,707.50	39,990.00
W. C. Elliott & W. B. Kidd	45,240.00	47,140.00
Dunn & Baker	47,262.50	47,300.00
D. Samuel	65,062.50	65,700.00

CENTRAL OREGON HIGHWAY  
 SPEERY-RAILROAD TUNNEL SECTION - GRADING

	Corr. Iron Pipe	Concrete Pipe
E. C. Peck & Co.	\$77,202.00	\$77,652.00
W. H. Puckett Co.	78,105.00	78,825.00
J. A. Terteling & Sons	79,003.00	79,576.00
Union Construction Co.	79,030.00	80,932.00
C. R. Johnson	83,931.00	84,654.00
Harmon & Tittle	87,480.00	87,300.00
E. L. Gates	89,049.20	89,574.20
Idaho Contracting Co.	94,723.00	95,473.00
H. E. Cornell	99,685.00	99,685.00
A. Guthrie & Co. Inc.	105,500.00	105,500.00
Earl L. McNutt	106,431.00	107,181.00
D. Samuel	109,658.00	110,108.00

WAPINITIA HIGHWAY  
 MT. HOOD-BEAR SPRINGS SECTION - FURNISHING BROKEN STONE

Arthur Gentemann	\$31,500.00
Joslin & McAllister	31,810.00
Joplin & Eldon	32,420.00
Dunn & Baker	35,400.00
H. C. Darby	38,560.00
H. E. Schmeer	39,830.00
H. G. Johnson	43,820.00

PACIFIC HIGHWAY  
 TRAFFIC BARRIERS AT INTERSTATE BRIDGE

R. M. Bunten Co.	\$11,365.00
Willamette Iron & Steel Works	13,441.00
Wm. C. Schmitt	13,995.00

W. H. Lynch, District Engineer of the Bureau of Public Roads was present and discussed with the Commission the matter of requesting the transfer of the Federal aid designation of the Bend-Burns Unit of the Central Oregon Highway to the Burns-Vale Unit of the same highway. Mr. Lynch stated that it was very doubtful if the Chief of the Bureau would approve of such a change since it would establish a dangerous

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precedent. The Engineer stated on the Bend-Burns Unit \$139,363.24 of Federal aid had been paid to the State and \$225,739.37 more was obligated. Mr. Lynch stated that if the change was made, the Government would have to be reimbursed for money paid out and the Federal aid obligated would be cancelled. After considering the matter further, the Commission agreed to drop the matter of transferring the Federal aid designation from the Bend-Burns Unit to the Burns-Vale Unit.

The Commission approved the minutes of the meeting of May 23, 1930.

A delegation was present from Douglas County consisting of Guy Cordon, District Attorney, B. L. Eddy, W. A. Lovelace, Clyde Beckley, W. A. Burdick, Nels Hogan, R. O. Thomas, Carl Wimberly and County Commissioners Busenbark and Clough. Mr. Cordon, as spokesman, stated that he represented both the Douglas County Court and the Trustees of the Umpqua Highway Improvement District, and it was their combined request that the Commission take over the Drain-Reedsport road as a state highway. He argued that this road, being a connection between the Pacific and Roosevelt Coast Highways and carrying heavy through travel, is entitled to designation as a state highway. He also reviewed the history of the road to date, pointing out the large expenditures made by the county on the project alone, with the Government on the forest sections and later on the Federal aid sections. Likewise, the Umpqua Highway Improvement District which had been formed to build this road and help complete the Roosevelt Coast Highway south of Reedsport had contributed heavily of its funds. Mr. Cordon suggested that the Umpqua Road be considered on the same cooperative basis as the Siuslaw Highway and suggested that credit should be given the county and district for funds previously expended. The Chairman stated that the Umpqua and the Salmon River Roads had been made an exception to the general rule and had been given a Federal designation in order to help finance the project, with the result that construction had been materially advanced in both instances. Commissioner Gates expressed himself as opposed in principle to giving credits for previous expenditures as this would open up a large refunding program in all of the counties. Mr. Cordon stated that the Engineer's estimate to complete the Umpqua Road was \$853,840, exclusive of right of way, and if this was divided on a 25 per cent basis the county and district share would be \$213,460. Against this the county claimed an offset of \$36,000 because of the survey of the project costing \$12,000 which they paid for some years ago, or a balance of \$177,460. Against this they stated the county could raise \$120,000 and the district \$20,000 to be extended over a four year period. After some further discussion, the county delegation retired to discuss the project further among themselves.

Senator B. L. Eddy of Roseburg referred to the Tiller-Trail Forest Highway project on which funds were expended some years ago and asked that construction be continued. The Chairman suggested that the request be put in letter form so that the matter could be considered at the forest highway program meeting.

W. E. North, Secretary of the Chamber of Commerce, Dr. Wm. S. Johnson, M. E. Woodcock, all of Corvallis, and H. E. Morris, D. Fulp, J. G. Tedrow, D. J. Calhoun, E. McMillan, Bill Hunter, G. W. Hotchkiss, A. A. McCleary, Roy Pollard and Paul Sasse of Waldport remonstrated against the location of a bridge across the Alsea Bay from Arrow Street. They argued that the bridge should cross from Broadway Street which would make a shorter crossing and would bring traffic near the present business part of the town. Dr. Johnson and Mr. Woodcock stated that the bridge structure on Arrow Street would injure residence property near the bridge end. Mr. Morris asked if the delegation could have assurance that the Commission would make a careful study of the whole situation before constructing the bridge. The Chairman replied, "Yes", but said that he believed that it would be many years before a bridge would be built at the Alsea Bay Crossing but that the site had been selected so that the grading units could be connected up and fitted into the plan, also the Port of Alsea had approved the Arrow Street location and the War Department had granted a permit for construction of the bridge at that point.

W. H. Lynch asked that the Commission meet with the Forest Service and the Bureau of Public Roads for a forest highway program conference sometime in November prior to the 12th, which was agreeable to the Commission. It was agreed that the final designation of the forest highway system should be considered at that time.

Mr. Lynch reported that there are some funds appropriated for the Pendleton-John Day and Heppner-Spray forest highway projects in excess of the requirements of the present contracts and suggested that, in order to expedite work next summer, clearing work be undertaken this fall. There was \$8,000 on the Pendleton-John Day and \$5,000 on the Heppner-Spray available for this purpose. This arrangement was approved by the Commission.

Mr. W. H. Lynch discussed the bridge at Cape Creek near Heceta Head as to whether this bridge should be designed and contracted by the Government as part of the forest highway project and financed under next year's appropriation or designed and constructed by the State as a Federal aid project. It was pointed out that it was desirable to determine this point in order that test borings for foundations could be made and studies of the design commenced. No decision was reached.

In regard to the Dike Section of the Siuslaw forest highway project, W. H. Lynch stated it would be agreeable to the Bureau of Public Roads to hold this project pending for the present until a further determination could be had of the extent of the slide on the present project west of Mapleton.

The matter of the Salmon River Federal aid project was discussed. It developed that the maintenance agreement had never been signed up by the district and in consequence the Federal aid agreement had never been drawn and consequently no Federal aid had been paid. Matter held for further consideration.

A delegation was present to discuss the location through Sandy. Chris Schuebel, as attorney for the Main Street residents, urged that the present route should be retained. Casper Junker, a property owner, was opposed to a change. Wm. L. Cooper, attorney for W. A. Proctor, argued for the Proctor Avenue route. P. T. Shelley and County Commissioner Wright advocated a change to the Proctor Avenue route. The Engineer reported that a careful examination had been made of the property and buildings affected by the widening on each street and that the estimated costs for property and moving buildings were as follows: Main Street, present width 60 feet, to be widened 20 feet on the south side only, \$21,347.00; Proctor Avenue, present width 50 feet, to be widened 30 feet on north side only, \$17,397.00. After the delegation had left, the Commission discussed the matter further and, on motion which was carried, adopted the Proctor Avenue route for the Mt. Hood Highway through the town of Sandy in order to avoid the congestion on Main Street and make the road safer for through travel.

The Douglas County delegation returned for further discussion of the Umpqua and Roosevelt Highway projects. Mr. Cordon said that a conference had been held with Commissioners Busenbark and Clough and that if the State would take over the Umpqua Highway, the County would pledge their share to complete; i. e., \$213,000 in a period of five years. As to the completion of the Roosevelt Highway in Douglas County, they had pledged \$30,000 now of which \$14,000 was obligated on the present grading contract. The cost to complete their share is estimated at \$75,000 in addition to the \$14,000 now obligated. Mr. Cordon said that it was hard to pledge funds on that road as the local road district had held back. Commissioner Clough said that the matter would be taken up with the Gardiner district in an endeavor to have them vote a special tax levy, but as matters now stand the County Court cannot pledge money for the Roosevelt. The discussion closed without definite action, it being understood that Douglas County Court would take the matter up with the Gardiner road district in an endeavor to work out some arrangement to finance the balance of the construction of the Roosevelt Coast Highway in Douglas County.

The following awards of contracts were made at 4:30 P. M.:

Silver Lake-Picture Rock Pass Section of the Fremont Highway in Lake County, 13.53 miles grading. Contract awarded to Union Construction Company, the low bidder, using metal culvert pipe at \$33,809.00.

Speery-Railroad Tunnel Section of the Central Oregon Highway in Malheur County, 6.0 miles grading. Contract awarded to the low bidder, E. C. Peck & Co., at \$77,652.00, using concrete culvert pipe.

Mt. Hood-Bear Springs Section of the Wapinitia Highway in Wasco County, furnishing crushed rock for bituminous macadam. All bids rejected and project readvertised.

Traffic barriers on the Portland-Vancouver bridge. The low bidder, R. M. Bunten Co., offered to reduce his bid to \$10,000 and on that basis his bid was accepted.

Judge Beltz and Commissioners Lindsey and Owen of Tillamook County, with Judge Boyington and Commissioner Larson of Clatsop County, were present to discuss further the taking over of the coast route between Cannon Beach Junction and Wheeler by the Commission as a state highway. The Engineer reported that the saving in distance via the Coast Route was 5.1 miles, using the present bridge at Nehalem, while if the Nehalem River was crossed at Fisher Point, 3.75 miles more could be saved for through travel. The Engineer reported that an approximate estimate of the cost of constructing a standard road from Cannon Beach Junction to the Wheeler Overhead with bituminous macadam surface would be \$1,167,000. He also said that the cost of standardizing the present or inside route between these common points would be \$485,000. Judge Beltz said that Tillamook County had put \$217,000 into the project to date and Judge Boyington said that Clatsop County has expended about \$300,000. The previous offer of \$100,000 cooperation was repeated by each County Court to be spread over a four year period. Judge Beltz said that each county desired a decision on the matter so that their budgets could be arranged accordingly. The Commission said that the matter would be considered at the next meeting. In the meantime the Engineer was instructed to send copies of his report to the members of the Commission.

Judge Barnard and Commissioner Crowe discussed further some provisions of the proposed agreement with Lane County covering advances for future projects secured by assignment of motor vehicle license fees. Judge Barnard said that the county would continue to secure the right of way for new projects at their own expense as heretofore.

It was agreed that at the next meeting some further consideration would be given to taking over another unit of state highway in Multnomah County.

Edward M. Cousin, a property owner on the Pacific Highway on the Multnomah County Line-Oswego Unit, protested against the amount allowed him for damages for right of way taken and for the lack of a stairway. Division Engineer Clarke said the stairway would be built as soon as Mr. Cousin indicated where to build it on his own property but not on the right of way. The Commission expressed themselves as satisfied that the amount allowed was sufficient to cover the damages.

The Commission approved the minutes of August 28 and September 9, 1930.

The Engineer filed with the Commission his report on the comparison of the Umatilla and Hermiston routes for the Wallula Cut-off.

The Engineer reported that the Bureau of Public Roads had designated a right of way width of 120 feet for the Federal aid highway on the east side of the river between Oregon City and the Multnomah County Line.



Secretary of State Hoss advised that he would like to transfer six new traffic officers from his office to be commissioned by the Commission in order to even up the number of men from the two departments. The Commission approved the transfer of the six officers and agreed to execute commissions for them when the names are submitted by the Secretary of State.

The sale of \$1,500,000 of state highway bonds to meet obligations coming due within the next few months in accordance with agreement previously adopted was discussed and Commissioner Gates offered the following resolution and moved its adoption:

WHEREAS, under the provisions of Chapter 383 of the General Laws of Oregon of 1921, as amended by Chapter 173 of the General Laws of Oregon of 1925, the State Highway Commission is authorized to issue bonds of the State of Oregon in the amount of Seven Million Dollars, and in addition, such an amount of bonds as may be permitted and authorized by, and not in conflict with, the provisions of the constitution of the State of Oregon, and sell the same in order to create a fund to be used in carrying out the provisions of said Act; and

WHEREAS, by the terms and provisions of said Act, as amended, the said State Highway Commission is authorized and empowered to issue said bonds in such denominations as in the judgment of the Commission will be most marketable; and

WHEREAS, there have been issued and sold under the provisions of said Act, as amended, bonds in the sum of Six Million Five Hundred Thousand Dollars, and said Highway Commission is empowered to issue the sum of Seven Million Dollars and such additional amount of bonds as may be permitted and authorized by and not in conflict with the provisions of the constitution of the State of Oregon; and

WHEREAS, the Attorney General of the State of Oregon is by said Act required, under the direction of the State Highway Commission, to prepare a form of interest bearing gold bonds of the State of Oregon; and

WHEREAS, said Attorney General has prepared such form of coupon bond in conformity with the requirements of such statute, which has been and is hereby ratified and adopted; and

WHEREAS, said statute, as above stated, authorizes such bonds to be issued by the State Highway Commission for the purpose of carrying out the provisions of said Act; and

WHEREAS, such bonds are required to be paid one-twentieth each year commencing with the sixth year after the issuance thereof, one-half of the amount payable each year to be payable on the first

day of April and the other half on the first day of October, each of which bonds must bear upon its face a statement showing the date of maturity; and

WHEREAS, such statute authorizes the State Highway Commission to cause a part or all of such bonds to be issued payable to the purchaser thereof, and subject to registration with an appropriate endorsement for such purchase and registration, and a portion or all thereof to be payable to bearer and not subject to registration; and

WHEREAS, such statute authorizes said Highway Commission to provide such method as it may deem necessary for the advertisement of each issue of said bonds before the sale thereof, and to require such deposit with bid as said Commission may deem advisable, and generally to conduct the sale and issuance of said bonds under such rules and regulations not inconsistent with said act as it shall adopt; and

WHEREAS, said State Highway Commission is desirous of complying with the requirements of said law by causing to be made certain of the road improvements designated by such statute, and in their judgment at the present time the necessity of road construction requires the issue of One Million Five Hundred Thousand Dollars, par value, of bonds authorized by the said statute,

THEREFORE, BE IT RESOLVED, by the State Highway Commission, in session regularly assembled, with all Commissioners present:

(a) That of the bonds authorized under said Chapter 383, General Laws of Oregon of 1921, as amended by Chapter 173, General Laws of Oregon of 1925, One Million Five Hundred Thousand Dollars par value thereof, shall be issued and sold at the present time for the purpose of carrying out the provisions of said statute, but so as not to violate any of the provisions of the constitution of the State of Oregon, as hereinafter provided;

(b) That sealed bids for such sale be requested and received at Room 570 Multnomah County Court House, Portland, Oregon, at 11:00 A. M. on the 30th day of October, 1930, and that said bids shall be opened by the Commission at Room 570 Multnomah County Court House, Portland, Oregon, at a meeting to be held at said place at the hour of 11:00 A. M. of the 30th day of October, 1930.

(c) That notice of such sale be given by the Secretary of this Commission by publication thereof for two issues in the following publications: Pacific Banker, published at Seattle and Portland, and The Bond Buyer, published in New York City;

(d) That such notice shall in effect be that the State Highway Commission of the State of Oregon will receive bids for the sale of One Million Five Hundred Thousand Dollars, par value, of the gold bonds of the State of Oregon, bearing interest at the rate of four and one-quarter per cent per annum, interest payable April and October first of each year. Of the issue two and one-half per cent will be payable on April 1st and two and one-half per cent October 1st of each year beginning with the sixth year from the date of issue, the first installment to be payable on April 1, 1936. That said bonds shall be in denominations of One Thousand Dollars (\$1000) each, except that each thirty-eighth bond will be in denomination of Five Hundred Dollars (\$500); and known and designated as Series No. 3 and shall be numbered 6561 to 8080, both numbers inclusive;

(e) That each bidder be required to accompany his bid with a certified bank check for five per cent of the par value of the bonds, and that the advertisement contain information as to such requirement;

(f) That said bonds be dated November 1, 1930, and bear interest from such date, and that the bidders be required to pay the amount of their bid with accrued interest to be added thereto from November 1, 1930, until the date the purchase price is paid, and that information to that effect be inserted in such advertisement;

(g) That the full purchase price from the sale of such bonds shall be payable upon delivery of said bonds;

(h) That an opinion be secured from Storey, Thorndike, Palmer and Dodge, attorneys of Boston, Massachusetts, showing the validity of such bond issue as a prerequisite to issuance thereof;

(i) That the Commission reserves the right to reject any and all bids, which fact shall be set forth in such advertisement.

BE IT FURTHER RESOLVED, that the said bonds shall be made payable at the office of the State Treasurer at Salem, Oregon, or at the office of the fiscal agent of the State of Oregon in New York City.

BE IT FURTHER RESOLVED, that said bids be received for One Million Five Hundred Thousand Dollars, par value, of said bonds.

The motion was duly seconded and carried.

A request for the consideration of a direct connection to Camas, Washington by the extension of Sandy Boulevard across the Columbia River via Government Island to intersect the North Bank Highway was presented by the Camas Chamber of Commerce. Matter filed for future consideration.

The toll charge of one dollar made by the National Park Service for through traffic between Medford and Fort Klamath over the Crater Lake Highway, even though not going to Crater Lake, was discussed and it was agreed that Commissioner Gates should interview the Park Superintendent to see if this charge could not be waived for through travel.

At the request of representatives of the State Aeronautics Board, consideration of the matter of control of airplanes on the ocean beaches was deferred until the next meeting.

The Secretary presented an agreement with the Southern Pacific Company, granting an easement for the construction of the Pacific Highway at Tryon Creek, Clackamas County. On approval as to form by the Attorney, the Commission executed the agreement with instructions to the Secretary to return to the Southern Pacific Company for completion.

A request was received from the North Bend Chamber of Commerce that the Coos Bay ferry be operated until 1 o'clock A. M. on Saturday and Sunday nights instead of stopping at 11 P. M. as at present. The Commission felt it necessary to decline the request as the present 16 hour service was considered adequate.

A request was received from Mrs. E. E. Lytle urging that the Commission take steps to have the shooting of ducks prohibited at Lake Lytle in Tillamook County on the grounds of danger to travel using the Coast Highway alongside. The Secretary was instructed to advise Mrs. Lytle that if the other owners of the shore lands around the lake were interested in having the lake made a bird refuge, that the Commission would join with them and give their consent.

The County Court of Lane County requested the approval of the Commission to the following additions to their market road system:

Market Road No. 24 to be extended in a southerly and westerly direction to connect with Market Road No. 23 in Section 22, T. 18 S. R. 4 W.

Market Road No. 27 to be extended westerly from Lorane along the Siuslaw River to O'Brien Bridge in Section 17, T. 20 S. R. 5 W.

Market Road No. 52, a road extending westerly along the south bank of the North Fork of the Willamette River from Westfir to a connection with the Willamette Highway at the east end of the Willamette River bridge.

The Market Road Engineer recommended that the projects requested be approved. The Commission thereupon approved the additions and extensions requested by the Lane County Court as a part of the county market road system.

A request was received from the Klamath County Chamber of Commerce that the Dalles-California Highway between Lakeview Junction and the California state line be designated as a Federal aid highway. Reply was made that all of the Federal aid mileage was taken up. Commissioner Gates said he had conferred with some of the Klamath Falls people in regard to exchanging this project with the County for the Midland Market Road which would give a connection to the Pacific Highway at Weed and provide a logical south connection for the Dalles-California Highway. The matter is now under consideration by the County Court.

The Klamath County Chamber of Commerce also asked for consideration of the relocation of the Dalles-California Highway north of Klamath Falls 2 miles. The Engineer submitted the plans and estimates for this project. The Commission expressed themselves as favorable to the project provided Klamath County would secure the right of way and take over the old road for maintenance after the new one was completed.

The date for the next meeting was set for October 30, 1930.

The Commission approved the following minor betterment projects:

Sidewalk on Malheur River bridge at Vale, estimated cost \$1,400.00; ✓  
Half viaduct east of Clatsop Crest Park, estimated cost \$3,000.00; ✓  
Roadway from Coast Highway to Cape Sebastian (Curry County), 0.8 ✓  
mile, estimated cost grading \$7,250.00.

The Commission approved the construction of patrol maintenance ✓  
buildings at Hebo, John Day and Redmond and a main shop building at Salem. ✓

On recommendation of the Engineer, the Commission approved the following projects:

Milton-Athena Section of the Oregon-Washington Highway, furnish- ✓  
ing crushed rock for 16 miles of shoulder construction;  
Pendleton-Emigrant Hill Section of Old Oregon Trail, 12.3 miles ✓  
furnishing crushed rock for bituminous macadam;  
Lakeside-Glasgow Section of the Roosevelt Coast Highway, 13.0 ✓  
miles of resurfacing and crushed gravel for bituminous  
macadam;  
Pilot Rock-Nye Section of the Oregon-Washington Highway, 8 miles ✓  
grade widening and resurfacing;  
Otis-Siletz Section of the Roosevelt Coast Highway, 11.7 miles ✓  
grade widening, resurfacing and furnishing crushed rock  
for bituminous macadam;  
Redwood Highway Junction to Oregon Caves, 19.1 miles, 10 miles ✓  
resurfacing, 9.1 miles surfacing and furnishing crushed  
rock for bituminous macadam.

The Commission instructed that the work of cutting leaning and ✓  
dangerous trees, clearing brush and burning logs, roots and debris along  
the state highways be undertaken. The Engineer was authorized to do this

work with extra gangs, using local residents where capable and quali-  
fied, in order to provide employment for men out of work. The Commis-  
sion also authorized the clean-up of some of the park properties in a  
similar manner.

Parks Engineer Boardman reported on his work during the month. ✓  
The Commission approved the purchase from the Government of 290 acres  
of land for park purposes on Humbug Mountain, Curry County, adjoining  
the highway at the appraised price of \$5.00 per acre. The Commission  
accepted the two park areas donated by Lane County, the triangular strip  
at the west end of the Springfield bridge and also one at the north end  
of Hendricks bridge on the McKenzie Highway. The Commission instructed  
the Secretary to acknowledge the gift and thank the Lane County Court  
for the donation. The Hood River County Court and the Hood River Chamber  
of Commerce expressed the desire to name the park at the East Fork cross-  
ing of the Mt. Hood Highway Dimmick Park, which was agreeable to the  
Commission.

On motion of Commissioner Gates, the Commission authorized  
✓ reimbursement to Washington County for rights of way purchased for grade  
widening and revision of alinement of the Multnomah County Line-Middleton  
Section of the West Side Pacific Highway in Washington County.

The following requests for extensions of time were considered:

H. E. Cornell, contract No. 1108, Fort Creek-Barnhouse Ranch  
Section of the Ochoco Highway, Wheeler County, requested an extension of ✓  
time to October 31, 1930. The Engineer recommended that the extension  
requested be granted without penalty. Recommendation approved by Com-  
mission.

E. L. Gates, contract No. 1120, Kamela-Hilgard Section, Old ✓  
Oregon Trail, Union County, requested an extension of time to September  
30, 1930. The Engineer recommended that the extension requested be  
granted without penalty. Recommendation approved by Commission.

J. F. Johnston, contract No. 1177, ferry slip and approach ✓  
north side of Alsea Bay, requested an extension of time to September 15,  
1930. The Engineer recommended that the extension requested be granted  
without penalty. Recommendation approved by Commission.

J. F. Forbes, contract No. 1189, The Dalles Oiling Project, ✓  
requested an extension of time to October 1, 1930. The Engineer recom-  
mended that the extension requested be granted without penalty. Recom-  
mendation approved by Commission.

Liesch & Tofte, contract No. 1191, bridge over Siltcoos River, ✓  
Roosevelt Coast Highway, Lane County, requested an extension of time to  
November 15, 1930. The Engineer recommended that the extension requested  
be granted without penalty. Recommendation approved by Commission.

Liesch & Tofte, contract No. 1192, bridge over Sutton Creek, Roosevelt Coast Highway, Lane County, requested an extension of time to October 15, 1930. The Engineer recommended that the extension be granted without penalty. Recommendation approved by Commission.

L. O. Herrold, contract No. 1125, Medford-Phoenix Section of the Pacific Highway, Jackson County, requested an extension of time to October 31, 1930. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by Commission.

Commissioner Gates offered the following resolution and moved its adoption:

WHEREAS, the following roads or highways have been designated and declared to be and the same are state highways, and said highways have been improved and are now being maintained as state highways by the State Highway Commission pursuant to the laws of the State of Oregon, to wit:

The West Side Pacific Highway, otherwise designated as State Highway No. 3,  
The Pacific Highway, otherwise designated as State Highway No. 1,  
The Salem-Dallas Highway, otherwise designated as State Highway No. 30,  
The Tualatin Valley Highway, otherwise designated as State Highway No. 29

and

WHEREAS, portions of the following designated sections of said highways have been recently improved with a resurface known as a "non skid" bituminous surface, to wit:

1. That section of the West Side Pacific Highway located between McMinnville and Junction City,
2. That section of the Pacific Highway located between Salem and Junction City,
3. The Salem-Dallas Highway throughout its entire length,
4. The Tualatin Valley Highway between Hillsboro and McMinnville Junction,

and

WHEREAS, said sections of said highways so improved are being cut up and broken by the movement thereover of tractors, by reason of which the said highways are being damaged and injured, and in order to protect the said highways against such damage and injury it is deemed necessary and it is the judgment of the Highway Commission that it will be for the best interests of the state that said

sections of said roads be closed to the movement thereover of cleated farm tractors,

NOW, THEREFORE, the premises being in part as above stated and the State Highway Commission having found after due investigation that said sections of said highways above mentioned are being damaged and injured by reason of the movement thereover of cleated farm tractors, and the Commission having found upon due investigation that it will be for the best interests of the state that said sections of said highways be closed to said traffic

IT IS HEREBY ORDERED, that such portions or parts of the following named highways as have been surfaced with the said non skid bituminous surface treatment be closed to the movement thereover of cleated tractors, to wit:

The West Side Pacific Highway between McMinnville and Junction City,  
The Pacific Highway between Salem and Junction City,  
The Salem-Dallas Highway throughout its entire length,  
The Tualatin Valley Highway between Hillsboro and McMinnville Junction,

and

IT IS FURTHER ORDERED, that notices be posted in conspicuous places on each of the above highways so that said notices can be easily seen and read by people traveling upon said highways, which said notices shall state plainly the limitations and prohibitions of traffic hereby in this order determined and fixed, and

IT IS FURTHER ORDERED, that a certified copy of this order be furnished to the county clerk of each county in which said highways are located, and that a certified copy of said order be furnished the chief of the traffic enforcement division for his use and information.

BE IT FURTHER ORDERED, that this order be and remain in full force and effect from the date hereof up to and until the 31st day of December, 1930, unless sooner vacated by this Commission.

The motion was duly seconded and declared carried.

Commissioner Gates offered the following resolution and moved its adoption:

WHEREAS, by the terms and provisions of Chapter 201, General Laws of Oregon, 1925, and other laws of the State of Oregon, the State Highway Commission is authorized and empowered to acquire land or ground necessary for the development, maintenance and operation of parks, parking places, automobile camps, camp sites, public squares, recreation grounds or resorts and land for the preservation of trees or timber growing thereon, and

WHEREAS, in the judgment and opinion of the State Highway Commission it will be for the convenience and is for the best interest of the general public that there be acquired for public purposes, to wit: for the purpose of developing and maintaining a park, parking place, automobile camp, recreation ground and/or resort, and for the purpose of making it possible for the highway commission to preserve the timber growing thereon the following described parcels of land, to wit:

Lot 2 of Section 13, Tp. 37 S. R. 15 W. W. M. in Curry County, Oregon, containing approximately 10.15 acres;

and

The east half of the northeast quarter of section 12, township 16 S. R. 7 W. W. M., and the east half of the northwest quarter of section 28, township 16 S. R. 6 W. W. M., all in Lane County, Oregon;

and

WHEREAS, it appears from the deed records of Curry County, Oregon, that title to the first above described tract of land is in the Paramount Platinum and Gold Syndicate, Inc., and it appears from the deed records of Lane County, Oregon, that title to the second above described tract of land is in F. J. Berger and Mary E. Berger, subject to certain mortgages and judgments, and

WHEREAS, in the opinion and judgment of the State Highway Commission it is necessary that title to said tracts of land be procured for the purposes herein stated,

THEREFORE, BE IT RESOLVED, that the said above tracts of land be and the same are hereby declared by this resolution to be necessary for the purposes herein stated, and

BE IT FURTHER RESOLVED, that title to said property be acquired by the state for the purposes herein stated.

BE IT FURTHER RESOLVED, that the best interests and the convenience of the general public require that said tracts of land be acquired for the purpose of developing and maintaining the same for park, parking place, automobile camp, recreation grounds and


SEP 25 1930

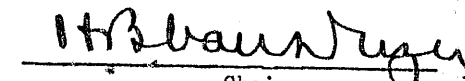

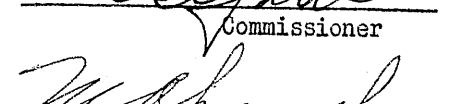
resort, respectively, and for the purpose of preserving the timber growing thereon and making said tracts generally available for the use and enjoyment of the general public.

BE IT FURTHER RESOLVED, that an effort be made to agree with the owners of said tracts of land upon the compensation to be paid for the taking of the same and the damage, if any there be, and in the event that no satisfactory agreement can be reached it is further resolved that the attorney general of the state of Oregon and J. M. Devers, assistant attorney general and attorney for the State Highway Commission be and they are hereby requested to negotiate with said owners for the purchase and acquisition of said parcels of land, and in the event that they are unable to reach an agreement they are hereby requested to commence and prosecute to a final determination such action, suit or proceedings as may be necessary and appropriate to acquire title to the said premises and all rights therein for the purposes herein stated.

The motion was duly seconded and declared carried.

No further business coming before the Commission, the meeting was adjourned.

  
State Highway Engineer  
and Secretary

  
Chairman  
  
Commissioner  
  
Commissioner

Portland, Oregon, October 30, 1930

The State Highway Commission met in Room 570 Multnomah County Court House at 10 o'clock A. M. Present were:

H. B. Van Duzer, Chairman  
C. E. Gates, Commissioner  
M. A. Lynch, Commissioner  
Roy A. Klein, State Highway Engineer and Secretary

At 10 o'clock A. M., bids were opened and read on the following projects:

OCT 30 1930



10-30-30

CROOKED RIVER HIGHWAY  
MIDDLE UNIT, BEAR CREEK-MILLICAN SECTION - GRADING

	Concrete Pipe	Corr. Iron Pipe
Rust Brothers	\$19,952.00	\$19,995.70
C. E. Silbaugh	20,528.00	20,440.00
Wm. Endicott	20,649.50	20,767.50
D. L. Ashton	21,787.50	21,903.00
G. C. Johnson	22,989.00	23,063.50
Henry C. Boyer	25,280.00	25,147.50
Earl L. McNutt	25,387.50	24,410.00
W. L. Slutz	26,080.45	25,342.95
Geo. Abraham	28,846.00	25,179.00

CRATER LAKE HIGHWAY  
EAGLE POINT-TRAIL SECTION - REGRADING AND RESURFACING

	Broken Stone	Crushed Gravel
Morrison Trucking Co.	\$122,179.00	\$108,194.00
C. L. Camp		130,045.00
Washburn & Hall		132,152.00
Saxton & Looney		137,493.00
Meyers Contract Co.	151,835.00	139,315.00
Joslin & McAllister		140,486.00
Dunn & Baker	159,437.50	148,277.50
C. R. Johnson	180,460.00	149,644.00
Joplin & Eldon		151,726.00
Wren & Greenough		152,770.00
Interstate Construction Company	168,217.50	159,369.50
Homer G. Johnson		174,515.00

ROOSEVELT COAST HIGHWAY  
LINCOLN COUNTY LINE-CHINA CREEK SECTION - GRADING

## NORTH UNIT

Wm. Endicott	\$ 98,363.00
Earl L. McNutt	104,440.00
C. R. Johnson	102,975.50
Liesch & Tofte	107,805.50
Wren & Greenough	108,670.00
W. H. Hauser	110,237.50
Myers & Goulter	110,750.00
Morrison-Knudsen Co.	112,360.00
Cochran Construction Co.	114,220.00
Harmon & Tittle	114,400.00
A. C. Greenwood	114,760.00

Cont'd

## Lincoln County Line-China Creek Section - cont'd

Allen & Govan, Inc.	\$117,977.50
Washburn & Hall	118,462.50
A. Guthrie & Co., Inc.	120,355.50
Fred H. Slate	120,525.00
E. L. Gates	121,384.50
P. L. Crooks & Co., Inc.	127,120.00
Hauser Construction Co.	127,782.50
Joplin & Eldon	131,952.50
Kern & Kibbe	134,455.00
Yunker, Wiecks & Co.	154,150.00

## SOUTH UNIT

C. R. Johnson	\$ 96,077.50
Earl L. McNutt	126,932.50
Cochran Construction Co.	141,420.00
Liesch & Tofte	141,961.00
W. H. Hauser	148,015.00
Myers & Goulter	151,612.50
A. C. Greenwood	152,025.00
Morrison-Knudsen Co.	152,127.80
Hauser Construction Co.	156,700.00
Washburn & Hall	158,610.00
Joplin & Eldon	161,845.00
A. Guthrie & Co.	170,949.00
P. L. Crooks & Co., Inc.	171,220.00
Allen & Govan, Inc.	173,210.00
Wren & Greenough	177,410.00
Kern & Kibbe	178,907.50

## BOTH UNITS COMBINED, WITH REDUCTION

C. R. Johnson	\$198,053.00
Earl L. McNutt	230,342.50
W. H. Hauser	238,252.50
Liesch & Tofte	249,766.50
Cochran Construction Co.	253,950.00
Morrison-Knudsen Co.	261,987.80
Myers & Goulter	262,362.50
A. C. Greenwood	266,785.00
Allen & Govan, Inc.	267,305.00
Washburn & Hall	277,072.50
Hauser Construction Co.	283,482.50
Joplin & Eldon	284,297.50
Wren & Greenough	286,080.00
A. Guthrie & Co.	289,304.50
P. L. Crooks & Co., Inc.	298,340.00
Kern & Kibbe	311,362.50

In the matter of advertising the sale of \$1,500,000 state highway bonds, the Secretary reported that the advertisement had been published more than twice in the Bond Buyer, New York, but only once in the Pacific Banker, Portland, whereas the resolution offering the bonds for sale had specified that the advertisement be published twice in each. He stated that he was unable to secure a second publication for the reason that the Pacific Banker is now published only once in two weeks, while previously it had been issued as a weekly, and since the advertisement had not been mailed a sufficient time in advance to secure two publications two weeks apart, the advertisement had been published only once; that is, on Friday, October 24, 1930. The Commission, on motion which was carried, in view of the circumstances, ratified and approved the action of the Secretary in securing the publication of the advertisement once only instead of twice in the Pacific Banker, there being no statutory provision as to the number of times that the advertisement should be printed.

At 11 o'clock A. M. the bids which were received for \$1,500,000 four and one-quarter per cent Oregon State Highway Bonds were opened and read by the Secretary. After consideration of the same, Commissioner Gates offered the following resolution and moved its adoption:

WHEREAS, at a meeting of the State Highway Commission held September 25, 1930, a resolution was regularly adopted directing that bids be invited for the purchase of One Million Five Hundred Thousand Dollars par value of the bonds authorized under the provisions of Chapter 383, Laws of Oregon of 1921, as amended by Chapter 173 of the Laws of Oregon of 1925; and

WHEREAS, such resolution authorized the invitation and receipt of sealed bids for the purchase of such bonds, which said sealed bids were to be received at Room 570 Multnomah County Court House, Portland, Oregon, up to and including the hour of 11:00 o'clock A. M. of the 30th day of October, 1930, and further directed that said bids should be opened by the Commission at Room 570 Multnomah County Court House, Portland, Oregon, at a meeting to be held at said place at 11:00 o'clock A. M. of the 30th day of October, A. D. 1930; and,

WHEREAS, such resolution further required that notice of such sale be given by the Secretary of the State Highway Commission by publication thereof in the following publications, to wit: The Bond Buyer, published in New York City, and the Pacific Banker, published at Portland, Oregon; and

WHEREAS, such resolution required each bid to be accompanied by a certified check for five per cent of the par value of the bonds, and further required that said bonds be dated November 1, 1930, bearing interest from said date, and requiring the bidders to pay the amount of their bid with accrued interest to be added thereto from the 1st day of November, 1930, until the date the purchase price is paid; and that an opinion be secured from Storey,

Thorndike, Palmer & Dodge, attorneys of Boston, Massachusetts, showing the validity of such bonds as a prerequisite to such issuance, and further providing that the Commission reserve the right to reject any and all bids, and requiring further that said bonds be payable at the office of the State Treasurer at Salem, Oregon, or at the office of the fiscal agent of the State of Oregon in New York City; and,

WHEREAS, notice of such sale was duly given by the Secretary of the Highway Commission, as required by such resolution, by publication thereof in the above named publications, proof of which publication has been filed in the form of affidavits and is now before this Commission and the same has been duly considered, and

WHEREAS, the said State Highway Commission of the State of Oregon is now at this time, to wit: at the hour of 11:00 o'clock A. M. of the 30th day of October, 1930, sitting in regular session at Room 570 Multnomah County Court House, Portland, Oregon, with all members present and participating; and

WHEREAS, pursuant to said resolution and published notice the following bids for said bonds have been received by the State Highway Commission, and have now at this time been opened publicly, and filed, and in the presence of the Commission, to wit:

First Detroit Company, Inc.	101.859	\$1,527,885.00
Eldredge & Company		
First National Bank of New York		
Wells Dickey & Company		
Dean Witter & Company		
Harris Trust & Savings Bank, Chicago	101.669	1,525,037.00
Chase Securities Corporation		
Bankers Company of New York	101.559	1,523,385.00
Guaranty Company of New York		
E. H. Rollins & Sons		
Hannahs Ballin & Lee		
Marine National Company		
Halsey, Stuart & Company, Inc.	101.258	1,518,870.00
Bancamerica-Blair Corporation		
Dewey, Bacon & Company		
The Seattle Company	101.518	1,522,770.00
M. M. Freeman & Company		

Smith, Camp & Company 101.479 \$1,522,185.00  
Chatham Phenix Corporation  
Barr Brothers & Company, Inc.  
Wallace Sanderson & Company

The First National Old Colony Corporation 101.157 1,517,355.00  
Foreman State Corporation  
Geo. H. Burr, Conrad & Broom, Inc.

Continental Illinois Company 101.133 1,517,000.00  
First Union Trust & Savings Bank  
First National Bank, Portland

The National City Co. of California 100.709 1,510,635.00

A. B. Leach & Co., Inc. 100.606 1,509,085.70  
American Securities Company  
The Milwaukee Company  
First Securities Corporation  
Mississippi Valley Company

Lehman Brothers 100.430 1,506,450.00  
Ames, Emerick & Company, Inc.  
Kean, Taylor & Company  
The Northern Trust Company  
R. H. Moulton & Company  
Scott, Redfield Company

each of which said proposals or bids was accompanied by a certified check in the amount of five per cent of the par value of the bonds, as required by said resolution and published notice; and,

WHEREAS, the bid and proposal of First Detroit Company, Inc., Eldredge & Company, First National Bank of New York, Wells Dickey & Company and Dean Witter & Company is the highest and best bid received in accordance with said resolution and notice;

NOW, THEREFORE, BE IT RESOLVED BY THE STATE HIGHWAY COMMISSION, that the said bid of \$1,527,885.00 by First Detroit Company, Inc., Eldredge & Company, First National Bank of New York, Wells Dickey & Company and Dean Witter & Company for One Million Five Hundred Thousand Dollars (\$1,500,000) par value bonds of the State of Oregon authorized under Chapter 383 of the General Laws of Oregon of 1921, as amended by Chapter 173 of the Laws of Oregon of 1925, be and the same is hereby accepted.

BE IT FURTHER RESOLVED, that the Secretary of the Highway Commission be, and he is, hereby authorized, empowered and directed to cause to be lithographed and printed one thousand four hundred eighty One Thousand Dollar (\$1000) bonds and forty Five Hundred Dollar (\$500) bonds, of which thirty-seven One Thousand Dollar (\$1,000)

bonds and one Five Hundred Dollar (\$500) bond shall be due and payable April 1, 1936, and a like number and amount on October 1 and April 1 of each year following until the full amount has become due and payable, and that such bonds be dated November 1st, 1930, and bear interest at the rate of four and one-quarter per cent per annum, payable semi-annually each April 1 and October 1, and that the purchaser of such bonds be required to pay in addition to his bid the interest accrued on all of said bonds from November 1st, 1930, until the purchase price therefor has been paid; said bonds to be designated as Series No. 3 and numbered 6561 to 8080, both numbers inclusive.

BE IT FURTHER RESOLVED that the Governor, Secretary of State and State Treasurer are hereby requested to sign said bonds as required by law, and that the Secretary of this Commission be directed to print the facsimile signature of each of said officers upon the coupons attached to such bonds.

BE IT FURTHER RESOLVED that the Secretary of this Commission be instructed to request Storey, Thordike, Palmer & Dodge, Attorneys of Boston, Massachusetts, to examine into the validity of such bonds and the regularity of their issuance, and to render an opinion as to the validity and regularity of the same, and that immediately upon receipt of such opinion, if the same be favorable, that said transaction be consummated by the exchange of said bonds for the purchase price thereof with the accrued interest thereon, and that the said proceeds and funds be turned over and paid into the State Treasury of the State of Oregon pursuant to the laws of this state.

BE IT FURTHER RESOLVED that the principal and interest coupons of said bonds be payable at the office of the State Treasurer at Salem, Oregon, or at the office of the fiscal agent of the State of Oregon in New York City at the option of the holder thereof.

BE IT FURTHER RESOLVED that said bonds be in the form heretofore adopted by the State Highway Commission, and that they be non-registered bonds.

The motion was duly seconded and carried unanimously.

The reading of the bids on the various grading, surfacing, bridge and building projects was resumed.

MCKENZIE HIGHWAY  
HENDRICKS BRIDGE-DOYLE HILL SECTION - SURFACING

Morrison Trucking Co.	\$ 76,906.00
Saxton & Looney	79,440.00
Guy F. Pyle	88,852.00

Cont'd

## Hendricks Bridge-Doyle Hill Section - cont'd

Knute Lien	\$ 91,750.00
Washburn & Hall	93,120.00
Meyers Construction Co.	94,340.00
Joplin & Eldon	95,700.00
Interstate Construction Co.	110,586.00
Homer G. Johnson	111,555.00

## OLD OREGON TRAIL

## PENDLETON-EMIGRANT HILL SECTION - FURNISHING BROKEN STONE

Clyde R. Seitz	\$26,085.00
Saxton & Looney	28,024.00
Knute Lien	28,500.00
Morrison Trucking Co.	28,840.00
Max O. Green	30,260.00
Lyon & Price	31,170.00
Carl Nyberg	31,600.00
H. E. Schmeer	32,150.00
Joslin & McAllister	32,280.00
Hart Construction Co.	32,600.00
Geo. Abraham	32,963.50
Arthur Gentemann	33,040.00
Dunn & Baker	33,150.00
Triangle Construction Co.	33,257.50
Interstate Construction Co.	33,397.50
Newport Construction Co.	37,690.00
Homer G. Johnson	37,937.50

## OREGON-WASHINGTON HIGHWAY

## ADAMS-MILTON SECTION - FURNISHING BROKEN STONE

Knute Lien	\$30,220.00
Geo. Abraham	32,583.20
Saxton & Looney	35,460.00
Max O. Green	35,495.00
Joslin & McAllister	35,895.00
Triangle Construction Co.	37,609.00
Hart Construction Co.	38,865.00
Homer G. Johnson	39,200.00
Newport Construction Co.	47,368.00

## WAPINITIA HIGHWAY

## MT. HOOD-BEAR SPRINGS SECTION - FURNISHING BROKEN STONE

Fisher Brothers	\$30,048.00
Arthur Gentemann	31,500.00
Homer G. Johnson	38,700.00

CLACKAMAS AND MARION COUNTIES  
BRIDGE OVER PUDDING RIVER 3 MILES EAST OF HUBBARD

Hargreaves & Lindsay	\$17,980.00
J. F. Johnston	19,212.00
O. N. Pierce	19,350.00
F. L. Odom	19,936.50
C. J. Montag	20,501.00
Gilpin Construction Co.	20,560.00
Tom Lillebo	20,825.00
D. Samuel	20,993.50
J. F. Shea Company	21,193.90
Liesch & Tofte	21,280.50
J. R. Hugh	22,075.00
E. F. Balgemann	22,164.50
J. J. Badraun	22,751.00
Kuckenberg-Wittman Co.	22,766.00
Lindstrom & Feigenson	23,853.00
L. S. Duff	25,281.00
P. L. Frazier	28,677.00

## McKENZIE HIGHWAY

## CONSTRUCTION OF FRAME STORAGE BUILDING AT REDMOND

J. Thomsen	\$3,822.00
O. N. Pierce	4,230.00
Chapman & Chapman	4,445.50
Edward Krieg	4,562.00
Homer S. Wood	4,634.00
R. H. Jones	4,995.00
O. K. Olson	5,035.30
Oscar Joelson	5,544.60

## JOHN DAY HIGHWAY

## CONSTRUCTION OF FRAME STORAGE BUILDING AT JOHN DAY

J. Thomsen	\$3,562.00
Walter Rinehart	4,148.00
Edward Krieg	4,179.00
R. H. Jones	4,532.00
Chapman & Chapman	4,647.50

## SALEM

## CONSTRUCTION OF FRAME SHOP BUILDING

A. J. Anderson	\$17,930.00
Price & Company	19,237.00
F. L. Odom	19,342.00
Barham Bros.	19,485.50
Tom Lillebo	19,665.00

Cont'd

## Salem Shop Building - cont'd

Roberts & Horstkotte	\$19,860.00
D. Samuel	19,995.00
Carl Engstrom	20,719.00
Stebinger Bros.	20,980.00
O. N. Pierce	21,555.00
A. G. Enright	21,825.00
Fred Erixon	22,487.00
Parker-Schram Co.	22,500.00
L. N. Traver	25,375.00
A. H. Kingsbury	25,970.00

ROOSEVELT COAST HIGHWAY  
CONSTRUCTION OF FRAME STORAGE BUILDING AT HEBO

G. M. Douglass	\$3,075.15
Ellis Bros. & Sheldon	3,527.00
O. N. Pierce	3,550.00
Barham Bros.	3,557.00
Lee & Wagner	3,390.00
T. B. Winship	3,448.25
C. O. Engstrom	3,513.00
Tom Lillebo	3,524.50
Chapman & Chapman	3,754.20
Dolan Construction Co.	3,840.00
O. M. Olds	3,856.00
J. V. Curry	3,901.00
J. F. Johnston	4,053.65
Chas. D. Smiley	4,300.00
R. H. Jones	4,780.00
J. F. Shea Company	4,980.00

A delegation was present from Grant, Wheeler and Gilliam Counties in the interest of the John Day Highway, consisting of Orin L. Patterson, Canyon City, J. Paulus and P. Daly of Prairie City, Herman Oliver and E. L. Knox of John Day, A. B. Robertson of Condon, P. N. Shown of Fossil and R. E. Wright of Spray. Mr. Patterson presented a signed remonstrance from residents of Prairie City and John Day against any relocation of the present road between these towns, holding rather that the present road should be bettered in its present location. A. B. Robertson presented petitions from the cities and communities between Arlington and Vale asking for grade widening, resurfacing and oiling of the John Day Highway as a part of the 1931 program. Matter taken under consideration.

Gus Newbury, attorney, appeared in behalf of Raymond P. McQuitty of Grants Pass, who owns an auto camp at the north end of the Rogue River bridge at Grants Pass from which it is desired to secure a strip for right of way. He suggested that the state buy additional ground for McQuitty from property adjoining as a means of effecting a settlement. Matter referred to the Attorney to discuss that feature with Josephine County Court who are

obligated to pay the costs for such right of way as is required. Condemnation authorized if agreement cannot be reached on a reasonable basis.

Judge Beltz, with Commissioners Owen and Lindsey of Tillamook County, and Judge Boyington, with Commissioners Larson and Elliott of Clatsop County, were present to urge further that the state take over the Coast route in Clatsop and Tillamook Counties known as the Cannon Beach-Neahkahnie Mountain Unit as a substitute for the now existing route via Necanicum River, Hamlet Junction and Mohler. Each county court agreed to cooperate on the coast route the sum of \$25,000 each year for a period of four years or a total of \$200,000 and, in addition, agreed to take over and maintain the present or inside route within their respective counties. The Commission read protests received from local residents against relinquishing the present road as a state highway and turning the road back to the counties for maintenance. After giving the matter further consideration and having the report of the Engineer before them as to estimated costs of the completion of the two routes to present standards, comparative lengths, scenic values and other features, the Commission, on motion which was carried, decided to accept the proposal of Clatsop and Tillamook Counties and adopted the coast route as the state highway from Cannon Beach Junction to a southerly terminus yet to be determined at the Wheeler overhead or a point south in the vicinity of Fishers Point. The Attorney was instructed to prepare an agreement to cover.

Dr. E. B. McDaniel and Ray Conway of the Oregon State Motor Association presented the subject of information signs to be placed at historical points on state highways throughout the state and urged that a beginning on this program be made on the Columbia River between Portland and the Deschutes River. Matter referred to the Engineer.

Judge De Armond of Deschutes County asked for the reconstruction of the state highway north of Bend. The Engineer reported that he was looking over a new route between Bend and Redmond, but the survey work had not been started yet, therefore, no recommendation could be made at this time.

J. H. Ralston of Albany and Judge Payne of Linn County asked re the South Santiam Highway. They were advised by the Chairman that it was the intention of the Commission to advertise a 3 mile grading unit at the next meeting which was satisfactory to the Linn County representatives.

James L. Conley, attorney, appeared for C. R. Johnson, the low bidder on the South Unit of the Lincoln County Line-China Creek Unit of the Roosevelt Coast Highway in Lane County, stating that an error had been made in transcribing his bid and it should have been 37 cents per cubic yard for excavation rather than 27 cents. Therefore, he asked that the bid be accepted on the former figure or that it be rejected. Matter held for further consideration.



Commissioners Busenbark and Clough of Douglas County discussed with the Commission the cooperative offer of Douglas County to complete the Roosevelt and Umpqua Highways. Matter considered by the Commission but no decision reached.

The forest highway program meeting was tentatively set for November 7.

J. A. Thornburgh, Mayor of Forest Grove, L. C. Lang, Secretary of the Chamber of Commerce, and L. M. Graham, Attorney of Forest Grove, discussed with the Commission the proposed straightening of the state highway at the east city limits. Mayor Thornburgh offered in behalf of the city the sum of \$750 as cooperation in putting on this improvement. After consideration the Commission accepted the offer and agreed to secure the right of way and extend the thirty foot pavement of Pacific Avenue through to connect with the highway, eliminating two right angle turns in the present street.

Geo. E. Frost, representing the owners of the property on the coast south of the Yachats River, was present and discussed with the Commission and the Parks Engineer the dedication of a strip 100 feet wide above the shore line for public purposes. This had been surveyed and a map prepared and was suggested in lieu of acquiring the entire property as a park. Mr. Frost said he would send the map to his principals for their consideration.

Parks Engineer Boardman reported that he had interviewed the officials of Jackson County who had filed withdrawals in favor of the county of a considerable area of Government land along the Crater Lake Highway under the Recreational Act. The county officers had now offered to relinquish these withdrawals in favor of the State. Mr. Boardman presented a map which had been prepared showing these tracts. He recommended that the area to be acquired be reduced somewhat so as to cover only that portion adjacent to the road. Approved by the Commission.

Mr. Boardman reported that Lester Martin of Newport, as agent for the owners, had offered for sale one mile of land between the highway and the ocean containing 31.7 acres at \$100 per acre. For three-fourths of the distance the strip is narrow and contains 8.7 acres; on the remaining fourth the tract is much wider and contains the balance of the area. The Commission authorized the purchase of the 8.7 acre tract at \$100 per acre but declined the balance.

The Commission, in the name of the State of Oregon, accepted with thanks the donation of Thomas D. Davidson and Ellinor C. Davidson of Lots 3 and 4 in Block 29 of the town of Port Orford, Curry County, the same being part of the Battle Rock park site. The gift was made in memory of their father, George Davidson.

At 5 o'clock the awards of the following contracts were made:

Middle Unit, Bear Creek-Millican Section, Crooked River Highway, Deschutes and Crook Counties, 3.11 miles grading. Contract awarded to Rust Bros., using concrete pipe, at \$19,952.00.

Adams-Milton Section, Oregon-Washington Highway, Umatilla County, furnishing broken stone for shoulders. Contract awarded to Knute Lien, the low bidder, at \$30,220.00.

Mt. Hood-Bear Springs Section, Wapinitia Highway, Wasco and Clackamas Counties, furnishing broken stone. The Chairman announced that the low bid of Fisher Brothers at \$30,048.00 was satisfactory, but the bidder being unknown, the award will be held for investigation.

Pendleton-Emigrant Hill Section, Old Oregon Trail, Umatilla County, furnishing broken stone. Contract awarded to the low bidder, Clyde R. Seitz, at \$26,085.00.

Eagle Point-Trail Section, Crater Lake Highway, Jackson County, regrading and resurfacing. Contract awarded to the low bidder, Morrison Trucking Company, on broken stone at \$122,179.00.

Hendricks Bridge-Doyle Hill Section, McKenzie Highway, Lane County, 9.27 miles surfacing. The low bid was by the Morrison Trucking Company at \$76,906.00, but inasmuch as they had qualified their bid to accept one contract only and a contract had been awarded to them on the Crater Lake Highway, this contract was awarded to the second bidder, Saxton & Looney at their bid of \$79,440.00.

The minutes of the Highway Commission meeting of September 25, 1930 were approved.

The Engineer reported on the desirability of making plans for ferry service for the crossings of Yaquina and Alsea Bays on the Roosevelt Coast Highway in Lincoln County. On motion which was carried, it was agreed that free ferry service at these crossings should be commenced on June 1, 1931. The Engineer was authorized to secure bids for the furnishing of this service in the interim.

A request was received from H. L. Shepard in behalf of the Oswego Community for a sidewalk on the Pacific Highway bridge across Oswego Creek at Oswego to accommodate the large amount of pedestrian traffic which crosses this bridge. The engineer recommended that a sidewalk be added to this structure which was approved by the Commission.

A request was received from residents of Valley Junction for a sidewalk on the bridge over the South Fork of the Yamhill River. Inasmuch as the roadway on this bridge is 24 feet wide and the amount of pedestrian traffic is quite limited, the request was declined.

An agreement drawn by the Southern Pacific Company covering the construction of the overcrossing at Juno in Tillamook County was

presented by the Attorney. He objected to the terms of the agreement which made the state responsible in case of accident or damage to the railroad. It was agreed that the Chairman would see the Southern Pacific attorneys the following day and see if this particular clause could not be revised.

Tabulations having been completed, awards of contracts on the remaining projects advertised were made as follows:

Maintenance patrol building at John Day. Contract awarded to the low bidder, J. Thomsen, at \$3,562.00.

Maintenance patrol building at Redmond. Contract awarded to the low bidder, J. Thomsen, at \$3,822.00.

Maintenance patrol building at Hebo. Contract awarded to the low bidder, G. M. Douglass, at \$3,075.15.

Shop building at Salem. Contract awarded to the low bidder, A. J. Anderson, at \$17,930.00.

Pudding River Bridge, Clackamas and Marion Counties. At the request of the County Courts of Marion and Clackamas Counties for whom this project was advertised, the contract was awarded to the low bidder, Hargreaves & Lindsay, at \$17,980.00.

Lincoln County Line-China Creek Section, Roosevelt Coast Highway, North Unit, 3.83 miles grading. Contract awarded to the low bidder, Wm. Endicott, at \$98,363.00.

Lincoln County Line-China Creek Section, Roosevelt Coast Highway, South Unit, 4.46 miles grading. The award is held for further consideration.

The Commission discussed the Salmon River Road connecting the McMinnville-Tillamook Highway at Valley Junction with the Roosevelt Coast Highway at Otis, a distance of 21.8 miles. The desirability of including this road as a part of the state highway system was considered and Commissioner Gates thereupon offered the following resolution and moved its adoption:

WHEREAS, the Salmon River Road is an important connection between the Roosevelt Coast and McMinnville-Tillamook Highways and affords a short cut to the ocean beaches, and

WHEREAS, the construction of this road has heretofore been handled in part as a forest highway project but the right of way has been purchased and six miles has been graded and surfaced with funds raised by the Salmon River-Grand Ronde Highway Improvement District which has exhausted its ability to pay more, and

WHEREAS, the entire road has now been completed to state highway standards as to roadway and bridges except 7 miles of surfacing on the west end which has been provided for as a forest highway project, and a two mile unit on the east end for which no arrangements have been made for improvement, and

WHEREAS, the Highway Improvement District has no funds for maintenance as required by the Federal Aid Act and it is necessary that maintenance be continued to keep the road open and passable,

THEREFORE, BE IT RESOLVED, in view of the desirability of this road as a part of the state highway system, the small cost to finish it and the necessity of adequate maintenance, that the State Highway Commission take over the Salmon River Road between Valley Junction and Otis as a state highway under the provisions of Section 4432, General Laws of Oregon, and

BE IT FURTHER RESOLVED that the Secretary be instructed to advise the Salmon River-Grand Ronde Highway Improvement District of the action taken.

The motion was duly seconded and carried.

The Commission signed a Federal aid agreement covering the surfacing of the Tillamook County Line-Grand Ronde Unit of the Salmon River Highway.

The Commission approved the claim of Dr. H. L. Houston of the Bandon Hospital at Bandon for medical attention and hospital care to George McClure, an itinerant, who was accidentally injured by a state highway truck. The amount of the claim is \$554.60, and being in excess of the \$200 maximum payment permitted under the law, the attorney is authorized to prepare and submit to the legislature a bill covering this payment in full from the state highway fund.

The Commission executed an agreement with Lane County providing for the completion of the McKenzie, Willamette, Siuslaw and Roosevelt Coast Highways on the same cooperative basis as heretofore agreed upon, the State to advance the County's share and the County to assign to the State Highway Commission all of its share of the motor vehicle license fees until the sums advanced are fully paid. The purpose of this arrangement was to expedite the completion of these projects. Lane County will continue to secure the necessary rights of way at its own expense as heretofore. The effective date of this agreement is January 1, 1931.

The Commission received a request from Coos County for approval of the following roads to be added to the Coos County Market Road System:

Allegany Market Road No. 3 extending down the north bank of Coos River to Graveyard Point.

Marshfield-Empire Cutoff from Marshfield to Dead Man's Corner on the North Bend-South Slough Market Road.

Seven Devils Market Road beginning at the South Slough bridge at end of Market Road No. 7 along the approximate route of the present Seven Devils road to a connection with the North Bank Market Road near Bullards ferry.

Extension Bear Creek Market Road No. 8 from Parkersburg to Prosper.

Myrtle Creek Market Road beginning at the town of Bridge, extending up Myrtle Creek to Bancroft post office a distance of 9 miles; to be designated as Market Road No. 32.

South side of the Coquille River north from Gravelford.

The Market Road Engineer recommended that these additions to the Coos County Market Road system be approved. On motion which was carried, the above additions to the Coos County Market Road system were approved by the Commission.

The Engineer reported that he had received a letter from the State Highway Engineer of California in which it was stated that the road from Weed north to the California state line would be recommended to the next legislature for designation as a part of the state highway system. The letter stated that the road from Merrill or Malin south toward Alturas would not be considered as a state highway.

Relative to the distribution of the second one-half of the Market Road Appropriation for the year 1930, Commissioner Lynch offered the following resolution and moved its adoption:

WHEREAS, by the provisions of Chapter 17 of Title XXX Laws of Oregon, as amended by Chapter 361, General Laws of Oregon for 1925, there has been made available for distribution by the State Highway Commission a fund known as the "State Market Road Appropriation", and

WHEREAS it is further provided by said legislative act that the State Highway Commission shall, annually, apportion the appropriation provided for under the said act between the several counties complying with, and accepting the benefits of said act; and

WHEREAS, pursuant to the provisions and commands of Chapter 17 of Title XXX, Laws of Oregon, as amended by Chapter 361, General Laws of Oregon for 1925, the State Highway Commission did on the 24th day of April 1930, apportion among the

several counties of the State complying with the provisions and accepting the benefits of said market road law, the 1930 State Market Road Appropriation in accordance with the terms of the act; and

WHEREAS, the funds of the "State Market Road Appropriation" are collected semi-annually along with other state taxes; and

WHEREAS, funds are now available and it appears to the State Highway Commission to be desirable at this time to distribute the balance of the apportionment to the several counties; and

WHEREAS, the State Highway Commission has furnished several counties with engineering supplies, or with engineering services on county projects, or with road building machinery, or with machinery repairs, or with road building materials, or with road building machinery parts; and has kept an accurate record of the cost of any of the above-mentioned supplies, services, parts and repairs, or materials furnished the several counties; and has charged the above-mentioned costs to the several counties, either as advance payments to be deducted from the sums apportioned to the various counties or as accounts to be paid in cash, as desired by the several county courts, and

WHEREAS, the market road act provides that the expenditures made by the State Highway Commission in fulfilling the obligations imposed by the market road act shall be paid from the market road fund;

NOW THEREFORE, BE IT RESOLVED, by the State Highway Commission, meeting in regular session that there be distributed and disbursed out of the fund known as the "State Market Road Appropriation", the balance due in accordance with the apportionment heretofore made by the State Highway Commission the amounts to be determined as follows:

To all counties the unpaid one-half of the 1930 apportionment as apportioned by the State Highway Commission by resolution under date of April 24th, 1930; provided, however, that there shall first be deducted from each county's share of said funds a sum sufficient to cover the amount charged as an advance to that county by the State Highway Commission as shown on the books and cost records of said Highway Commission at the close of September 30, 1930, said payment to be made to the various counties upon receipt and approval of plans and specifications showing the proposed expenditure of available market road funds in accordance with the terms and provisions of said act; said sums authorized for payment to the various counties are as shown in the tabulation below, and

BE IT FURTHER RESOLVED, that Roy A. Klein, Secretary of the Commission be instructed to deliver a copy of this resolution to the Secretary of State, which resolution, duly attested by the Secretary

of the Commission, and having the seal of the Commission attached thereto, shall be the authority of the Secretary of State, under the provisions of said Chapter 17, Title XXX, as amended by Chapter 361, General Laws of Oregon, 1925, to draw and issue warrants to the counties herein named for the respective amounts herein set forth.

Counties	1 9 3 0 Apportion- ment	Second Half 1930 Appor- tionment	Advances to Counties to be Deducted	Balance Payable to Counties
Baker	\$ 31,730.36	\$ 15,865.18		\$15,865.18
Benton	22,612.76	11,306.38		11,306.38
Clackamas	71,194.13	35,597.06		35,597.06
Clatsop	33,427.03	16,713.51		16,713.51
Columbia	23,784.48	11,892.24		11,892.24
Coos	36,190.73	18,095.36		18,095.36
Crook	7,574.05	3,787.02		3,787.02
Curry	6,178.90	3,089.45		3,089.45
Deschutes	18,497.67	9,248.83		9,248.83
Douglas	43,563.24	21,781.62		21,781.62
Gilliam	13,612.35	6,806.17		6,806.17
Grant	10,237.77	5,118.88		5,118.88
Harney	12,095.34	6,047.67		6,047.67
Hood River	13,632.65	6,816.32		6,816.32
Jackson	43,272.66	21,636.33		21,636.33
Jefferson	7,228.77	3,614.38		3,614.38
Josephine	10,800.20	5,400.10		5,400.10
Klamath	49,182.85	24,591.42		24,591.42
Lake	14,432.56	7,216.28		7,216.28
Lane	74,206.24	37,103.12		37,103.12
Lincoln	11,970.36	5,985.18		5,985.18
Linn	45,922.32	22,961.16		22,961.16
Malheur	16,930.67	8,465.33		8,465.33
Marion	72,365.86	36,182.93		36,182.93
Morrow	15,115.27	7,557.63		7,557.63
Multnomah	112,498.87	56,249.43		56,249.43
Polk	25,340.55	12,670.27		12,670.27
Sherman	13,702.96	6,851.48		6,851.48
Tillamook	29,886.85	14,943.42		14,943.42
Umatilla	64,807.43	32,403.71		32,403.71
Union	28,387.03	14,193.51		14,193.51
Wallowa	13,493.61	6,746.80		6,746.80
Wasco	25,093.70	12,546.85		12,546.85
Washington	48,596.97	24,298.48		24,298.48
Wheeler	6,811.64	3,405.82		3,405.82
Yamhill	32,111.57	16,055.78		16,055.78
Totals	\$1,106,490.40	\$553,245.10		\$553,245.10

The motion was duly seconded and carried.

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Commissioner Gates introduced the following resolution and moved its adoption:

WHEREAS, by the provisions of the laws of the state of Oregon, the State Highway Commission is authorized and directed to lay out, locate, designate, construct, improve and maintain a system of state highways in the State of Oregon, and are likewise authorized to acquire necessary rights of way therefor and land from which to appropriate road-building materials, and

WHEREAS, in the permanent improvement, construction and maintenance of said highways, and particularly that certain highway known as the Green Springs Highway, otherwise designated as state highway No. 21, it has been found necessary and the state highway commission has and does hereby determine and declare that it will be and is necessary and will be of advantage to the state that the state acquire either by purchase, agreement or by the exercise of the power of eminent domain the lands hereinafter described, which said lands are to be used for the purpose more specifically hereinafter set forth, and

WHEREAS, the state highway commission has found it necessary in the improvement and maintenance of said highway to straighten the alignment, eliminate existing curves, widen the roadbed and otherwise improve said highway, and to that end and for that purpose it has been found necessary to acquire additional right of way, and

WHEREAS, in connection with the improvement and maintenance of said highway and to make possible the elimination of said existing curves and the widening of the present roadbed, and to aid in otherwise improving said highway, it has been found necessary, needful and of advantage to the state that the following described parcel of land owned by and in the possession of Oscar Witthoft and Ethel Witthoft be acquired, to wit:

All that portion of the following described strip of land which lies within the NE $\frac{1}{4}$  of Sec. 4, T. 40 S. R. 3 E. W. M., Jackson county, Oregon.

A strip of land of varying width, lying on both sides of the center line of the Green Springs Highway, as said highway has been relocated over and across or adjacent to the foregoing described legal subdivision. Insofar as the said legal subdivision is affected by the said strip of land, the said center line is described as follows:

Beginning at a point on the said center line opposite which point the northerly line of the said strip of land intersects the west line of said legal subdivision; said point being engineer's approximate station 60+81, and

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being 17 feet west and 417 feet south of the  $N\frac{1}{4}$  corner of said section 4; thence on a 3820 foot radius curve right, (the long chord of which bears S.  $60^{\circ}59'$  E.) a distance of 353.2 feet; thence S.  $58^{\circ}20'$  E. a distance of 232 feet to a point of tangency to a 636.6 foot radius curve left; thence on said curve a distance of 621.7 feet; thence N.  $65^{\circ}45'$  E. a distance of 85.2 feet to a point of tangency to a 286.5 foot radius curve right; thence on said curve a distance of 471.4 feet; thence S.  $20^{\circ}00'$  E. a distance of 665.8 feet to a point of tangency to a 358.1 ft. radius curve left; thence on said curve a distance of 451.1 feet; thence N.  $87^{\circ}49'$  E. a distance of 540.6 feet, more or less, to an intersection with the east line of the said legal subdivision; said point being engineer's approximate station 94+87 and being 1760 feet south of the N. E. corner of said section 4.

The widths of the foregoing described strip of land are as follows:

From Sta. to Sta.	Total Width in feet	Width on North side of center line	Width on South side of center line
60+81 75+50	80	40	40
75+50 78+00	115	40	75
78+00 94+87	80	40	40

The strip of land to which this description applies, contains approximately 6.50 acres, of which 4.35 acres lie within the existing highway right of way; the required additional right of way being 2.15 acres;

and

WHEREAS, it appears that the following described parcel of land possesses and has upon and under the same, gravel, gravel beds, sand, rock boulders and other mineral deposits and formations suitable for road construction, road improvement and road maintenance, the acquisition of which said land will be of advantage to the state of Oregon, the said parcel of land being described as follows, to wit:

A parcel of land in the  $NW\frac{1}{4}$  of the  $NE\frac{1}{4}$  of Section 4, T. 40 S. R. 3 E. W. M., Jackson County, Oregon, and described as follows:

Beginning at the  $N\frac{1}{4}$  corner of Sec. 4, T. 40 S. R. 3 E. W. M., thence south along the N and S center line of said section 4 a distance of 425 feet, more or less, to a point on the relocated center line of the Green Springs highway, which point is engineers station 61+00; thence along said relocated center on a 3820 foot radius curve right (the long chord of which bears S.  $60^{\circ}43\frac{1}{2}'$  E.) a distance of 319.2 feet; thence S.  $58^{\circ}20'$  E. a distance of 232.0 feet to engineers station 66+51.2; thence north a distance of 700.2 feet to the north line of said section 4; thence west along the north line of said

section 4 a distance of 477.1 feet to the point of beginning; containing 5.66 acres, exclusive of that 40 foot strip which lies within the highway right of way;

and

WHEREAS, in the judgment of the highway commission the following described parcel of land is needed and is necessary for the purpose of storing thereon road building materials to be used in connection with the construction and maintenance of said highway, which said parcel of land is described as follows, to wit:

A parcel of land in the  $SE\frac{1}{4}$  of the  $NE\frac{1}{4}$  of Section 4, T. 40 S. R. 3 E. W. M., Jackson County, Oregon, and described as follows:

Beginning at engineers relocated center line station 89+46.4 P. T. of the Green Springs Highway, which point is 1780.6 feet south and 540.6 feet west of the N. E. corner of section 4, T. 40 S. R. 3 E. W. M., thence south a distance of 140 feet; thence S.  $87^{\circ}49'$  W. a distance of 349.8 feet; thence north a distance of 388.3 feet to a point on the said highway center line, which point is engineers station 84+95.3 P. C.; thence along said center line on a 358.1 ft. radius curve left, (the long chord of which bears S.  $56^{\circ}05\frac{1}{2}'$  E.) a distance of 451.1 feet to the point of beginning; containing 1.7 acres, exclusive of that 40 foot strip which lies within the highway right of way.

and

WHEREAS, in the judgment of the highway commission it is necessary and will be of advantage to the state upon the grounds and for the reasons herein stated that title to said parcels of land be procured either by purchase, agreement or by the exercise of the power of eminent domain.

THEREFORE, BE IT RESOLVED, that the state highway commission and said highway commission does hereby declare that it is necessary and that it will be of advantage to the state that the state acquire for right of way purposes and for quarry purposes, all for use in connection with the permanent improvement and maintenance of said highway, the lands above described, and said highway commission does further hereby declare that said lands are needed and are necessary for said purposes, and does hereby declare the purpose and intent of the highway commission to acquire said lands for such uses.

BE IT FURTHER RESOLVED, that the boundaries of the above described parcels of land be and the same are hereby adopted; and said parcel of land first above described is hereby declared to be and the same is a part of and is included within the right of way of said highway.



BE IT FURTHER RESOLVED, that an effort be made to agree with the owners and with the tenant, if there be any, of said parcels of land with respect to the compensation to be paid for the taking of the same and the damage, if any there be, and in the event that no satisfactory agreement can be reached it is further resolved that the attorney general of the state of Oregon, and J. M. Devers, assistant attorney general and attorney for the state highway commission, be and they are hereby requested to commence and prosecute to final determination such suit or action as will be necessary and appropriate to acquire title to the said premises and all rights and easements therein for the purposes herein stated.

The following requests for extensions of time were received:

Dayton Sand & Gravel Company, contract No. 1162, supplying crushed rock, requested an extension of time to April 30, 1931. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

Clyde R. Seitz, contract No. 1065, Hilgard-La Grande Section, Old Oregon Trail, Union County, resurfacing, requested an extension of time to November 30, 1930. The Engineer recommended that the extension be granted without penalty. Recommendation approved by the Commission.

Washburn & Hall, contract No. 1099, Keene Creek-Jenny Creek Section of the Green Springs Highway, Jackson County, grade widening and resurfacing, requested an extension of time to November 30, 1930. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

F. J. Kernan, contract No. 1115, Riverton-Bandon South Section, Roosevelt Coast Highway, Coos County, resurfacing and maintenance materials, requested an extension of time to November 15, 1930. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

Harmon & Tittle, contract No. 1141, Ranger Station-Bryant Hill Section, Santiam Highway, Linn County, grading, requested an extension of time to November 30, 1930. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

I. L. Young, contract No. 1145, Multnomah County Line-Beaverton Section, Tualatin Valley Highway, Washington County, paving, requested an extension of time to October 30, 1930. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

F. L. Odom, contract No. 1158, Wahanna Creek Bridge, Roosevelt Coast Highway, Clatsop County, requested an extension of time to November

15, 1930. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

The Engineer recommended that inspection costs subsequent to the contract completion date on the Multnomah County Line-Oswego Section of the Pacific Highway in Clackamas County, contract No. 1166, W. H. Hauser, contractor, be waived, notwithstanding the condition that inspection costs should be collected when the date for completion was previously extended. He reported that the contract had been handled expeditiously and the engineering costs were only slightly in excess of what they would have been had the contract been completed on the contract date. Recommendation approved by Commission.

Commissioner Gates, Assistant State Highway Engineer Baldock and Bridge Engineer McCullough were authorized to attend the meeting of the American Association of State Highway Officials to be held in Pittsburgh on November 17-20, 1930.

The Commission authorized the following projects for bids to be received at the next meeting:

Rock Creek-Valades Ranch Section of the John Day Highway in Grant County, 5 miles grade widening;  
Bryant Hill East Section of the Santiam Highway in Linn County, 3 miles of grading;  
Lancaster-Vale Section of the John Day Highway in Malheur County, 11.2 miles of grade widening and resurfacing;  
Lakeside-Russell Point Section of Roosevelt Coast Highway in Coos County, 13.0 miles of grade widening and resurfacing;  
Addition to shop building at Coquille to provide office for resident engineer.

The date for the next meeting was set for December 4, or on a date during the week that the County Judges and Commissioners will hold their annual meeting, if it is held during the first part of December.

No further business coming before the Commission, the meeting was adjourned.

*Roy A. Klein*  
State Highway Engineer  
and Secretary

*H. B. Vaudry*  
Chairman  
*C. E. Gates*  
Commissioner  
*W. A. Lynch*  
Commissioner

Portland, Oregon, December 11, 1930

The State Highway Commission met in Room 570 Multnomah County Court House at 10:00 A. M. Present were:

H. B. Van Duzer, Chairman  
C. E. Gates, Commissioner  
M. A. Lynch, Commissioner  
Roy A. Klein, State Highway Engineer and Secretary

Bids were opened on grading, surfacing and building projects as follows:

ROOSEVELT COAST HIGHWAY  
LAKESIDE-NORTH BEND SECTION - GRADE WIDENING AND RESURFACING

Saxton & Looney	\$122,195.00
F. J. Kernan	129,616.00

CENTRAL OREGON HIGHWAY  
HAMPTON-LAKE COUNTY LINE SECTION - SURFACING

Johns & Harkins	\$ 5,610.00
Joslin & McAllister	6,420.00
Hargreaves & Lindsay	7,690.00
Tessier & Nelson	7,800.00
A. Simonsen & Son	8,200.00
Fred G. Redmon	8,200.00
Arthur Gentemann	8,900.00
Jetley Bros.	8,900.00
Barnet & Mitchell	9,630.00
C. E. Silbaugh	10,000.00
L. F. Ireton	10,100.00
I. A. Dempsey	10,180.00
H. G. Johnson	10,250.00
Carl H. Deffenbaugh	10,330.00
Interstate Construction Co.	10,550.00
Max O. Green	10,950.00
Albert Wright	11,040.00
Miller & Perkins	11,350.00
J. Rebman	12,590.00

JOHN DAY HIGHWAY  
ROCK CREEK-VALADE RANCH SECTION - REGRADING

W. H. Puckett Co.	\$51,920.00
J. Rebman	54,330.00
C. E. Silbaugh	56,037.50
Geo. Abraham	56,135.00
F. C. Dillard	61,000.00

Cont'd

Rock Creek-Valade Ranch Section - cont'd

A. C. Greenwood	\$ 63,550.00
Frank J. Haas	72,230.00
C. R. Johnson	82,740.50
H. E. Cornell	96,570.00

OREGON CAVES HIGHWAY  
REDWOOD JUNCTION-CAVES SECTION - GRADE WIDENING AND RESURFACING

Washburn & Hall	\$129,860.00
Interstate Construction Company	139,482.50
H. G. Johnson	146,370.00
Wren & Greenough	155,507.50
Dunn & Baker	161,602.50

ROOSEVELT COAST HIGHWAY  
BERRY CREEK-FLORENCE SECTION - SURFACING

Kern & Kibbe	\$133,650.00
H. G. Johnson	143,330.00
F. J. Kernan	Crushed Rock Alt. 170,750.00
F. J. Kernan	Crushed Gravel Alt. 189,005.00
Joplin & Eldon	176,325.00

SANTIAM HIGHWAY  
BRYANT HILL-TROUT CREEK SECTION - GRADING

Myers & Goulter	\$ 86,115.00
Fred H. Slate	89,020.00
E. L. Gates	92,750.00
Morrison-Knudsen Co.	94,980.00
P. L. Crooks & Co.	98,850.00
Washburn & Hall	103,865.00
Joplin & Eldon	103,960.00
A. C. Greenwood	104,830.00
Harmon & Tittle & Anderson Bros.	105,260.00
Cochran Construction Co.	113,325.00
C. T. Malcom	134,852.50
Hauser Construction Co.	153,850.00

JOHN DAY HIGHWAY  
LANCASTER-VALE SECTION - REGRADING AND RESURFACING

Joslin & McAllister	\$ 90,143.50
W. H. Puckett Co.	98,444.75
Fred G. Redmon	105,734.84
Robinson Construction Co.	108,393.20
Quinn-Robbins Co.	125,056.80
March Construction Co.	129,937.60

Cont'd

## Lancaster-Vale Section - cont'd

Newport Construction Co.	\$136,787.00
Interstate Construction Co.	147,932.60
H. G. Johnson	155,538.00
Guy F. Pyle	157,557.45
Hart Construction Co.	169,907.25

## COQUILLE

## FRAME ADDITION TO HIGHWAY SHOP BUILDING

J. L. Hansen	\$1,735.00
Dennis Bros.	1,753.00
A. N. Poole	1,886.70
H. A. Harris	1,999.50
G. A. Perkins & Son	2,034.46
Ben F. Atkinson	2,258.68
Emil Styris	2,505.00

## CASCADE LOCKS

## FRAME STORAGE BUILDING

O. N. Pierce	\$3,510.00
Edward Krieg	3,540.40
Carl H. Deffenbaugh	3,563.00
P. L. Read	3,565.00
J. F. Johnston	3,594.00
L. C. Baldwin	3,751.50
J. Thomsen	3,834.00
A. H. Kingsbury	3,918.90
T. B. Winship	3,954.69
Lee & Wagner	3,957.00
R. H. Jones	4,040.00
Eric Enquist	4,137.29
Hord-Brooks, Inc.	4,552.00
Speidel & Johnson	4,815.00
Carlson & Sundsten	5,119.88

Judge Noe and Commissioners Fairman and Morgan of Malheur County, V. Staples, E. M. Blodgett and Fred Cleveland of Ontario and vicinity, Judge Williams of Harney County, J. J. Walsh, County Engineer of Harney County, Nelson Higgs of Crane, and B. Hayes were present in the interest of further work on the Central Oregon Highway. Commissioner Fairman asked the Commission to place under contract the entire unit between the west end of the present contract near Speery and Juntura, a distance of 16.4 miles. After consideration, the Commission authorized the grading of the unit from Speery west to Peach, a distance of 6.5 miles, and instructed the Engineer to prepare plans and specifications and advertise for bids.

Commissioner Morgan of Malheur County asked that the Jordan Valley road be designated for improvement under the Oddie-Colton Bill providing

for federal aid on roads through public lands. The Chairman advised that when the appropriation bill for the Oddie-Colton bill was passed, a system of roads eligible for improvement with these funds would be adopted and the proponents of all roads of this class would be given an opportunity to present the claims of the respective projects.

Judge Williams of Harney County asked that the Commission maintain that portion of the Burns-Canyon City road within Harney County. The Commission declined as they did not wish to take over this road as a state highway.

Dr. Charles Lamkin of Hillsboro headed a delegation from Washington County advocating the construction of the Base Line Road between Hillsboro and Portland. He then introduced Commissioners Hiatt and Livermore of Washington County. Commissioner Hiatt presented a letter to the Commission which stated that the people of the county were divided into three groups or factions. One wanted the widening of the present Tualatin Valley Highway between Hillsboro and Beaverton; the second wanted the so called Base Line Super Highway east of Hillsboro; while the third group wanted a state highway through the northern part of the county. All were in favor of some state highway work in the county. The Court was interested in the matter of the short road to the coast and desired a conference with the Commission at some convenient date when the whole situation in Washington County could be discussed. Matter held for further discussion.

R. L. Swift, Leonard Wallulis and Raymond Davidson asked when the "inside" route between Mohler and Cannon Beach Junction is to be turned back to Clatsop and Tillamook Counties, since before that is done they wanted improvements made on the present road. The Commission stated that it was uncertain when the coast route between these points would be completed and, therefore, the date for turning back the present road could not be determined at this time.

Senator Sam Brown of Gervais, with Commissioners Smith and Porter of Marion County, asked for the designation of the North Santiam Road east of Detroit as a state highway. The Chairman stated that the Commission was unwilling to place this road on the state highway map but would give it consideration for forest highway funds when the forest highway program was made up.

At two o'clock in the afternoon, a joint meeting was held to hear requests from counties and communities for allotments from the federal forest highway fund for the projects in which they were interested. District Forester C. J. Buck and Engineer P. H. Dater represented the Forest Service. W. H. Lynch, District Engineer, and J. A. Elliott and H. D. Farmer, Senior Highway Engineers, represented the Bureau of Public Roads.

Judge Phipps of Wasco County advocated a connection from The Dalles westerly via Mill Creek to the Mt. Hood Highway, intersecting south

of the north forest boundary. The total length is 31 miles and the length inside the National Forest is 15 miles. He stated that it would shorten the distance from Government Camp to The Dalles and provide an alternate route between Hood River and The Dalles in the event of a blockade of the Columbia River Highway.

Guy Cordon, District Attorney, and Commissioners Clough and Busenbark of Douglas County asked that the Tiller-Trail road be considered in the forest highway program. Mr. Cordon stated that there are 4 miles in Douglas County yet to be graded and that a special tax had been voted to complete the grading, the surplus to apply on surfacing. \$35,000 was offered in cooperation.

Mr. Cordon also referred to the North Umpqua Forest Highway Project. He stated that the Highway Improvement District is now organized and that they will have \$15,000 this year and are willing to cooperate in making the location survey. Inasmuch as there are pending several applications for power projects on the lower part of the river which will make the survey uncertain until determined, Mr. Cordon proposed that the survey be commenced on the east end and extended westerly until the most easterly power project is reached. District Engineer Lynch stated that the survey had been previously agreed upon.

Judge Siegmund and Commissioners Smith and Porter of Marion County asked for a cooperative project on the North Santiam east of Detroit. Commissioner Smith stated that the county had \$100,000 and more if it was wanted. This money was offered on a 50-50 cooperative basis with government funds.

Judge Kelty, with Commissioners Snider and Fisher, of Lake County, asked for surfacing of the Fremont Highway through the National Forest. The Chairman stated that the Commission was waiting to see the results obtained on the experimental section of oiled road built this fall, before undertaking the surfacing of the entire project.

Judge Benge and Commissioner Bleakman of Morrow County asked that the gap remaining in the Heppner-Spray road through the forest be finished next year. Judge Benge stated that the county will complete the grade to Rhea Creek this coming year. Chairman Van Duzer stated that the Commission was in favor of continuing this project.

Judge Robison and Commissioner Dunn of Lincoln County asked for a 4 mile unit of the Siletz River Road. Judge Robison stated that Lincoln County had expended \$250,000 on this road and it was now all graded except 4.6 miles on the west end where a connection was made with the Roosevelt Highway. Judge Robison stated that the county had \$25,000 to offer as co-operation.

Judge Couch of Union County, with Judge Schanep of Umatilla County and Judge Jordan and Commissioner Johnson of Wallowa County, asked for further forest highway funds on the Weston-Elgin road.

Judge Couch stated that Union County was building a market road from Hilgard toward the Starkey section to connect with the Pendleton-John Day Highway. He asked that this road be placed on the forest highway program.

Judge Jordan and Commissioner Johnson asked for consideration of the Sheep Creek road in Wallowa County.

Judge Schanep and Commissioner Hales asked for the completion of the unfinished unit of the Pendleton-John Day Highway between Ukiah and Dale. They offered, in behalf of Umatilla County, one-third cooperation.

Judge Retrum and Commissioner Yokom of Grant County asked for the survey of the Long Creek-Dale Unit of the Pendleton-John Day Highway.

This concluded the hearing on the applications for aid on the forest highway system. The representatives of the Bureau of Public Roads and the Forest Service then withdrew, it being agreed that the forest highway program would be considered further the following day.

A delegation of Baker County citizens consisting of Blaine Hallock, J. W. Stuchell, A. F. Kerr, Claude Basche, W. C. Calder, County Judge Baird and Commissioner Armand W. Perkins appeared before the Commission in the interest of the Baker-Cornucopia Highway. Mr. Hallock as spokesman stated that with the closing of mining operations at Cornucopia there was no longer need for the construction of the highway beyond Halfway, but, on the other hand, with the probable removal of the railroad track in the Snake River Canyon north of Robinette, the Homestead mining district would be left without transportation. Therefore, the delegation asked that the Commission make use of the authority delegated to it at the last session of the legislature (Chapter 298, Laws of 1929) and change the route of the Baker-Cornucopia Highway east from Halfway following the Pine Creek drainage and down the Snake River to the Snake River bridge in the vicinity of Homestead. After consideration the Commission instructed the Engineer to make a reconnaissance survey over the route proposed and report his findings back to the Commission.

A delegation from Columbia County, consisting of County Judge-elect J. H. Wellington, G. W. Ford, Fred Herman, L. E. McGraw, W. A. Wood, L. A. Schunesen, J. E. Kerr, J. N. Miller, T. B. Mills and Charles Early, was present in the interest of extending the Apiary Market Road south to connect with the Nehalem Road north of Vernonia. Mr. Ford stated that the survey had been made and plans prepared. Also the county had \$60,000 available for the road but this is only a part of the money required and they needed more funds to put the project through for the reason that it would be a dead end road until completed. The delegation asked the Commission to loan the County the amount necessary to complete the road. If this money was advanced the county would commence the work at once. The Chairman stated that some time ago the Commission had complied with their request and put the road on the market road system, but

that state highway funds could not be expended on market roads, nor was there any authority in the law to permit the state to loan money to the counties for market road improvements. Mr. Ford asked that the matter be given further consideration and that the Commission confer with the County Court on the matter further.

Judge King of Jefferson County offered the Commission a free site for a maintenance patrol station in Madras. Matter referred to the Engineer for investigation.

Judge Biggs of Crook County presented a statement of costs of building fence on the new section of the Crooked River Highway. Approved for payment by the Commission.

Judge Biggs asked for surfacing on the Bear Creek Unit of the Crooked River Highway. Chairman Van Duzer stated that this might be considered for the unemployment relief program.

Judge Barnard and Commissioner Hurd of Lane County stated that Lane County was now building by day labor a road from the bridge across the North Fork of the Willamette west of Westfir on the south bank of the North Fork to the new Willamette River bridge west of Oakridge and that this connection would be ready for use when the bridge contract was let under the Willamette forest highway project.

George Lippert, C. J. Stickney of Aloha and Dr. Talbot of Beaverton asked that the present highway be widened between Beaverton and Forest Grove.

Judge Kelty, Commissioners Snider and Fisher of Lake County, Fred Reynolds, County Judge-elect of Lake County, Judge Williams and Commissioner L. B. Hayes of Harney County, J. J. Walsh, County Engineer, and W. C. Luckey, County Roadmaster of Harney County were present in the interest of the Yellowstone Cut-off. The Lake County delegation wanted a survey made of the route from the Harney-Lake County Line through to Paisley, stating that it would better serve the people of the county than the shorter location previously made on the east side of Lake Abert. The Chairman asked the Lake County officials about paying for the survey, but they seemed unwilling to do this. Matter held for further consideration.

Judge C. H. Bailey and Fred Caughell, County Clerk of Curry County, accompanied by former Circuit Judge Kendall, asked for the construction of the approaches to the Rogue River Bridge to provide employment. The Engineer explained that this could not be done until the bridge was completed. Chairman Van Duzer explained that other work was contemplated in the vicinity of Gold Beach which would take up some of the unemployed labor.

Judge Hamilton with Commissioners Clough and Busenbark and District Attorney Cordon of Douglas County presented again the matter of a cooperative agreement for the completion of the Douglas County unit of

the Roosevelt Coast Highway and the Umpqua Highway. They stated that Douglas County would have \$170,000 for their share the first year. Matter held for further consideration.

Ray Conway of the Oregon State Motor Association proposed that the signing program on county roads be continued but that the basis of cooperation be changed; i. e., that the Motor Association log the roads where signs are to be placed, letter the signs and do all field work in connection with placing the posts and signs. For each sign so placed the Commission should pay the Motor Association the sum of \$4.00, less credit for material and supplies furnished. It was suggested that the agreement be made retroactive to cover the year 1930. The Engineer reported that the Traffic Engineer had been busier than expected and had been unable to log all of the roads requested by the Motor Association, therefore, he was agreeable that they should take over that part of the work. He stated that the department could continue to furnish posts and boards. After further consideration the Commission agreed, on motion which was carried, to accept the proposal of the State Motor Association for cooperation in signing on county roads to the extent of \$4.00 for each sign erected, less credit for posts, boards, etc. furnished. This is done under authority of the law which permits expenditures from the state highway fund for signs on public roads.

Judge Kruse, with Commissioners Wright and Proctor of Clackamas County, D. T. Meldrum, County Engineer, H. G. Starkweather, J. W. Brewer and L. M. Lepper, appeared in the interest of the proposed super highway on the east side of the Willamette River between Oregon City and Portland. They asked that the Commission authorize the County Court to purchase the right of way. Chairman Van Duzer asked Mr. Starkweather if options on all of the property had been secured, to which Mr. Starkweather replied that although many had been secured, some condemnation suits to acquire title would probably be necessary. After consideration Commissioner Gates offered the following resolution and moved its adoption:

WHEREAS, there has been proposed for permanent improvement and maintenance a public highway leading from Oregon City northerly to the Multnomah county line for the purpose of providing a more adequate highway for the accommodation of the volume of traffic now moving over the existing highways between Oregon City and Portland, which existing highways are already congested, and

WHEREAS, the existing highways are located along routes which do not permit within reasonable cost of the improving of the alignments or the elimination of dangerous curves and excessive grades, and

WHEREAS, it appears that the construction of the proposed road will in the judgment of the Highway Commission contribute to the general development of the country through which it is located, and will promote the general interests



of Clackamas county as well as the state at large, and

WHEREAS, the route of said proposed road has been surveyed and definitely staked upon the ground and options on a considerable portion of the required right of way have been secured, and

WHEREAS, the construction of said proposed road has been approved by the U. S. Bureau of Public Roads and by the Oregon State Highway Commission, and

WHEREAS, said proposed route and the survey thereof have been adopted and approved by the U. S. Bureau of Public Roads and the State of Oregon, through its Highway Commission, and the Federal Government has through its Secretary of Agriculture offered to cooperate with the State of Oregon and Clackamas County in the permanent improvement of said highway, and

WHEREAS, the State of Oregon by legislative act has accepted the provisions of the Federal highway act and has pledged the good faith of the State to cooperate with the Federal Government in carrying out the provisions of the Federal highway act and of the laws of the State of Oregon relative to highway construction, and

WHEREAS, the provisions of the Federal highway act provide that with respect to all roads which have been made parts of the Federal highway system and toward the improvement of which the Federal Government contributes financially, the rights of way therefor shall be procured by the state or county and shall be of such width as the Secretary of Agriculture may deem efficient and necessary, and

WHEREAS, said proposed road has been designated as and has been made a part of the Federal highway system and the Secretary of Agriculture, through the United States Bureau of Public Roads, has declared that a one hundred twenty foot right of way is required in connection with the improvement of said proposed highway, and

WHEREAS, by virtue of the provisions of chapter 237, G. L. O. 1917, Clackamas County is obligated to procure all necessary rights of way for the improvement of said proposed road, and

WHEREAS, the County Court of Clackamas County has declared its purpose to cooperate with the Federal Government and the state of Oregon in the permanent construction of said highway to the extent of providing the necessary rights of way thereof,

THEREFORE, BE IT RESOLVED by the Oregon State Highway Commission, all members being present and participating, that the engineer for the State Highway Commission be and he is hereby instructed to prepare and furnish the County of Clackamas accurate descriptions of the properties required for rights of way for said highway, and

BE IT FURTHER RESOLVED, that Clackamas County be and it is hereby requested to procure without cost to the State or Federal Government all rights of way required for the permanent construction and maintenance of said road.

BE IT FURTHER RESOLVED, that sufficient property be acquired to make available a right of way at least one hundred twenty feet in width throughout.

BE IT FURTHER RESOLVED, that the Secretary be and he is hereby directed to enter this resolution in the minutes of the Commission and serve a certified copy thereof on Clackamas County and likewise provide the U. S. Bureau of Public Roads with a complete copy thereof.

The motion was duly seconded and carried.

At five o'clock the Commission made the following awards of contracts:

The Chairman announced that there were several Federal aid jobs the award of which will be held pending the passage of the emergency Federal aid highway legislation now before Congress.

Lancaster-Vale Section of the John Day Highway, Malheur County, 11.5 miles regrading and surfacing. The low bid of Joslin & McAllister at \$90,143.50 is satisfactory, but the award is held for Federal aid.

Rock Creek-Valades Ranch Section of the John Day Highway, Grant County, 3.5 miles of regrading. The low bid of W. H. Puckett Company at \$51,920.00 is satisfactory, but the award is held for Federal aid.

Berry Creek-Florence Section of the Roosevelt Coast Highway, Lane County, 10 miles surfacing. This contract is held pending Federal aid and for further investigation.

Hampton-Lake County Line Section of the Central Oregon Highway, Harney County, 11.7 miles gravel surfacing. The low bid of Johns & Harkins at \$5,610.00 will be held for further investigation.

Redwood Junction-Caves Section of the Oregon Caves Highway, Josephine County, 10 miles grade widening and resurfacing. Contract is awarded to the low bidder, Washburn & Hall, at \$129,860.00.

Bryant Hill-Trout Creek Section of the Santiam Highway, Linn County, 5 miles grading. Contract was awarded to the low bidder, Myers & Goulter, at \$86,115.00.

Lakeside-North Bend Section of the Roosevelt Coast Highway, Coos County, 15.6 miles grade widening and resurfacing. Contract was awarded to the low bidder, Saxton & Looney, at \$122,195.00.

Addition to shop building at Coquille, Coos County. Contract was awarded to J. L. Hansen, the low bidder, at \$1,735.00.

Maintenance patrol building at Cascade Locks, Hood River County. The contract was awarded to O. N. Pierce, the low bidder, at \$3,510.00.

J. S. Johns, a member of the firm of Johns & Harkins, the low bidder on the Hampton-Lake County Line Section of the Central Oregon Highway, appeared before the Commission and stated that he had sufficient trucks and excavating equipment to do this work and desired the contract, even though his bid was much below the engineer's estimate. With this showing, the contract for the Hampton-Lake County Line Section of the Central Oregon Highway was awarded to Johns & Harkins.

The Commission confirmed the award of the contract for the grading of the south unit of the Lincoln County Line-China Creek Section of the Roosevelt Coast Highway, 4.46 miles grading, to Earl L. McNutt at \$128,932.50, McNutt being the second bidder. The low bidder was C. R. Johnson who claimed to have made a mistake of 10 cents per cubic yard in writing up his bid on excavation which resulted in a total bid much below his estimated cost of doing the work. He thereupon asked either that he be permitted to increase his bid item by that amount or that his bid be rejected. The Engineer reported that he had investigated the C. R. Johnson bid as submitted and believed it to be much lower than the actual cost of doing the work, and, therefore, recommended that it be rejected and the award of the contract made to the second bidder, Earl L. McNutt.

The Commission considered the following damage claims for submission to the legislature for payment, all of them arising out of accidents with state equipment or resulting from state work and incurred during the preceding biennium, full details being on file in the Salem office:

Dr. H. L. Houston, Bandon	\$ 554.50
Elroy Nash, Salem	650.00
N. Akita, The Dalles	1,047.75
Dr. Emile C. Joseph, Corvallis	265.00
City Ambulance Service, Corvallis	13.50
Corvallis General Hospital, Corvallis	355.68

Attorney Arthur K. McMahan of Albany by letter presented a claim for the death of two children and the injury to a third at the Shedd railroad crossing in May, 1930. The claim was based upon the fact that a pile

of crushed rock was stored at the intersection of the roadway and the railroad track which was said to have cut off the view of an approaching train. Discussion developed that a building on the same location would have likewise cut off the view in that direction. Also there seemed to be evidence that the automobile was being driven in a careless manner at the time it was struck by the train. The claim was rejected.

Chairman Van Duzer explained to the members of the Commission the plan proposed by the State Emergency Employment Commission appointed by Governor Norblad to undertake to provide emergency employment for many needy and deserving persons in the state. The plan proposed that the county courts in each county register all unemployed who cared to sign up for work. Each applicant is to be required to answer a questionnaire stating length of residence in the county, married or single, dependents or not, and other pertinent information. Based on the data thus secured, the county officials are to select a list of those qualified and most in need of help and furnish the names of these men to the State Highway Department.

The Highway Engineer was thereupon ordered to organize a day labor gang in each county or community and undertake some work which could be done with hand tools such as cutting brush on right of way, cleaning ditches, widening roadbed, flattening curves, sloping cuts, etc. A wage of \$3.00 per day for this emergency work was adopted. The Engineer stated that arrangements could be made to pay off the men each week by checks issued by engineers in the field. The Commission decided that if more men in any community are in actual need of work than can be taken care of, two crews are to be organized, each crew working three days a week in rotation. It was planned that all work be located as close as possible to the community where the men lived so that they could live at home at minimum expense and be taken back and forth to work in state trucks. The Engineer was authorized to purchase sufficient hand tools, wheelbarrows, light trucks, etc. to properly equip these gangs. It was expected that it may be necessary to continue this emergency work until the first or fifteenth of March, 1931. The Engineer was instructed to report to the Commission at frequent intervals as to the status of the operations.

The Commission then adjourned to meet the next day.

Portland, Oregon, December 12, 1930.

The Commission met in Room 209 Imperial Hotel at 10:30 A. M. with all members present and participating.

Jay Bowerman, attorney, and H. F. Morrison, President of the Morrison Trucking Company, discussed with the Commission the bid submitted by this company for the surfacing of the Eagle Point-Trail Section of the Crater Lake Highway at the October 30, 1930 meeting. Harvey Wells, representing the Great American Indemnity Company, who furnished the bidder's bond, was also present. Mr. Bowerman claimed that a mistake was made in

making up the bid which was lower than the work could be done for, and that Mr. Morrison would suffer a severe loss if required to go through with the work. Matter taken under consideration.

W. H. Lynch, District Engineer, J. A. Elliott and H. D. Farmer, Senior Highway Engineers of the Bureau of Public Roads, and C. J. Buck, District Forester, and P. H. Dater, Engineer of the Forest Service, met with the Commission to decide upon the forest highway program for the government fiscal year 1932 (July 1, 1931 to June 30, 1932). Mr. Lynch reported that the following funds were available:

1932 Apportionment	\$1,334,741.00
Less:	
B. P. R. Admin. (Washington)	\$ 8,000.00
" " " " & Equip. (D.O. & R.O.)	45,000.00
F. S. Admin.	13,500.00
Cont.	<u>58,441.00</u> <u>124,741.00</u>
Total Available for Program	\$1,210,000.00

After a full discussion, the following program was adopted unanimously:

Project	Length	Estimated Cost	Division of Costs		
			Government	State	County
Salmon River					
Otis East, surfacing	7.6	\$ 80,000	\$ 80,000	\$ 0	\$ 0
Siletz					
Junction with Roosevelt Highway, east, grading	4.5	75,000	50,000	0	25,000
Roosevelt					
Tahkenitch Sect., grading					
Tahkenitch Outlet, bridge	4.3	245,000	62,000*	92,000	61,000
Heceta Unit, grading	0.2	50,000	50,000	0	0
Siuslaw					
Dredge Section, grading	4.5	170,000			
Rainrock Unit, grading	2.6	60,000	86,000	86,000	58,000
Tiller-Trail					
Summit Section, grading	6.0	70,000	35,000	0	35,000

\*An additional \$30,000 appropriated for this project out of 1931 fiscal year funds.

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Project	Length	Estimated Cost	Division of Costs		
			Government	State	County
Willamette					
Black Canyon-Oakridge, grading	5.3	\$ 225,000	\$ 142,000	\$143,000	\$ 0
Willamette River bridge		60,000			
North Santiam					
Detroit East	8.0	200,000	100,000	0	100,000
Wapinitia Highway					
Junction with Mt. Hood South, regrading	7.6	100,000	100,000	0	0
Heppner-Spray					
1/2 Middle Unit, grading	2.0	75,000	75,000	0	0
Pendleton-John Day					
Middle Unit, Ukiah-Dale Sec., grading	6.7	261,000	87,000	87,000	87,000
Canyon City-Burns					
Canyon City end, grading					
Burns-Poison Creek, surfacing		155,000	155,000	0	0
Diamond Lake					
Junction Crater Lake Highway north, grading					
Junction with Dalles-Calif. Highway, west, clearing	5.3	138,000	138,000	0	0
Location Surveys		20,000	20,000	0	0
Maintenance		30,000	30,000	0	0
Totals		\$2,014,000	\$1,210,000	\$408,000	\$366,000

From savings from the 1931 forest highway program, the Bureau of Public Roads recommended that a fund of \$30,000 be set up for surveys of the following projects which were agreed upon by the District Forester and the Commission:

Siletz River	Mt. Hood Loop
Alsea	Ochoco
Roosevelt Coast	Canyon City-Burns
Tiller-Trail	John Day
Willamette	North Umpqua

The County Court of Wheeler County by letter requested that the Winlock-Spray Market Road No. 4 be taken off the Wheeler County Market Road System. The change was desired because the mill at Winlock had been discontinued and the people formerly using this road now use the Heppner-

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Spray road. The County Court now wishes to concentrate the market road funds on the Mitchell-Service Creek and the Pine Creek market roads. The Market Road Engineer confirmed the above statements and recommended the removal of the Winlock-Spray Market Road from the Wheeler County Market Road System. Recommendation approved by the Commission.

The County Court of Harney County by letter requested the addition of two market roads to the county market road system. The first is the Crane-Buchanan Market Road, designated as No. 6, extending from a point about 1 mile west of Crane on the Crane-Burns Road to a point north of J. W. Buchanan's ranch on the constructed unit of the Central Oregon Highway, the general direction being north and south and the length 14 miles. The second is the Silver Creek Road, designated as No. 7, extending from a point on the Central Oregon Highway northerly along Silver Creek, through the Best Lane by Suntex to a point in Section 25, T. 24 S. R. 25 E., total length 12 miles. The Market Road Engineer stated that both roads could be built at low construction costs. The Crane-Buchanan road would give the Crane people a good connection to the Central Oregon Highway if the highway was built through Drewsey which would make a shorter distance to Juntura than if the highway was routed along the Malheur River through Riverside. The Silver Creek Market Road will serve the ranches in the vicinity of Riley and Suntex. Both roads are recommended as additions to the Harney County Market Road System. Recommendation approved by Commission.

The County Court of Baker County by letter submitted a copy of a resolution requesting approval of additions and extensions to the Baker County Market Road system, totaling 99.6 miles, as follows:

Market Road No. 3; Extension of the Sumpter Valley Market Road from McEwen to the Forest Boundary approximately 3 miles past Sumpter on the Sumpter-Granite Road. Distance approximately 8.9 miles.

Market Road No. 8; Extension of the Pocahontas Market Road from Pocahontas School House north to Pine Creek, thence up Pine Creek to the mouth of Pine Creek Canyon, distance approximately 4 miles.

Market Road No. 12; Extension of the Wingville Market Road West to the proposed extension of the Pocahontas Market Road a distance of approximately 2.7 miles.

Market Road No. 14; The Halfway-East Pine Market Road, beginning at a point on the Baker-Cornucopia Highway near the north city limits of Halfway, thence running in a northerly direction to the mouth of the East Pine Creek Canyon a distance of approximately 3.5 miles.

Market Road No. 15; The Clear Creek Market Road beginning at a point on the Baker-Cornucopia Highway, .3 mile

north of Langrell and running .7 mile north, thence 1.25 miles east to the Halfway-East Pine Market Road, total distance approximately 1.95 miles.

Market Road No. 16; (Sunny Dell Market Road) Beginning at a point on the Halfway-East Pine Market Road approximately 1 mile north of Halfway, thence running East 2 miles, thence south 1 mile to the Pine Creek Market Road, a distance of 3 miles.

Market Road No. 17; Lone Fir Market Road; beginning at Halfway on the Baker-Cornucopia Highway and running west to the Ranger Station, also from a point approximately 1.2 miles west of Halfway northwesterly to the Lone Fir Schoolhouse, thence North to the town of Langrell, a distance of 4.3 miles.

Market Road No. 18; Pine Town Market Road, beginning at a point on the Baker-Cornucopia Highway, near Pine, thence in an easterly direction to the Upper Pine Creek Bridge; also 1 mile north to Pine Creek Market Road, total distance 3.7 miles.

Market Road No. 19; Richland-Daley Creek Market Road beginning at the town of Richland, thence running in a southerly direction to Powder River, thence in an easterly direction to the Daley Creek Schoolhouse, a distance of approximately 3.4 miles.

Market Road No. 20; Flagstaff-Keating, beginning at the upper Ruckles Creek bridge on the Baker-Cornucopia Highway, thence in a northeasterly direction to the town of Keating, a distance of approximately 8.5 miles.

Market Road No. 21; South Haines-Rock Creek Market Road, beginning in the town of Haines and running in a westerly direction for 1.25 miles past the Rock Creek Schoolhouse, thence .5 miles north, thence approximately 2 miles westerly to the Rock Creek Power Plant, a total distance of 6.75 miles.

Market Road No. 22; Rock Creek-North Powder River Market Road, beginning at a point on the south Haines-Rock Creek Market Road near Rock Creek village and running thence North to the Muddy Creek Schoolhouse, thence in a northwesterly direction past Fisher Springs to North Powder River a total distance of approximately 6.8 miles.

Market Road No. 23; Snake River Market Road running along Burnt and Snake Rivers, from Huntington to Robinette a distance of 35 miles.

Market Road No. 2; Extension up North Powder River to the mouth of Antone Creek a distance of approximately 5.75 miles.

Market Road No. 7; Extension west from the end of the present

designated Haines-Rock Creek Market Road to the Rock Creek-North Powder River Market Road a distance of approximately 1.35 miles.

The Market Road Engineer recommended that these roads requested by the County Court be added to the market road system of Baker County. Recommendation approved by the Commission.

The annual audit of the State Highway Fund and the Engineer's Revolving Payroll Fund was discussed and the Chairman recommended that the same firm that did the work last year, Price, Waterhouse & Co., be secured. Approved by the Commission.

Former Judge Patterson of Grant County reported that the town of John Day had secured all of the right of way with one exception for the Little Beech Creek-John Day Unit of the Pendleton-John Day Highway. They had not secured right of way for about one mile through the property of Arthur Begg nor had they been able to agree upon a price. To meet this condition the sum of \$3,000 had been raised by the town of John Day and deposited in the Grant County Bank in John Day. It was thought that this amount would be more than sufficient to acquire the land even if condemnation proceedings are necessary. Matter held for further consideration.

Commissioner Lynch asked that frequent inspections be made of snow conditions on the McKenzie Pass this winter to determine the effect of the snow fences built and location where others are needed. The Engineer was instructed to have inspections made of snow conditions on the McKenzie during the winter and report his findings.

The matter of the bid of the Morrison Trucking Company on the Eagle Point-Trail Section of the Crater Lake Highway received on October 30, 1930 came up for further consideration. By comparison with the next bid there was a difference of \$29,656 on crushed rock and \$21,851 on crushed gravel. The engineer's estimate showed a difference of \$21,376 on the crushed rock and \$19,261 on crushed gravel. These figures showed that the bid was low and in view of the statement made that the contractor was inexperienced in estimating this kind of work and would lose money on the job, the Commission, on motion of Commissioner Gates, voted to reconsider the award of the contract to the Morrison Trucking Company and excuse this company from going ahead with the work. The Engineer was instructed to return the bidder's bond and readvertise the project at the next regular meeting.

The Engineer reported that, as previously instructed, he had investigated the right of way purchased on the Siuslaw Highway in Lane County, with particular reference to those places where a full 200 foot width was acquired in order to provide space for borrow. The additional right of way in excess of the customary 80 foot width was computed to have cost the county the sum of \$13,696.00, and payment of this amount was recommended. Approved by the Commission.

The Commission approved reimbursement to Clatsop County in the

amount of \$600.00 for right of way purchased at the west end of the Wahanna Creek bridge at the north city limits of Seaside at the request of the department. There are two parcels involved, one purchased from George B. Carey, \$250.00, and the other from H. Ray Hover, \$350.00, total \$600.00.

The Engineer reported that the paving of the three blocks on the Fremont Highway in the city of Lakeview between Bullard and Court Streets had been completed under the city contract and that the specifications which were used and the bid prices were satisfactory. Therefore, he recommended that the cost of a 20 foot strip, previously agreed upon as the state share, be paid, in amount \$3,219.35. Approved by the Commission.

The Attorney was instructed to prepare a bill for submission to the legislature seeking to reimburse the Government for two lost state warrants totaling \$120,000 representing cooperative payments by the state on two forest highway projects.

The Commission approved the following projects and instructed the Engineer to prepare plans and specifications and advertise for bids to be received at the next meeting:

Doyle Hill-Gate Creek Section of the McKenzie Highway, Lane County, 5.47 miles grading, including three reinforced concrete culverts;

Willow Creek-Valades Ranch Section of the Ochoco and John Day Highways in Wheeler and Grant Counties, 17.7 miles, surfacing;

Bear Springs-Maupin Section of Wapinitia and The Dalles-California Highways in Wasco County, 24.8 miles surfacing;

Eleven reinforced concrete bridges of various lengths on the Yachats-China Creek Section of the Roosevelt Coast Highway in Lincoln and Lane Counties;

Portland-Hood River Section, Columbia River Highway, Multnomah County, 32.2 miles non-skid surface treatment;

Pilot Rock-Nye Section, Oregon-Washington Highway, Umatilla County, 8.0 miles grade widening and resurfacing;

Eugene-Medford, contracts for crushed rock for non-skid surface treatment;

Dillon-Biggs Section, Columbia River Highway, in Wasco and Sherman Counties, 12.9 miles grade widening and revision.



The Equipment Engineer recommended that the following equipment be purchased for 1931 requirements:

- 25 - Light trucks
- 18 - Heavy duty dump trucks
- 6 - Service trucks
- 6 - 10-ton 3-wheel gas rollers
- 18 - Motor graders

On motion which was carried, the recommendation was approved and authority given to purchase the above equipment by bids through the Board of Control.

On the recommendation of Secretary of State Hoss, commissions were executed for the following traffic officers whose salaries, equipment and expenses are to be paid from the state highway fund:

Farley E. Mogan of Multnomah County,  
Evald G. Bloom of Multnomah County,  
Burrell M. Baucom of Jackson County,  
H. Jackson Perry of Tillamook County,  
R. A. Taylor of Benton County,  
Powell E. Clayton of Marion County.

Chairman Van Duzer brought up for consideration the matter of taking over as state highways the state highway routes in Multnomah County outside of the city of Portland, having in mind the carrying out of the purpose of a resolution adopted on January 16, 1930 wherein the Commission took over as a state highway the upper Columbia River Highway from the east city limits of Portland to the Hood River county line and at the same time declared its policy and purpose to take over and designate as state highways other state highway routes in Multnomah County outside of the city of Portland at some future date. After consideration, on motion which was carried, the Commission expressed itself in favor of taking over as state highways the following units of state highway routes in Multnomah County provided the Board of County Commissioners of Multnomah County desired to transfer these county roads to the State:

Lower Columbia River Highway between the Columbia-Multnomah County Line and the north city limits of Portland, length 8.78 miles;

Pacific Highway from the junction of Denver and Union Avenues south of the Oregon Slough Bridge to the north city limits of Portland by way of Union Avenue, length 1.97 miles;

Mt. Hood Highway between the east city limits of Portland and the Multnomah-Clackamas County Line via the Powell Valley Road, length 13.12 miles;

Pacific Highway from the south city limits of Portland to the Multnomah-Clackamas County Line, length 2.28 miles;

West Side Pacific Highway (Capital Highway) from the Multnomah-Washington County Line to the west city limits of Portland, length 4.24 miles;

Bertha-Beaverton Highway from the Multnomah-Washington County Line to the junction with the West Side Pacific Highway at Bertha, length 2.42 miles;

Tualatin Valley Highway (Canyon Road) from the Multnomah-Washington County Line to the west city limits of Portland, length 1.60 miles.

The Commission further ordered that if and when a transfer is made of any or all of these highways to the State the following records are to be furnished which are the same that were required for the Columbia River Highway when that highway was taken over:

1. All maps, profiles and other engineering data relating to location, construction and maintenance, plans of bridge structures, and such other records as may be designated by the state highway engineer.
2. Copies of all franchises for telephone, telegraph and power pole lines or pipe lines, underground conduit or any structures, and all licenses or other permits which have been granted by the Board of County Commissioners with respect to these highways.
3. A map on which shall be shown the width of right of way of each highway dedicated to public use and the Board of County Commissioners shall guarantee to the state an uninterrupted use and unqualified right to occupy this right of way for highway purposes, and in the event that the public's right to said right of way or any part thereof is challenged the county agrees to protect the state against any such challenge.

The Secretary was instructed to advise the Board of County Commissioners of Multnomah County of the action taken by the Commission and report back such reply as is received.

Roy A. Klein, now serving as State Highway Engineer and Secretary of the Commission, asked to be relieved of his duties as Secretary in order to devote more of his time to the engineering features of his work as State Highway Engineer. This was agreeable to the Commission and consideration was given to the selection of a Secretary. On motion which was carried, H. B. Claisyer, at present serving as Chief Clerk, was appointed Secretary of the Commission at a salary of \$300.00 per month. A surety bond of \$10,000.00 was specified.

Chairman Van Duzer found it necessary to leave the meeting at 4:30 P. M. in order to keep an appointment, and Vice-Chairman Gates took the chair.

The Engineer presented a plan for flattening ten curves on the Roosevelt Coast Highway pavement south of Tillamook in order to make the road safer for travel. On motion which was carried, this improvement was authorized.

The desirability of widening right of way and flattening the curves at the intersection of the Roosevelt Coast and McMinnville-Tillamook Highways at Hebo was discussed. The Engineer presented a map showing the present location of the buildings and the plan for widening. After consideration the plan was adopted and the Engineer authorized to conduct negotiations with the property owners to secure the additional width of right of way desired at this point, make arrangements for moving the buildings and do the necessary grading and surfacing with state forces.

Further consideration was given to the cases of the three bidders to whom contracts had been awarded during the past year but who had defaulted and failed to execute contracts to do the work specified. These are listed as follows:

The Willamette Contracting Company on January 15, 1930, bid on the Nimrod-Belknap Springs Section of the McKenzie Highway, a resurfacing project. The president of the company, M. D. Hammel, claimed that his bid was too low and that he could not go ahead with the contract. Project re-advertised.

Hart Construction Company on March 27, 1930, bid on the Mountain Rest-Little Beech Creek Section of the Pendleton-John Day Highway, a surfacing project. They claimed that they omitted to include the haul on the materials in computing their figures and that they could not go ahead with the contract without severe loss. Project readvertised.

Cascade Petroleum Company on March 27, 1930, bid on The Dalles Oiling Project consisting of oiling work on The Dalles-California, Columbia River and Sherman Highways. One of the members of the firm claimed that the bid had been taken out of his desk by an assistant through misrepresentation and submitted to the Commission without his knowledge and consent. He claimed that the work could not be done for the bid figure. Project readvertised.

The Attorney reported that as previously instructed he had taken up the matter of forfeiture of the bidder's bond with each of these contractors and their sureties but had not received any satisfaction. He stated that lawsuits would probably be necessary to enforce collection on the bid bonds. Vice-Chairman Gates asked the Attorney if a compromise could be worked out with these bidders and sureties to which he replied that he thought that a lawsuit would probably be necessary in any case. The Attorney stated that the weight of court decisions seemed to favor bidders who had made an honest mistake in making up their bids. After some further discussion of the matter, on motion which was carried, it was decided to return the bid bonds on the above mentioned contracts and permit the bidders to withdraw without penalty. The Commission expressed

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themselves, however, as in favor of taking some action to prevent a recurrence of these defaults.

Parks Engineer Boardman reported on the progress of the state parks program. A letter was received from the U. S. General Land Office advising that the unappropriated Government lands covering the fossil bed areas in the Picture Gorge Section of the John Day River, Grant County, comprising 1601.68 acres had been examined and appraised at \$1.25 per acre and were offered for sale at that price or a rental of \$100 per year for the tract. The Commission decided to purchase the entire 1601.68 acres for the sum of \$2,002.10. The purchase of these lands had been previously recommended to the Commission by Dr. John C. Merriam, President of the Carnegie Institution of Washington, D. C.

The Commission decided to exercise its option to buy the 29.11 acre tract comprising the portions of Lot 1 and Lot 2 lying south of the O.-W. R. R & N. Co. right of way and east of the Bonneville Athletic Field, Section 21, T. 2 N. R. 7 E. W. M., Multnomah County, from Waldo A. Alcorn for \$7,500.00. This property is located on the north side of the Columbia River Highway and includes a high, rocky promontory overlooking the Columbia River in both directions, which had been previously partly improved with roads, foot paths, water systems, etc. In making this purchase, the Commission had in mind that this tract should be improved as a site for a monument or other form of memorial dedicated to the late John B. Yeon, in carrying out the purpose of Senate Concurrent Resolution No. 5, adopted by the 1929 Legislative Session.

The Commission approved the purchase from Mrs. I. L. Patterson of a narrow strip of land about 3/4 mile in length between the ocean beach and the state highway right of way on the Roosevelt Coast Highway south of Waldport. The area is 8.7 acres and the price asked is \$100 per acre or a total of \$870.00.

A statement was received from George W. Soranson, Secretary of the Port Orford Chamber of Commerce stating that the Port Orford Chamber of Commerce had expended in carrying the interest charges on lots in the Battle Rock Park Site and other incidental items and requested that the Commission approve the payment to the Port Orford Chamber of Commerce of the sum of \$95.50 now on deposit in the United States National Bank, Portland, to the credit of the Battle Rock Park Fund. On a showing that considerably more than this amount had been spent by the Chamber of Commerce, the Commission authorized the Secretary to advise the United States National Bank that the Commission relinquished any claim on the money and recommended that the money on deposit be paid to the Chamber of Commerce.

An offer of a tract of 80 acres on the Mt. Hood Highway in Clackamas County 3 miles west of the west forest boundary for \$4000 was refused. The Commission considered that with the large area of public land bordering the highway in the National Forest nearby that this tract was not needed.

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The following requests for extensions of time were received:

Slate Construction Company, contract No. 1102, Black Canyon Section, Willamette Highway, grading, requested an extension of time to May 31, 1931. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

H. E. Cornell, contract No. 1108, Fort Creek-Barnhouse Ranch Section, Ochoco Highway, Wheeler County, grading, requested an extension of time to December 15. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

Joslin & McAllister, contract No. 1118, Dairy-Bly Mountain-Bonanza Section, Klamath Falls-Lakeview Highway, surfacing, requested an extension of time to May 31, 1931. The Engineer recommended that an extension to December 31, 1930 be granted without penalty. Recommendation approved by the Commission.

I. L. Young, contract No. 1145, Multnomah County Line-Beaverton Section, Tualatin Valley Highway, Washington County, paving, requested an extension of time to November 30, 1930. The Engineer recommended that the extension requested be granted subject to the penalty of engineering and inspection costs subsequent to the previous extension date, October 31, 1930. Recommendation approved by the Commission.

J. C. Compton, contract No. 1154, Vale Oiling Project, Malheur County, requested an extension of time to June 1, 1931. The Engineer reported that it was necessary to close down the job on October 17, 1930 on account of cold weather and recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

Knute Lien, contract No. 1155, crushing oil rock, Columbia River Highway, Hood River and Multnomah Counties, requested an extension of time to December 15, 1930. Due to the change in the quarry with resulting delay to the contractor, the Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

S. H. Newell, contract No. 1187, Pioneer Mountain-Eddyville Section, Lincoln County, grading, requested an extension of time to May 31, 1931. The Engineer reported that the contractor had been warned to expedite this work but failed to increase his forces or equipment with the result that the job carried into the winter weather and had to be closed down to be finished in the spring. The Engineer, therefore, recommended that the extension be granted subject to a penalty for engineering expense subsequent to November 30, 1930. Recommendation approved by the Commission.

Joplin & Eldon, contract No. 1201, embankment at Haynes and Larson Sloughs and Russell Point ferry approach, requested an extension

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of time to November 8, 1930. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

J. A. Lyons, contract No. 1207, Multnomah County Line-Middleton Section, West Side Highway, requested an extension of time to December 31, 1930. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

The date of January 15, 1931 was set for the next regular meeting to be held in Portland.

No further business coming before the Commission, the meeting was adjourned.

*H. B. Van Duzer*  
Chairman  
*Roy A. Klein*  
State Highway Engineer  
and Secretary  
*W. H. Lynch*  
Commissioner  
*C. E. Gates*  
Commissioner

Portland, Oregon, December 30, 1930.

The State Highway Commission met in Room 205 of the Imperial Hotel at 4:00 o'clock P. M. Those present were:

H. B. Van Duzer, Chairman  
C. E. Gates, Commissioner  
M. A. Lynch, Commissioner  
Roy A. Klein, State Highway Engineer  
J. M. Devers, Attorney  
H. B. Glaisyer, Secretary

This meeting was called primarily for the purpose of conferring with the local officials of the Bureau of Public Roads and the Forest Service to arrange for a program for the utilization of Oregon's share of the \$3,000,000.00 emergency fund provided by the Government under the "Emergency Act of December 20, 1930" to assist in relieving the present unemployment situation.

Those present representing the Bureau of Public Roads were:

W. H. Lynch, District Engineer  
J. A. Elliott  
H. D. Farmer  
T. M. Davis

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Those representing the Forest Service were:

C. J. Buck  
 \_\_\_\_\_ Franklin

The meeting was called to order by the Chairman who then asked Mr. W. H. Lynch what his ideas were regarding the programming of these funds. Mr. Lynch replied that since the funds available must be spent on projects within the National Forest boundaries and that the work must be under contract by July 1st, 1931, it was their thought that it would be best to advance some of the projects which had been approved previously for the program for the government fiscal year 1932 to take up the additional monies. He also stated that he had not yet received notice of the exact amount apportioned to the State of Oregon but thought that it would be about \$400,000.00. Mr. Lynch then stated that the first project that they had in mind was the Willamette Highway inside the forest. The amount previously approved and set up for this highway totaled \$285,000.00 of which the Government share was \$142,000 and the State share \$143,000.00. This was for the construction of the Black Canyon-Oakridge Section, consisting of 5.3 miles of grading and the construction of a bridge over the Willamette River. He proposed that the State's share be assumed by the Government, making it a 100% Government project, and that the amount of the State's share (\$143,000.00) thus released be applied to other projects. The next project mentioned by Mr. Lynch was the Rainrock Section of the Siuslaw Highway involving about \$60,000.00 of Government money inside the forest boundary that could be done right away. This is a grading project about 4 miles in length, of which about 2½ miles is in the forest.

It was agreed that the North Santiam and Heppner-Spray Highways should be advanced to the 1931 program also, there being \$100,000 of Government funds for the North Santiam Highway and \$75,000 for the Heppner-Spray Highway. As a result of the discussions, the following program for expenditure of the additional forest road monies made available by reason of the emergency legislation was then outlined and approved by all three parties.

	Total	County	State	Government
Willamette Highway				
Black Canyon-Oakridge Section,				
5.3 miles grading	\$285,000.00	0	0	\$285,000.00
Bridge over Willamette River				
Siuslaw Highway				
Rainrock-Sta. 139,				
2.6 miles grading	60,000.00	0	0	60,000.00
North Santiam Highway				
Detroit-Marion Co. Line,				
11.1 miles grading	100,000.00	0	0	100,000.00
Heppner-Spray Highway				
2.2 miles grading	75,000.00	0	0	75,000.00
Totals	\$520,000.00	0	0	\$520,000.00

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The next matter considered was the programming of the Government funds which were originally set up for the 1932 Forest Highway program but which are now released by the substitution of the emergency forest highway funds amounting to approximately \$400,000.00.

After some discussion of the matter the following additions to the 1932 program were approved by all three parties. The State's money (\$143,000) made available by the release of the State's share set up for the Willamette Highway project under the original 1932 program for forest highway funds was apportioned to this program as shown:

	Total	County	State	Government
Santiam Highway				
Suttle Lake-Summit Section,				
6.0 miles grading	\$150,000.00	0	\$ 43,000.00	\$107,000.00
Heppner-Spray Highway				
2.2 miles grading	75,000.00	0	0	75,000.00
Alsea Highway				
Waldport East Section				
8.0 miles grading	100,000.00	0	50,000.00	50,000.00
Diamond Lake Road				
Grading, East end, 15 miles	50,000.00	0	0	50,000.00
Wapinitia Highway				
Jct. Mt. Hood Hwy.-Blue Box				
Pass, 7.6 miles grading	100,000.00*	0	50,000.00	50,000.00
Total	\$475,000.00	0	\$143,000.00	\$332,000.00

\*Previously included in 1932 program.

The next matter considered was the programming of Oregon's share of the appropriation made by the Government for the fiscal year ending June 30, 1931 to provide for emergency construction work on Federal aid highways. Oregon's share of this appropriation is \$1,320,287 and is in the form of a loan to be paid back to the Federal Government over a period of five years commencing with the fiscal year 1933 by making deductions from regular apportionments made from future authorizations for carrying out the provisions of the Federal Aid Act as amended and supplemented. The amounts advanced by the Government will be limited in each case to the sum actually paid out by the State under such advance for work performed before September 1, 1931.

After discussing the matter the following program was outlined and approved by all parties for participation in the emergency funds thus provided:

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## Pacific Highway

Salem-Gervais Section, pavement widening;  
Green Creek revision south of Grants Pass;  
Phoenix-Ashland Section, widen pavement and grade;

## West Side Pacific Highway

Monroe South Section, line change;

## The Dalles-California Highway

Klamath Falls North Section, grading;  
Sherman County Line-Shaniko Section, grade widening;

## Green Springs Highway

Keene Creek West Section, grade widening;

## Oregon-Washington Highway

Pilot Rock-Nye Section, grade widening;

## Salmon River Highway

Valley Junction-Grand Ronde Section, grading;

## Umpqua Highway

Hancock Mountain Section, tunnel and grading, 1.55 miles;  
Three bridges over Elk Creek.

The Engineer was instructed to make the necessary surveys and prepare plans and specifications for the above projects.

The sum of \$3,000,000 was appropriated by the Federal Government under its emergency legislation to provide for emergency construction through public lands under the provisions of the Oddie-Colton Act. Oregon's share of this appropriation is \$194,357. The programming of this fund was deferred by the Commission to a later date. The Chairman stated that a hearing would be held at which everyone interested would be heard.

Mr. F. R. Schanck of Portland, Oregon, was at this time granted a hearing by the Commission. Mr. Schanck stated that he represented the "union of towns of the Warm Springs Cut-off Association," being one of a committee of three appointed by this Association to present to the Highway Commission for its consideration a project which they thought was applicable for funds available under the Oddie-Colton Act. The project advocated by Mr. Schanck was a cut-off route between Bear Springs on the Wapinitia Highway and Madras on The Dalles-California Highway via Warm Springs Agency. He stated that the distance from Bear Springs to Madras via this route is 44 miles, 28.1 miles of which were within the Warm Springs Reservation and would, therefore, be applicable to Oddie-Colton Act funds. This route, he stated was the shortest route from Portland to Madras, being 34 miles shorter than any other present route between these points. Mr. Van Duzer: "How would the portion outside of the Reservation be built?" Mr. Schanck: "In my opinion the part from the Reservation to Madras should be put on the state highway map." W. H. Lynch: "Would it be any use to build the road

until there is some provision for building the rest of the road?" Commissioner Lynch: "The people of Jefferson County say that they will build that part of the road."

The Commission approved the minutes of the meeting of October 30, 1930.

The Engineer reported on the three projects for which bids were received at the December 11, 1930 meeting but which were referred to him to hold pending the outcome of the Federal emergency legislation. The Engineer reported that the Government emergency funds were released on Tuesday, December 23, 1930. On consulting the District Engineer of the Bureau of Public Roads, he stated that it would be satisfactory to release the contracts on Friday, December 26, 1930. Thereupon, on December 26, he notified W. H. Puckett Company, the low bidder on the Rock Creek-Valades Ranch Section of the John Day Highway, that this contract, consisting of 3.47 miles of regrading, had been awarded to them. Also, he notified Joslin & McAllister, low bidders on the Lancaster-Vale Section of the John Day Highway that this contract, consisting of 11.48 miles of regrading and resurfacing, had been awarded to them. These awards were confirmed by the Commission.

Concerning the third project, Berry Creek-Florence Section of the Roosevelt Coast Highway in Lane County, 10.7 miles of surfacing, the Engineer reported that further investigation of the low bid disclosed that the cost appeared to be too high for the type of surfacing proposed and therefore he recommended that the project be readvertised with a change in the specifications which would reduce the cost. Recommendation approved by the Commission and the project was ordered readvertised at the next meeting.

A letter was received from Mr. O. J. Amberg, President of the Pacific Northwest Branch of the The Associated General Contractors of America, Inc. stating that certain irresponsible contractors were taking advantage of the present unemployment situation and had reduced the wages of their employees. He advised that the Association that he represented was not in sympathy with this movement and urged the Commission to have a clause inserted in all forthcoming highway contracts stipulating the payment of a minimum wage commensurate with the prevailing cost of American standards of living and providing a penalty for the intentional breach of such a clause. The matter was discussed by the Commission and the Secretary was instructed to take this matter up with the highway authorities of the states of Washington, Idaho and California, advising these authorities that the Oregon State Highway Commission was discussing the matter of including in its contracts, with the approval of the representatives of the Bureau of Public Roads, a \$4.00 per eight hour day minimum wage and asking them what their thoughts are along this line.

A telegram was received from the Lake County Court requesting that the Lakeview-Burns Highway be immediately designated and located



so that they could proceed to acquire the right of way. A letter was also received from the Lake County Chamber of Commerce regarding the same matter. Chairman Van Duzer stated that this matter would be considered when the proper time came.

A letter was received from the Prineville Business Men's Club requesting that the Commission include in its 1931 oiling program the oiling of the five mile section of the Ochoco Highway extending from Prineville easterly to a point where the highway skirts around the hills just west of the Ochoco Dam. The Engineer reported that there was insufficient base on this section to insure a satisfactory oil job and that it should be resurfaced first. Under those conditions the Commission decided to defer action at this time.

A letter was received from Mr. C. G. Gillette, County Judge of Josephine County, in which he asked the Commission to cancel the balance of the obligation of Josephine County in connection with its cooperation with the State in the cost of the construction of the bridge over the Rogue River at Grants Pass. Josephine County's cooperation in this project consisted of \$20,000 in cash and the acquisition of the required right of way. The county has paid \$10,000, leaving a balance of \$10,000. The request was denied by the Commission.

The County Court of Clackamas County requested the approval of the State Highway Commission to a change in designation of a portion of Market Road No. 37 from the River Road to the Webster or Longcoy Road. The River Road is now paved throughout its entire length and it was believed by the Court that the maintenance costs would be small, especially so when the new super road had been constructed between Oregon City and Portland. Road facilities in the vicinity of the River Road will be greatly increased upon completion of the proposed super highway and for this reason it is the opinion of the County Court that market road funds should be used in developing a new road farther removed from the proposed super highway than is the River Road. The Court stated that the people of Clackamas County had petitioned for many years for the inclusion of the Webster or Longcoy Road in the market road system and the County Court had already acquired a 60 foot right of way throughout its length. Upon recommendation of the Market Road Engineer, the Commission approved the change requested.

A resolution, adopted by the Grants Pass Chamber of Commerce, was presented in which the Commission was petitioned to consider the reconstruction of that portion of the Redwood Highway on the north side of Hayes Hill on account of excessive curvature. Matter referred to the Engineer for report.

A resolution adopted by the Willamette Valley Lumbermen's Association, requesting the repeal of certain special provisions contained in log hauling permits was presented. The Engineer explained that considerable trouble had been experienced with operators who were hauling long poles and piling over the Siuslaw Highway. On account of sharp

curvature, the logs take up more than one-half of the roadway, thus endangering other traffic along the highway. To eliminate this hazard, a clause was inserted in these permits requiring that, "If the length of logs or piling causes the vehicle and load to encroach on the left half of the road at curves or where the vehicle enters or leaves the road, then the operator must provide flagmen to stop and warn traffic of the movement, said flagmen to occupy positions approximately 300 feet in front and in the rear of said movement." The matter was discussed and the Commission could not see how any change could be made in existing conditions and saw no reason for changing the permits as now written.

A letter was presented from Mr. Wm. E. North, Secretary-Manager of the West Side Pacific Highway Association, expressing, in behalf of this Association and its various committees, their appreciation of the efforts of the Commission and its engineers for the improvements done on the West Side Pacific Highway during the past year.

A letter was presented from Roderick L. Macleay, President of the Macleay Estate Company, enclosing a deed from the Macleay Estate Company to the State of Oregon in which is conveyed to the State a 2.15 acre tract of land adjoining Geisel Cemetery, a few miles north of Wedderburn in Curry County. This land is presented as a gift to the State of Oregon from the stockholders of the Macleay Estate Company.

Mr. Boardman, Parks Engineer, explained that this parcel of land was a part of a tract of 4.05 acres on which is located the "Geisel Monument"; the remaining parcel of 1.9 acres was being acquired from a Mr. F. B. Postel of Wedderburn, Oregon. The deed was accepted with thanks and a motion was made and passed directing the Secretary to extend the thanks of the Commission to the Macleay Estate Company and Mr. Postel.

A letter was presented from the Trustees of the Salmon River-Grand Ronde Highway Improvement District, by Vinton & Marsh, its attorneys, suggesting that, if the name of this highway is changed by the Commission, it be given a name similar to that by which it is now known, such as "Salmon River-Grande Ronde Highway"; "Salmon River Cut-off"; or "Salmon River Forest Highway." Matter deferred for further consideration.

A letter was presented from the Commissioner of the General Land Office advising that the petition of the State Highway Commission, requesting the withdrawal from public entry of the  $S\frac{1}{2}$  of NE $\frac{1}{4}$  of Sec. 33, T. 33 S. R. 1 E. W. M., had been approved and that a classification of the lands had been directed to determine the sale price and annual rental value. The land referred to is what is known as the Casey tract, a timbered area of 80 acres lying adjacent to the Crater Lake Highway between Trail and Prospect in Jackson County.

A letter was presented from Mr. G. B. Herington, chairman of the Chamber Employment Committee of the Portland Chamber of Commerce,

requesting that the construction of the new proposed Oregon City-Portland Highway be expedited as much as possible on account of its desirability from a traffic necessity standpoint and also to assist in the relief of the present unemployment situation.

A letter was presented from the Douglas County Court by W. S. Hamilton, County Judge, in which the State was asked to cooperate in the cost of the construction of a bridge over the South Umpqua River on the Canyonville-Trail Market Road No. 1 at Tiller, Oregon. The County has only \$20,000 available for a timber bridge. They thought that the location of the road at this point had been definitely determined upon and, such being the case, that a concrete structure would be more practicable and of more interest to the Highway Commission than would a timber structure. The Commission stated that since this road is not on the highway system, no state funds are available for cooperation on this project at this time.

A communication was presented from Mr. J. S. Moltzner, attached to which was a copy of proposed legislation respecting tunnel revenue bonds. The Chairman announced that this matter would be taken up later.

Commissioner Gates offered the following resolution relating to the acquisition of right of way for the Green Creek Section of the Pacific Highway south of Grants Pass in Josephine County where alignment revision and widening is planned:

WHEREAS, by the terms and provisions of Chapter 423, General Laws of Oregon, 1917, and by the provisions of Chapter 237, General Laws of Oregon, 1917, the State Highway Commission was authorized and directed to lay out, locate, designate, construct, improve and maintain a system of state highways in the State of Oregon, and

WHEREAS, the State Highway Commission has found it necessary and desirable in the improvement and maintenance of said system of state highways to straighten the alignment, eliminate existing curves, widen the roadbed and otherwise improve a portion of the Pacific Highway in Josephine County, and to that end and for that purpose now finds and declares that it will be necessary to acquire additional lands for right of way for the improvement of said portion of said Pacific Highway, and

WHEREAS, the center-line survey of the said improvement of the said portion of the said Pacific Highway in Josephine County is located substantially as follows, to wit:

Beginning at the point of intersection of said center-line survey, at engineers station 220+70, with the line between the east and west half of the SW $\frac{1}{4}$  of Section 23, T. 36S. R. 5 W. W. M. in Josephine County,

which point is 495 feet south and 1385 feet east from the quarter corner between sections 22 and 23 in said township and range; thence on a 2865 foot radius curve to the right (the long chord of which bears S. 65°45' E. 691.6 feet) a distance of 693 feet to engineers station 227+63.0; thence S. 58°49' E. a distance of 779.7 feet to engineers station 235+42.7; thence on a curve to the left having a radius of 3820 feet a distance of 1724.4 feet to engineers station 252+67.1; thence S. 84°41' E. a distance of 5308.9 feet to engineers station 305+76.0; thence on a curve to the right having a radius of 1432.5 feet a distance of 778.8 feet to engineers station 313+54.8; thence S. 53°32' E. a distance of 249.6 feet to engineers station 316+04.4 on the east line of section 24 at a point 163.3 feet north of the corner common to sections 24 and 25, T. 36 S. R. 5 W. W. M. and sections 19 and 30, T. 36 S. R. 4 W. W. M. in Josephine County, State of Oregon,

and

WHEREAS, the respective widths of right of way on each side of the said center-line found to be and hereby declared to be necessary for said improvement are substantially as follows, to wit:

Station to Station	Width on North	Width on South
220+70 to 228+50	40'	40'
228+50 to 230+50	100'	80'
230+50 to 236+50	40'	40'
236+50 to 244+00	75'	40'
244+00 to 261+00	40'	40'
261+00 to 264+00	55'	40'
264+00 to 275+00	40'	40'
275+00 to 276+00	60'	40'
276+00 to 283+50	40'	40'
283+50 to 285+50	60'	40'
285+50 to 309+00	40'	40'
309+00 to 313+00	70'	40'
313+00 to 316+04	40'	40'

and

WHEREAS, in the judgment of the highway commission it is necessary and will be of advantage to the state, upon the grounds and for the reasons herein stated, that title to said right of way be procured for the purposes herein stated, and

WHEREAS, under and by virtue of the provisions of section 4436, Oregon Laws as amended, Josephine County is obligated to acquire the said right of way, but said county has failed and neglected to do so, although requested by the State Highway Commission to acquire the said right of way,

THEREFORE, BE IT RESOLVED, that the State Highway Commission do, and hereby does, declare that it is necessary and that it will be of advantage to the state for the state to acquire the said right of way in connection with the improvement and maintenance of the said Pacific Highway, and the State Highway Commission does further hereby declare that the said rights of way are needed and are necessary for the purposes and upon the grounds and for the purposes herein stated.

BE IT FURTHER RESOLVED, that the location, widths and boundaries of the said described right of way be and the same are hereby adopted, and the right of way is hereby declared to be and the same is included within the right of way of the said Pacific Highway.

BE IT FURTHER RESOLVED, that an effort be made to agree with the owner, owners or tenants, if any there be, of each of the portions of property included within the boundaries of said described right of way as to the compensation to be paid and the damage, if any there be, for the taking of the same, and in the event that no satisfactory agreement can be reached regarding any such portion then it is hereby further resolved that the attorney general of the State of Oregon and J. M. Devers, attorney for the State Highway Commission, be and they are hereby requested to commence and prosecute to final determination such suits or actions as will be necessary to appropriate and acquire title to the said right of way, or to such portions thereof as may necessitate legal proceedings, and to all rights therein for the purposes herein stated.

The motion was duly seconded and carried.

A letter was presented from Mr. L. M. Lepper, representing the East Side Commercial Club of Portland, Oregon, concerning a proposed "Super-Highway" to be called "Sheridan Way" which would provide a new entrance to Portland from the Columbia River Highway. The route advocated extends easterly from the intersection of E. 82nd Street and the extension of the Alameda Drive and would follow along the ridge south of the O.-W. R. R. & N. Co. main line tracks. It was stated that this route would give an unexcelled view of the Columbia River and the mountains, which views are not now possible from the present highways. Attached to Mr. Lepper's letter was a copy of a report of Mr. W. W. Amburn, Civil Engineer, who had made a preliminary study of the situation on the ground. No action taken.

A second letter from Mr. L. M. Lepper was presented in which the Commission was asked to write to the officials of the City of Portland and Multnomah County and to the City Planning Commission urging them to expedite the matter of deciding on the proper location for the entrance of the proposed super highway leading from Oregon City to Portland. No action taken.

Parks Engineer S. H. Boardman reported that he had secured a 90 day option from Mr. J. C. White of Port Orford for the purchase of a tract of land containing 360 acres lying adjacent to the Roosevelt Coast Highway just north of Humbug Mountain in Curry County. The price agreed upon was

\$12,500.00. He explained to the Commission the desirability of acquiring this area to complete the park project at this point and asked the Commission for instructions as to whether or not he should proceed with the purchase. He especially requested that the Commission make a personal inspection of the premises before taking final action. Chairman Van Duzer stated that it was his intention to take a trip down the coast during the following week and that he would inspect the property at that time. Further action on the matter was deferred until after the Chairman had made his inspection trip except that Mr. Boardman was instructed to secure an extension of time on the option if necessary.

There being no further business to come before the Commission, the meeting was adjourned.

*Roy A. Klein*  
State Highway Engineer

*H. B. Glaisyer*  
Secretary

*H. B. Van Duzer*  
Chairman

*M. A. Lynch*  
Commissioner

*C. E. Gates*  
Commissioner

Portland, Oregon, January 15, 1931.

The State Highway Commission met in Room 570 Multnomah County Court House at 10:00 o'clock A. M. Those present were:

C. E. Gates, Commissioner, Acting Chairman  
M. A. Lynch, Commissioner  
Roy A. Klein, State Highway Engineer  
H. B. Glaisyer, Secretary

In the absence of Mr. H. B. Van Duzer, Chairman of the Commission, Commissioner Gates acted in this capacity in his stead.

The meeting was called to order by the Acting Chairman at 10:00 o'clock. He stated that he wished to make a statement to the contractors before proceeding with the opening of the bids.

Commissioner Gates: "We want to request that you be more careful with your figures in putting in your bids. In the last six months we have had several who have come after the bids were made, claiming that they had made an error and asking that their bonds be released. If it continues to be that way we will naturally have to do like they do in California and with the Government and ask for certified checks. Anybody