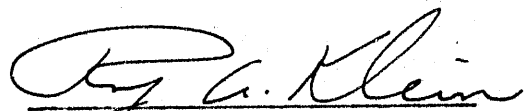
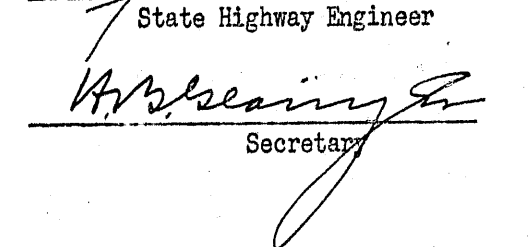


will be necessary and appropriate to acquire title to the said premises and all rights therein for the purposes herein stated.

The Commission set 10:00 o'clock A. M. Thursday, January 21, 1932, as the date for the next general meeting to be held in Multnomah County Courthouse, Portland.

No further business coming before the Commission, the meeting was adjourned at 4:45 o'clock P. M.


State Highway Engineer


Secretary

Chairman

Commissioner

Commissioner

Portland, Oregon, February 4, 1932

The State Highway Commission met in Room 570 Multnomah County Courthouse at 10:00 o'clock A. M. Present were:

J. C. Ainsworth, Chairman
Chas. K. Spaulding, Commissioner
Wm. Hanley, Commissioner
Roy A. Klein, State Highway Engineer
H. B. Glaisyer, Secretary

This meeting was originally scheduled to be held on Thursday, January 21, 1932, but was postponed on account of the inability of the Chairman to be present at that time.

Bids as follows were opened on grading, surfacing and bridge projects and for the installation of a sprinkler system for fire protection in two department shop buildings at Salem:

OREGON COAST HIGHWAY
OTIS-SILETZ RIVER SECTION - SURFACING

I. L. Young	\$ 85,475.00
Joplin & Eldon	95,170.00
Lyon & Price	97,317.50
A. Milne	101,440.00
Washburn & Hall	102,719.00
H. G. Johnson	104,485.00
Newport Construction Co.	104,896.20
A. S. Wallace	105,295.00
Saxton-Looney & Co.	105,354.00
Knute Lien	108,665.00
Northwest Roads Co.	109,810.00
Edlefsen-Weygandt Co.	110,377.00
Wren & Greenough	112,420.00
Schmeer & Williams	116,945.00
Interstate Construction Co.	124,874.00
F. J. Kernan	125,530.00
Dunn & Baker	132,560.00
Hefty & Johnson	133,990.00
A. Guthrie & Co., Inc.	137,850.00
Kern & Kibbe	146,054.00
Smith Bros. Co.	151,205.00

CENTRAL OREGON HIGHWAY
JUNTURA-PEACH SECTION - GRADING

	Concrete Pipe	Corr. Iron Pipe
Powell & Gilo	\$61,057.00	\$60,209.50
W. H. Puckett Co.	65,273.50	64,288.50
Earl L. McNutt	67,396.00	66,416.00
S. H. Newell & Co.	69,892.00	69,175.00
J. A. Terteling & Sons	70,592.50	69,035.00
Colonial Building Co.	73,877.00	73,969.50
Cochran Construction Co.	78,450.00	75,060.00
Liesch & Tofte	82,783.00	82,045.50
F. C. Dillard	86,928.50	86,291.00
I. L. Young	88,013.00	87,603.00
Wm. Endicott	88,140.00	87,260.00
J. Rebman	97,698.00	94,473.50

PACIFIC HIGHWAY
RECONSTRUCTION OF SOUTH APPROACH TO COMSTOCK OVERCROSSING

J. F. Johnston	\$ 6,158.50
Tom Lillebo	6,185.00
A. G. Enright	6,719.00
Clackamas Construction Co.	6,891.00
P. L. Read	6,960.00
O. N. Pierce	6,962.00

Continued

2/4/32

Comstock Overcrossing - continued

F. L. Odom	\$ 7,304.00
Ek & Lind	7,303.50
Newport Construction Co.	7,374.70
J. W. & J. R. Hillstrom	8,172.00
Peart Bros.	7,781.00
O. M. Olds & Co.	8,285.00
Curtis Gardner	8,990.00
J. V. Curry & A. L. Porter	10,183.00

CENTRAL OREGON HIGHWAY

BRIDGE OVER NORTH FORK OF MALHEUR RIVER NEAR JUNTURA
TWO BRIDGES OVER MALHEUR RIVER NEAR JUNTURA

	N. Fork Br.	Two Brs. Over Malheur River	All three bridges with reduction
Tom Lillebo	\$13,895.50	\$29,312.00	\$42,207.50
Barham Bros.	13,739.00	30,070.50	43,259.50
Lindstrom & Feigenson	14,645.00	29,465.00	43,610.00
J. A. Terteling & Sons	13,792.00	30,562.00	44,254.00
Lilly & Kelly	13,880.50	31,078.00	44,958.50
C. J. Montag	14,382.00	31,477.00	45,359.00
Kuckenberg-Wittman Co.	15,409.00	33,269.00	45,678.00
S. G. Morin	15,194.00	32,452.00	46,746.00
Clackamas Construction Co.	14,865.00	32,363.50	46,978.50
E. P. Brosterhous	14,590.50	33,087.90	47,178.40
R. H. Jones	15,273.00	32,468.00	47,320.00
F. L. Odom	15,495.00	33,163.00	47,546.00
W. H. Puckett Co.	15,390.00	34,594.00	48,984.00
The Gilpin Construction Co.	15,762.00	33,856.00	49,118.00
Colonial Building Co.	16,169.00	35,174.00	50,843.00
I. L. Young	17,012.90	35,408.60	51,621.50
Liesch & Tofte	16,743.50	36,343.00	52,486.50
R. F. Nichol	16,281.00		
A. G. Plant Co.	17,243.00		
A. G. Enright	17,313.00		

PACIFIC HIGHWAY

WALKWAY, STAIRWAYS, ETC. ON INTERSTATE BRIDGE AT VANCOUVER

F. L. Odom	\$11,300.00
Portland Wire & Iron Works	12,328.00
Kuckenberg-Wittman Co.	12,500.00
Ek & Lind	13,698.00
E. F. Balgemann	14,207.00
Jacobsen-Jensen Co.	15,322.00

HIGHWAY SHOPS AT SALEM
SPRINKLER SYSTEM

National Automatic Sprinkler Co.	\$2,995.00
M. L. Hinds & Son	3,743.48
A. G. Rushlight Co.	3,748.00
Grinnell Corporation of Pacific	3,832.00
"Automatic" Sprinkler Corporation of America	3,966.00
Viking Automatic Sprinkler Co.	4,430.00
Plumbing & Heating Sales Corporation	4,550.00

The Chairman announced that the awards of contracts would be made at 5:00 o'clock P. M. this day.

A delegation from the city of Baker consisting of Blaine Hallock, City Attorney, Bert L. Harvey, Mayor, and George H. Foster appeared before the Commission and asked that the route of the Old Oregon Trail into their city from the north be changed so as to eliminate some of the turns. They stated that they have had two routes under contemplation, one via Main Street and the other via Tenth and Center Streets (Broadway) but they have concentrated their efforts on the Tenth and Center Street route due to local opposition and their inability to secure cooperation for the other route. The route they propose begins at the intersection of Tenth Street and the present highway (Center Street) and extends northerly along Tenth Street to the north city limits and continues northerly a distance of about $1\frac{1}{2}$ miles to Monument where it joins the present highway. They asked the Commission to designate this route as the route of the Old Oregon Trail at the north city limits and further asked the Commission to acquire the necessary right of way outside the city limits and construct with hard surface pavement to conform with the city improvement on Center Street. They stated that they will acquire the necessary right of way for this improvement within the city limits including sufficient area at the intersection of Tenth and Center Streets to flatten out the curve at that point and further stated that they will pay the cost of paving Center Street with hard surface pavement.

The Engineer stated that this was a desirable improvement and is estimated to cost about \$21,000 for grading and gravel topping. After further discussion the Commission by unanimous decision adopted the proposed route along Tenth Street northerly from Center Street (Broadway) to the junction with the present highway at Monument as the route of the Old Oregon Trail at the north entrance to the city of Baker. The Chairman informed the delegation that they would be advised later as to what the State can do in the matter of construction.

The Commission adjourned at 12:00 o'clock M. to reconvene at 2:00 o'clock P. M. in the same room.

The State Highway Commission reconvened at 2:00 o'clock P. M. in Room 570 Multnomah County Courthouse with all members, the State Highway Engineer and the Secretary present.

2/4/32

Morton Tompkins and R. W. Wood of Dayton, representing the Salem, Dayton and Portland Highway Association, were present and urged the Commission to designate as a state highway the road extending from Salem north on the west side of the Willamette River to a connection with the West Side Pacific Highway at West Dayton in Yamhill County. They stated that the distance from Salem to Portland via this route will be no greater than via the present East Side Pacific Highway and it will have the advantage of being a safer route to travel. It was their thought that the cost of constructing this route will compare favorably with the cost of reconstructing the East Side Pacific Highway. They presented a brief to the Commission in which the merits of this route were expounded and asked that the Commission give full consideration to their request. The Chairman informed the delegates that the matter will be referred to the Engineer for estimates and a report.

A delegation consisting of Ex-Governor A. W. Norblad, Astoria, President of the Oregon Coast Highway Association; Col. W. B. Greeley, Secretary-Manager, West Coast Lumbermen's Association; and J. E. Mackie, Engineer, West Coast Lumbermen's Association, appeared before the Commission and urged the early construction of the five remaining bridges on the Oregon Coast Highway and that they be of the timber trestle type. Mr. Norblad stated that the State now has an investment of over \$17,000,000 in this highway from which full benefit cannot be derived until these bridges are completed. He advocated the use of wooden bridges because they can be built much cheaper than concrete structures. Five bridges of the timber type, he stated, will cost about \$800,000 as compared with the engineer's estimate of \$3,000,000 for concrete structures. He further stated that by the construction of these timber bridges now, the State will be saved the cost of operation of ferries, which now amounts to \$200.00 per day, and in ten years the bridges will have paid for themselves. Mr. Norblad also urged the construction of these bridges now from the traffic standpoint, stating that their completion will provide a through route to California that will not be blocked during bad weather and the elimination of the ferries will be an incentive for increased winter travel.

Commissioner Spaulding stated that he thought the plan suggested by Mr. Norblad was good and worthy of consideration by the Commission. However, funds were not now available for the construction of all of the bridges. He also stated that one bridge might be constructed now as an experiment, the others to follow later if this proved satisfactory. The Chairman stated that a study of the situation has already been made and it has been found impossible to finance the construction of these bridges for three or four years.

Col. Greeley urged the Commission to make a thorough investigation of the practical economies and benefits of constructing bridges with a permanent type of treated timber. He stated that the cost of treated timber bridges is much less than that of other types and for approach trestles can be figured at from \$30 to \$40 per lineal foot. He also urged this type of construction from the standpoint of providing labor for the unemployed, stating that there is no other type of bridge construction that will furnish an equal amount of local employment.

Mr. Mackie stated that the average life of a highway bridge is between 15 and 25 years, when it is abandoned because of changes in alignment of the highway or for similar reasons. He advocated the use of timber in bridge construction as being more economical than other types. He further stated that timber construction should not be considered a fire hazard since statistics show that loss from this source is only 1/240%.

The Chairman stated that the Commission will give this matter very careful consideration and will do all it can to further the lumber industry of the state.

M. R. Hanger, Secretary, Hood River Chamber of Commerce; F. L. Phipps, County Judge of Wasco County, representing the Greater Columbia Highway Association; and John Koburg appeared before the Commission and requested that a state wide highway construction program be adopted and that this program include a complete investigation and survey for a commercial highway to supplement the present Columbia River Highway between Troutdale and The Dalles. The construction of such a highway, they stated, will make it possible to truck freight to Portland at less than one half the present cost. They asked that construction of such a highway be undertaken gradually as funds become available, the most dangerous points on the present highway to be eliminated first, such as between Troutdale and Crown Point, Hood River and Mosier, and between Mosier and The Dalles.

Mr. Koburg spoke of the high freight rates, stating that the present rate between Bend and Portland is \$1.45 per 100 lbs. as compared with a rate of \$0.75 per 100 lbs. between Portland and Seattle. The difference, he stated, is caused by the necessity of hauling over the steep grades on the Columbia River Highway. The delegation was informed by the Chairman that their request will be given due consideration by the Commission.

A delegation consisting of P. E. Temple, Dufur; J. D. Gondknect, Boyd; E. G. Underhill, Nansene; and E. Burtner, Ramsey, representing the Dufur Chamber of Commerce, appeared before the Commission and asked that the road extending from Dufur westerly through Bottle Prairie to a connection with the Mt. Hood Highway be designated as a state highway and that it be programmed for early construction. They stated that this road is approximately 31 miles in length and will reach an elevation of about 2500 feet, also that about 11 miles of the road is within the national forest and is, therefore, eligible for expenditure of forest road funds. They further stated that this is a very important road since it will shorten the distance from Dufur to the Portland markets, and will be of great aid in fighting forest fires. They further stated that they had been informed by the government officials that the Government will co-operate in the cost of construction, if and when the road is approved as an addition to the forest road highway system. The Chairman informed the delegation that the Commission will give this proposed road consideration at the proper time.

A delegation consisting of John Silvertooth, representing the John Day Valley Highway Development Association, N. G. Hedin, Portland, and Ben Taylor, Mitchell, was present and urged the State Highway Commission to designate as a state highway the road leading from Maupin through Shaniko and Antelope to a connection with the Ochoco Highway at Mitchell. Mr. Silvertooth stated that this road was at one time a part of the state highway system, but was for some reason dropped in 1927. They now ask that the road be replaced on the system and some construction work undertaken to put it in passable condition. Mr. Hedin advocated the early construction of the Shaniko-Antelope Section of this proposed road in order to provide a connection with the Sherman Highway at Shaniko. He stated that the construction of this unit will greatly improve marketing conditions. Mr. Taylor urged the construction of this highway from the standpoint of shortening the distance from Mitchell to Portland, stating that this route is about 75 miles shorter than the present route between these points. At the suggestion of Commissioner Spaulding, the Commission, by unanimous action, instructed the Engineer to make a reconnaissance survey of this proposed highway and report to the Commission later.

S. M. P. Dolan, President of the West Side Pacific Highway Association, was present and inquired as to what action had been taken on the petition presented by them at a previous meeting in which the Commission was requested to give the West Side Pacific Highway equal consideration with the East Side Pacific Highway in the matter of modern improvements, such as widening and straightening. He was informed by the Chairman that the Commission has programmed a certain amount of work to be undertaken this spring and that the first work to be done will be the construction of a pavement 20 feet in width, with 6-foot oiled shoulders on each side, to fill in the gaps between Multnomah County Line and Middleton which were graded to the new standard in 1930.

The following additional projects for the improvement of the West Side Pacific Highway were discussed by the Commission and, by unanimous consent, were approved for construction during the 1932 season: Grading of McNary Fill south of Dundee, reconstruction of the "S" bridge south of Monroe, and two miles of pavement widening north of Monmouth.

A delegation consisting of Harvey G. Starkweather, Oak Grove; R. A. Wright, County Commissioner of Clackamas County; and J. C. Siegmund, County Judge of Marion County, appeared before the Commission in the interests of the proposed improvement of the Pacific Highway between New Era and Salem. Mr. Starkweather informed the Commission that the County Court of Clackamas County now has the right of way for this highway, 80 feet wide, nearly the entire distance to the Marion County line, and that the County Court of Marion County has a right of way 60 feet in width between the county line and Salem. He advocated the construction of a 30 foot pavement on the existing right of way and the substitution of tile drains for open ditches to take care of the drainage feature. It was his thought that by adopting this type of construction the matter of acquiring additional right of way could be deferred. County Commissioner

Wright confirmed Mr. Starkweather's statements regarding the width of the right of way of the Pacific Highway in Clackamas County, and added that the County has recently acquired a right of way 100 feet in width on the alignment of the proposed change in this highway extending from the top of the New Era Hill to the connection with the present highway about one-half mile north of Canby. Judge Siegmund stated that the people of Marion County feel unable at this time to spend additional money for right of way. He admitted that the highway needs widening and straightening, but stated that the County has no funds to buy the right of way required by the Commission. The Chairman informed the delegation that it was not the intention of the Commission to press the question of right of way because it was burdensome to both counties. He explained that it will be necessary to construct a pavement 20 feet wide before a 30 foot, or three-lane highway, can be built and that nine miles of pavement 20 feet wide can be constructed with the same amount of money that four miles of the three-lane highway out of Salem would cost. Also, by determining on a 20-foot highway, it will avoid settling the right of way question this year. Commissioner Spaulding inquired as to when action was taken by the Commission rescinding the previous order calling for a 30 foot highway, and was informed by the Chairman that the previous order has not been rescinded, except that the Governor has asked that no super-highways be constructed in the state of Oregon this year. Judge Siegmund stated that the plan outlined by the Chairman is satisfactory and that the Marion County Court feels that the Highway Commission and engineers are perfectly capable of taking care of the situation. (At the meeting held on the following day, February 5, 1932, Commissioner Spaulding stated that he wished the records to show that he votes "No" to reconstructing the Pacific Highway to only a 20-foot width pavement between Salem and Oregon City.)

The delegation from Clackamas County informed the Commission that Clackamas County is without sufficient funds to purchase the right of way required for the reconstruction of the Pacific Highway on the new alignment between New Era and Canby which totals \$15,000. They stated their willingness to pay for this to the limit of their ability, which is \$5,000, but asked the Commission to advance the balance, \$10,000, and agreed to reimburse the State in full later, one-half in 1933 and one-half in 1934. After due consideration of this request, the Commission authorized the expenditure of state funds to the extent of \$10,000 for the purchase of right of way for this proposed line change with the understanding that this is to be considered strictly a loan to the county to be repaid by the county later, one-half in 1933 and the balance in 1934. The Attorney was instructed to prepare a form of agreement to cover the matter.

Mr. L. M. Lepper, Vice-President of the East Side Commercial Club, Portland, was present and requested the Commission to authorize the completion of the survey of the East Portland-Oregon City Highway from Milwaukie to the city limits of Portland and the preparation of the right of way descriptions for the use of the Clackamas County Court in acquiring the land required for this improvement. The Engineer was

authorized by the Commission to make the necessary survey and furnish right of way descriptions to the County Court.

County Judge F. A. Beltz and Commissioners F. L. Owens and Ed H. Lindsey of Tillamook County and County Judge Guy Boyington of Clatsop County were present and requested the reconstruction of two small bridges on the Cannon Beach Road between Cannon Beach Junction and Cannon Beach. They asked the Commission to apply a part of the money (\$25,000) that the county is obligated to pay the State this year as cooperation on the Oregon Coast Highway to pay for this work. Request approved by the Commission and the Engineer was instructed to see that these bridges were reconstructed before the summer travel starts.

This delegation also requested the early construction of the Neah-kahnie-Arch Cape Section of the Oregon Coast Highway. The Engineer stated that the right of way matters have not yet been adjusted but it is hoped that a compromise with the owners will be effected in the near future. Division Engineer Clarke reported that he has interviewed the property owners and they are satisfied to abandon the original "Burns" survey but want the highway located back of the first row of lots at Arch Cape. He also stated that the property owners are agreeable to the continuation of the present right of way proceedings.

A delegation, headed by County Judge F. A. Beltz of Tillamook County and consisting of H. H. Rosenberg, H. T. Botts, Clarence Coe, President Tillamook County Chamber of Commerce, John Schroeder, Secretary Tillamook County Chamber of Commerce, and S. G. Reed, was present and asked the Commission to provide for the construction of a 5-mile section of the Wilson River Highway this season. They stated that the right of way has nearly all been acquired and the work is badly needed as an unemployment relief project. Commissioner Spaulding stated that he thought that the construction of this unit should be included in the program for 1932. The Chairman stated that the Commission will give the request very careful consideration but reminded the delegation that one of the conditions of putting this road on the state highway system was that the Commission could take its time to do the construction work. The Engineer explained that he had several jobs under way at the present time to relieve the unemployment situation near Tillamook and in addition it was planned to pave the Tillamook-Kilchis River Section this year, graded in 1931, which will afford additional work for the unemployed. After further discussion the Commission referred the matter to Judge Beltz to ascertain the attitude of the people of Tillamook County as to whether the State shall spend its money this year for grading a unit of the Wilson River Highway or paving the Tillamook-Kilchis River Section of the Oregon Coast Highway. Judge Beltz said that he would report back at the next meeting.

A delegation consisting of E. H. Ford, President Reedsport Chamber of Commerce and Mayor of Reedsport; W. A. Lovelace, President Umpqua Highway Improvement District; J. H. Austin, representing Port of Umpqua; W. P. Reed; W. A. Burdick; Wallace Benson; H. L. Chapin; H. McGrea; N. Hogan; Tom Lillebo; and Roy G. Cairus of Reedsport, appeared before the Commission and

urged the Commission to adopt the present route of the Oregon Coast Highway through the town of Reedsport as the permanent route for this highway. They stated that the present route is through the business district where all of their investments are and any change in routing will "kill" the town.

The Chairman informed the delegation that it is the plan of the Commission to inaugurate free ferry service across the Umpqua River this summer between the present ferry landing in Reedsport and the cannery near Gardiner. This was agreeable to the members of the delegation. Fred G. Assenheimer, Gardiner, who was present, stated that he believed the matter of location of the ferry and bridge site should be left to the State Highway Engineer so as not to jeopardize the Coast Highway.

R. A. Busenbark, County Commissioner of Douglas County; Guy Cordon, District Attorney; and W. A. Lovelace, President, Umpqua Highway Improvement District, were present and asked the Commission to give the county credit for its expenditure of \$12,731 for the survey of the Umpqua Highway in that county which is in line with the agreement with the former commission but which has not heretofore been credited to the county. The Engineer explained that the former commission had agreed to give the county credit for this expenditure when this highway was designated as a state highway and since this designation has now been made, he thought it was proper to give the county credit at this time. After further discussion of the matter, the Commission voted to credit Douglas County for the cost of this survey, the amount of which is to be approved by the Engineer. The Engineer was instructed to confirm this by letter to the County Court of Douglas County. Mr. Cordon requested a financial statement showing Douglas County's participation in the cost of the Oregon Coast Highway. Request approved by the Commission.

L. J. Whitaker, Chairman, and H. W. Yokel, Secretary, of Rex, Oregon, representing the Rex Highway Association, appeared before the Commission in opposition to the proposed relocation of the West Side Pacific Highway between Middleton and Newberg. A petition was filed with the Commission giving reasons why this highway should remain in its present location. They also presented a petition signed by taxpayers residing at or near Rex, Oregon, urging the Commission to improve the present highway over Rex Hill by widening and straightening two curves thereon and protesting against the reconstruction of this section of highway on an alignment to the north of the present location. Commissioner Spaulding stated that he was opposed to the expenditure of money on the proposed new location. The Chairman informed the delegates that the Commission will make no alterations in the alignment of this highway between Middleton and Newberg this year as there are no funds available for improvements beyond Middleton. Further studies of the situation will be made, however, but it is not likely that any work will be done for two or three years.

A delegation headed by Senator W. E. Burke of Newberg and including A. J. Bewley, Chairman Good Roads Committee, Sheridan Chamber of

2/4/32

Commerce; A. J. Heskett, Rex; S. A. Stone, Chairman Community Club of West Chehalem; C. E. Newhouse, Manager Springbrook Packing Co.; Frank Carlisle, Manager Prune Growers' Association and Packing Plant at Springbrook; James Middleton; and E. O. Jones, appeared before the Commission with a request that surveys be made of the two suggested routes for the West Side Pacific Highway between Middleton and Newberg, one to cover the reconstruction of the present route via Rex Hill and the other to cover the alternate route north of the present highway east from Newberg through Springbrook to Middleton. They asked the Commission to give full consideration to both surveys and adopt the one that will best serve the public. Mr. Heskett stated that his home was on the present highway at the top of the Rex Hill and he was not opposed to changing the location to the route one-half mile north. Senator Burke filed resolutions and petitions from the following organizations requesting that surveys of both routes be made: Resolution adopted by residents of Rex, Oregon, at a mass meeting held December 28, 1931; resolution adopted by Chehalem Valley Farmers' Club; petitions containing 610 signatures of people residing in Rex and vicinity and along the present West Side Pacific Highway as far south as Dallas and west as far as Sheridan.

A petition, signed by residents of West Linn and community in which the Commission was commended for the widening work done last year along the Pacific Highway between Multnomah County line and Robinwood and also in which they requested that this work be continued to the bridge over the Willamette River at Oregon City, was filed with the Commission by a delegation from that vicinity. No action taken by the Commission on this request.

At 5:00 o'clock P. M., the Commission announced the following awards of contracts for which bids were opened at the morning session:

Otis-Siletz River Section of the Oregon Coast Highway in Lincoln County, 11.5 miles surfacing. The Engineer reported that the low bid was that of I. L. Young, Portland, at \$85,475.00 and the second low bid was that of Joplin & Eldon, Portland, at \$95,170.00. He further stated that this is a federal aid project, the plans for which have been approved by the Bureau of Public Roads, and the award of the contract to the low bidder will be agreeable to the Bureau of Public Roads. Motion was made by Commissioner Spaulding, duly seconded and carried, that the contract be awarded to the low bidder, I. L. Young, at his bid price of \$85,475.00.

Juntura-Peach Section of the Central Oregon Highway in Malheur County, 6.4 miles of grading. The Engineer stated that the low bid was that of Powell & Gilo, Portland, at \$61,057.00, using concrete pipe, and \$60,209.50, using corrugated iron pipe. The second low bid was that of W. H. Puckett Co., Boise, at \$65,273.50, using concrete pipe, and \$64,288.50, using corrugated iron pipe. He recommended that the contract be awarded to the low bidder, Powell & Gilo, on their bid of \$60,209.50 using corrugated iron pipe. Recommendation approved unanimously by the Commission and contract awarded to Powell & Gilo at \$60,209.50.

Bridge over North Fork of Malheur River one mile east of Juntura and two bridges over the Malheur River, $2\frac{1}{2}$ miles and $5\frac{1}{2}$ miles, respectively, east of Juntura on the Central Oregon Highway in Malheur County. The Engineer stated that these bridges were advertised in two units, hence it is necessary to consider the low bids for each unit and the reductions offered for the award of both units. He further stated the low bid submitted for the bridge over the North Fork of the Malheur River was that of Barham Bros., Salem, at \$13,739.00, and their bid for the two bridges over the Malheur River was \$30,070.50 with a reduction of \$550.00 if awarded a contract for the three bridges. The second low bid for the bridge over the North Fork of the Malheur River was that of Tom Lillebo at \$13,895.00 and his bid for the two bridges over the Malheur River was \$29,312.00, with a reduction of \$1,000.00 if awarded a contract for the three bridges. The second low bid for the two bridges over the Malheur River was that of Lindstrom & Feigenson, Portland, at \$29,465.00, while their bid for the bridge over the North Fork of the Malheur River was \$14,645.00. They agree to a reduction of \$500.00 if awarded the contract for the three bridges. Considering the combination bids of each of the low bidders for the three bridges indicates that the low combination bid with reduction is that of Tom Lillebo at \$42,207.50, the second low combination bid is that of Barham Bros. at \$43,259.50, and the third low combination bid is that of Lindstrom & Feigenson at \$43,610.00. Motion was made by Commissioner Hanley that the low combination bid of Tom Lillebo at \$42,207.50 be accepted and the contract be awarded to Mr. Lillebo. Motion seconded by Commissioner Spaulding and declared carried by the Chairman.

Reconstruction of south approach to the overcrossing of the Southern Pacific Railroad on the Pacific Highway at Comstock, Douglas County. The Engineer stated that the low bid is that of J. F. Johnston, Newberg, at \$6,158.50 and the second low bid is that of Tom Lillebo, Reedsport, at \$6,185.00. The contract was awarded to J. F. Johnston at his bid price of \$6,158.50 by unanimous vote of the Commission.

Construction of walkway on the lift span, stairways on the towers and painting the towers of the Interstate Bridge over the Columbia River at Vancouver. The Engineer stated the low bid was that of F. L. Odom, Salem, at \$11,300.00, the second low bid was that of Portland Wire & Iron Works, Portland, at \$12,328.00. He further stated that this is a joint project with the State of Washington and recommended the award of the contract to the low bidder, Mr. Odom, at \$11,300.00, subject to confirmation by the officials of the Washington State Highway Department. Motion was made by Commissioner Spaulding, duly seconded and carried, that the contract be awarded to F. L. Odom subject to confirmation by the highway officials of the State of Washington.

Furnish and install sprinkling system for fire protection in two highway department shop buildings at Salem. The Engineer stated the low bid was that of the National Automatic Sprinkler Co., Portland, at \$2,995.00 and the second low bid was that of M. L. Hinds & Son, Gladstone, at \$3,743.48. He recommended that the contract be awarded to the low bidder at \$2,995.00 but that the second low bid be held until the

installation plans have been approved by the Oregon Rating Bureau. Moved by Commissioner Spaulding, seconded by Commissioner Hanley and declared carried by the Chairman that the contract be awarded to the National Automatic Sprinkler Co. at its bid price of \$2,995.00 subject to the approval of the installation plans by the Oregon Rating Bureau.

The Commission adjourned at 5:30 P. M. to reconvene at 9:30 o'clock the following day in the same room. It was agreed that if the business of the Commission was not completed by 11:00 o'clock A. M. on the following day, then a recess would be taken between 11:00 A. M. and 1:30 P. M. to permit the Chairman to take care of some private matters.

Portland, Oregon, February 5, 1932.

The State Highway Commission reconvened in Room 570 Multnomah County Courthouse at 9:30 o'clock A. M. with all members, State Highway Engineer and the Secretary present.

Commissioner Spaulding stated that he wished the records to show that he voted "No" on the matter of reconstructing the Pacific Highway to a twenty-foot width pavement between Oregon City and Salem.

County Judge D. O. Woodworth and Commissioners H. A. Renninger and H. F. Warren of Linn County appeared before the Commission regarding work on the Santiam Highway. They reported that they have been unable to complete their contract for clearing the Trout Creek-Upper Soda Section on account of snow conditions and asked that they be permitted to continue with clearing operations on the next unit as soon as weather conditions permit, notwithstanding the fact that the survey has not been completed. They stated their willingness to do this work on the same basis as the present work was being done, which is at the engineer's estimate. They also stated that, according to their figures, Linn County has a credit with the State amounting to \$14,000 and in addition the County has \$60,000 available to match state funds for work on this highway on the cooperative basis of 25% County, 75% State. After further discussion it was mutually agreed that action in this matter should be deferred for one month--in the meantime the Highway Commission will decide what can be done.

County Judge H. H. De Armond of Deschutes County was present and discussed with the Commission the matter of providing additional work for the relief of the unemployed in that county. He asked that the relief work under way north of Redmond be extended. The Engineer reported that the Redmond north project was nearing completion and requested instructions as to whether or not the project should be extended to provide additional work since the labor situation in Deschutes County was still serious. After consideration the Engineer was authorized to extend the Redmond project north of Tetherow Butte to Terrebonne, in order to provide for a continuation of the day labor work.

Judge De Armond stated that suitable work for hand labor is available on the Powell Butte Secondary State Highway No. 371. The County

will put some men to work on this highway at once and will issue county warrants provided the State will guarantee to pay the County its share of the secondary state highway funds before July 1, 1932. The Commission signified its approval of the project but referred the matter to the Engineer and the Attorney to work out the details as to financing and legality of the proceedings.

A delegation representing the Northwest Oregon Development Association, comprising Multnomah, Washington, Columbia, Clatsop and Tillamook Counties, headed by Senator Wm. F. Woodward and including J. E. Kerr, Vernonia, Chairman of the Roads and Highways Committee; H. T. Burke of Clatsop County; Sam G. Reed of Tillamook County; Louis L. Crawford of Washington County; L. M. Lepper, Portland; Geo. W. Moyer, Portland; and Senator J. E. Bennett, Portland, appeared before the Commission and urged the allocation of a greater share of highway funds to the five northwestern counties of the state. They stated that the five northwest counties contain 45% of the population of the state and contribute 43% of the state highway revenue and in return have been allotted only 12% of the highway money and have only 6% of the state highway mileage. They advocated a five year construction program and an increase in the allocation of highway funds to these counties so that the consideration given this section will be comparable to that given the rest of the state. Answering the inquiry of the Chairman, Mr. Moyer, speaking in behalf of nineteen community organizations, stated that he believed this district was entitled to 75% of the amount contributed by the district for the next five years. He also urged the early construction of the highway extending south from Portland over the abandoned Southern Pacific right of way and known as the Fourth Street project so as to provide additional work for the unemployed in Portland. Senator Bennett asked the Commission to assist Multnomah County in acquiring the right of way for this project and was informed by the Chairman that arrangements have been made for the construction of this project but nothing can be done in the immediate future on account of lack of funds.

County Judge C. P. Barnard of Lane County discussed the unemployment problem of his county with the Commission. He stated that there are 1,443 unemployed registered and asked the Commission to advance about \$30,000, the county's share of the 1932 secondary state highway funds, during the next three months so that highway work may be carried on to provide for their relief. Market Road Engineer Scott advised that Lane County's share of the secondary state highway fund for 1932 will amount to about \$75,000. He was instructed by the Chairman to consult with the Attorney and ascertain whether or not funds are available to assist the county in this work.

Commissioner Spaulding stated that he was in favor of selling additional bonds in the sum of \$1,000,000 to raise money to carry on secondary state highway construction work this year. The Chairman concurred with Commissioner Spaulding in this matter and suggested that the bonds be dated April 1, 1932 and become payable at the end of six months. Commissioner Spaulding then suggested that the bonds be issued in small

2/5/32

denominations of \$100 and up and offered for sale to the citizens of Oregon, to which the Chairman replied that he had consulted some of the most prominent bankers in the state and it was their opinion that under present conditions the people will not buy them. He also stated that this money is needed now for immediate unemployment relief and can not be raised hurriedly by individual sales.

Morton Tompkins, Dayton, reappeared before the Commission and requested that County Commissioner W. S. Allan of Yamhill County be given an opportunity to express himself regarding their proposal that the road extending from Salem northerly along the west side of the Willamette River to Dayton be designated as a state highway. Commissioner Allan stated that the road in question is now a secondary state highway and asked the Commission to give serious consideration to its designation as a state highway. He also asked that a survey be made of the route. The Chairman stated that the survey requested will be made as soon as funds for this purpose become available.

A delegation, consisting of County Judge F. C. Robison and County Commissioner Jay Dunn of Lincoln County; Dr. H. R. Kauffman, Mayor of Toledo; and F. M. Woodson of Toledo, were present and asked the Commission to assist the County in making payments to the Bureau of Public Roads for construction work on the forest highway extending up the Siletz River from Kernville. They stated that the County had difficulty in making their cooperative payments to the Government in 1931 because of the non-payment of taxes by some of the large taxpayers of the district and the refusal of the county banks to take the county warrants. They further stated that indications are that the same condition will prevail in 1932 and the only way that they can now see to fulfill their obligation to the Government is to secure the consent of the Commission to the expenditure of the County's share of the secondary state highway funds totaling about \$12,000 as cooperation with the Government on the construction of this road which is a part of the secondary state highway system. They also stated that the Government has cooperated liberally with Lincoln County in the construction of this road and they feel that they cannot afford to lose the Government money that may be available to them. The Engineer called attention to the fact that provision must first be made for the maintenance of the secondary roads and bridges before secondary highway funds can be obligated to other use. Market Road Engineer J. H. Scott said that the use of secondary highway funds for the purpose desired was satisfactory provided that arrangements are made by the county to take care of the maintenance with other county funds. After further discussion the Chairman informed the delegation that the Commission will cooperate with the County on this matter if it can be done legally and provided the County will provide for the maintenance of the secondary roads and bridges as mentioned. Matter referred by the Commission to Market Road Engineer Scott to work out further details.

Dr. H. R. Kauffman discussed with the Commission the matter of acquiring additional right of way through the city of Toledo for the improvement of the Corvallis-Newport Highway. He stated that the City originally

acquired a right of way 40 feet wide and at that time promised the State Highway Commission that it would acquire additional land to make this a 60 foot right of way when required to do so by the Commission. He further stated that the City authorized a bond issue of \$16,000 with which to purchase the extra width but on account of financial conditions they are unable to dispose of the bonds. They are anxious to complete their obligation and asked the Commission to take the bonds or widen the highway at state expense. The Chairman announced that a further study of this matter will be made and instructed the Engineer to make investigations to determine whether or not it will be possible to do additional work on this section of highway this year.

County Commissioner James Elliott of Clatsop County was present and asked the Commission to advertise for bids at the next meeting for the grading and surfacing of the Vesper Section of the Nehalem Highway, Secondary State Highway No. 102. Request approved by the Commission with the understanding that this would be a state contract and that the provisions would specify that local labor be employed.

The Commission adjourned at 11:15 A. M. to reconvene at 1:30 P. M. on the same day in the same room.

The State Highway Commission reconvened in Room 570 Multnomah County Courthouse at 1:30 o'clock P. M. with all members, the State Highway Engineer and the Secretary present.

R. T. Witty and R. H. Mercer of Eastside, Coos County, Oregon, appeared before the Commission with a request that the road leading around the east side of Coos Bay and extending from Glasgow on the north to the new bridge over Isthmus Inlet on the south be adopted as the route for the Oregon Coast Highway between these points thereby eliminating the necessity for a bridge over Coos Bay which will be a very expensive structure requiring a movable span. The Secretary presented a letter from Mr. M. McLean, City Recorder of Eastside, transmitting a number of petitions signed by residents and taxpayers of Coos County requesting the adoption of this route as a state highway. The Chairman stated that this matter will be referred to the State Highway Engineer and the Market Road Engineer for study and to ascertain the attitude of the people of the county and report later. A map showing the route of the proposed highway was filed with the Commission.

R. E. Bradbury of Klamath Falls, member of the Klamath County Unemployment Relief Committee appointed by Governor Meier, appeared before the Commission and urged the continuation of emergency highway construction work in that vicinity for the relief of the unemployed. He stated that there are now 945 unemployed men registered with their committee and of this number 737 are being provided with food and clothing by the Governor's committee. He further stated that when the present appropriation for unemployment relief is exhausted it will be necessary for the county to raise \$1,000 per week to carry on relief work. This will necessitate the county going on a warrant basis at once. On account of the

2/5/32

seriousness of the situation and the inability of the county to do any work on secondary highways until the snow leaves, he urged the Commission to continue the work on The Dalles-California Highway near Upper Klamath Lake. For the information of the Commission, the Engineer stated that the emergency money allocated to Klamath County will be expended by about February 20th. The Chairman informed Mr. Bradbury that the Commission will give this matter first consideration and that the Engineer will be instructed to do what appears to be the most practical.

The Attorney at this time asked permission to report on the Ecola Park matter which had been referred to him by the Commission at a previous meeting. He stated that he was of the opinion that the Commission is morally obligated by the action taken by former commissioners to purchase the remaining one-half interest in this property to add to the share previously conveyed to the State as a gift. He explained that this can now be purchased from the owner for \$17,500 whereas it was originally held for \$30,000. Commissioner Spaulding stated that he had been over the property and declared it a waste of public funds to purchase this interest now while the money was needed so urgently for the relief of the unemployed of the state. He further stated that in his opinion the State now owns a sufficient interest in this property and in any event he could not see how the State will be injured by postponing action for the time being. The Chairman stated that he approved the purchase of the one-half interest of 108 acres for \$17,500 which, he stated, the State was under obligation to purchase. Commissioner Hanley also voted to purchase this interest. Commissioner Spaulding voted against the purchase.

Parks Engineer S. H. Boardman presented a deed to the Commission by which J. F. Kronenberg of Bandon conveys to the State for park purposes a tract of land containing 9.74 acres situate in Lot 2 Sec. 36, T. 28 S. R. 15 W. W. M. about one-half mile south of Bandon, Coos County. He explained that this is beach property with one-quarter mile ocean frontage and is given to the State as a gift by the owner. The deed was accepted by the Commission for the State with thanks and the Secretary was instructed to so write Mr. Kronenberg and express the appreciation of the Commission for this gift.

Mr. Boardman also reported that he had been successful in securing an option from the Bennett Trust Company of Marshfield to purchase for \$1,200.00 a 38.04 acre tract of land belonging to this company joining the park site acquired from Mr. Kronenberg south of Bandon and being described as all of Lots 3 and 4 and 2.95 acres of Lot 2 of Section 36, T. 28 S. R. 15 W. W. M. He stated that this tract has an ocean frontage of one-half mile and will make a valuable addition to the Kronenberg park and the park system of the state. The Chairman stated that he had inspected the property and found it desirable. He voted to purchase the property at \$1,200.00. Commissioner Hanley likewise voted to purchase the property for this amount. Commissioner Spaulding stated that he would not oppose the purchase of this park at \$1,200.00 provided some of the unemployed men of the vicinity were put to work in the park to clean it up. Mr. Boardman stated that he would see that this is done.

FEB 5 1932

Mr. Boardman further reported that Coos County is desirous of deeding to the State one of its park sites located at Cape Arago, about 15 miles south of the town of Empire, Coos County. He explained that the park contains 134 acres of land fronting on the Pacific Ocean and that it was conveyed to the county as a gift by the owner, Hon. L. J. Simpson. Also, since this transfer was concluded, the County Court and Mr. Simpson each feel that it is advisable and will be for the best interests of the park to transfer title to the State, hence their request that the State accept the title at this time. After due consideration the Commission by unanimous action voted to accept title to this park site provided it is deeded to the State free and clear of all encumbrance and without obligation or condition.

The Parks Engineer next asked for instructions as to whether or not he should proceed with negotiations to acquire an additional tract of 120 acres at Silver Falls State Park in Marion County described as the northwest quarter of the northeast quarter of Section 14, the southwest quarter of the southeast quarter and the southeast quarter of the southwest quarter of Section 11, all in Township 8 South Range 1 East W. M., containing 120 acres of land more or less. He stated that this tract which contains a fine stand of virgin timber is needed to make the park complete and can now be purchased from the owner, Frank Chella of Silverton, for the sum of \$6,000.00. It was his thought that this price was very reasonable and recommended the purchase at this figure. Commissioner Spaulding stated that he was familiar with the tract in question and that it contained a stand of about 8,000,000 feet of good timber. He moved that the tract be purchased for the price quoted, \$6,000.00. Motion duly seconded and declared carried by the Chairman.

A letter was presented by the Secretary from J. J. Lynott to whom the Commission contracted the concession at the state park at Clatsop Crest in Clatsop County in which he requested a reduction in the rental charges on account of decline in his business. The Secretary stated that the contract with Mr. Lynott was for the three-year period ending February 28, 1933 and called for an annual cash payment of \$720.00, payable quarterly. Matter referred by the Commission to the Engineer for a report.

The Secretary presented a letter from Lynn F. Cronemiller, State Forester, in which he states that certain lands under the control of the State Highway Commission, such as park sites, are subject to fire patrol tax under Section 46-601, Oregon Code, and that the State Highway Department is subject to fire patrol on these lands which carry a fire hazard and for which no provision is made for protection against fire. Also he states that if the regular fire patrol tax is paid on these lands the Forestry Department will accept the responsibility for the protection and suppression of fire which might originate thereon. The Secretary stated that he had been informed by the State Forester that the fire patrol tax varies from 3 cents to 5 cents per acre per year. The Commission has under its control about 12,250 acres of land subject to this tax and at an average rate of 4 cents per acre the annual charge would be approximately \$500.00. After due deliberation the Commission approved the payment

FEB 5 1932

2/5/32

of this tax and referred the matter of determination of the acreage and the arrangement of other details to the Parks Engineer.

At this time consideration was given by the Commission to the matter of approval of the forest highway map of Oregon. This matter was presented to the Commission by W. H. Lynch, District Engineer of the U. S. Bureau of Public Roads, who stated that Oregon was the only state in the Union whose forest highway system had not been definitely agreed upon and approved. Other government officials present were J. A. Elliott, H. D. Farmer of the Bureau of Public Roads, C. J. Buck, Regional Forester, and James Frankland, Engineer representing the Forest Service. After full discussion and consideration of each road separately, it was mutually agreed by all parties that the following roads shall comprise the present forest highway system of Oregon. Mr. Lynch explained that alterations in this list may be made later if found necessary. He also stated that maps and letters of approval will be prepared at once for acceptance by the Commission.

No.	Name	Termini	Length	Classification
1	McMinnville-Tillamook	Hebo-East Forest Boundary	13.1	1
2	Salmon River	Ore.Coast Hwy.-West Polk County Ln.	13.6	1
3	Oregon Coast	Neskowin-Siletz River	23.0	1
4	Siletz River	Ore. Coast Hwy.-Forest Boundary	6.0	3
5	Oregon Coast	Yaquina Bay-Umpqua River	69.3	1
6	Alsea	Waldport-Benton County Line	27.9	2
7	Siuslaw	Blachly-Ore. Coast Highway	44.6	1
8	Umpqua	Scottsburg-Reedsport	16.4	1
9	Oregon Coast	Hauser-Douglas County Line	9.6	1
10	Oregon Coast	Port Orford-Gold Beach	31.4	1
11	Redwood	O'Brien Schoolhouse-State Line	5.4	1
12	Redwood	Summit of Hayes Hill-Love Station	2.4	1
13	Oregon Caves	3 Miles West of Forest Bdry.-to Caves	11.68	2
14	Applegate	Ruch-Watkins	17.0	3
15	Pacific	Canyonville-2 3/4 Miles South of Forest Boundary	11.0	1
16	Tiller-Trail	Tiller to Trail	28.0	3
17	Crater Lake	Trail-Park Boundary	44.2	2
18	Crater Lake	Dalles-Calif. Hwy.-Park Boundary	10.2	1
19	Dalles-California	Crescent-Old Fort Klamath	57.8	1
20	Sand Creek	Dalles-Calif. Hwy.-Park Boundary	4.23	3
21	Willamette	Lowell to Dalles-Calif. Highway	72.0	2
22	McKenzie	Blue River to Sisters	51.1	1
23	Santiam	1 Mile East of Foster to Sisters	72.0	2
24	North Santiam	Niagara-Santiam Highway	45.0	3
25	Mount Hood	West Bdry. to Wapinitia Junction	15.4	1
25	Mount Hood	Wapinitia Junction-North For. Bdry.	21.9	2
26	Wapinitia	One Mile North of Wapinitia to Mt. Hood Highway	32.8	1
27	Ochoco	Four Miles West of West Forest Bdry. to North Forest Bdry.	19.43	1

No.	Name	Termini	Length	Classification
28	Columbia River	West Forest Bdry. to East Forest Bdry.	27.9	1
29	Fremont	East to West Forest Boundary	16.2	1
30	Klamath Falls-Lakeview	West Forest Bdry. to Smalley's Ranch	11.0	2
31	Fremont	Four Miles South of Valley Falls to Six Miles North of Lakeview	13.0	1
32	Heppner-Spray	Mouth of Chapin Creek to John Day Hwy.	24.5	3
33	Pendleton-John Day	2 1/2 Miles Northwest of Albee to Range	32.0	2
34	Pendleton-John Day	Long Creek-South Forest Boundary	20.1	2
35	Canyon City-Burns	John Day-Burns	71.3	3
36	John Day	Prairie City-Unity	42.5	1
37	Weston-Elgin	McDougall's Camp to Summerville-Elgin Road	21.4	3
38	Flora-Enterprise	Two Miles East of Flora to South Forest Boundary	22.6	2
39	Enterprise-Imnaha	Imnaha to West Forest Boundary	7.0	3
40	Baker-Cornucopia	Carson to Cornucopia	5.0	2
41	Loop-Dalles	Mt. Hood Hwy. to East Forest Bdry.	15.0	3
42	Lost Lake	Dee-Lost Lake	13.0	3
43	Diamond Lake	Union Creek to Dalles-California Hwy. via Diamond Lake	39.0	3
44	Williams Creek	Applegate Hwy. to Ore. Caves Hwy.	20.0	3
45	Oregon Coast	North Forest Bdry. to South Forest Bdry. between Hebo and Beaver Bend	1.0	1
46	Cascade Lakes	North Bdry. of Crater Lake Park to Bend	115.0	3
47	North Umpqua	Rock Creek to Cascade Lakes Hwy.	60.0	3
48	Klamath Lake-West Side	Forest Bdry. East of Gardner Park to Forest Bdry. South of Odessa Ranger Sta.	20.0	3

Mr. Lynch discussed with the Commission the matter of surfacing the Lakeview-Burns Highway which was graded in 1931 as an emergency project for the relief of the unemployed with funds provided by the Government under the provisions of the Oddie-Colton Act. He stated that the balance remaining in the fund provided by the Government is sufficient to surface the sections across public-owned lands but in order to take advantage of this money the work must be under construction by July 1, 1932. It was the unanimous opinion of the Commission that this work should be put under way at once to take up the balance of the Government funds. The Engineer was instructed to prepare plans and specifications and advertise the project for early construction.

The Attorney reported on a meeting that he had attended at 2:00 o'clock P. M. this day to confer with the Board of County Commissioners of Multnomah County, Portland City Council and the Civic Unemployment Committee of Portland relative to the joint agreement for the construction of the proposed highway extending south from Portland over the abandoned Southern Pacific railroad right of way and known as the Fourth Street project. He

2/5/32

stated that some changes have been made in the original agreement, one of which was to the effect that the selection of the route for this highway outside of the city of Portland is to be left entirely to the State Highway Commission, however, the Multnomah County Commissioners wish the privilege of "sitting in" when the selection is made. This change was approved by the Chairman and Commissioner Hanley, Commissioner Spaulding not voting. Commissioner Spaulding then made the following statement to the Chairman: "I heard you make the statement yesterday that there would be no more super highways built. I read in the paper that you said at the Governor's meeting that there would be no more super highways built until the depression was over. Is this Fourth Street project to come ahead of Eastern Oregon and the Wilson River Road? You said you had no money to build between Oregon City and Salem except to reconstruct in a cheap way. There are many things we could do in the Fourth Street proposition without putting it on the map as we are. I have said before that this is one of the most dangerous precedents. Are we going to take all the funds away from the highway and start to build in the cities? There is a way to get around this without injuring anybody. Right at the present time no man can show a great demand for this project except for the unemployment situation. I would like to make a suggestion. Why not allocate another million dollars, taken out of the regular highway fund, for unemployment purposes and give to Portland at least \$300,000 or \$350,000 and let them build their wooden bridges and we would not then establish the precedent of building roads inside of the city limits. The east side of the state is entitled to some roads. When you start this you are going to take a large amount of funds out of the state highway funds for that purpose and I think it is the wrong thing to do. I am not opposing the Fourth Street, I am advocating it, but I think it should rest for a time."

Chairman Ainsworth replied that the Fourth Street project is not a super highway and it is planned to construct a pavement only twenty feet wide at first. He also stated that early construction was not contemplated and it may take seven years to complete it.

Mr. Devers said, "This agreement contains this provision: 'Nothing herein shall be construed to give preference over other highways.' When this controversy first came up and the city and county asked for a conference, Commissioner Hanley was not able to be present and a hurry-up meeting was held which was attended by Commissioner Spaulding and Chairman Ainsworth. From that meeting we went to the City Hall to a meeting and presented a resolution which stated in effect that the Commission was agreeable to cooperating in the improvement of Fourth Street and that at a later date when the three commissioners could be present, the portion of the proposed improvement outside of the city but in Multnomah County would be declared to be a state highway. It was explained at that time that the Highway Commission could not participate in the improvement of Fourth Street unless it connected with a state highway. The resolution showed that that would be designated as a state highway. The resolution also stated that the State would advance \$20,000 for use in the employment of the trucks and materials which neither the city nor the county were permitted to pay or acquire with their bond money. That \$20,000 has been made available on the assumption that you were going to make

that portion outside of the city a state highway. Following that an agreement was prepared and submitted to the other parties, it was signed by the city officials and by the Civic Committee and was presented to the Highway Commission for approval. It then developed that the county should go farther than furnishing the right of way outside of the city limits and the city should go farther than furnishing the right of way within the city limits. A subsequent conference was held at which it was agreed that if the city and the county would furnish the right of way the State would go ahead with the work. I was instructed to prepare such an agreement and I did so. That agreement has been approved by the county this afternoon. I am now submitting a formal resolution by which you designate a highway extending from a point on the west city limits of Portland to the intersection with the West Side Pacific Highway at or near the Washington-Multnomah County line." Mr. Spaulding, "I am in favor of designating this road as a state highway to this extent, that we adopt the line through the county and when we strike the city limits of Portland that we give the city its proportionate amount out of another million dollars which would allow them to go ahead and build this road within the city and give the same proportion of this million dollars to other cities over the state so they can build their roads." Mr. Ainsworth, "My plan was to build a single paved roadway 20 feet wide. Before the Governor went away I asked him particularly. I said, 'Are you in favor of it if we have our own time to build it and agree in the first building of it to have a single strip?' and he said he was in favor of it. I then said, 'Well, suppose this is a new highway, it cannot be put on without the unanimous vote of the three commissioners unless the Governor chooses to vote', and he replied, 'You can have my support.'" Mr. Spaulding, "I favor the road but I say the way to do it is without starting the plan of building inside the cities. I am not advocating another bond issue--take it out of the regular highway funds." Mr. Devers, "This agreement leaves it optional with the Commission as to how much, if any, they spend in a particular year. I am not asking you to sign the agreement this afternoon, but I am asking you to pass the resolution making it a state highway. That qualifies Fourth Street for the expenditure of state funds."

The following resolution was adopted unanimously by the Commission:

WHEREAS, there exists a general public demand for a more convenient and more adequate way of entrance into and egress from the City of Portland for vehicular traffic using the existing state highways entering Portland from the south and southwest, and

WHEREAS, traffic counts and statistics disclose that there is a greater volume of traffic which enters Portland from the south and southwest than from any other point of entrance into the city, and

WHEREAS, in the judgment of the Highway Commission other state highways entering Portland from the north, the east

2/5/32

and the west are now provided with adequate, convenient and safe ways of entrance into the said city, and in the judgment of the Highway Commission public convenience and necessity require that there be provided for traffic using the highways to the south and southwest of Portland a more adequate and convenient way of entrance into the said city, and

WHEREAS, for the purpose of making available such adequate, safe and convenient approach or way or entrance into said city there has been proposed a southerly extension of Fourth Street from Sheridan Street in the City of Portland by permanently improving it, and that said Fourth Street extension be connected with an existing state highway to the south or southwest, and that the permanent improvement of an adequate thoroughfare over said street and said highway be accomplished through the combined and joint efforts of the State, Multnomah County and the City of Portland, and

WHEREAS, for the purpose of making possible such proposed approach or way of entrance into said City it is necessary that there be designated, declared and adopted as a state highway a highway extending from a point on the west city limits of Portland, which point shall be coincident with the westerly terminus of Fourth Street extension, and running thence in a southwesterly direction intersecting the West Side Pacific Highway at or near the Washington-Multnomah County line, and

WHEREAS, an agreement has been consummated between the said parties whereby the State, the County of Multnomah and the City of Portland agree to contribute to said proposed improvements to the extent expressly provided therein, and

WHEREAS, it is recognized as a potent fact that if said proposed public improvements are promoted and carried forward at this time such activities will contribute a large measure of relief to the distress resulting from general unemployment, and

WHEREAS, the said proposed highway is in the judgment and decision of the State Highway Commission of sufficient public importance, and the convenience, benefits and advantages which will flow therefrom will contribute sufficient value to the general public to warrant the designation, definition and adoption of said proposed road as a state highway and the immediate promotion of at least a portion of said improvement for the purpose of relieving distress incident to unemployment,

THEREFORE, BE IT RESOLVED, by the Highway Commission, all members being present in regular session and affirmatively participating, that a road extending from a point on the west city limits of Portland, which point shall be coincident with the westerly terminus of said Fourth Street extension, and running thence in a

southwesterly direction intersecting the West Side Pacific Highway at or near the Washington-Multnomah County line, be and the same hereby is declared to be and hereby is designated and adopted as a state highway, and said highway is hereby qualified for improvement and maintenance in the same manner that other state highways are improved.

BE IT FURTHER RESOLVED, that the state highway engineer be and he hereby is authorized and directed to survey and definitely locate upon the ground said highway.

Commissioner Spaulding inquired as to whether or not the "economy" plan was to be considered by the Commission this day. The Chairman replied that since there are so many things involved in this matter, he would prefer to defer its consideration until the return of the Governor from his eastern trip. Commissioner Spaulding then submitted the following resolution, the adoption of which he thought would immediately save a large sum of money to the people of the state. At his request the resolution was read by the Secretary:

WHEREAS, it appearing that the salaries paid the engineers of the Highway Commission and their assistants, (not including stenographers, automobile costs and personal expenses) is \$720,000 a year, and that the total cost of the engineer's department is probably in excess of \$900,000 per annum; and

WHEREAS, the number of engineers employed is and long has been grossly in excess of the number required; and

WHEREAS, the salaries paid are and long have been in excess of a reasonable compensation for services rendered, and have not been reduced to meet economical conditions; and

WHEREAS, said extravagancies have caused an unjustifiable loss in excess of \$1,000,000 during the last five years;

THEREFORE, Be it Resolved, that the engineering force be reduced approximately 25%; that the salary of the Chief Engineer be reduced to \$6,000 a year; that all salaries, other than the chief engineer, exceeding \$3400.00 per year be reduced 16 2/3 per cent; that all salaries from \$2400.00 to and including \$3400.00 per year be reduced 12 1/2 per cent and that all salaries above \$1700.00 up to and including \$2400.00 per year be reduced 10 per cent; and

Be it further Resolved, that, based upon the Dieck report and upon the fact that it is unnecessary to employ an engineer in the shops at Salem, we dispense with the equipment engineer and direct the present superintendent of the shops to take charge thereof without additional compensation.

2/5/32

Motion was made by Commissioner Spaulding that the resolution be adopted. Chairman Ainsworth stated that he was not opposed to the resolution but he wished to confer with the Governor concerning it before taking any action. He further stated that he would interview the Governor as soon as he returned from the East.

Commissioner Spaulding then introduced the following resolution which he stated was for the purpose of getting the State Highway Commission to meet more often to work out its programs. Resolution was read by the Secretary at Commissioner Spaulding's request:

WHEREAS, it appearing that the commission in 1930 and 1931 expended about \$30,000,000; and

WHEREAS, the minutes of the Commission show that the members thereof devoted to the management of the highway department during said years approximately ninety hours a year, only, or about seven and a half hours per calendar month, and that said time was practically consumed in listening to delegations, passing pro-forma resolutions and letting bids, and that at no time was any effort made to inquire into or supervise the management of departmental activities, or to supervise or regulate the expenditure of public funds of the general expense account; and

WHEREAS, the law provides and requires that the entire financial management of the highway department, including the fixing of all salaries and wages, the employment and discharge of all employees and the application of all funds expended to the purposes for which these colossal amounts were collected, is exclusively the duty and responsibility of the highway commissioners; and

WHEREAS, this duty imposed by the Act creating the highway department and the commission has been evaded and said management left, apparently, to the engineers, without even active supervisory control;

THEREFORE, BE IT RESOLVED, that henceforth the commission meet twice each month for the exclusive purpose of inquiring into all the details of management and expenditure of funds.

Motion was made by Commission Spaulding that the resolution be adopted. Chairman Ainsworth stated that he would like to have action on this resolution deferred until the return of the Governor. Commissioner Hanley thereupon made the following statement: "I wish to record my vote with the Chairman and say that in accepting the duties of highway commissioner that I have started in to give it all my time. For the last two months I have been putting in the most of it going over the system with the various engineers of the department and studying and doing the best I could with the varied problems presented in this resolution. I have never attended a meeting since I have been on the Board without the

contending Commissioner having a row or confusion as a part of his program and during my entire service I have never had the pleasure of meeting him on the system. I do not understand the viewpoint of the Commissioner's idea in presenting this resolution. I have found that all former commissioners had done the same thing that I am trying to do, that they had put in much of their time and ability to construct a splendid organization and I only hope to deliver the same service and keep it as good as I found it."

Consideration was given by the Commission to the matter of reimbursing Roy A. Klein, State Highway Engineer, and R. H. Baldock, Assistant Engineer, for expense incurred by them in attendance at the annual meeting of the Western Association of State Highway Officials at San Francisco on July 10, 11 and 12, 1931 as representatives of the Oregon State Highway Commission. The Secretary explained that Mr. Klein's expense amounted to \$75.25 and Mr. Baldock's expense to \$30.77, the difference being accounted for by the fact that Mr. Baldock incurred no traveling expense, he having made the trip in the private car of a friend. He also explained that both engineers were authorized to attend this meeting at the expense of the state by action of the State Highway Commission at its meeting held June 25, 1931. Motion was made by Commissioner Spaulding that both expense accounts be approved and paid. Motion duly seconded and declared carried by the Chairman.

The Secretary presented a letter from County Judge Jas. D. Burns of Gilliam County in which the Commission was asked to match the county market road fund of \$20,000 so that construction work on the Heppner-Condon-Cottonwood Secondary State Highway may be continued this winter as an unemployment relief project. If the State will cooperate in this work they will be able to secure a much needed improvement at a reasonable cost and at the same time provide work for some of the needy of the county. Market Road Engineer Scott reported that there will be available to Gilliam County in 1932 from the secondary state highway fund the sum of \$12,770.00, hence the county's request can not be complied with unless a precedent of increasing the secondary state highway funds beyond the ordinary amount is established. He recommended that an agreement be made with the County Court with a provision that the county shall proceed with the work, paying for the same out of county funds on hand until such funds are exhausted, the Commission then to reimburse the county for additional expenditures made by it up to the amount of the funds allotted to Gilliam County for secondary state highways and available about July 1, 1932.

A copy of a resolution adopted by the County Court of Grant in which the Commission is asked to select and designate as a secondary state highway the following road in that county was presented by the Secretary:

Canyon City-Burns Road (John Day south to Harney County line) 36.0 miles

2/5/32

The Engineer and Market Road Engineer recommended the adoption of this road as a secondary state highway. The Commission accepted the resolution and unanimously designated as a secondary state highway the road described therein.

A copy of a resolution adopted by the County Court of Harney County in which the Commission is requested to select and designate as secondary state highways certain roads in that county was presented by the Secretary.

Canyon City-Burns Road	31.0 miles	✓
Yellowstone Cut-off (Lakeview-Burns Road)	29.0 "	✓
Burns-Frenchglen Road	61.0 "	✓
Crane-Buena Vista Road	40.0 "	✓

The Secretary explained that these roads were all designated as secondary state highways by the Commission at previous meetings, the first two at the meeting held November 13, 1931 and the balance at the meeting held December 17, 1931, subject to confirmation by the County Court of Harney County. The purpose of the present resolution is to officially confirm the designations. The Commission accepted the resolution and re-affirmed the designation as secondary state highways of the roads mentioned therein.

The Secretary presented a copy of a resolution adopted by the County Court of Lake County in which the Commission is requested to select and designate as secondary state highways certain roads in Lake County. He explained that this resolution was simply to confirm the action taken by the Commission at its meeting held November 13, 1931 when at the request of County Commissioner W. B. Snider of Lake County who was present, the roads listed in this resolution were designated as secondary state highways by the Commission.

A copy of a resolution adopted by the County Court of Washington County in which the Commission is asked to designate the following roads as secondary state highways in that county was presented by the Secretary:

Hillsboro-Scholls-Newberg Road	13.0 miles
Farmington Road	10.0 "
Scholls Road	11.0 "
Beaverton-Tigard-Wilsonville Road	12.0 "
Forest Grove-Banks-Vernonia Road	8.0 "

He also presented a letter from the Market Road Engineer recommending the adoption of these roads as secondary state highways. After due consideration the Commission by unanimous action accepted the resolution and designated as secondary state highways the roads listed therein.

The Secretary presented a copy of a resolution adopted by the County Court of Klamath County on February 2, 1932 in which the Commission is requested to have surveys of the Midland Road (Secondary State Highway

No. 420) made in the immediate future to eliminate improper alignment and to enable the County to secure the right of way required for the improvement while land values are low. After due deliberation the Engineer was authorized by the Commission to make the necessary surveys.

A letter was presented from Market Road Engineer Scott in which he states that the County Court of Curry County is desirous of having the "Cape Blanco Road", four miles in length, designated as a secondary state highway by the Commission and also in which he recommends that the designation be so made so that the County may proceed with its construction as an unemployment relief project. The Commission by unanimous action approved the designation of the "Cape Blanco Road" as a secondary state highway subject to confirmation by the County Court of Curry County.

The Secretary presented resolutions from the County Courts of the following counties in which the Commission is informed that they elect to do certain work on secondary state highways in their respective counties with their own forces and equipment and also in which they request the approval of the Commission to do this as required by statute:

Umatilla County: elects to do all construction, reconstruction, maintenance, repairs and engineering on entire secondary state highway system in Umatilla County.

Gilliam County: elects to construct the Condon-Morrow County Line Section of the Wasco-Condon-Heppner secondary highway in Gilliam County.

Josephine County: elects to do all engineering, construction, reconstruction and maintenance on the entire secondary state highway system in Josephine County.

Baker County: elects to maintain the Sumpter Valley Road, Medical Springs Road and the completed section of the Haines-Anthony Road, also to construct a 5.75 mile section of the Haines-Anthony Road, also to do their own engineering and supervision on these sections.

Klamath County: elects to do all engineering, supervising and maintenance of the Midland Road, 20 miles, Chiloquin Agency Road, 11 miles, Fort Klamath Road, 6.5 miles, and Klamath Lake West Side Road, 10.0 miles.

Lane County: elects to construct, reconstruct, maintain and repair all secondary state highways in Lane County under the supervision of the State Highway Commission.

2/5/32

Wallowa County: elects to perform all secondary highway work in the county with county forces.

No action was taken by the Commission on these resolutions.

The Secretary reported the receipt of a letter from the Wallowa County Court in which the County agrees to maintain the present improved section of the Sheep Creek Secondary State Highway No. 350 with county funds for the year 1932 and asks the Commission to make available to the County its full share of the 1932 secondary state highway allotment rather than to hold out an amount sufficient to take care of maintenance charges. He explained that by the terms of the agreement recently executed by the County Court and the Commission, the State was to pay to the County out of the secondary state highway funds allotted to the County the sum of \$11,500 in four or more payments so that the county could carry on construction work on this highway as an unemployment relief project. Also by this agreement the balance of the secondary highway funds allotted to the county (\$1500) was to be retained by the State for maintenance purposes. The County now proposes to provide other county funds to pay the maintenance charges and requests the Commission to release the \$1500 retained so that it may be expended for new construction. The Market Road Engineer recommended that the request of Wallowa County be approved and that the County Court's letter stating that the County will provide other county funds to take care of maintenance costs be attached to the agreement previously executed for future reference. Recommendation approved by the Commission.

The Secretary presented a letter from the Market Road Engineer regarding the financing of the surfacing of the three mile section of the Lakeview-Burns Road starting at Valley Falls graded by Lake County in 1931. In this letter the Market Road Engineer states that he interviewed the Lake County Court regarding this matter and was informed by the Court that it is imperative that they use their secondary state highway funds for 1932 for unemployment relief on the Warner Valley project and that they will have no funds available this year to surface the Lakeview-Burns Highway. He further states that the County Court signified its willingness to enter into an agreement with the State whereby the State is to advance the funds necessary for the surfacing of this unit, reimbursement to be made by the County to the State with county funds in 1933. After due consideration the Commission agreed to advance the county's share of the cost of surfacing the sections of this highway that were graded by the County with the understanding that the County will reimburse the State in 1933. The Engineer was instructed to prepare an agreement to cover the matter and include in its provisions clauses covering the original agreement with respect to the grading of this highway.

The Secretary presented a letter from the Market Road Engineer in which he states that County Judge M. R. Biggs of Crook County has requested that they be permitted to withdraw all market roads in that county from the market road system except those that have been designated as secondary state highways, so that their status may revert to that of

ordinary county roads. Inasmuch as these roads have been improved with state funds and the Multnomah surplus and there is an obligation on the county to maintain them, the request of Judge Biggs was denied by the Commission.

Consideration was given by the Commission to a letter received from Attorney J. M. Devers with respect to engineering costs and engineering service relative to market roads. He called attention to the fact that no provision is made in the new laws of the state for the expenditure of state funds on the market roads notwithstanding the fact that some of the features of the old law regarding engineering work on market roads are retained in the new law. It was his thought that the Commission will be called upon soon to determine a policy in this matter. After due consideration it was the judgment of the Commission that the State should absorb the market road engineering and supervision costs in those for secondary state highways.

A communication was presented from the County Court of Douglas County in which the Commission was requested to designate as a market road the county road described as beginning at the Melrose Postoffice in Section 6, T. 27 S. R. 6 W. W. M. and running in a northerly and north-easterly direction via the Cardwell Ranch to an intersection with Market Road No. 6 at Umpqua Postoffice, being an extension of Roseburg-Melrose Market Road No. 13. A letter was also presented from the Market Road Engineer recommending that the road requested by the Douglas County Court be added to the market road system of that county. Recommendation approved by the Commission.

Mr. Grant Thompson of Burns appeared before the Commission and urged the Commission to consider the adoption of the following described route as the route of a state highway connecting Vale, Oregon, and McDermitt, Nevada: Beginning at the Central Oregon Highway at Juntura, Malheur County, thence in a southerly direction via Riverside and Camp Creek to Folly Farm, thence in a direct line to McDermitt with a branch highway from Folly Farm to Jordan Valley via Rome. After due deliberation the matter was referred by the Commission to the Engineer for further study and report back to the Commission.

Consideration was given by the Commission to the surveys now being conducted by the department engineers along the routes of the proposed short highways from Portland to the sea. It was the thought of Commissioner Spaulding that better progress and more economical surveys can be made later on when weather conditions are more favorable and it was his suggestion that the engineering parties be laid off until that time. This suggestion was approved by the Chairman and instructions were given to the Engineer to discontinue the surveys being conducted along the Wolf Creek and Vernonia-Hamlet routes at once, where heavy snows interfere with reasonable progress.

A letter was presented from Attorney Devers reporting on his investigation of the International Utilities Corporation who previously

2/5/32

made application through their representative, D. E. Lamb, for a permit to install oil and gas pipe lines along the Old Oregon Trail and Columbia River Highways from Ontario to Portland. He stated that he has obtained only negative results along every line pursued in his investigation and on account of the unsatisfactory reports and information received he recommends against the granting of their application. Recommendation approved and the permit requested by the applicant denied by the Commission.

The Secretary presented letters from Gust Anderson, Secretary, Central Labor Council of Portland; Roy E. Cannon, Superintendent Multnomah County Schools; Earl Condit, Principal of the West Portland School; Edla H. Dieter, Clerk School District No. 13, Multnomah County; and Charles A. Stuckrath, Portland, urging the Commission to authorize the construction of a footpath along the right of way of the West Side Pacific Highway from the Washington-Multnomah County line northerly to Standley Avenue for the benefit and safety of school children attending the West Portland School and for other pedestrian traffic. The Chairman stated that there are only a few places where footpaths are being asked for and it was his thought that some consideration should be given to their construction with the idea in mind of requiring the counties to pay one-half of the construction expense. Further action in this matter was deferred.

A resolution adopted by the Directors of Union High School District No. 10, Lane County, requesting the construction of a footpath along the Oregon Coast Highway from the city limits of Florence northerly a distance of about 1100 feet to the new high school for the benefit and safety of school children was presented by the Secretary. Action on this matter was deferred by the Commission.

Communications from the following, urging the Commission to construct sidewalks on some of the narrow bridges on state highways for the safety of school children and other pedestrians were presented by the Secretary:

1. Letter from Valley Junction Farmers Union, Willamina, Oregon, Yamhill County, requested the construction of sidewalks on two bridges on the McMinnville-Tillamook Highway near Willamina.
2. Petition from voters of School District No. 8, Tillamook County, requesting the construction of a sidewalk on the bridge over Beaver Creek on the Oregon Coast Highway at Beaver.
3. Petition from residents of Grave Creek, Oregon, Josephine County, requesting the construction of a sidewalk on the bridge over Grave Creek on the Pacific Highway 18 miles north of Grants Pass.

No action was taken by the Commission on these communications.

A letter was presented from the Grants Pass Chamber of Commerce protesting the action taken by the former Commission, the Bureau of Public

Roads and the Forest Service in designating as a forest highway, the Williams Creek Road which is the part of a road in the national forest which it is proposed to construct as a connection between the present road from Medford through Jacksonville, Ruch and Provolt to the Caves Road, and asking the Commission to rescind the action previously taken. After due consideration of this matter, the Secretary was instructed by the Commission to inform the Grants Pass Chamber of Commerce that the Commission will spend no money on this road this year and when the meeting is held next fall with the government officials for the allocation of forest road funds, they will be invited to appear for a hearing.

The Commission at this time discussed with the Attorney the unemployment conditions in the state. He was instructed to make a further study and report to the Commission later.

The Attorney stated that certain collection agencies and creditors in the state are seeking to appropriate to their own use wages earned by men employed by the Commission on emergency highway work which, he believed, was contrary to the purpose and plan of the Commission in providing this work. The following resolution to assist in remedying this condition was adopted by the Commission by unanimous vote:

WHEREAS, the Commission has been advised that certain collection agencies and creditors in the state are seeking to appropriate to their own use by attachment and garnishment proceedings, wages earned by men who are being employed by the Highway Commission in connection with the emergency highway work now being carried on by the state for the purpose of relieving distress incident to unemployment, and

WHEREAS, it is the purpose and plan of the Commission that wages earned by virtue of the emergency program shall be used to provide the necessities of life for the wage earners' dependents, and

WHEREAS, only those men who are in dire need and almost destitute are qualified for emergency work now being furnished by the state on the basis of one week in four, and

WHEREAS, the Commission deplors the fact that any individual or agency would employ the courts of the state for the purpose of diverting from its special purpose to personal gain, the small and meagre wage made possible through emergency work,

NOW, THEREFORE, BE IT RESOLVED by the State Highway Commission, that it is declared to be the sense and purpose of the Commission and the Commission will exert every honorable means and effort to see that funds earned under and by virtue of the Commission's emergency highway program shall go to and be employed for the benefit of dependent women and children, and

2/5/32

BE IT FURTHER RESOLVED, that the Highway Commission does deplore and regret that any effort or scheme should be put forth which would tend to defeat the purpose for which such funds are made available, and

BE IT FURTHER RESOLVED, that nothing herein shall be deemed to in any way affect any duty or obligation resting upon any individual, but this resolution is intended as a declaration on the part of the Commission to the effect that funds earned by virtue of the state's effort to relieve distress must be so used and employed, and when such purpose cannot be accomplished then further relief work on the part of the State Highway Commission shall terminate.

The Secretary presented a letter from the Prairie City Chamber of Commerce, Prairie City, Oregon, in which the Commission was requested to provide for the early reconstruction of the Prairie City-John Day-Mt. Vernon Section of the John Day Highway as a much needed improvement and also as an unemployment relief project. No action taken by the Commission on this request.

A letter was presented from the city of Grants Pass requesting the improvement of Sixth Street (Pacific Highway) in that city from "L" Street to the new bridge over the Rogue River at this place, a distance of about 1600 feet, by constructing a full width pavement between these points under authority granted the Commission by the 1931 legislature. The Commission was of the belief that something should be done here to provide a proper approach to the new highway bridge over the Rogue River but definite action was deferred for the present.

The Secretary presented a letter from the Marshfield Chamber of Commerce in which recommendation is made that the Commission use every effort to bridge all waterways on the Oregon Coast Highway as soon as possible and that serious consideration be given to the use of wood in their construction wherever possible. Also a further recommendation that until these bridges are constructed arrangements be made for twenty-four-hour-day ferry service at points where ferry service is maintained. The Engineer stated that twenty-minute free ferry service is now maintained across Coos Bay between the hours of 7:00 o'clock A. M. and 11:00 o'clock P. M. and that this appeared to be sufficient for present traffic except perhaps during the summer months. It was his thought that the matter could be satisfactorily taken care of by lengthening the service two hours during the summer months when traffic is heavier; however, this will involve either the payment of overtime to the operators or the employment of another shift crew. Matter referred by the Commission to the Engineer to see what can be done.

Consideration was given by the Commission to the reports submitted by the board of arbitrators appointed to arbitrate the differences between the Meyers Contract Company and the State Highway Commission arising out of the contract awarded to Meyers Contract Company by the Commission for the furnishing of rock for the Otter Rock-Newport and Newport-Toledo Sections of

the Oregon Coast and Corvallis-Newport Highways in Lincoln County, contract No. 1268. Two reports were submitted, one that of L. J. Shannon, appointed by the State Highway Commission, the other that of the other two arbitrators, Lyman Griswold, appointed by Meyers Contract Company, and C. L. Grutze, selected as the third member of the board by Mr. Shannon and Mr. Griswold. Mr. Shannon reports that he was unable to agree with the other arbitrators and finds after careful investigation that the Meyers Contract Company is entitled to \$3,100 in addition to the amount of the final estimate as prepared by the State Highway Engineer. Mr. Griswold and Mr. Grutze reported their findings that Meyers Contract Company is entitled to \$14,903.98 in addition to the amount of the final estimate as prepared by the State Highway Engineer. The Commission accepted the report of the majority of the Board of Arbitrators in accordance with previous understanding and agreement and instructed the Engineer to prepare a final voucher in the sum of \$14,903.98 plus the amount of the final voucher as previously prepared by him.

Consideration was given by the Commission to the matter of ordering a reduction in maximum load limits that may be permitted on state highways, especially those that were being subjected to heavy traffic such as log hauling or where alternate freezing and thawing conditions make protection necessary. The Engineer was authorized by the Commission to order a reduction in load limits on sections of highway where necessity demands such action.

The Secretary reported that the Eugene Water Board has tendered its warrant for \$514.87 as final payment for its share of the cost of reconstructing the McKenzie Highway in the vicinity of the City of Eugene's power project at Leaburg, in conformance with the provisions of the agreement covering the matter previously entered into with the State. The Engineer reported that this work has been done in a very satisfactory manner and all of the cooperative arrangements with the Eugene Water Board have been completed. He recommended that the warrant be accepted by the Commission as final payment for this cooperative work. Recommendation approved by the Commission and the Secretary was instructed to so inform the Eugene Water Board.

A letter was presented from the Eugene Chamber of Commerce in which the suggestion was made that the new bridge over Cape Creek on the Oregon Coast Highway in Lane County be officially named "H. B. Van Duzer Bridge" in honor of Mr. H. B. Van Duzer, former Chairman of the State Highway Commission. Action on this matter was deferred by the Commission until later.

Consideration was given by the Commission to the matter of reimbursing Lane County for advancing funds to acquire extra right of way for widening the Pacific Highway between Creswell and Cottage Grove totaling \$374.00. The Engineer was authorized to reimburse Lane County for this expenditure since this is in keeping with the previously established policy.

2/5/32

The Engineer requested authority to reimburse Deschutes County for the cost of acquiring right of way for the improvement of The Dalles-California Highway north of Redmond where emergency highway construction work is now under way. He stated that this right of way will cost about \$5,000 and that Deschutes County is financially unable to pay it. After due consideration the Commission approved the expenditure of state funds for this purpose.

A resolution was presented from Alden Abbey Post No. 54, American Legion, Toledo, Oregon, requesting the appointment of Vinton Jones, an ex-service man and son of the late Ben F. Jones, to the position of bridge tender for the bridge over the Siletz River on the Oregon Coast Highway near Taft in Lincoln County replacing the man now performing this service. The engineer reported that the present operator has given faithful and efficient service and that this is a responsible position, involving public safety as well as the proper care of the bridge and its operating machinery. Commissioner Spaulding stated that he believed that men could be rotated on this work and that the present wages could be reduced. At the suggestion of the Chairman, the matter was referred by the Commission to the Engineer to ascertain whether or not it is practicable to rotate men in this position and with full power to act.

The Engineer was instructed to prepare plans for the bridge to be constructed across the Clackamas River on the East Portland-Oregon City Highway in Clackamas County, and authorized to submit them to the Chief of Engineers of the United States War Department for approval.

The Engineer was authorized to advertise for bids to be received at the next regular meeting for the following projects:

- Paradise Creek-Elkton Section of the Umpqua Highway, 8.02 miles grading;
- Nimrod-Doyle Hill Section of the McKenzie Highway, 14.24 miles surfacing;
- Furnishing of ferry service across the Umpqua River at Reedsport and the Siuslaw River at Florence.

The Commission confirmed the oral authority previously given to Mr. N. M. Finkbinder, Materials Engineer, to attend a conference of highway officials to be held in San Francisco, January 27, 28 and 29 to consider and adopt standard specifications and tests for road oils and asphalts.

A letter was presented from O. Laurgaard, City Engineer of Portland, in which the Commission is advised that the state contribution of \$20,000 for the purchase of materials, supplies and truck hire for the Fourth Street unemployment relief project will be insufficient to pay the cost of these items and also in which the Commission is requested to allocate an additional \$1000 or \$1200 for this purpose—otherwise it may be necessary for them to curtail their program. Due to the fact that the City is without legal authority to spend its unemployment relief bond money for materials, supplies and truck hire and also on account of the urgency of the matter, the Commission agreed

FEB 5 1932

to contribute an additional sum of \$1200 for this work.

The following resolution relating to the execution of the written agreement covering the construction of the newly designated "Fourth Street State Highway" was adopted by the affirmative vote of the Chairman and Commissioner Hanley, Commissioner Spaulding not voting:

WHEREAS, there has been submitted to the Highway Commission for execution on behalf of the State of Oregon a written agreement covering the subject of the construction of Fourth Street and the Fourth Street Extension, and

WHEREAS, it appears that said form of agreement is satisfactory to all the other interested parties; namely, the County of Multnomah, the City of Portland and the Civic Emergency Committee, and

WHEREAS, said agreement has been approved by the Commission's attorney and conforms to the terms and conditions agreed upon by all the parties, and

WHEREAS, it appears that by the unanimous vote of the Commission there has been designated and adopted as a state highway a highway extending from a point on the west city limits of Portland, which point is coincident with the westerly termination of Fourth Street Extension, running thence southwesterly to a connection with the West Side Pacific Highway on the Multnomah-Washington county line, and

WHEREAS, it appears that said agreement should be executed by the Commission,

THEREFORE, BE IT RESOLVED, that said proposed contract for the improvement of Fourth Street Extension and the state highway in connection therewith be approved, and that the said contract be executed by the Highway Commission for and on behalf of the State of Oregon.

BE IT FURTHER RESOLVED, that a duly executed copy of said agreement be filed with the Secretary of State and a duly executed copy filed in the records of the Highway Commission at Salem, Oregon.

The petition of A. L. Collins et al of Gervais and vicinity in which they request that the following described route be designated as a state highway between Portland and Salem was presented by the Secretary: Salem to Champoe, thence to Butteville, thence crossing the Willamette River to Clackamas County Market Road No. 6, thence to Grahams Ferry Road, thence to Tualatin, thence to Portland via Boones Ferry Road. No action was taken by the Commission on this petition.

FEB 5 1932

2/5/32

The following communications were presented to the Commission for consideration:

Resolution adopted by the City of Canby opposing the rerouting of the Pacific Highway through that town. No action taken by the Commission on this matter.

Letter from the Oregon Pacific Highway Association requesting that the Commission adopt a five-year construction program and urging the early reconstruction of the New Era-Salem and Siskiyou Mountain Sections of the Pacific Highway. No action taken by the Commission on this request.

Resolutions adopted by the Oregon City Chamber of Commerce, Sandy Grange, Abernethy Grange and Warner Grange opposing the acquisition of extra right of way for the widening of the Pacific Highway. No action taken by the Commission on these requests.

Resolution adopted by the Ashland Chamber of Commerce urging the widening of the Siskiyou Mountain Section of the Pacific Highway in 1932, also a resolution adopted by the Eugene and Lane County Chambers of Commerce urging the widening of this section of highway and the adoption of a five-year construction program. No action taken by the Commission on these communications.

The Engineer reported that the following contracts for the construction of state highways have been completed according to the requirements of the contracts or modifications thereof, and that said jobs are now ready for acceptance:

Contract No. 1233, Wm. Endicott, contractor, grading the North Unit of the Lincoln County Line-China Creek Section of the Oregon Coast Highway in Lane County, completed December 21, 1931.

Contract No. 1257, W. H. Puckett Company, contractor, surfacing Willow Creek-Valades Ranch Section of the Ochoco and John Day Highways in Wheeler and Grant Counties, completed December 24, 1931.

Contract No. 1318, P. L. Read, contractor, construction of an equipment storage building at Drain in Douglas County, completed December 31, 1931.

Contract No. 1319, P. L. Read, contractor, construction of an equipment storage building at Waldport in Lincoln County, completed January 8, 1932.

Contract No. 1148, Mercer-Fraser Co., contractor, construction of a bridge over the Rogue River at Gold Beach, Curry County, completed January 26, 1932.

The following resolution accepting the above projects was offered and was adopted by the unanimous vote of the Commission:

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of state highways have been completed according to the terms and provisions of the contracts and that said jobs are now ready for acceptance:

Contract No. 1233, Wm. Endicott, contractor, grading the North Unit of the Lincoln County Line-China Creek Section of the Oregon Coast Highway in Lane County;

Contract No. 1257, W. H. Puckett Company, contractor, surfacing Willow Creek-Valades Ranch Section of the Ochoco and John Day Highways in Wheeler and Grant Counties;

Contract No. 1318, P. L. Read, contractor, construction of an equipment storage building at Drain in Douglas County;

Contract No. 1319, P. L. Read, contractor, construction of an equipment storage building at Waldport in Lincoln County;

Contract No. 1148, Mercer-Fraser Co., contractors, construction of a bridge over the Rogue River at Gold Beach, Curry County;

THEREFORE, BE IT RESOLVED that the work covered by said state highway contracts for the construction of said sections of state highways be declared completed according to the terms of the respective contracts, and said jobs are hereby accepted as of their respective completion dates and final payment is hereby authorized.

The following requests for extensions of time for completing contracts were presented to the Commission:

Mercer-Fraser Company, contract No. 1148, construction of a bridge over the Rogue River at Gold Beach, Curry County, requested an extension of time of thirty days to January 31, 1932. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

Tom Lillebo, contract No. 1259, construction of bridges over Bob, Cummins and Gwynn Creeks on the Oregon Coast Highway in Lane County, requested an extension of time to November 21, 1931. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

Wren & Greenough, contract No. 1264, roadbed and tunnel construction, Elk Creek Tunnel Section of the Umpqua Highway in Douglas County, requested an extension of time to March 1, 1932. The Engineer recommended that the extension requested be granted without penalty.

2/5/32

Recommendation approved by the Commission.

Harmon & Tittle, contract No. 1278, grading Gate Creek-Nimrod Section of the McKenzie Highway, requested an extension of time to November 30, 1931. The Commission granted the extension requested without penalty upon the recommendation of the Engineer.

J. K. Holt, contract No. 1282, construction of a bridge over Cape Creek on the Oregon Coast Highway in Lane County, requested an extension of time of sixty days. Request granted by the Commission without penalty upon the recommendation of the Engineer.

Hargreaves & Lindsay, contract No. 1303, construction of a bridge over Elk Creek on the Umpqua Highway at Elkton, Douglas County, requested an extension of time to October 23, 1931. The extension requested was granted by the Commission without penalty upon the recommendation of the Engineer.

P. L. Read, contracts No. 1318 and No. 1319 for the construction of equipment storage buildings at Drain in Douglas County and at Waldport in Lincoln County, requested extensions of time of two weeks on each of these contracts. The Engineer recommended that the extensions requested be granted without penalty. Recommendation approved by the Commission.

The Commission set Thursday, March 3, 1932, as the date for the next general meeting of the Commission to be held in Multnomah County Courthouse, Portland, at which time bids are to be received for authorized construction projects. The Commission set Tuesday, February 9, 1932 as the date for a special meeting of the Commission to be held in the Benson Hotel, Portland, for the consideration of special highway department matters.

There being no further business to come before the Commission at this time, the meeting was declared adjourned by the Chairman at 4:15 o'clock P. M.

Roy A. Klein
State Highway Engineer

H. B. Glaisyer
Secretary

Chairman

Commissioner

Commissioner

Portland, Oregon, February 10, 1932

The State Highway Commission met in Room 209 Imperial Hotel at 2:00 o'clock P. M. Present were:

J. C. Ainsworth, Chairman
C. K. Spaulding, Commissioner
Wm. Hanley, Commissioner
Roy A. Klein, State Highway Engineer and Acting Secretary

This meeting, although originally set for February 9, 1932, was postponed to this date on account of the inability of Commissioner Spaulding to be present on the previous day. Secretary H. B. Glaisyer was absent on account of sickness.

Mr. W. H. Lynch, District Engineer of the Bureau of Public Roads, presented for formal approval several copies of the forest highway map which was agreed upon at the previous meeting of the Commission. These were signed by all three members of the Commission.

A letter was received from the President of the Chamber of Commerce at Waldport, Mr. J. Ed. Savage, suggesting that the next bridge to be constructed on the Coast Highway be across Alsea Bay at Waldport. He stated that while there had previously been some differences of opinion regarding the location of the crossing of the bay, these had now been adjusted and the location on which the War Department's permit was secured was satisfactory to the city of Waldport. He suggested that this would be a good place to build a treated timber approach. The Commission instructed the Engineer to make some further studies of plans for a bridge at this point.

The Engineer submitted a statement showing his recommendations for the 1932 construction program as follows:

No. & Name of Highway		Total	State	Federal
Name of Project	Length Type of Construction	Cost	Share	Aid
1. Pacific				
New Era-Aurora	8.00 Line change & grad'g	\$100,000	\$ 80,000	\$ 20,000
Santiam R. at Jefferson	34' bridge	200,000	80,000	120,000
Salem - north	3.50 Widen grade & pav't	125,000	125,000	
Comstock overhead	Widen bridge & grade approaches	20,000	20,000	
Canyonville-Calif. line	87.00 Pavement planing	25,000	25,000	
Union Avenue Approach	2.50 Non-skid	15,000	15,000	
Tangent-Shedd	2.35 Pavement widening	8,000	4,000	4,000
Green Creek line change	2.46 Pavement	60,000	30,000	30,000

2/10/32

No. & Name of Highway			Total	State	Federal
Name of Project	Length	Type of Construction	Cost	Share	Aid
2. Columbia River					
Sand Station-Wn. line	9.00	Grading & gravel topping	\$220,000	\$ 88,000	\$132,000 ✓
OverKing at Umatilla	0.5	Bridge & approaches	35,000	14,000	21,000 ✓
Umatilla-Sand Station	12.45	Surfacing & Bit. mac.	50,000	20,000	30,000 ✓
Dillon OverKing		Widen bridge & appr.	85,000	45,000	40,000 ✓
Dillon-Biggs	11.08	Bit. mac. & gravel shoulders	85,000	34,000	51,000 ✓
Oneonta Tunnel		Widening	20,000	8,000	12,000 ✓
Youngs Bay		Bridge approaches	40,000	18,000	24,000 ✓
M.P. 156.25-M.P. 186.88		Rock for oiling	15,000	15,000	
Sand Station-Wn. line		2 bridges	8,000	3,000	5,000 ✓
3. West Side					
Mult. Co. line-Middleton	4.10	New 20' pavement	110,000	110,000	
S bridge so. of Monroe	1.00	Bridge & approaches	20,000	8,000	12,000 ✓
Monmouth-North	2.80	Pavement widening	10,800	4,300	6,500 ✓
McNary line change	.40	Line change	25,000	25,000	
Near Corvallis	13.50	Non-skid	18,000	18,000	
Fourth Street extension	1.50	Grading	50,000	50,000	
4. The Dalles-California					
OverKing N. of Klamath Falls		Bridge	27,500		13,750 ✓
				(other coop. 13,750)	
Kl. Falls-Terminal City	2.08	Surfacing	16,000	6,400	9,600 ✓
Kl. Falls-Terminal City	2.08	Bituminous macadam	10,000	4,000	6,000 ✓
Modoc Pt.-Barclay Spgs.	1.30	Surfacing	13,000	5,200	7,800 ✓
Modoc Pt.-Barclay Spgs.	1.30	Oiling	2,500	2,500	
Merrill-Malin	11.00	Grading and surfacing	110,000	110,000	
Terrebonne-Redmond	5.00	Oiling	24,000	9,600	14,400 ✓
6. Old Oregon Trail					
Durkee-Gales	6.30	Regrading & gravel topping	154,000	61,600	92,400 ✓
Pendleton-Lead Man's Pass	11.00	Gravel topping and bituminous macadam	77,000	30,800	46,200 ✓
Hot Lake-Union	5.00	Bituminous macadam	26,000	10,400	15,600 ✓
Huntington-Slides	10.00	Bituminous macadam	63,000	25,200	37,800 ✓
Baker City approach roads	2.00	Grading	10,000	5,000	5,000 ✓
Baker City approach roads	1.75	Bituminous macadam	12,000	7,000	5,000 ✓
7. Central Oregon					
Juntura-Peach	8.5	Grading	100,140	100,140	
Malheur River		Three bridges	55,000	55,000	

No. & Name of Highway			Total	State	Federal
Name of Project	Length	Type of Construction	Cost	Share	Aid
8. Oregon-Washington					
Adams-Milton	18.00	Pavement widening	\$ 60,000	\$ 24,000	\$ 36,000 ✓
M.P. 78.5-M.P. 85.10		Maintenance mtl.	6,000	6,000	
9. Oregon Coast					
Otis-Siletz	11.50	Resurfacing	129,250	51,700	77,550 ✓
Otis-Siletz	11.50	Preliminary oiling	17,500	7,000	10,500 ✓
Neskowin-Otis	11.33	Bituminous macadam	37,000	14,800	22,200 ✓
Port Orford-Euchre Cr.	19.43	Resurfacing	80,000	80,000	
Port Orford-Euchre Cr.	19.43	Oiling	30,000	30,000	
Berry Creek-Florence	7.00	Oiling	15,750	6,300	9,450 ✓
Berry Creek-Florence	3.00	Bituminous macadam	12,900	5,160	7,740 ✓
Newport-Waldport	13.00	Bituminous macadam	55,900	22,350	33,540 ✓
Yachats-Lane Co. line	2.87	Oiled macadam	4,300	1,720	2,580 ✓
Glenada-Gardiner	19.60	Oiling	30,000	12,000	18,000 ✓
Beaver-Hebo	2.00	Bituminous macadam	6,500	6,500	
Bandon-Curry Co. line	4.00	Bituminous macadam	18,000	18,000	
Tillamook-Kilchis R.	2.75	Pavement	70,000	28,000	42,000 ✓
Port Orford-Euchre Cr.		Regrading	30,000	30,000	
Denmark-Sixes River	5.41	Bituminous macadam	20,000	10,000	10,000 ✓
Neahkahnie-Arch Cape		Grading	50,000		50,000* ✓
		(*County Funds)			
15. McKenzie					
Doyle Hill-Nimrod	14.20	Resurfacing	110,000	44,000*	66,000 ✓
Hendricks Bridge-Doyle Hill	7.90	Bituminous macadam	26,500	10,400	16,100 ✓
Blue River east	6.00	Oiling	12,000	12,000	
Doyle Hill-Nimrod	14.20	Oiling	22,000	8,800	13,200 ✓
		(*Includes county cooperation)			
16. Santiam					
Trout Creek-East	1.50	Grading	50,000	50,000	
19. Fremont					
Silver Lake-Picture Rock Pass	11.50	Surfacing	18,000	7,200	10,800 ✓
20. Klamath Falls-Lakeview					
Beatty-Forest Boundary	21.18	Bituminous macadam	65,000	65,000	
28. Pendleton-John Day					
M.P. 0.0-M.P. 7.20		Maintenance mtl.	6,000	6,000	
32. McMinnville-Tillamook					
Hebo-Dolph		Rock for oiling	15,000	15,000	
Dolph-Polk Co. line		Rock for oiling	20,000	20,000	

No. & Name of Highway		Total	State	Federal
Name of Project	Length Type of Construction	Cost	Share	Aid
<u>33. Corvallis-Newport</u>				
Eddyville-Pioneer Mtn.	10.00 Bituminous macadam	\$ 33,500	\$ 13,400	\$ 20,100
<u>39. Salmon River</u>				
Grand Ronde-Valley Jct.	1.80 Surfacing	18,000	7,200	10,800
Grand Ronde-Valley Jct.	1.80 Oiling	3,000	3,000	
Grand Ronde-Tillamook Co.	10.00 Bit. macadam rock	40,000	40,000	
Tillamook Co. line-Otis	8.00 Oiling	12,000	12,000	
<u>41. Ochoco</u>				
Mitchell-Grant Co. line	3.00 Oiling	5,000	2,000	3,000
Mitchell-Grant Co. line	6.63 Oiling	15,000	15,000	
<u>45. Umpqua</u>				
Scottsburg-Paradise Cr.	11.30 Gravel topping	30,000	12,000*	18,000
Paradise Cr.-Elkton	8.20 Grading	182,000	72,800	109,200
Red Bridge-Drain	10.00 Bituminous macadam	43,000	17,200	25,800
Reedsport-Scottsburg	Replace 5 timber br.	35,000	35,000	
Paradise Creek	Bridge	22,000	10,000	12,000
(*Includes county cooperation)				
<u>46. East Portland-Oregon City</u>				
Clackamas river	Four-way bridge	300,000	120,000	180,000
Abernethy Creek	Four-way bridge	25,000	25,000	
Bridge approach embankment	Approach fills	40,000	40,000	
Overflow trestle		15,000	6,000	9,000
Jennings Lodge Section	0.90 Grading	22,000	22,000	
<u>35. Coos Bay-Roseburg</u>				
Enchanted Prairie	Maintenance Mtls.	15,000	15,000	
<u>Miscellaneous</u>				
Lakeview-Burns	25.00 Gravel surfacing	25,000	4,000	21,000
Totals		\$3,943,040	\$2,333,680	\$1,609,360

The Commission then took up the program item by item. On the New Era-Aurora project it was decided to reduce the length to two miles covering only the line change between the south end of the New Era Hill and Canby, which would reduce the total cost to \$80,000 and the State's share to \$80,000.

On the Santiam River at Jefferson, it was decided to reduce the width of the bridge from 34 feet to 24 feet, which it is expected would reduce the cost from \$200,000 to \$150,000 which would reduce the State's share from \$80,000 to \$60,000 and the Government's share from \$120,000 to \$90,000.

On the Salem North project, it was decided that, rather than widen 3.5 miles to 30 feet, the improvement should consist of 9 miles of grade and

pavement widening to a width of 20 feet, and it was agreed to increase the appropriation for this project to \$150,000 from \$125,000, of which the State's share would be \$81,000 and the Federal share \$69,000.

Commissioner Spaulding objected to the item of \$25,000 for pavement planing between Canyonville and the California line and, therefore, this project was held for further consideration.

The Commission approved the balance of the projects as set up on the Pacific Highway, Columbia River Highway, West Side Pacific Highway, The Dalles-California Highway, Old Oregon Trail, Central Oregon Highway and the Oregon Coast Highway as far south from Astoria as the Newport-Waldport bituminous macadam project.

At this point Governor Meier came in and discussed with the Commission his recent trip to Washington. He stated that he had called upon Thos. H. MacDonald, Chief of the Bureau of Public Roads, who had agreed at his request to send a trained man from their Department of Management out here to check over and investigate the highway department organization. He said the man designated by Mr. MacDonald was C. G. Clark who would probably arrive in about six weeks, also that later, after Mr. Clark completed his work, probably an efficiency man from the Bureau would be sent out also.

The Commission discussed with Governor Meier the matter of the use of further funds for emergency unemployment relief. He did not express an opinion, however, stating that having only just returned he was not familiar with conditions existing in the state and suggested that the Commission was in a better position to decide on this matter.

After Governor Meier left the Engineer reported on the unemployment relief program, stating that approximately \$10,000 per day was being expended on this work and that about 2,200 men were being taken from the county registrants with about 600 employed regularly as truck drivers, timekeepers, foremen, etc. It was estimated that all of the original \$1,000,000 appropriation set up for this purpose would be exhausted about March 15 due to the fact that it had been necessary to start the work somewhat earlier than first anticipated and on account of the conditions in some of the localities it had been desirable to increase the number of men employed. Attorney Devers, who had investigated the unemployment relief conditions throughout the state, reported that conditions were not getting any better and that he recommended that the Commission continue the work as long as possible. The Engineer reported that if \$250,000 more was authorized, the work could be continued another month or until about April 15. This would mean that the jobs would be curtailed or tapered off beginning with April 1 and finally closing up the work on April 15. By that time the weather conditions would be better and no doubt there would be considerably more outside employment in the fields and camps, and also that some contract construction work by the cities, counties, state or government would be under way. The Engineer suggested that \$250,000 necessary for this program could be taken from the savings which

2/10/32

would probably be found in the construction program due to the fact that from the first lettings it would appear that contract prices during the current year will be considerably lower than the estimated costs. With this understanding, the Commission authorized the expenditure of \$250,000 more for the continuation of unemployment relief with the understanding that the work would be terminated by April 15.

Consideration of the balance of the projects on the tentative program was deferred for further consideration. It was agreed that these projects should be taken up from month to month and that the Commission would not commit itself to the whole program at the present time.

The Commission discussed further the desirability of issuing short term bonds in order to provide funds for beginning contract work on the primary highways and maintenance and construction work on the secondary highways earlier in the season than would be possible if it were necessary to wait for the motor vehicle license fees part of which are payable on July 1 and part on October 1. It was decided that \$1,000,000 was the amount which should be issued and that the money should be made available on April 1, 1932 and paid on October 1, 1932 out of the motor vehicle license fees.

The following resolution was introduced by Commissioner Hanley who moved its adoption:

WHEREAS, under the provisions of Sections 44-801 to 44-810, inclusive, Chapter VIII, Oregon Code 1930, the State Highway Commission is authorized to issue bonds of the State of Oregon in the amount of \$7,000,000, 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 for the purpose of procuring funds with which to carry out the provisions of said Chapter; and

WHEREAS, under the provisions of said Chapter the State Highway Commission is authorized, whenever in its judgment it will be for the best interests of the State, to sell bonds authorized by said Chapter, which said bonds shall mature within five years from the date of sale thereof, and shall be sold at not less than par, and to the bidder bidding the lowest rate of interest therefor; and said Commission is authorized to sell said bonds in such denominations as in the judgment of the Commission will be most marketable; and

WHEREAS, it is deemed and declared to be the judgment of the Commission that there should at this time be offered for sale, and if a satisfactory bid is received therefor, that there should be sold under the provisions of Sections 44-801 to 44-810, inclusive, Chapter VIII, Oregon Code 1930, bonds in the sum of One Million Dollars (\$1,000,000), and that

said bonds be sold to the person, firm or corporation bidding the lowest rate of interest therefor, but not greater than six per cent per annum, and that the date upon which said bonds shall mature shall be fixed as of October 1, 1932; it being intended that bids shall be received on said One Million Dollars (\$1,000,000) of bonds as short term bonds; the Commission reserving the right to accept or reject any or all bids; and

WHEREAS, there have been issued and sold under the provisions of said Chapter, bonds in the sum of \$9,000,000 and said State Highway Commission is authorized and 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 form of bond 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 it is further provided that bonds sold under the provisions of said Sections 44-801 to 44-810, inclusive, Chapter VIII, Oregon Code 1930, may be paid or refunded as the same shall mature with funds procured from and by the sale of other bonds provided for and authorized by the provisions of said Chapter; the interest on said bonds to be paid semiannually on the 1st day of April and the 1st day of October of each year; and

WHEREAS, said 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 State 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

FEB 10 1932

FEB 10 1932

2/10/32

certain of the road improvements designated by such statute, and in its judgment at the present time the necessity of road construction requires the issue of One Million Dollars (\$1,000,000), 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 Sections 44-801 to 44-810 inclusive, Chapter VIII, Oregon Code 1930, One Million Dollars (\$1,000,000) 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, and that said bonds be sold at not less than par and be sold to the bidder bidding the lowest rate of interest;

(b) That sealed bids for such sale be requested and received at Multnomah County Court House, Portland, Oregon, at 2:00 o'clock P. M., of the 3rd day of March, 1932, and that said bids shall be opened by the Commission at Multnomah County Court House, Portland, Oregon, at a meeting to be held at said place at the hour of 2:00 o'clock P. M. of the 3rd day of March, 1932;

(c) That notice of such sale be given by the Secretary of this Commission by the publication thereof in the following publications: Daily Journal of Commerce, published at Portland, Oregon, 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 Dollars (\$1,000,000), par value, of the gold bonds of the State of Oregon, bearing interest at the lowest rate of interest bid therefor, but not greater than six per cent per annum; said bonds to mature on October 1st, 1932; that said bonds shall be in denomination of One Thousand Dollars (\$1,000) each, designated as Series No. 3 and numbered 9081 to 10080, both numbers inclusive, or shall be issued in such denominations as may be desired by the purchaser, and designated and numbered accordingly.

(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 April 1, 1932, 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 April 1, 1932, 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 Dollars (\$1,000,000), par value, of said bonds.

The motion was duly seconded and carried unanimously.

The following resolution relating to the acquisition of right of way for the Pacific Highway in Clackamas County was unanimously adopted by the Commission:

WHEREAS, the state highway commission is by law 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 location, improvement, construction and maintenance of said highways, and particularly that portion of State Highway No. 1 in Clackamas County, Oregon, 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 right of way purposes, to wit:

A parcel of land, being a part of tract 31 of the dedicated and recorded plat of East Canby Gardens, and being in the NW $\frac{1}{4}$ of the NE $\frac{1}{4}$ of Section 34, Township 3 South, Range 1 E. W. M., Clackamas County, Oregon, said parcel lying on the southeasterly side of, parallel and contiguous to the present 60 foot county roadway across said tract 31; said parcel being more particularly described as follows:

Beginning at an iron pipe which is at the intersection of the south right of way line of a dedicated 40

2/10/32

foot roadway and the southeasterly right of way line of said 60 foot county road, said point being opposite engineers station 103+26.0 of the 1931 relocated center line of the Pacific Highway; thence South 32 deg. 34' West along the southeasterly right of way line of said county road 170.38 feet to an iron pipe on the west line of the Walter Fish D.L.C. No. 45 in said township and range; thence south 0 deg. 55' east along said west D.L.C. line 72.70 feet to a point which is 50.0 feet distant southeasterly from and measured at right angles to said the relocated highway center line at engineers station 105+ 57.0; thence north 32 deg. 33' East parallel to the said relocated center line 235.69 feet to a point on the southerly line of said 40 foot dedicated road; thence north 64 deg. 04' West along said south line 40.28 feet to the point of beginning; containing 0.19 acres, more or less,

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 parcel of land be procured for right of way purposes in the building of said highway, and

WHEREAS, under and by virtue of the provisions of Section 44-131, Oregon Code 1930, as amended, Clackamas 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 the said land, although requested so to do by the state highway commission,

THEREFORE, BE IT RESOLVED, that the state highway commission shall 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 lands above described, and said highway commission does hereby further declare that the said land is 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 parcel of land be and the same are 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 highways.

BE IT FURTHER RESOLVED, that an effort be made to agree with the owners and with the tenants, if any there be, 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 Commission authorized the Engineer to advertise the following projects, bids to be received on March 3:

- Clatsop County, Vesper Section of the Nehalem Highway, Secondary State Highway No. 102, 2.5 miles grading and surfacing;
- Douglas County, Paradise Creek-Elkton Section of the Umpqua Highway, West Unit, 3.84 miles grading, East Unit 4.18 miles grading;
- Lake and Harney Counties, Lakeview-Burns Highway, Valley Falls-Okerman Ranch Section, furnishing and placing pit-run gravel topping;
- Lane County, Doyle Hill-Nimrod Section of the McKenzie Highway, 14.24 miles broken stone surfacing and furnishing broken stone in stock pile;
- Umatilla County, Sand Station-Washington State Line Section of the Columbia River Highway, West Unit 3.5 miles grading, East Unit 4.2 miles grading;
- Clackamas County, steel bridge with concrete approaches over Clackamas River on the East Portland-Oregon City Highway;
- Clatsop County, six pile trestles on the Vesper Section of the Nehalem Highway, Secondary State Highway No. 102;
 - Pile trestle over Elk Creek on the Cannon Beach Road at Cannon Beach;
 - Pile trestle on the Cannon Beach Road about 1 3/4 miles south of Cannon Beach Junction;
- Klamath County, concrete viaduct over Southern Pacific Railway tracks on The Dalles-California Highway north of Klamath Falls;
- Umatilla County, concrete half viaduct on the Sand Station-Washington State Line Section of the Columbia River Highway about 14 miles east of Umatilla;
 - Pile trestle over Juniper Canyon on the Sand Station-Washington State Line Section of the Columbia River Highway about 16 miles east of Umatilla;
- Douglas County, furnish ferry service across the Umpqua River at Reedsport during the two year period May 15, 1932 to May 15, 1934;
- Lane County, furnish ferry service across the Siuslaw River at Florence for the two year period May 15, 1932 to May 15, 1934.

There being no further business to come before the Commission, the meeting was adjourned.

(Signatures on next page)

Roy A. Klein
 State Highway Engineer
 and Acting Secretary

 Chairman

 Commissioner

 Commissioner

Salem, Oregon, February 17, 1932

Leslie M. Scott, Portland, E. B. Aldrich, Pendleton, and Carl G. Washburne, Eugene, the newly appointed State Highway Commissioners, convened in the Capitol Building and each subscribed and filed his official oath of office and each likewise signed the bond required by law of each commissioner. Thereafter Commissioner Aldrich moved that Commissioner Scott be elected Chairman of the Commission, which motion was duly seconded by Commissioner Washburne and declared carried.

The Commission then adjourned to meet in the offices of the State Highway Commission at 5:00 o'clock P. M. of the same day for the consideration of routine matters.

Pursuant to adjournment, the State Highway Commission met at 5:00 o'clock P. M. February 17, 1932 in the Highway Commission offices in the State Office Building, Salem, Oregon, with the following persons present:

Leslie M. Scott, Chairman
 E. B. Aldrich, Commissioner
 Carl G. Washburne, Commissioner
 Roy A. Klein, State Highway Engineer
 J. M. Devers, Attorney
 H. B. Glaisyer, Secretary

The Commission signed a number of vouchers covering emergency labor pay rolls and discussed informally a number of highway department matters.

Consideration was given by the Commission to the matter of the sale of \$1,000,000 Oregon Highway Bonds which was inaugurated and approved by the former Commission. After some discussion the Commission by unanimous decision approved the sale of these bonds and the proceedings of the former Commission with respect thereto and instructed the Secretary to advertise for bids for this issue to be received at 2:00 o'clock P. M. on Thursday, March 3, 1932 in Multnomah County Courthouse, Portland, Oregon, as originally scheduled.

The Secretary presented a list of construction projects which were authorized by the former Commission for advertising for bids to be opened at the meeting scheduled for March 3, 1932. In order to give time to study this list, action on the matter was deferred until the next meeting.

The Secretary presented a telegram from Hon. Frederick Steiwer, United States Senator from Oregon, stating a bill has been introduced in Congress proposing a federal tax of one cent on gasoline. He was instructed by the Commission to wire Senator Steiwer to the effect that the Oregon State Highway Commission is unanimously opposed to a federal tax on gasoline which would be invading a field of taxation that belongs properly to the individual states.

2/17/32

The Commission set Friday, February 19, 1932 as the date for the next meeting to be held in the offices of the Highway Commission in Salem, Oregon.

No further business coming before the Commission, the meeting was adjourned at 5:45 o'clock P. M.

Roy A. Klein
State Highway Engineer

A. W. Seay
Secretary

Leslie M. Scott
Chairman

E. B. Aldrich
Commissioner

C. Washburne
Commissioner

Salem, Oregon, February 19, 1932

The Highway Commission pursuant to adjournment met in the Commission's offices. The meeting was called to order by Chairman Scott. Those present were Leslie M. Scott, Chairman, Carl G. Washburne, Commissioner, E. B. Aldrich, Commissioner, Roy A. Klein, State Highway Engineer, R. H. Baldock, Assistant State Highway Engineer, J. M. Devers, Attorney, and W. H. Lynch, District Engineer for the Bureau of Public Roads.

The Commission spent considerable time studying the program proposed and adopted by the former Commission for the year 1932, for the purpose of determining upon a policy of retrenchment and economy.

On motion of Commissioner Washburne, seconded by Commissioner Aldrich, which motion receiving a unanimous affirmative vote was declared carried, the Engineer was authorized to advertise for bids to be considered at the meeting to be held in Portland March 3, 1932, the following projects:

- Grading Paradise Creek-Elkton Section of the Umpqua Highway in Douglas County;
- Surfacing Doyle Hill-Nimrod Section of the McKenzie Highway in Lane County;
- Construction of a viaduct spanning the main line of the Southern Pacific Company's tracks on The Dalles-California Highway immediately north of Klamath Falls in Klamath County.

Roy A. Klein, State Highway Engineer, tendered his resignation as State Highway Engineer, the same to be effective March 1, 1932. On

motion of Commissioner Aldrich, which motion was duly seconded and declared carried, said resignation was accepted and it was ordered that an appropriate resolution acknowledging the splendid service rendered the State of Oregon by Roy A. Klein be prepared and entered in the minutes of the Commission. Thereupon the following resolution was introduced and adopted by the unanimous vote of the Commission:

WHEREAS, Roy A. Klein has tendered his resignation as State Highway Engineer after serving as a member of the State Highway Department for sixteen years,

WHEREAS, during Mr. Klein's association with the department, the State has pioneered in highway construction and highway finance, and to his leadership, his engineering ability, his skill, and his foresight there is due in a large measure credit for Oregon's splendid highway system, which has brought to the State a reputation in road building worthy of respect and recognition of the entire country,

WHEREAS, Mr. Klein, by virtue of his sterling integrity, and loyalty to the cause he represented, his fidelity to principles and purposes, his ability as an engineer, his trustworthiness as a man and a public servant, has earned the respect and confidence of every Highway Commission under whom he has been privileged to serve,

WHEREAS, it is appropriate and fitting that the faithful, efficient, and honest service rendered the State of Oregon by Roy A. Klein during his connection with the State Highway Department, should be officially recognized and acknowledged,

THEREFORE, BE IT RESOLVED, by the Oregon State Highway Commission, all members being present and actively participating, that we, as said Commission, for and on behalf of the State of Oregon in general, and for the entire Highway Department in particular, hereby acknowledge with due appreciation the splendid and exceptional service rendered the State of Oregon by Roy A. Klein, both in his capacity as Secretary to the Commission, and as State Highway Engineer, and we hereby record official recognition of his loyal, able, honest, conscientious, and efficient administration as State Highway Engineer.

BE IT FURTHER RESOLVED, that this resolution be entered in the minutes of the Commission and that a duly certified copy thereof be delivered to Mr. Klein.

On motion of Commissioner Aldrich, which motion was duly seconded and declared carried, R. H. Baldock was elected State Highway Engineer for a period of one year at an annual salary of \$5,250, which said salary has been subjected to the 12½ per cent. reduction, and will be effective April 1, 1932, his appointment as State Highway Engineer to become effective

FEB 19 1932

FEB 19 1932

2/19/32

March 1, 1932. He was directed to file as soon as convenient the bond required by law. Mr. Baldock, pending the taking effect of his appointment as chief engineer, was authorized to assume immediate charge and jurisdiction as Assistant State Highway Engineer.

On motion of Commissioner Aldrich, seconded by Commissioner Washburne, which motion was declared carried, it was ordered that Roy A. Klein be retained during the month of March in an advisory capacity so that his services might be available in the termination and winding up of matters and business coming under his observation and jurisdiction as State Highway Engineer.

On motion of Commissioner Washburne, seconded by Commissioner Aldrich, which motion was declared duly carried, the Attorney was instructed to arrange with some clipping bureau for editorial comment and other news items discussing the policies and work of the highway department.

On motion of Commissioner Aldrich, seconded by Commissioner Washburne, it was ordered that beginning with April 1, 1932, a horizontal reduction of 12½ per cent. shall be made in all salaries and wages paid employees of the highway department.

On motion of Commissioner Washburne, seconded by Commissioner Aldrich, which motion was declared duly carried, the following resolution was adopted by the Commission:

WHEREAS, a large amount of the Commission's time as well as the time of others having business before the Commission is consumed by delegations whose cause and petitions are presented by numerous speakers, and

WHEREAS, in the judgment of the Commission a more orderly, systematic, effective and satisfactory presentation of matters and issues submitted to the Commission can be accomplished if all requests and petitions were reduced to writing and filed with the Commission in advance of the meeting at which they are to be heard and the oral argument made in support of such matters confined to one or two speakers representing all the petitioners or the entire delegation interested in any particular matter, and

WHEREAS, it is further the judgment of the Commission that a more intelligent and just decision with respect to such business can be made if in addition to the filing of written petitions or requests there be filed in support thereof written briefs, in which there should be set forth the reasons and the grounds upon which such petitions or requests are predicated,

THEREFORE, BE IT RESOLVED, by this Commission that all persons, communities and delegations having business before the Highway Commission be requested to file with the Secretary of the

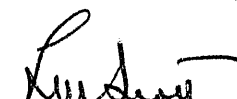
Commission at least five days before the date set for any regular or special meeting, five copies of a written statement or petition setting forth the matters and things upon which or in connection with which the judgment or the decision of the Commission is desired; and that there likewise be filed with said petition five copies of a brief setting forth in succinct form the grounds or reasons supporting the petition or request, together with such other facts or data necessary to enable the Commission to carefully and properly pass upon the matters contained in said petition or request.


BE IT FURTHER RESOLVED, that delegations or applicants be requested to select or designate one or two persons who shall make the oral argument or presentation of their cause before the Commission in the event that oral argument is to be made.

BE IT FURTHER RESOLVED, that so far as practicable a definite time and hour be assigned in advance of the meeting for the presentation of any particular petition or matter, and that notice of such assignment be given to such applicant by the Secretary of the Commission prior to the meeting.

BE IT FURTHER RESOLVED, that nothing in this rule or regulation shall be permitted to in any way hamper or embarrass any individual or individuals in bringing before the Commission any matter or cause in which they may be interested, but that every individual or community shall be accorded the utmost freedom consistent with an ordinary presentation to the end that all matters properly coming before the Commission shall receive due and careful consideration.

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


Chairman


Commissioner


Commissioner

3/3/32

Portland, Oregon, March 3, 1932

The State Highway Commission met in special session in Room 204 Benson Hotel at 7:50 o'clock A. M. with all members, State Highway Engineer R. H. Baldock, former State Highway Engineer Roy A. Klein and the Secretary present. Also present were J. M. Devers, Attorney, and W. H. Lynch, District Engineer for the Bureau of Public Roads.

The matter of acquiring extra right of way for the widening and straightening of the Columbia River Highway through the town of Cascade Locks was discussed by the Commission. The Chairman stated that he has been informed that the owners of the land lying adjacent to the highway at this place are charging the tenants of this property an exorbitant rental, presumably because of the terms by which the state acquired this extra right of way, and now some question has been raised as to the terms of this purchase agreement. The Attorney explained that the improvement contemplated extended clear through the town of Cascade Locks and required not only the acquisition of extra right of way for widening but also the moving of a large number of buildings fronting on the highway. The State paid to the owner of the property, Mr. J. B. Laber, the sum of \$20,000 for the land required for the highway improvement; however, this sum represents not only the purchase price of the land but also the cost of moving the buildings, estimated to cost about \$18,000, which, according to the purchase agreement, Mr. Laber agreed to do at his own expense. He further explained that he had been informed that the leases of most of the tenants have expired and that the owner will be glad to renew the leases at the rate of \$15.00 per month for a house and a good sized piece of land. Also the tenant is given the privilege of buying outright if he chooses. After further discussion, the Attorney was instructed by the Commission to attend a mass meeting of the residents of Cascade Locks, if such a meeting is called, and explain to them the details of the agreement with Mr. Laber. He was also instructed to reply to the letter of Mrs. Madden concerning this matter and directed to the Chairman, and send her a copy of his letter to Governor Meier on this subject.

Consideration was given by the Commission to the matter of straightening the Tualatin Valley Highway at the east entrance to Forest Grove which the Chairman stated the people of this town are very anxious to have done. Engineer Klein stated that this improvement, consisting of the elimination of two right angle turns in the highway at this place, was approved by the former Commission but construction has been delayed because of the inability to purchase the right of way required at a reasonable figure. The new alignment is across land belonging to an estate and the heirs are widely scattered, making it difficult to carry on negotiations with them. He also stated that the City of Forest Grove has paid the State the sum of \$750.00 which is to apply as cooperation in the cost of this improvement. After due consideration the Attorney was authorized to institute condemnation proceedings, if necessary, to acquire title to the land needed for this improvement. The following resolution concerning the matter was offered and was adopted by the unanimous vote of the Commission:

WHEREAS, the State Highway Commission is by law 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 heretofore duly considered and adopted the location of the Tualatin Valley Highway, otherwise known as State Highway No. 29, between Hillsboro and Forest Grove, and has heretofore and does hereby adopt a revised location for said highway over, across and through the property of Mary S. McGee, a portion of which property is required for right of way purposes and is hereinafter definitely described, and

WHEREAS, in the permanent location, improvement, construction, reconstruction and maintenance of said state highway, it has been found necessary and the State Highway Commission has and hereby does 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 right of way purposes, to-wit:

A parcel of land in Section 6, T. 1 S., R. 3 W., W. M. said parcel being a portion of that certain tract of land deeded to Mary S. McGee as recorded in Book 80 at Page 25, Deed Records of Washington County, Oregon, said parcel of land being more particularly described as follows:

Beginning at the intersection of the relocated center line of the Tualatin Valley Highway with the east line of Seventh Street in the Town of Forest Grove, said intersection being S. 0° 14' W. 194.81 feet from the center line of the Base Line Road; thence N. 0° 14' E. along said east line 40.81 feet to a point which is 40.0 feet northerly from (and measured at right angles to) the relocated center line of said Tualatin Valley Highway approximately at Engineer's Station 266+06.2; thence northeasterly, parallel to said relocated center line as follows: along a 915.0 foot radius curve left 126.2 feet, thence N. 70° 34' E. 83.75 feet to the city limits of said Town of Forest Grove, and thence N. 70° 34' E. 189.54 feet to a point which is 30.0 feet southerly from (and measured at right angles to) the center line of the present Tualatin Valley Highway also known as the Base Line Road; thence N. 89° 53' E. parallel to center line of said Base Line Road 282.3 feet to the east line of said McGee Tract; thence S. 0° 14' W. along said east line 14.1 feet to a point which is 40.0 feet southerly from (and measured at right angles to) the relocated center line of the Tualatin Valley Highway approximately at Engineer's Station 259+08.6; thence southwesterly parallel to said relocated center line as follows: along a 915.0 foot radius curve left 221.4 feet, thence S. 70° 34' W.

3/3/32

260.45 feet to city limits of said Town of Forest Grove, thence continuing S. 70° 34' W. 55.15 feet, and thence along a 995.0 foot radius curve right 153.9 feet to the east line of Seventh Street of said Town of Forest Grove; thence N. 0° 14' E. 40.77 feet to the point of beginning, containing 1.01 acres.

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 parcel of land be procured for right of way purposes in the building of said highway, and

WHEREAS, under and by virtue of the provisions of Section 44-131, Oregon Code 1930, as amended, Washington 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 the said land, although requested so to do by the State Highway Commission,

THEREFORE, BE IT RESOLVED, that the State Highway Commission shall 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 hereby further declare that the said land is 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 parcel of land be and the same are 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 and with the tenants, if any there be, 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 Chairman stated that W. A. Wood, W. E. Proctor and A. G. Held of Rainier had called upon him regarding the matter of furnishing some rock

for the construction of shoulders along the Lower Columbia River Highway between St. Helens and Scappoose and that Mr. Held, who owns a rock quarry at Rainier, offered to deliver 17,000 cubic yards of rock on the road for \$1.43 per cubic yard. Engineer Klein stated that the former Commission had previously approved the construction of rock shoulders along this section as an unemployment relief project and had instructed him to secure bids from the owners of rock quarries available including that of Mr. Held. This was done and an inspection of the bids received revealed that it would cost the State considerably more to have rock delivered on the road from Mr. Held's quarry at Rainier than from others located nearer the work, the difference being in the cost of hauling. The Secretary was instructed by the Commission to communicate this information to Mr. Wood.

The matter of approving and signing pay roll vouchers was discussed. The Chairman stated that he would prefer that the other Commissioners sign these vouchers along with him, notwithstanding the fact that this may not be a legal requirement. Matter approved by Commissioners Aldrich and Washburne.

The authority of the State Highway Commission to use state highway funds for hand labor in connection with highway construction for the special purpose of relieving unemployment was discussed briefly by the Commission, but no definite action was taken.

The Commission discussed informally the Fourth Street project for the relief of unemployment. The Chairman stated that he had been informed that Multnomah County has no funds available this year for the purchase of the extra right of way required for this improvement; however, the County does have funds on hand to pay for labor. They now propose that the State spend its money for the purchase of the right of way with the understanding that the County will reimburse the State for this expense in hand labor up to the amount spent by the State for right of way.

The Chairman stated that Collier H. Buffington, Attorney of Gold Beach, had called on him regarding the dedication of the new bridge recently completed over the Rogue River in Curry County, known as the "Isaac Lee Patterson Bridge". The advisability of the Commission taking charge of the dedicatory ceremonies or taking a prominent part in the same was discussed and it was decided that arrangements for this should be left in the hands of the local community organizations. The matter of providing suitable name plates for this bridge and the inscription to be placed thereon was considered by the Commission. The Engineer was authorized to purchase two bronze plates for this purpose. The matter of wording the inscription was referred by the Commission to the Bridge Engineer with instructions to prepare an inscription and submit it to the Commission for approval.

Consideration was given by the Commission to the request of the Lincoln County Court that the State advance to the County \$10,000 of the County's share of the 1932 allotment of secondary state highway funds so

3/3/32

that they can pay off their obligation to the Bureau of Public Roads for construction work performed under cooperative agreement in 1931 on the forest highway extending up the Siletz River from Otis.

District Engineer W. H. Lynch of the Bureau of Public Roads who was present stated that the work covered by the cooperative agreement has been completed by the contractor and the contractor is now waiting for his money. The Attorney stated that Lincoln County is unable to meet its obligation because some of the large taxpayers of the county have not paid their taxes. He also stated that while the road in question has been designated as a secondary state highway, he has been unable as yet to find a legal way by which the State can pay out secondary highway funds for work already completed. The Commission referred this matter to the Attorney for further investigation and report.

The Chairman presented a letter from the "Skyliners", an outdoor club of Bend, in which they requested the Commission to provide parking space for automobiles on the McKenzie Highway eight miles west of Sisters for their benefit. After full consideration of the matter the Secretary was instructed to reply to this communication to the effect that, on account of the urgent necessity of economy in the expenditure of state highway funds, the Commission feels it necessary to decline this request at this time, also that at present the Commission has no facilities available in this vicinity to keep the road open.

Consideration was given by the Commission to the requests of the following organizations that the Commission improve and pave a one-half mile section of the Base Line Road between East 82nd Street and East 92nd Street, within the city limits of Portland, in conformity with existing improvements on adjoining sections of this road; Greater East 82nd Street Improvement Association, East Side Commercial Club, Base Line Improvement Club, Montavilla Commercial Club, Russelville Grange, Rockwood Grange and Lents Grange. The Secretary was instructed to write these organizations and explain that the Commission is without authority to expend state highway funds on this road because it is not a state highway, also that the State is not financially able at this time to assume further obligations for reconstruction and maintenance that would be necessary if this road were designated as a state highway. For these reasons and also because of the need for economy and retrenchment in the disbursement of state funds, it is necessary to decline the request.

A communication from the Seaside Chamber of Commerce urging the improvement of the Hamlet Junction-Wheeler Section of the Oregon Coast Highway by widening and straightening, as an unemployment relief project, was considered by the Commission. The Secretary was instructed to write the Seaside Chamber of Commerce that the Commission will give careful consideration to their request when the finances of the Commission improve and additional funds become available.

The Commission discussed the matter of the construction of the Neahkahnie-Cannon Beach Unit of the alternate route of the Oregon Coast

Highway in Tillamook and Clatsop Counties. Engineer Klein explained that this is a big project involving heavy construction and will cost several hundred thousand dollars. He also stated that some clearing work is now under way on the southern end on right of way procured by the Tillamook County Court as an emergency unemployment relief project, but no construction other than this had been authorized by the former Commission. It was the opinion of the Commission that it would be unwise to launch upon this proposed improvement in a large way until the department's finances improve; in the meantime, the existing county road is available for the use of traffic. The Secretary was instructed to communicate this information to the County Court of Tillamook County in response to their inquiry.

Consideration was given by the Commission to a number of requests for the construction of footpaths along state highway rights of way for the benefit and safety of school children and other pedestrians. In reply to the inquiry of Commissioner Washburne as to why footpaths cannot be constructed, Engineer Baldock stated that for the most part the highway rights of way are of insufficient width to accommodate them when it is considered that provision must also be made for drainage ditches, pipe lines and pole lines that are privileged by statute to occupy the highway. After a full discussion of the matter, it was the decision of the Commission that these requests should be denied since this is a matter that is state-wide in character and will require an expenditure of a large sum of money which is not now available on account of the shortage of the Commission's revenues. Also, it was the thought of the Commission that this is a matter that should be taken care of by the respective counties. The Engineer was authorized, however, to provide for the construction of a berm along the edge of the right of way along those sections where emergency crews are now carrying on widening operations.

The Commission informally considered the matter of use of timber in the construction of highway bridges. The Chairman read a letter that he had sent to Mr. J. S. Magladry of Eugene in which he informed Mr. Magladry that the Commission will specify the use of timber in bridge construction in so far as it is possible to do so.

Consideration was given by the Commission to the memorial received from the Portland Realty Board, Henry E. Reed, President, in which the Commission was urged to restore the highways to the original beauty as much as possible by planting trees and shrubbery and covering unsightly cut and fill slopes with vines, flowers, grasses, etc. Matter referred to the Parks Engineer for his attention.

A letter was presented from R. W. Gill, Portland, opposing the proposed change in alignment of the Pacific Highway between New Era and Canby in Clackamas County. Engineer Klein reported that the right of way for this change has already been acquired by Clackamas County and that men are now at work clearing it as an emergency unemployment relief project. No action taken by the Commission on this matter.

The Commission discussed the matter of completion of the Pendleton-

John Day Highway. The Engineer was instructed to make a study of the status of this highway and report fully to the Commission at the next meeting which is to be held March 16, 1932.

The Commission adjourned at 9:40 o'clock A. M. to hold its scheduled meeting in Multnomah County Courthouse at 10:00 o'clock A. M. this day.

Portland, Oregon, March 3, 1932

The State Highway Commission met in Room 570 Multnomah County Courthouse at 10:00 o'clock A. M. Present were:

Leslie M. Scott, Chairman
E. B. Aldrich, Commissioner
Carl G. Washburne, Commissioner
R. H. Baldock, State Highway Engineer
Roy A. Klein, former State Highway Engineer
H. B. Glaisyer, Secretary

Bids were opened on grading, surfacing and bridge projects in accordance with previous notice, as follows:

UMPQUA HIGHWAY
PARADISE CREEK-ELKTON SECTION - GRADING

	West Unit	East Unit	Both Units with Reduction
Earl L. McNutt	\$50,549.00	\$43,457.50	\$ 92,006.50
Columbia Power & Investment Co.	71,418.00	50,686.00	120,104.00
W. H. Puckett Co.	74,358.00	51,186.00	120,544.00
Liesch & Tofte	80,024.00	52,575.00	128,899.00
Knute Lien	81,417.50	48,576.50	- - -
F. C. Dillard	82,865.00	49,737.50	130,602.50
Wm. Endicott	85,447.00	52,417.00	136,964.00
Newport Construction Co.	86,209.00	53,940.00	140,149.00
Gilbert & Goodwin	86,997.00	50,036.50	- - -
Fred H. Slate	89,370.00	58,328.00	142,698.00
Berke Bros.	89,777.00	51,310.00	- - -
E. L. Gates	91,958.00	61,122.30	150,000.00
Cochran Construction Co.	92,659.00	55,234.00	144,393.00
Washburn & Hall	93,555.00	54,485.00	148,040.00
A. Guthrie & Co., Inc.	94,630.00	58,937.00	153,567.00
Kern & Kibbe	96,780.00	59,635.50	144,750.00
Wren & Greenough	97,210.00	58,190.00	155,400.00
J. A. Lyons	99,270.00	58,655.00	157,925.00
Joplin & Eldon	99,485.50	60,686.00	156,671.50
Interstate Construction Co.	105,059.00	63,115.00	168,174.00
A. C. Greenwood Co., Inc.	105,167.50	63,937.50	169,105.00

Continued

MAR 3 1932

Paradise Creek-Elkton Section - continued

	West Unit	East Unit	Both Units with Reduction
I. L. Young	\$106,827.50	\$71,796.00	\$178,623.50
Johnson Brothers Company	107,040.00	48,605.00	150,000.00
P. L. Crooks & Co., Inc.	107,460.00	68,240.00	173,000.00
The United Contracting Co.	111,580.00	71,165.00	182,745.00
Dunn & Baker	118,460.00	66,530.00	180,990.00
Clarence Young	128,425.00	78,570.00	196,995.00
Roy L. Houck	- - -	47,995.00	- - -
Fred Christensen	- - -	53,970.50	- - -
J. Rebman	- - -	57,568.30	- - -

McKENZIE HIGHWAY
DOYLE HILL-NIMROD SECTION - SURFACING

J. W. & J. R. Hillstrom	\$ 73,170.00
A. S. Wallace	73,370.00
Newport Construction Co.	76,678.00
I. L. Young	78,985.00
Wren & Greenough	79,544.00
Saxton & Looney	79,180.00
Kern & Kibbe	80,845.00
Joplin & Eldon	83,375.00
Eugene Sand & Gravel Co.	83,590.00
Edlefsen-Weygandt Co.	85,313.00
Washburn & Hall	85,835.00
Clyde R. Seitz	87,325.00
Fisher Bros.	88,180.00
Knute Lien	88,360.00
Schmeer & Williams	92,395.00
H. G. Johnson	95,090.00
A. Milne	98,513.00
A. C. Greenwood Co., Inc.	99,786.00
C. L. Camp	100,520.00
W. H. Puckett Co.	101,345.00
A. Guthrie & Co., Inc.	102,465.00
Interstate Construction Co.	106,298.00
Dunn & Baker	113,530.00

THE DALLES-CALIFORNIA HIGHWAY
OVERCROSSING NORTH OF KLAMATH FALLS

Barham Bros.	\$17,462.00
Clackamas Construction Co.	17,780.00
Lindstrom & Feigenson	17,834.00
A. G. Enright	18,062.00
F. L. Odum	18,101.00

Continued

MAR 3 1932

Overcrossing North of Klamath Falls - continued

R. H. Jones	\$18,408.50
Quinn Construction Co.	18,428.90
Lilly & Kelly	18,992.80
E. P. Brosterhous	19,424.80
O. N. Pierce	20,880.00
Kuckenberg-Wittman Co.	21,270.00
Dunn & Baker	21,998.00
A. Guthrie & Co., Inc.	22,242.00
W. T. Butler Co.	25,055.00

The Chairman informed those present that the awards of the contracts would be announced at 5:00 o'clock P. M. this day.

County Judge C. P. Barnard of Lane County appeared before the Commission and urged the early construction of the Cheshire-Harpole School Section of the Siuslaw Highway approximately 2.03 miles in length. He stated that all of the present roads leading from Cheshire to Eugene, with the exception of the circuitous route through Elmira, are covered with water in the winter time across the Long Tom River bottom, creating a hardship on the people residing in this vicinity. He further stated that the construction of this short section is badly needed and when completed will provide a much shorter route to Eugene than via existing routes. Judge Barnard submitted a map showing the location of the proposed improvement and a statement showing the estimated cost of the improvement. Matter taken under consideration by the Commission.

County Judge Donald T. Templeton of Washington County and E. J. McAlear, Hillsboro, appeared before the Commission regarding highway matters in that county. Judge Templeton stated that the State has expended the sum of \$1,500,000 in Washington County during the period 1917 to 1931, and during that time the people of this county have contributed to the state highway fund the sum of \$3,700,000 and, in addition, the County has contributed liberally for highway maintenance and construction. He further stated that the people of his county feel that they have not been getting a fair allotment of the state highway funds--that too much is being spent in Eastern Oregon. He recommended the Wolf Creek route as being the most logical and feasible route for the proposed short highway from Portland to the sea and urged the Commission to make an early selection of the route of this proposed highway across the northern part of Washington County so that they can proceed with the selection of their secondary state highway system which is being held up pending the designation of this route by the Commission. Judge Templeton also urged the Commission to provide funds for the widening of the present Tualatin Valley Highway between Beaverton and Forest Grove. The Chairman requested Judge Templeton to furnish the Commission with a written statement of the matters that he had talked upon at this meeting.

Mr. McAlear spoke for the improvement of the present Tualatin Valley Highway between Beaverton and Forest Grove, stating that the County had an agreement with the former Commission regarding this improvement but

the County was unable to fulfill its part of the agreement so the matter was dropped. He stated that this highway claims the second highest traffic count in the state and its reconstruction is entitled to consideration by the Commission. He asked the Commission to authorize the Engineer to make a resurvey of this highway between Beaverton and Forest Grove and to prepare an estimate of cost for constructing a non-skid wearing surface on the existing pavement with two-foot concrete shoulders on each side without acquiring additional right of way. After further discussion, motion was made by Commissioner Washburne that the Engineer submit a report on this matter to the Commission. Motion duly seconded and carried.

The Commission adjourned at 12:15 o'clock P. M. to reconvene at 1:30 o'clock P. M. in the same room.

The State Highway Commission reconvened in Room 570 Multnomah County Courthouse at 1:30 o'clock P. M. with all members, the State Highway Engineer and the Secretary present.

A delegation consisting of County Judge F. A. Beltz, County Commissioners Ed H. Lindsey and Frank L. Owens of Tillamook County, H. T. Botts, Tillamook, L. M. Graham, John Thornburgh, Forest Grove, O. F. Tipton and Otto Erickson, Beaverton, appeared before the Commission regarding the construction of the Wilson River Highway. Judge Beltz stated that at the request of the former Commission, with whom this matter was discussed at the meeting on February 4th, they had attempted to ascertain the sentiment of the people of Tillamook as to whether they preferred the construction of a section of the Wilson River Highway or the paving of the Tillamook-Kilchis River Section of the Oregon Coast Highway, graded in 1931, and which was on the Commission's program for construction in 1932. He reported that sentiment in Tillamook was about equally divided between the two projects and, under the circumstances, the County Court would prefer that the decision be made by the State Highway Commission. He further stated the right of way for a five-mile section of the Wilson River Highway on the adopted alignment has been acquired by the County and that he believed the clearing operations which were now being carried on by an emergency crew on this section will be completed in a short time.

Mr. Botts confirmed the statements of Judge Beltz and added that the people of Tillamook would like to have both projects constructed this year. He suggested that the Commission award contracts for grading the Wilson River Highway in small units, for the benefit of local contractors in the event that this project was approved for construction.

Commissioner Washburne informed the delegation that the Oregon Coast Highway is on the Federal aid system and cooperation from the Government may be secured on this highway but the Government will not cooperate on the Wilson River Highway since this is not on the Federal aid system.

L. M. Graham, Forest Grove, spoke for some construction work on the Washington County end of the Wilson River Highway to assist in the relief of the unemployment situation there. Chairman Scott thanked the

3/3/32

delegation for its appearance and informed the members that the arrangements will be made by the Commission for an inspection of the Oregon Coast Highway project and the connecting highways.

At 2:00 o'clock P. M. the Chairman announced that bids would now be opened for the sale of \$1,000,000 Oregon State Highway Bonds as previously advertised by the Commission. The Secretary thereupon opened and read the following bid of Mr. Guy R. Harper, Portland, Oregon, for \$50,000 of these bonds, which was the only bid received:

"For \$50,000. principal amount legally issued Oregon State Highway Gold Bonds, to be dated April 1, 1932, and to mature October 1, 1932, in denominations of \$1,000., bearing interest at the rate of six percent (6%) per annum, both principal and interest payable at the office of the State Treasurer, Salem, Oregon, or at the office of the fiscal agent of the State of Oregon in New York City, I will pay \$100.00 and accrued interest from date of bonds to date of delivery to me for each \$100. par value thereof."

After due consideration motion was made by Commissioner Washburne that the bid of Mr. Harper be rejected since it is for only a small portion of the total amount of the bond issue and that the Secretary be authorized to readvertise this sale of \$1,000,000 Oregon State Highway Bonds, bids to be received at 2:00 o'clock P. M. on the date of the next meeting of the Commission which is to be held in Multnomah County Courthouse, Portland, Oregon on March 16, 1932. Motion was seconded by Commissioner Aldrich and declared by the Chairman to have carried unanimously.

The following resolution was then introduced by Commissioner Washburne who moved its adoption:

WHEREAS, under the provisions of Sections 44-801 to 44-810, inclusive, Chapter VIII, Oregon Code 1930, the State Highway Commission is authorized to issue bonds of the State of Oregon in the amount of \$7,000,000, 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 for the purpose of procuring funds with which to carry out the provisions of said Chapter, and

WHEREAS, under the provisions of said Chapter the State Highway Commission is authorized, whenever in its judgment it will be for the best interests of the State, to sell bonds authorized by said Chapter, which said bonds shall mature within five years from the date of sale thereof, and shall be sold at not less than par, and to the bidder bidding the lowest rate of interest therefor; and said Commission is authorized to sell said bonds in such denominations as in the judgment of the Commission will be most marketable; and

WHEREAS, it is deemed and declared to be the judgment of the Commission that there should at this time be offered for sale,

and if a satisfactory bid is received therefor, that there should be sold under the provisions of Sections 44-801 to 44-810, inclusive, Chapter VIII, Oregon Code 1930, bonds in the sum of One Million Dollars (\$1,000,000), and that said bonds be sold to the person, firm or corporation bidding the lowest rate of interest therefor, but not greater than six per cent per annum, and that the date upon which said bonds shall mature shall be fixed as of October 1, 1932; it being intended that bids shall be received on all or any part of said One Million Dollars (\$1,000,000) of bonds as short term bonds; the Commission reserving the right to accept or reject any or all bids; and

WHEREAS, there have been issued and sold under the provisions of said Chapter, bonds in the sum of \$9,000,000 and said State Highway Commission is authorized and 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 form of bond 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 it is further provided that bonds sold under the provisions of said Sections 44-801 to 44-810, inclusive, Chapter VIII, Oregon Code 1930, may be paid or refunded as the same shall mature with funds procured from and by the sale of other bonds provided for and authorized by the provisions of said Chapter; the interest on said bonds to be paid semi-annually on the 1st day of April and the 1st day of October of each year; and

WHEREAS, said 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 State 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

2/2/32

road improvements designated by such statute, and in its judgment at the present time the necessity of road construction requires the issue of One Million Dollars (\$1,000,000), 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 Sections 44-801 to 44-810 inclusive, Chapter VIII, Oregon Code 1930, One Million Dollars (\$1,000,000) 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, and that said bonds be sold at not less than par and be sold to the bidder bidding the lowest rate of interest;

(b) That sealed bids for such sale be requested and received at Multnomah County Courthouse, Portland, Oregon, at 2:00 o'clock P. M., of the 16th day of March, 1932, and that said bids shall be opened by the Commission at Multnomah County Courthouse, Portland, Oregon, at a meeting to be held at said place at the hour of 2:00 o'clock P. M. of the 16th day of March, 1932;

(c) That notice of such sale be given by the Secretary of this Commission by the publication thereof in the following publications: Daily Journal of Commerce, published at Portland, Oregon, 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 all or any part of One Million Dollars (\$1,000,000), par value, of the gold bonds of the State of Oregon, bearing interest at the lowest rate of interest bid therefor, but not greater than six per cent per annum; said bonds to mature on October 1st, 1932; that said bonds shall be in denomination of One Thousand Dollars (\$1,000) each, designated as Series No. 3 and numbered 9081 to 10080, both numbers inclusive, or shall be issued in such denominations as may be desired by the purchaser, and designated and numbered accordingly.

(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 April 1, 1932, 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 April 1, 1932, 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 all or any part of One Million Dollars (\$1,000,000), par value, of said bonds.

The motion was duly seconded and carried unanimously.

Frank Shull, County Commissioner of Multnomah County appeared before the Commission with respect to the construction of the newly designated Fourth Street Highway extending south from Portland over the abandoned Southern Pacific Railroad right of way. He stated that, according to the provisions of the agreement covering this matter, Multnomah County is to acquire the right of way for this highway outside of the city limits of Portland but within Multnomah County. He further stated that the County is without funds to acquire the necessary right of way this year. However, they still have about \$400,000 left in their bond issue account which was voted by the people of the county for road construction purposes. He asked the Commission to consider the proposition of the State advancing the money to acquire the right of way for this project now, with the understanding that the County will reimburse the State later by furnishing labor for construction. He stated that he presented this matter on behalf of the Board of County Commissioners of Multnomah County and asked that a decision be rendered soon so that construction may proceed and some of the unemployed men be put to work. Replying to the inquiry of the Chairman as to what assurance will be given that the State will be reimbursed for advancing these funds, Mr. Shull stated that the Board of County Commissioners has entire freedom in the use of the unemployed men in Multnomah County under arrangements effected with the president and secretary of the Civic Employment Committee who approve of this proposition. The details, he stated, will have to be arranged between the attorneys of the Board and the Commission. Matter taken under consideration by the Commission.

A delegation representing the West Side Pacific Highway Association and consisting of James G. Smith, Secretary; Senator W. E. Burke,

3/3/32

Newberg; Loyal M. Graham, John Thornburgh, Omar Fendall, Forest Grove; County Judge F. A. Beltz, Tillamook; Earl Wright, Glen Macy, J. U. Smith, M. H. McGuire, McMinnville; M. F. Low, Corvallis; A. J. Bewley, Sheridan; I. Newhouse and Frank Carlisle, was present in the interest of the improvement of the West Side Pacific Highway. James G. Smith acted as spokesman. He presented a brief in which the Commission is urged to give equal consideration to the West Side Pacific Highway that is given to the East Side Pacific Highway in the matter of reconstructing these highways up to modern standards for increased traffic. Mr. Smith also asked the Commission to make provision for the construction of the road extending south from Monroe on the West Side Pacific Highway in Benton County to Cheshire on the Siuslaw Highway in Lane County, 9.3 miles in length, in order to shorten the distance to Triangle Lake and Florence from points north of Monroe. The Chairman thanked the delegation for its presentation and stated that the matters mentioned will be taken under advisement.

R. O. Richards, R. I. Kautz, Frank Larrew and Elmer Scheese, members of the Board of Trustees of the Nestucca Highway Improvement District, appeared before the Commission in the interests of the Nestucca District Highway. They stated that this highway, which extends from Carlton in Yamhill County to Beaver in Tillamook County via Meadow Lake and Bear Creek, is now in a passable condition from Carlton westerly to Meadow Lake and from Beaver easterly to Bear Creek but it has not been improved between Meadow Lake and Bear Creek, a distance of about 9 miles. They further stated that the District has attempted to improve this uncompleted section and has an understanding with the Tillamook County Court whereby the County will cooperate in the cost of the improvement, but they are unable to take advantage of this offer due to lack of funds. They explained that their District now has on deposit with the State Treasurer the sum of \$600.00 which they would like to use for this purpose if the Commission is willing and will defer for one year the collection of the balance of its claim for reimbursement for the cost of making the survey of this highway, amounting to about \$2,500.00. If the Commission is willing to do this, they will use this \$600.00 in cooperation with Tillamook County to open up the road between Meadow Lake and Bear Creek which is badly needed. At the suggestion of Commissioner Aldrich, the Chairman informed the delegation that the matter will be referred to the Attorney to ascertain whether this can be done legally. He also stated that the Commission is favorably inclined to grant the request if it is possible to do so.

A delegation representing the Portland Chamber of Commerce and others, headed by C. G. Brownell, Portland, and including Frank Andrews, State Representative from Multnomah County and Chairman of the House Roads and Highways Committee; Wm. A. Rayburn of R. G. Dun & Co.; F. A. Spencer, General Grocery Co.; E. R. Wiggins, Wiggins & Co.; Tom Young, Butterfield Bros.; H. J. Frank, Blumauer-Frank Drug Co.; C. L. Shorno, Blake, Moffit & Towne; and Frank L. Shull, Multnomah County Commissioner; State Senator Joe Dunne, Chairman of the Senate Roads and Highways Committee; State Representative Earl Snell, Chairman of the House Auto and Roads Committee; H. B. Noland, Attorney of Walla Walla, Washington, and President of the Wallula-Umatilla Cut-off Association, appeared before the Commission and urged the early

construction of the remaining unit of the Wallula Cut-off Section of the Columbia River Highway in Umatilla County. Mr. Spencer spoke for this improvement from the commercial standpoint, stating that unless this highway is completed at an early date, much of the business that Portland now enjoys from Walla Walla and vicinity will go to Seattle, because, with the improvement of the Washington highways, freight costs will be less in that state. Senator Dunne stated that heretofore the Oregon legislature has maintained a policy of letting the State Highway Commission formulate its own plans and program which policy was continued by the legislature of 1931 with respect to the Wallula Cut-off after they were assured by the Highway Commission that the construction of this road would be ordered. He further stated that he thought the abandonment of the construction of this road now would "start something" in the legislature at the next session. Commissioner Aldrich explained that the idea of the Commission was not to abandon the project but to defer construction temporarily to give the Engineer an opportunity to secure additional data concerning the possibilities of constructing the road at a higher elevation so that it would not be inundated by water, should the Government build the proposed dams across the Columbia River above The Dalles. Representative Earl Snell confirmed the remarks made by the other speakers and filed with the Commission resolutions adopted by a number of civic organizations urging the Commission to complete the construction of this highway. Mr. Noland spoke for the project in the interests of the people of Southeastern Washington and Northern Idaho and from the tourist's standpoint. He stated that the State of Washington has a fund on hand at the present time to construct the section of this highway within that state and wishes to spend it this year. The following statement was made by the Chairman: "This matter, as you know, was simply deferred until we could ascertain the cost of a higher level highway. It was not deferred by this Commission due to any hostility to this project. There has been two-thirds of the distance graded from the Umatilla end and about one-third of the total expenditure made. The Federal Government is to stand 60% of the total cost. The State of Washington is entering into combination with the State of Oregon and the Federal Government in this improvement. When we first took office on this Commission, we were presented with the fact that the level of our road as laid out was below the level of the projected dams at Wallula, Arlington, John Day and The Dalles. As thinking men, we thought that the case merited our investigation to see whether the road could be laid out at a higher level without much increase of expense or any, so we have instructed our engineers to ascertain for us the cost of building this road at a level that will be above the waters of the projected dams and our engineers will report to us prior to March 16 and the figures will then be in our hands. The Engineer assures us that three or four weeks' delay now will not delay the completion of the project. The road can not be completed until next year anyway, even at the best, so my suggestion to you is to take heart."

A delegation consisting of George K. Aiken, representing Malheur County Court and the Ontario Commercial Club; Judge C. H. Marsh, Pendleton, representing the Umatilla County Court; Edwin D. Hicks, District Attorney of Grant County, representing the Grant County Court; C. R. Schmidt, E. L. Knox, Ross Maloney of John Day; John Porter, Long Creek; James Johnson,

3/3/32

Range; Julian Byrd and J. J. Walsh, County Engineer, Burns, appeared before the Commission and urged the completion of the highway extending south from Pendleton to John Day, Burns and Lakeview. Judge Marsh stated that there is a gap 26 miles long between Dale and Long Creek in Grant County that has not been graded and a section 16 miles long between Ukiah and Dale in Umatilla County that has been graded but not surfaced. Also that no survey has as yet been made for the 16 mile unit between Range and Long Creek in Grant County. He requested the Commission to approve and provide funds for the following projects in the order named: First, surface the Ukiah-Dale Section in Umatilla County, now graded to state standards; second, survey the 16-mile unit between Range and Long Creek in Grant County; third, grade and surface the 10-mile section between Dale and Range in Grant County; fourth, designate as a part of the Federal Aid Highway System either the entire highway from Nye in Umatilla County to Lakeview in Lake County or such portions thereof as the Commission may deem fit for such designation. Mr. Hicks called attention to the fact that the Pendleton-John Day Highway was included in the original adopted map of the state highway system and that millions of dollars of bonds have been sold for road purposes with the understanding that the original program would be completed before new projects were undertaken. He urged the completion of the Pendleton-John Day Highway and especially the section between Dale and Long Creek for the benefit of the people living in that vicinity, particularly the stock men who are badly handicapped under present conditions in transporting feed for their stock during the winter season, resulting in great loss. Others speaking in favor of the completion of this highway were Mr. Aiken and Mr. Byrd. Mr. Aiken also spoke for some construction work on the Central Oregon Highway and asked that this highway be placed on the Federal Aid Highway System if the bill now before Congress increasing the mileage of this system should become a law. Mr. Byrd confirmed the statements of the previous speakers and urged the Commission to provide additional work in Harney County for further relieving the unemployment situation existing there. He also urged the Commission to make an early selection, designation and survey of the route for the Central Oregon Highway between Juntura and Burns.

County Engineer J. J. Walsh of Harney County stated that Harney County will need financial assistance after April 1st to carry on its unemployment relief work. He also requested the Commission to designate a route for the Central Oregon Highway between Juntura and Burns and informed the Commission that the Harney County Court will be entirely satisfied with any route that the Commission may see fit to designate. At this time Judge Marsh of Pendleton reappeared before the Commission and in behalf of the people of Pendleton requested the Commission to proceed with the construction of the Wallula Cut-off. He also requested the Commission to provide for some construction work on the Pendleton-Cold Springs Highway and to designate this highway a part of the Federal Aid System. The Chairman thanked the delegation for their presentation.

A delegation consisting of A. F. Klees, representing the Gebhardt-Klees Lumber Co., Willamina; W. G. Jacobs, Taft; and Ira Withrow, Grand Ronde, members of the Board of Trustees of the Salmon River Highway

Improvement District; and George Cushing, Nelscott, also trustee of the Salmon River Highway Improvement District and President of the Oregon Auto Camp Association, were present and discussed with the Commission the matter of log hauling on the Salmon River Highway and the resurfacing of this highway at its eastern end. Mr. Klees stated that his company has orders for lumber that it is imperative to fill immediately, but cannot do so because they have been refused permission to haul logs over the Salmon River Highway to their mill at Valley Junction. He further stated that he had been informed that the Commission contemplates strengthening this highway this year by placing additional surfacing materials on the section from Boyer's ranch east which is the section over which he wishes to truck his logs. He acknowledged that his log hauling operations will damage the road to some extent but this, he thought, would not be serious in the event that the road was resurfaced later.

State Highway Engineer R. H. Baldock explained that the rock surfacing originally placed on this road was paid for by the Highway Improvement District and due to the fact that the District's funds were limited, it was necessary to construct a light type of surfacing. He also stated that the 1932 program as set up by the former Commission called for a certain amount of resurfacing work on the Salmon River Highway; however, since that program was arranged he has made a further investigation and it is now his opinion that the type of improvement originally planned is insufficient for the traffic this road will carry and it will be necessary to provide a better class of improvement and increase the appropriation for its construction.

Mr. Cushing spoke for the improvement of this highway from the commercial standpoint. He stated they were promised the completion of this highway a long time ago and, as a result, they have made large investments on which they have realized no returns as yet. He further stated that the people have been looking forward to the completion of this highway and it would be an injustice to them if the necessary improvements were not made now. He urged the Commission to provide funds for the resurfacing of the six mile unit west from Valley Junction and for the surfacing of the two mile unit between Grand Ronde and Valley Junction, graded in 1931.

Mr. Jacobs and Mr. Withrow also spoke for the improvement of this highway. The Chairman informed the delegation that the Commission will have much less money for construction this year because of the expenditures that have been made for emergency unemployment relief and because of the deduction that must be made to meet the provisions of the secondary state highway law. Also, the Commission's budget for 1932 has been prepared and this project, together with other meritorious projects, is not included; hence, it is necessary to decline their request.

W. E. Proctor and A. G. Held of Rainier were present and discussed with the Commission the matter of furnishing rock for the

3/3/32

construction of shoulders along the pavement on the Columbia River Highway between St. Helens and Scappoose in Columbia County, a distance of about six miles. They stated that they can furnish rock in the bin at their quarry at Rainier for 70 cents per cubic yard, which is 20 cents lower than the county's bid of 90 cents per cubic yard at its quarry; however, their delivery charge will be higher than the county's due to the fact that they must ship by rail from Rainier which the county is not required to do on account of the close proximity of the county quarry to the job. They estimated that it would cost the state about \$2,380 more to purchase rock from them than from the county, but they thought that this extra expense would be compensated by the giving of employment to double the number of men. The Chairman stated that there is a question as to whether the law will permit the Commission to enter into an agreement of this kind, where the consideration exceeds \$2,000, without first calling for competitive bids. At the suggestion of Commissioner Washburne, the matter was referred by the Commission to the State Highway Engineer for a report at the next meeting.

County Judge Guy Boyington and Commissioners Wm. Larson and Jas. Elliott of Clatsop County appeared before the Commission in the interests of "Bradley Park", situate at Clatsop Crest on the Lower Columbia River Highway in Clatsop County. They stated that there is a stand of very fine, old growth, yellow fir and spruce adjoining this park that the owners have in mind to log soon and it was their thought that the Commission should acquire this and do some fire prevention work in order to preserve the old timber and to protect the present park which is the only timbered area remaining between Portland and Seaside. Commissioner Washburne stated that he had talked with Mr. Woodard of the Bradley-Woodard Company, owners of the property, about this matter and Mr. Woodard stated that he was dissatisfied with the offer made by the State for this timber and further stated that he had never agreed to sell only 20 acres, but would sell the full 60 acres on the basis of \$1.00 per thousand feet of timber less than what they paid for it. In reply to the Chairman, Judge Boyington stated that if the Commission wished only to provide a screen to hide the logged-off area beyond the present park then the purchase of only 20 acres will be sufficient; however, if the Commission wishes to preserve the big trees it will be necessary to acquire the full 60 acres. He was of the opinion that \$12,000 was not an exorbitant charge for the 60 acres and predicted that it will be worth ten times that amount within a few years. The Chairman explained that the Commission is rather short of funds and he was reluctant to purchase more park area at this time than was really needed. Mr. S. H. Boardman, Parks Engineer, who was present, explained that the main purpose of acquiring the 20 acre tract at this time was to protect the present park, title to which now rests in the county; however, the county will convey this to the state if there are no objections on the part of the donors, the heirs of the Bradley Estate. After further discussion, the matter was referred by the Commission to Parks Engineer Boardman with instructions to consult with the Attorney and carry out the ideas of the former Commission with respect thereto.

The Secretary presented the report of former State Highway Engineer Roy A. Klein, concerning the request of J. J. Lynott for a twenty-five

per cent reduction in the rental charge for operating a concession in Bradley Park, which matter was referred to him by the former Highway Commission on February 5, 1932. The Secretary informed the Commission of the provisions of the concession and presented Mr. Lynott's letter requesting a reduction in the rental rate. After due deliberation the Commission, by unanimous vote, approved Mr. Lynott's request for a reduction of twenty-five per cent in rental for the balance of the period covered by his concession, the reduction to start March 1, 1932.

At 5:00 o'clock P. M. the following announcement was made covering the award of contracts for which bids were opened at the morning session, announcement being made by the Attorney at the request of the Chairman:

On the bids received for the Doyle Hill-Nimrod Section, the following bidders and their bids are tabulated: J. W. & J. R. Hillstrom, \$73,170.00; A. S. Wallace, \$73,370.00; Newport Construction Co., \$76,678.00; I. L. Young, \$78,985.00, and Wren & Greenough, \$79,544.00. The Commission recognizes the bid of J. W. & J. R. Hillstrom at \$73,170.00 as the low bid, but for certain reasons the award will not be made at this time but will be made on March 16.

On the Paradise Creek-Elkton Section, the following bids are tabulated: Earl L. McNutt, \$92,006.50; Columbia Power & Investment Co., \$120,104.00; W. H. Puckett Co., \$120,544.00, and Liesch & Tofte, \$128,899.00. Because of some further studies that the Commission desires to make with respect to this project, these four bids will be held and an award made later.

On the Klamath Falls Overcrossing, the low bids are Barham Bros., \$17,462.00; Clackamas Construction Co., \$17,780.00, and Lindstrom & Feigen-son, \$17,834.00. The Southern Pacific Company is cooperating in the cost of this construction, likewise the Federal Government, and the low bid will be held and award made after consultation with the railroad company.

The following statement was made by the Chairman: "One of the reasons for holding these first two contracts is pending legislation in Congress which we hope by March 16 will be enacted and place funds in our hands that are not now in our hands, making it easy for us to match federal funds with state funds. As you know, today we did not receive satisfactory bids for \$1,000,000 bond issue and we shall need, as we compute it, funds of the federal legislation now pending. In the matter of the overhead crossing in Klamath, it has been referred to the engineer to negotiate with the Southern Pacific Company and the Federal Government with power to act."

The Commission adjourned at 5:15 P. M., to reconvene at 8:00 o'clock A. M. on the following day in the same room.

Portland, Oregon, March 4, 1932

The State Highway Commission reconvened in Room 570 Multnomah County Courthouse at 8:00 o'clock A. M. with all members, the State Highway Engineer and the Secretary present.

The Commission signed a number of contracts for highway construction work, an agreement with Lane County for the grading and surfacing of Fox Hollow Secondary State Highway No. 221 between Engineer's Stations 5+00 and 91+00, an agreement with the Southern Pacific Company covering the location, construction, maintenance and operation of the proposed highway-railroad grade separation structure near the northerly limits of Klamath Falls, an agreement with the Southern Pacific Company to construct and maintain a highway on certain railroad properties in Lincoln County, an agreement with Douglas County Court whereby the County assigns its share of the motor vehicle license fees and the motor transportation fees to the State to be credited to the County as cooperation in the cost of constructing the Oregon Coast and Umpqua Highways in that county and a number of pole line, pipe line and log hauling permits.

James L. Conley, attorney, and C. R. Johnson, contractor, Portland, were present and requested that Mr. Johnson's contract with the State for the regrading and widening of the Columbia River Highway between The Dalles and Biggs, completed in 1931, be extended to include the Dillon section which was omitted previously because of right of way difficulties. Former State Highway Engineer Roy A. Klein, who was present, stated that this short section was left out of the contract awarded to Mr. Johnson because there was a curve at the east end which required an encroachment on the Government canal property at this point and it was thought that this property could not be occupied except by special act of Congress. He also stated that Hon. R. R. Butler, U. S. Representative in Congress from Oregon, signified his willingness to introduce a bill in Congress to secure this privilege, but in the meantime this was found unnecessary and the matter is now being taken care of under the provisions of another Act through the Bureau of Public Roads. Concerning the work involved, he stated that this is the best piece of work in the vicinity of The Dalles for day labor operations. The Attorney advised the Commission that it is without authority to contract this work without first calling for competitive bids. The Chairman informed Mr. Conley and Mr. Johnson that it will be necessary to decline their request.

The Commission discussed informally the financial condition of the department and decided that this matter should rest until March 16, when bids for the purchase of \$1,000,000 of highway bonds will be opened.

Consideration was given by the Commission to the request of the Washington County delegation for the improvement of the Tualatin Valley Highway, between Beaverton and Forest Grove, presented on the previous day. The Secretary was instructed to inform the Washington County Court that the Commission finds it necessary to conserve its funds, but will give the matter further consideration when additional funds become available.

Consideration was given by the Commission to the presentation made by the West Side Pacific Highway Association on the previous day requesting the Commission to give the West Side Pacific Highway equal consideration in the matter of improvements as it gives to the East Side Pacific Highway. It was the decision of the Commission that these highways should be improved as funds will permit and that each should share alike as far as possible.

The Commission reconsidered the request of the Nestucca Highway Improvement District that they be permitted to use the \$600 that they now have on deposit with the State Treasurer, as cooperation with Tillamook County in the construction of a road between Meadow Lake and Bear Creek. Motion was made by Commissioner Washburne that their request be granted if this can be done legally. Motion duly seconded and carried unanimously.

Consideration was given by the Commission to the request made by Mr. Klees of the Gebhardt-Klees Lumber Co. on the previous day that he be permitted to truck logs over the Salmon River Highway from Boyer's Ranch to their mill at Valley Junction. At the suggestion of former State Highway Engineer Klein, the matter was referred by the Commission to the State Highway Engineer for examination and decision.

The Commission referred to the Engineer the matter of furnishing rock for the construction of shoulders along the pavement between St. Helens and Scappoose, which was presented on the previous day by W. E. Proctor and A. G. Held of Rainier, and instructed him to make a report at the March 16th meeting. Engineer Klein stated that rock was available at St. Helens and the cost of hauling from this place will be much cheaper. It was his thought that rock can be secured at a cost of at least twenty-five cents per cubic yard less than from the Rainier quarry.

Commissioner Aldrich inquired concerning the status of the Ukiah-Dale Section of the Pendleton-John Day Highway which was mentioned by Judge Marsh on the previous day. W. H. Lynch, District Engineer of the Bureau of Public Roads, who was present, replied that the surfacing of this section is now on the forest highway program for construction this year.

On motion of Commissioner Washburne, which was duly seconded and carried unanimously, the Commission confirmed its previous action authorizing the receipt of bids for all or any part of the \$1,000,000 highway bonds to be sold at the March 16, 1932 meeting.

The Commission approved the minutes of the meeting held in the State Office Building in Salem, Wednesday, February 17, 1932.

The Secretary presented a telegram from the Baker County Chamber of Commerce urging the Commission to provide additional highway work near Baker for the benefit of the unemployed of that community and

3/4/32

suggesting the construction of the newly designated north approach of the Old Oregon Trail into Baker. State Highway Engineer R. H. Baldock stated that the north approach of the Old Oregon Trail into Baker is through a level valley and is not suitable for hand labor work. The Chairman stated that owing to the Commission's straitened finances it may be necessary to discontinue the unemployment relief work by April 1st, and it seemed to him that it is necessary to conserve the highway funds as much as possible in this emergency. Commissioners Aldrich and Washburne concurred in the views of the Chairman. The Secretary was instructed to explain the situation to the Baker County Chamber of Commerce by letter.

Letters were also presented from County Judge David F. Graham of Malheur County and County Judge C. W. Kruse of Clackamas County, requesting additional highway construction for the benefit of the unemployed of those counties. The Secretary was instructed to reply to these communications and give them the same information that he was instructed to give to the Baker County Chamber of Commerce.

The Commission discussed the "Fourth Street" matter informally, but no action was taken.

The Secretary presented a copy of resolution adopted by the Klamath County Republican Central Committee, requesting the Commission to sell additional bonds in the sum of \$1,000,000 for use in relieving the present unemployment situation throughout the state and further requesting that 7% of this issue be allocated to Klamath County for highway and road construction purposes. No action was taken by the Commission on this resolution.

The Commission gave consideration to the matter of establishing a minimum width for rights of way for secondary state highways. After due deliberation, motion was made by Commissioner Washburne that the Commission establish a minimum width of 60 feet for right of way for these highways. Motion duly seconded by Commissioner Aldrich and declared by the Chairman to have carried unanimously. Thereupon the following resolution covering the matter was introduced and was adopted by the unanimous vote of the Commission:

WHEREAS, under the provisions of Chapter 284, General Laws of Oregon, 1931, which is the law providing for the designation, construction and maintenance of a system of secondary state highways, it is provided that the rights of way for such secondary state highways shall be procured by the counties, and

WHEREAS, it is the judgment of the Commission that a standard width of right of way should be declared so that counties may be advised of the standard requirements, and

WHEREAS, it is the judgment of the Commission that a right of way having a minimum width of sixty feet will be sufficient width of right of way for the proper construction and

maintenance of secondary state highways, THEREFORE,

BE IT RESOLVED by the State Highway Commission in regular session assembled, all members being present and participating, that where rights of way are procured for secondary state highways a minimum width of sixty feet shall be procured; provided, that where additional widths are necessary for cuts or fills such additional widths as may be ordered by the Commission shall be acquired by the counties.

BE IT FURTHER RESOLVED, that a right of way sixty feet wide shall be and the same is declared to be the standard width of right of way for all secondary state highways, and such standard of width shall prevail until otherwise required by order of the Commission.

The Secretary presented a form of memorandum agreement with Clatsop County covering the matter of advertising and the awarding of contracts for the grading, surfacing, construction of bridges and other necessary work on the Vesper Section of the Nehalem Highway (Secondary State Highway No. 102). Matter referred to the Attorney to prepare a formal agreement for the Commission's acceptance. In the meantime, the Engineer was authorized by the Commission to advertise for bids for this work.

The Commission reconsidered the request of the Lincoln County Court for an advance of \$10,000 from its share of the secondary state highway fund to enable it to complete its obligation with the Bureau of Public Roads for construction work performed on the Siletz River Forest Highway. District Engineer W. H. Lynch of the Bureau of Public Roads stated that heretofore the Bureau has trusted the counties in the matter of fulfillment of their obligations and a default by Lincoln County in making its payment now will be a significant thing in future forest highway construction work. After further discussion, the Commission approved the payment of \$10,000 to Lincoln County from its share of the secondary highway funds, if this can be done legally. The matter was referred by the Commission to the Attorney with instructions to prepare a form of agreement to cover, if there are no legal obstacles to prevent this payment.

The Secretary presented a copy of the resolution adopted by the County Court of Lane County by which the County elects to do or perform the engineering, maintenance, construction, reconstruction and betterment work with its own forces upon the following secondary state highways within that county:

Territorial Road	(Secondary State Highway No. 200)
Alsea-Deadwood Road	(Secondary State Highway No. 201)
Eugene-Swisshome Road	(Secondary State Highway No. 220)
Fox Hollow Road	(Secondary State Highway No. 221)
Springfield-Cottage Grove Road	(Secondary State Highway No. 222)

Resolution accepted by the Commission and ordered filed.

Consideration was given by the Commission to the resolution adopted by the Klamath County Court whereby the Commission is requested to conduct surveys in the immediate future for the realignment of the secondary state highway (formerly known as Market Road No. 1) that begins at or near Klamath Falls and extends in a southerly direction to the California state line at a point near the town of Dorris, California, sometimes called the Klamath Falls-Weed Road, and also in which the Klamath County Court resolves to secure all of the necessary rights of way that may be required by the State Highway Commission. W. H. Lynch, District Engineer of the Bureau of Public Roads, stated that this road will eventually be the outstanding road to California from Oregon. After due deliberation the Commission authorized the Engineer to make a complete survey of this road and secure all necessary engineering data in the spring or summer as soon as funds and an engineering crew are available. The Attorney advised the Commission that the expense of this survey must be paid from secondary state highway funds.

The Almon Emergency Highway Bill providing for additional federal aid for the relief of unemployment, now pending in Congress, was discussed by the Commission. The Commissioners decided that the Chairman should act for the Commission in this matter.

The Secretary presented a letter from the City of Grants Pass in which the Commission was requested to provide for the improvement of Sixth Street--the route of the Pacific Highway--in that city between "L" Street and the new bridge over the Rogue River near the southern city limits, a distance of about 1,600 feet, so that it will conform to the present improvement of this street north of "L" Street. They asked the Commission to make this improvement under authority granted by the 1931 legislature. After due deliberation and discussion, the Commission declined the request.

The Engineer was instructed by the Commission to prepare plans for the construction of three bridge structures of the trestle type over Keopke Slough, Dean Creek and Hinsdale Creek on the Umpqua Highway between Scottsburg and Reedsport and to submit them to the Chief of Engineers and the Secretary of War for approval.

The Secretary presented a copy of resolution adopted by the County Court of Umatilla County in which the Commission was requested to provide for the reconstruction and oiling of a ten mile section of the Cold Springs Highway extending from Pendleton northerly to the junction of the Middle Cold Springs. State Highway Engineer Baldock stated that this project is not on the 1932 program and recommended that it be deferred for the 1933 program. Recommendation approved by the Commission by unanimous vote.

The Commission authorized the preparation of plans and the construction of two trestles over Reed Creek and an unnamed creek on the Siletz River Secondary State Highway in Lincoln County. The Engineer explained that the estimated cost of the two trestles is \$2,500 and will be paid for from secondary state highway funds.

The Secretary presented a letter directed to Governor Meier by Poole & McGonigle, Inc., of Portland, and forwarded by the Governor to the State Highway Commission, in which recommendation was made that the specifications for the construction of the proposed bridge over the Clackamas River on the East Portland-Oregon City Highway should contain a clause requiring that materials entering this bridge be manufactured and fabricated in the State of Oregon, in so far as it is possible, for the benefit of Oregon industries. Engineer Klein stated that this bridge is being constructed jointly by the State and the Government as a federal aid project and the federal aid requirements will not permit the inclusion of such a clause in contract specifications where an expenditure of Government funds is involved. The Secretary was instructed by the Commission to communicate this information to Poole & McGonigle.

State Highway Engineer Baldock recommended that the maximum load limits on the Old Oregon Trail, between Pendleton and Kamela, be reduced from 49,000 pounds to 10,000 pounds during the period that frost is leaving the ground so as to prevent excessive damage being done to the highway during this period. Recommendation approved by the Commission. The Commission also confirmed the order issued by former State Highway Engineer Klein on February 26, 1932, reducing the maximum load limits from 49,000 pounds to 10,000 pounds on the following state highways: The Dalles-California Highway between Columbia River Highway and Bend; on the Sherman Highway from Biggs to the junction with The Dalles-California Highway; on the John Day Highway between Arlington and Dayville and on the Ochoco Highway between Redmond and the junction with the John Day Highway. The following resolution covering the matter was introduced by Commissioner Washburne who moved its adoption:

WHEREAS, the following roads or highways 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, to-wit:

Old Oregon Trail	The Dalles-California Highway
John Day Highway	Sherman Highway
	Ochoco Highway

AND WHEREAS, the said above-named state highways and each and all of the same are, in the judgment of the State Highway Commission, 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

3/4/32

of the Commission, that the maximum weights which shall be permitted upon the said roads or any of them 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 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 interest 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 49,000 pounds to 10,000 pounds, and that it will be for the best interest of the said highways that the maximum total weight of load and vehicle which shall be permitted upon said roads shall be reduced from 49,000 pounds to 10,000 pounds.

IT IS HEREBY ORDERED, that the maximum weight of combined load and vehicle which shall be permitted upon any of the within-named roads 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 264 of the Laws of Oregon for 1931, shall be in full force and effect from this date until modified, annulled or voided by the order of the State Highway Commission, and the said rules, regulations and findings shall govern traffic operations over and upon the following named state highways, to-wit:

Old Oregon Trail between Pendleton and Kamela in Umatilla County;

John Day Highway between the Columbia River Highway junction in Gilliam County and Dayville in Grant County;

The Dalles-California Highway between Columbia River Highway junction in Wasco County and Bend in Deschutes County;

Sherman Highway between the Columbia River Highway junction in Sherman County and The Dalles-California Highway junction in Wasco County;

Ochoco Highway between Redmond in Deschutes County and the John Day Highway junction in Grant County.

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 each county in which any of said highways are located, and that a certified copy of said order be furnished the Superintendent of the Department of State Police for his information.

Motion was duly seconded and carried by the unanimous vote of the Commission.

The Parks Engineer, S. H. Boardman, presented a deed from George E. Huntley of Aberdeen, Washington, by which Mr. Huntley conveys to the State for park purposes a tract of land containing 45.85 acres described as Lot 4 of Section 1, T. 3 N. R. 11 W., W. M. and situate adjacent to the Oregon Coast Highway at Short Sand Beach in northern Tillamook County. Mr. Boardman explained that this is a timbered area adjoining the present state park at this point, and is presented to the State as a gift by Mr. Huntley as a memorial to Miss Eunice K. Armstead, a former teacher of his. It has a frontage on the ocean one-quarter mile long and is a splendid addition to the present park. He also stated that the only condition attached to the gift is that the State erect a tablet or marker of some sort in commemoration of Miss Armstead. Motion was made, duly seconded and declared by the Chairman to have carried unanimously that the deed to this park site be accepted with thanks. Commissioner Washburne suggested that the Chairman should write Mr. Huntley a formal letter of appreciation for this gift in addition to that of the Secretary. Approved by the Commission.

Mr. Boardman also presented a deed from the Drew Timber Company, Portland, by which there is deeded to the State for park purposes a small timbered tract of land containing 0.75 acres, situate in Section 28, T. 16 S. R. 2 E., W. M. and lying adjacent to the McKenzie Highway near Vida in Lane County. This tract, he explained, is also presented to the State as a gift with the condition that no buildings be constructed on it. On motion, which was duly seconded and declared by the Chairman to have carried unanimously, the deed was accepted by the Commission for the State with thanks. The Secretary was instructed to write an appropriate letter of acceptance to the Drew Timber Company conveying the appreciation of the Commission for this gift.

The Secretary presented a copy of a resolution adopted by the Portland Chapter, Associated General Contractors of America, Inc., on February 15, 1932, in which the State Highway Commission and other public contract awarding bodies are urged to provide that work shall be bid on a basis that all bidders shall be required, between March 1, 1932 and

2/4/32

October 1, 1932, to do the work on the basis of at least two 6 hour shifts, or on a method of rotation of men in such a manner as to provide not over an average of 32 hours per week in any two consecutive weeks to any one man so long as a surplus of labor exists. No action taken on this matter by the Commission due to the present condition of the department's finances.

Letters were presented by the Secretary from the Portland Chamber of Commerce and the Eugene Chamber of Commerce, requesting the Commission to furnish about 10,000 highway maps to the Portland Chamber of Commerce without cost for distribution in Los Angeles, California, in connection with Oregon State Chamber of Commerce work. After due consideration the Commission approved the request with the understanding that the maps are to be shipped direct to the Los Angeles Bureau of the Oregon State Chamber of Commerce.

Consideration was given by the Commission to the request of the Marshfield Chamber of Commerce for 24 hour per day ferry service at the points on the Oregon Coast Highway where ferry service is now being maintained. Former State Highway Engineer Klein informed the Commission that there are five places on this highway where ferry service is maintained and each is now operating under a 16 hour per day schedule. If this schedule is increased, it will be necessary either to pay the operators double time for time worked in excess of 8 hours or to employ a third shift crew. It was his opinion that the travel on this highway at present does not justify the extra expense that will be incurred by lengthening the hours of service. He further stated that the establishment of a 24-hour-per-day schedule will not give the men sufficient time to properly oil up and make repairs that may be required. The Chairman concurred with Engineer Klein in his thought that the present amount of traffic on this highway does not justify the expense of 24-hour-per-day ferry service. No further action was taken.

Consideration was given by the Commission to the matter of the purchase of right of way for the north unit of the Redmond-Terrebonne Section of The Dalles-California Highway in Deschutes County, the construction of which is now being carried on as an unemployment relief project. The Engineer explained that this project is a line change approved by the former Commission and for the most part the property needed for right of way can be acquired at a reasonable figure; however, some of the owners are holding their land at a price that is too high and out of proportion with the balance. He recommended that the Commission approve the purchase of the land that is reasonably priced and that the Attorney be authorized to condemn the balance if he finds this necessary after further negotiating with the owners. The Commission approved the Engineer's recommendation and instructed the Attorney to condemn the land required for this improvement if, by further negotiating, he is unable to secure it at a reasonable price.

A report was presented from Resident Engineer F. D. Eason, McMinnville, regarding a local controversy that involved the removal of some old oak trees on the West Side Pacific Highway about one mile east of Newberg. It was the unanimous opinion of the Commission that these trees should not be destroyed. The Attorney was instructed to so advise Mr. Eason, so that he may inform the parties to the controversy.

Consideration was given by the Commission to the matter of financing the surfacing of those portions of the Lakeview-Burns Highway across privately owned lands, estimated by the Engineer to cost about \$4,000. The Engineer explained that under previous agreement and understanding with the County Courts of Lake and Harney Counties, the Counties were to pay the entire cost of constructing this highway across privately owned lands, the balance to be paid by the Federal Government with funds appropriated under the provisions of the Oddie-Colton Act. The grading of this highway is now complete and the surfacing must be under contract before July 1, 1932, in order to secure the benefit of the Government funds that remain unexpended from this appropriation.

He further stated that the Counties now advise that they have no funds to complete their obligation and request the State to advance their share with the understanding that they will reimburse the State in 1933. After a full discussion of the matter the Commission by unanimous vote approved the advancement of \$4,000 to Lake and Harney Counties to pay for the surfacing of this highway across the privately owned lands, subject to the condition that the counties will reimburse the State in full from their secondary state highway funds in 1933. The Attorney was instructed to prepare an agreement to cover the matter and submit the same to the County Courts of Lake and Harney Counties for their acceptance.

Consideration was given by the Commission to the matter of the appointment of a board of arbitrators to consider the claims of the J. W. Sweeney Construction Company arising out of the contract awarded to that company by the former State Highway Commission in 1925 for the grading of Unit 3, Burnt Hill-Chetco River Section of the Oregon Coast Highway in Curry County, Contract No. 835. The Commission was informed that this matter had been passed on previously by two former Commissions, and that the claims were denied by each; therefore, it has been considered a closed issue. No action was taken by the Commission with respect to this matter.

At this time the Commission considered the new salary and wage schedule for department employes as prepared by State Highway Engineer R. H. Baldock. Commissioner Washburne stated that he approved of this revised schedule until economic conditions improve, which statement was concurred in by Commissioner Aldrich. Motion was made by Commissioner Aldrich that the following revised salary and wage schedule as prepared by the State Highway Engineer be adopted as of April 1, 1932, subject to such alteration as the State Highway Engineer may deem necessary. Motion was duly seconded by Commissioner Washburne and declared by the Chairman to have carried unanimously.

CHIEF EXECUTIVE - State Highway Engineer	\$5,250.00 per year
LEGAL DEPARTMENT - Chief Attorney	5,000.00 " "
Assistant Attorney	250.00 " month
Stenographer	120.00 " "

3/4/32

COMM. SECRETARY - Secretary		\$250.00	per month		
Office Assistant		175.00	"	"	
Clerks		90.00 - 135.00	"	"	
Stenographers		85.00 - 125.00	"	"	
Telephone operator		70.00	"	"	
EXECUTIVE STAFF - Bridge Engineer (See Bridge Engr. office)		400.00	"	"	
Office Engineer (See Salem Office)		360.00	"	"	
Maint. Equip. Engr. (See Maint. Office & Shops)		360.00	"	"	
Constr. Engineer (See Constr. Engr. Office)		360.00	"	"	
FIELD STAFF - Division Engineer		320.00	"	"	
Division Office Engineer		175.00 - 200.00	"	"	
Ass't Division Engineer		250.00	"	"	
Res. Maint. Engineer		210.00	"	"	
Res. Constr. & Locating Engr.		175.00 - 210.00	"	"	
Transitman & Draftsman		145.00	"	"	
Levelman & Topographer		130.00	"	"	
Computer & Transitman & Rodman		110.00 - 130.00	"	"	
Timekeepers		100.00 - 125.00	"	"	
Rock checkers		85.00 - 110.00	"	"	
Rodman & Chainman		85.00 - 110.00	"	"	
Stake Artist - Rear Flagman & Axeman		85.00	"	"	
Right of Way Buyer		130.00 - 240.00	"	"	
PATROL MAINTENANCE FORCES (Under Division Engineers)					
Patrolman		.50 - .60	"	hour	
Patrolman's helper		.45 - .55	"	"	
Laborers		.40 - .45	"	"	
Truckdrivers		.45 - .55	"	"	
Tractor Operators		.50 - .60	"	"	
Grader Operator		.45 - .55	"	"	
Mason		.85	"	"	
Snogo Operator		.60	"	"	
Snow plow operator		.55	"	"	
Snow plow operator's helper		.45	"	"	
Paving Patching crew (See paving plant wage schedule)					
Oil crews (See Wage Schedule "B")					
Extra Gangs (See Wage Schedule "B")					
PURCHASING DEPT. - Ass't Purchasing Agent		200.00	per month		
Auditor		95.00	"	"	
Stenographer		90.00	"	"	

MAINTENANCE AND CONSTRUCTION ORGANIZATION
Wage Schedule "B" (Revised) 1932
Extra Gang

Classification	Rate			
General Foreman (Large Crew)	\$150.00 - 180.00	per month		
Surface Foreman (Oil Crew)	140.00 - 160.00	"	"	
Timekeeper (Large Crew)	100.00 - 125.00	"	"	
Sub Foreman (Oil Crew)	.50 - .60	"	hour	
Working Foreman (Small Crew)	.50 - .60	"	"	
Day Fireman or Boilerman	125.00 - 140.00	"	month	
Night " " "	125.00	"	"	
Retort Operator	140.00 - 160.00	"	"	
Shovel Operator	.85	"	hour	
Crane Operator	.85	"	"	
Pitman	.50	"	"	
Loader Operator	.50 - .60	"	"	
Rotary Snow Plow Operator*	.50 - .60	"	"	
Rotary Snow Plow Helper	.40 - .50	"	"	
Mechanic	.50 - .60	"	"	
Tractor Operator K	.50 - .60	"	"	
Tractor Driver L	.45 - .55	"	"	
Truck Operator M	.50 - .60	"	"	
Motor Grader Operator	.50 - .60	"	"	
Blademan	.45 - .55	"	"	
Rollerman	.50 - .65	"	"	
Oil Leverman	.50 - .55	"	"	
Flagman	.40 - .45	"	"	
Laborers	.40 - .45	"	"	
Teamsters	.40 - .45	"	"	
Man, team & mower	.65 - .80	"	"	
Water boys	.25 - .40	"	"	
Teams per head	.15 - .20	"	"	
Blacksmith	.50 - .60	"	"	
Pumpman	.45 - .55	"	"	
Carpenter	.50 - .65	"	"	
Powderman	.50 - .65	"	"	
Painter	.50 - .65	"	"	
Jackhammerman	.50 - .65	"	"	
Miner	.50 - .65	"	"	
Miner's helper	.45 - .55	"	"	
Stone mason	.65 - .85	"	"	
Stone mason's helper	.50 - .55	"	"	
Rock driller	.45 - .55	"	"	
Cook	Write in for rate			
Truckdriver (one ton trucks)	.50	per hour		
Truckdriver (over one ton trucks)	.55	"	"	
Night watchman	100.00	"	month	

*Except where men are assigned from the shops in which case they will receive their regular rate if in excess of .60 per hour.

K Operators of over two ton machines.

L Operators of under two ton machines.

M Operators of six cylinder trucks used for oilers and oil tenders, all other truck operators classified as truckdrivers.

Paving Plant Wage Schedule

1932

Small Plant

General Foreman	\$150.00 - 180.00	per month
Timekeeper	100.00 - 125.00	" "
Street Foreman	140.00 - 150.00	" "
Mixerman	.55 - .65	" hour
Laborers	.40 - .45	" "
Truckdrivers	.50	" "
Rollermen	.50 - .85	" "
Rakers	.50 - .65	" "
Shovelers	.50	" "
Burnermen (street)	.50	" "
Paintmen	.50 - .55	" "
Flushcoater	.50 - .55	" "
Tampermen	.45 - .50	" "
Headermen	.55 - .65	" "
Flagmen	.40 - .45	" "
Kettlemen	.50 - .55	" "

Burning Crew

General Foreman	\$150.00 - 165.00	per month
Laborers	.40 - .45	" hour
Truckdrivers	.50	" "
Rakers	.55 - .65	" "
Burnermen (machine oper.)	.50 - .55	" "
Flushcoater	.50 - .55	" "
Tamper	.45 - .50	" "
Flagmen	.40 - .45	" "

BRIDGE ENGINEER'S OFFICE AND FIELD FORCE

Assistant Bridge Engineer	\$260.00	per month
Designing Engineer	240.00	" "
Office Engineer	200.00	" "
Machine Designer	180.00	" "
Designers	145.00 - 170.00	" "
Ass't Draughtsman	130.00	" "
Stenographer	115.00	" "
Resident Maint. Bridge Engineer	210.00	" "
Resident Bridge Const. Engineer	150.00 - 200.00	" "
Chief Bridge Operator	130.00	" "
Bridge Operator	85.00 - 110.00	" "
Ferry Captain	130.00 - 150.00	" "
" Engineer	150.00	" "
First Officer	4.40	per day
Assistant First Officer	4.00	" "

Continued

MAR 4 1932

Bridge Engineer's Office and Field Force - continued

(Interstate Bridge)

" Chief Operator	\$155.00	per month
" Ass't Operator	140.00	" "
" Gate Tender	95.00	" "
Bridge Foreman	150.00 - 175.00	" "
" Carpenter	.55 - .65	" hour
Bridgeman	.50 - .55	" "
Laborers	.45	" "
Inspectors	.70	" "
"	130.00	" month
Deck hands	110.00	" "
" "	.40	" hour

SALEM OFFICE (OFFICE ENGINEER'S DEPT.)

Assistant Office Engineer (Market Roads)	220.00	" month
Office Assistant	130.00 - 185.00	" "
Engineer Draughtsman	175.00	" "
Costkeeper	140.00	" "
Cost Clerks	110.00 - 125.00	" "
Blue Printer	105.00	" "
Computer	130.00	" "
Stenographers	110.00	" "
Chief Draughtsman	240.00	" "
Draughtsman	115.00 - 170.00	" "

AUDITING DEPARTMENT (Office Engineer's Dept.)

Auditor	200.00	" "
Bookkeeper & Traffic Clerk	175.00	" "
Invoice Clerk	125.00 - 140.00	" "
Insurance Clerk	140.00	" "
Estimate Clerk	120.00	" "
Warrant Clerk	110.00	" "
Service Card Clerk	85.00	" "
Pay Roll Clerk	135.00	" "
Emergency Service Card Clerk	70.00 - 85.00	" "
Filing Clerk	80.00	" "
Typist	70.00	" "
Stenographers	80.00 90.00	" "
Requisition Clerk	130.00	" "

MAINTENANCE ENGINEER'S DEPT.

Office Engineer	\$200.00	" "
Traffic Engineer	200.00	" "
Park Engineer	225.00	" "
Clerk	140.00	" "
Stenographers	90.00	" "

MAR 4 1932

3/4/32

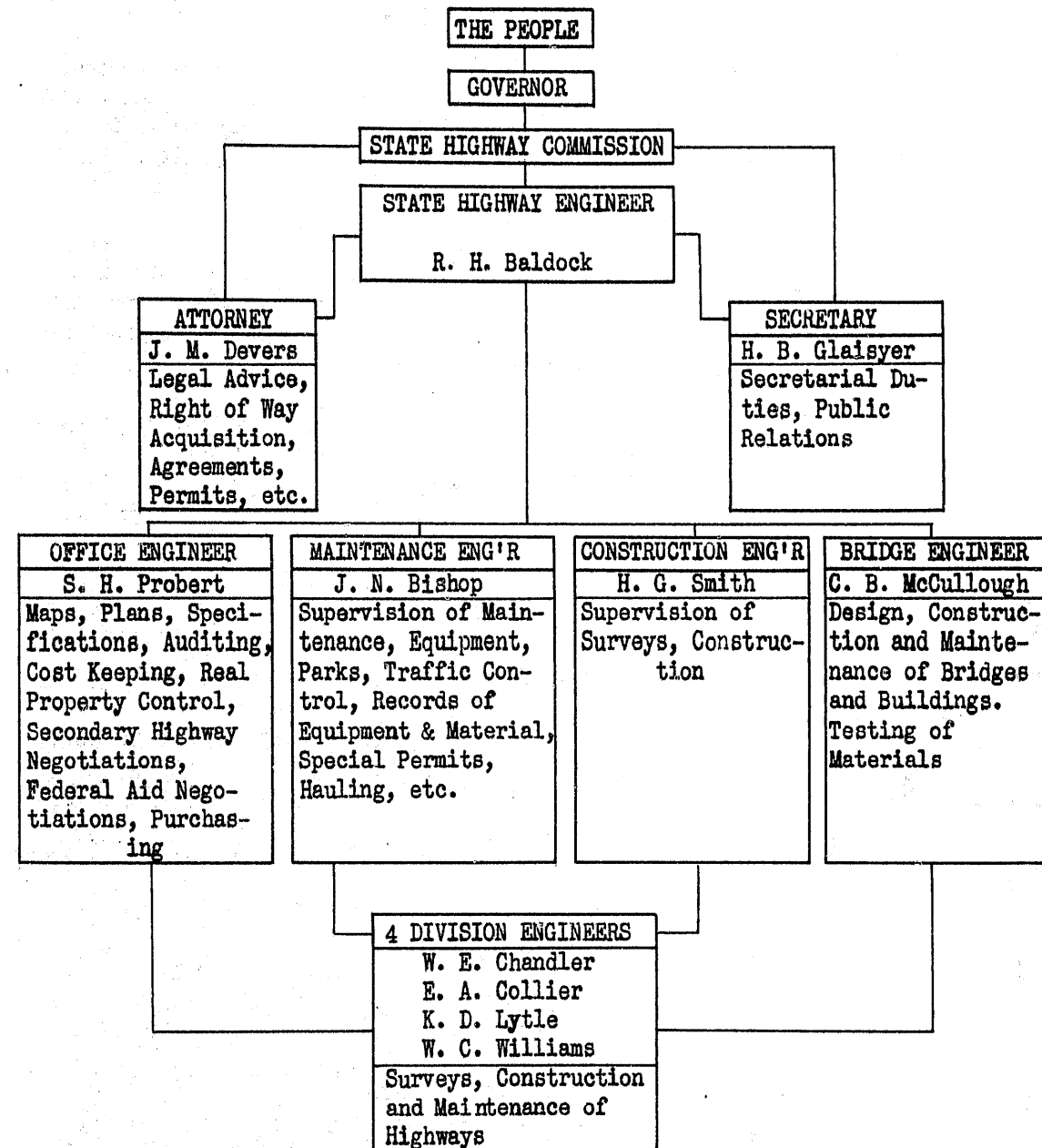
EQUIPMENT DEPT. (Maint. Engineer's Office)

Master Mechanic	\$240.00	per month
Shop Superintendents	145.00 - 170.00	" "
Storekeeper	110.00 - 200.00	" "
Chief Clerk	135.00	" "
Clerks	90.00 - 150.00	" "
Accountant	130.00 - 150.00	" "
Shop Clerk	135.00	" "
Mech. Draughtsman	125.00	" "
Commission Chauffeur & Mechanic (Special)	145.00	" "
Officemen	135.00	" "
Stockkeepers	135.00	" "
Night watchman	90.00	" "
Working Foreman	.70	" hour
Electrician	.70	" "
Mechanic	.55 - .70	" "
Mechanic's helper	.45 - .55	" "
Laborers	.40 - .45	" "

SIGN CREWS (Traffic Engineer's Maint. Dept.)

Foremen	110.00 - 135.00	per month
Helpers	70.00	" "

The Commission next gave consideration to the department organization chart as revised by the State Highway Engineer. Motion was made by Commissioner Washburne that the following organization as prepared by the State Highway Engineer and as shown on the blue print submitted by him be adopted by the Commission:



2/4/32

Motion was duly seconded by Commissioner Aldrich and declared by the Chairman to have been carried by unanimous vote.

The following requests for extensions of time to complete highway construction projects were presented by the Secretary:

Wren & Greenough, Contract No. 1264, roadbed and tunnel construction, Elk Creek Tunnel Section of the Umpqua Highway in Douglas County, requested an extension of time to March 1, 1932. The State Highway Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

Curry & Porter, Contract No. 1317, construction of a draw rest for the bridge over the Siletz River on the Oregon Coast Highway at Otis in Lincoln County requested an extension of time of sixty days to complete this project. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

Consideration was given by the Commission to the matter of arranging a construction program for 1932. The following list of preferred projects was presented by the State Highway Engineer:

April 7, 1932

Highway	Section	Type	Miles	Total Cost	State	Federal Aid
Dalles-California	Merrill-Malin	Grading & Surf.	11.00	\$110,000	\$110,000	\$
Old Oregon Trail	Durkee-Gales	Regrading and Gravel Topping	6.30	154,000	61,600	92,400
Old Oregon Trail	Huntington-Slides	Bit. Mac.	10.00	63,000	25,200	37,800
Old Oregon Trail	Hot Lake-Union	" "	5.00	26,000	10,400	15,600
Columbia River	Dillon-Biggs	Bit. Mac. & Gravel Shldrs	11.08	85,000	34,000	51,000
Oregon Coast	Port Orford-Euchre Cr.	Resurfacing	19.43	80,000	80,000	
McMinnville-Tillamook & Salmon River	Valley Jct.-Boyer-Dolph-Sheridan Project	Resurfacing	14.40	180,000	180,000	
		Surfacing	1.80			
		Oiling	8.00			
		Bit. Mac.	8.20			
		Maint. Mtls.	35.00			
Coos Bay-Roseburg	Enchanted Prairie	Maint. Mtls.		15,000	15,000	
				\$713,000	\$516,200	\$196,800

April 21, 1932

Highway	Section	Type	Miles	Total Cost	State	Federal Aid
Columbia River	Sand Sta.-Wash. State Line	Grading & Gravel Topping	9.00	\$220,000	\$ 88,000	\$132,000
Columbia River	Umatilla	Overcrossing		35,000	14,000	21,000
"	Dillon	" " Widen Bridge & Appr.		85,000	85,000	
"	Heppner Jct.-Irrigon	Maint. Mtls.	27.08	15,000	15,000	
"	Sand Sta.-Wash. State Line	2 Bridges		8,000	3,000	5,000
West Side Pacific	Mult. Co. Line-Middleton	Paving	4.10	110,000	110,000	
Oregon-Wash.	Adams-Milton	Pavement Widen. & Resurfacing	18.00	60,000	24,000	36,000
Old Oregon Trail	Pendleton-Dead Man's Pass	Gravel Topping	11.00	77,000	30,800	46,200
Klamath Falls-Lakeview	Beatty-Forest Bdry.	Bit. Mac.	21.18	65,000	65,000	
				\$675,000	\$434,800	\$240,200

May 5, 1932

Highway	Section	Type	Miles	Total Cost	State	Federal Aid
Pacific	New Era-Aurora	Grading	2.00	\$ 80,000	\$ 60,000	\$ 20,000
"	Santiam Riv. Br. at Jefferson			150,000	60,000	90,000
"	Salem-Brooks	Widen Grade & Pavement	9.00	150,000	81,000	69,000
"	Green Cr. Line Change	Pavement	2.46	60,000	30,000	30,000
Oregon Coast	Newport-Waldport	Bit. Mac.	13.00	55,900	22,350	33,550
Corvallis-Newport	Pioneer Mt.-Eddyville	" "	10.00	33,500	13,400	20,100
Oregon Coast	Yachats-Lane Co. Line	Oiling	2.87	4,300	1,720	2,580
				\$533,700	\$268,470	\$265,230

3/4/32

May 19, 1932

Highway	Section	Type	Miles	Total Cost	State	Federal Aid
Oregon Coast	Youngs Bay	Bridge Appr.		\$ 40,000	\$ 16,000	\$ 24,000 ✓
West Side Pacific	South of Monroe	"S" Bridge	1.00	20,000	8,000	12,000 ✓
" "	Polk Co. Line-	Non Skid	4.90)	18,000	18,000	✓
" "	Lewisburg					✓
" "	Corvallis-Lane Co.	" "	8.60)			✓
" "	Clow Corner-	Pavement Widen-				✓
" "	Monmouth	ing	2.80	10,800	4,300	6,500 ✓
Pacific	Tangent-Shedd	" "	2.35	8,000	4,000	4,000 ✓
Oregon Coast	Berry Cr.-Florence	Bit. Mac.	3.00			
" "	" " "	Oiling	7.00			
" "	Bandon-South	Bit. Mac.	7.43			✓
" "	Denmark-Sixes	" "	5.30			✓
West Side Pacific	4th St. Extension	Grading	1.50	50,000	50,000	✓
Dalles-California	N. of Klamath					
" "	Falls	Overcrossing		27,500		13,750 ✓
" "					Other Co-op.	13,750
" "	Klamath Falls-					
" "	Terminal City	Paving	2.08	50,000	20,000	30,000 ✓
" "	Modoc Pt.-Barkley					
" "	Springs	Surfacing	1.30	13,000	5,200	7,800 ✓
Oregon Coast	Kilchis R.-Till.	Pavement	2.75	70,000	28,000	42,000 ✓
" "	Neahkahmie-Arch					
" "	Cape	Grading		50,000		50,000 ✓
Santiam	Trout Creek-East	Grading	1.50	50,000	50,000	
Umpqua	Scottsburg-					
" "	Paradise Cr.	Gravel Topping	11.30	30,000	12,000	18,000 ✓
Umpqua	Reedsport-Scottsburg	5 Tbr. Br.		35,000	35,000	✓
" "	Paradise Creek	Bridge		22,000	10,000	12,000 ✓
				\$494,300	\$260,500	\$233,800

June 2, 1932

Highway	Section	Type	Miles	Total Cost	State	Federal Aid
Portland-Oregon	Jennings Lodge	Grading	0.90	\$22,000	\$22,000	✓
Portland-Oregon	Clackamas River	Approaches		40,000	40,000	✓
Old Oregon Trail	Baker-West Appr.	Grading	2.00	10,000	10,000	✓
Oregon-Washington	Vinson-Nye	Maint. Mtls.		6,000	6,000	✓
Pendleton-John						
Day	Nye-Lazinka Ranch	" "		6,000	6,000	✓
				\$84,000	\$84,000	

MAR 4 1932

Motion was made by Commissioner Washburne that the list of preferred projects as arranged by the Engineer be approved for construction in 1932, subject to such alteration as may be found necessary later, and that he be authorized to advertise for bids for these projects in accordance with the schedule provided in this list. The motion was duly seconded by Commissioner Aldrich and carried unanimously.

The Commission confirmed the date for the next general meeting, which is scheduled to be held in the Multnomah County Courthouse, Portland, at 10:00 o'clock A. M. on Wednesday, March 16, 1932.

The Chairman called a special meeting of the Commission for 8:00 o'clock A. M. on that date in the Multnomah County Courthouse for the transaction of special department matters.

The Secretary reported that he has been informed by the Secretary of State's office that they are now ready to make an audit of the accounts and financial affairs of the State Highway Commission in conformance with the requirements of Section 67-213 Oregon Code for 1930 and that this audit will begin where the audit now being made for the Commission by Price, Waterhouse & Co. ends and will extend either up to the date of the appointment of the present Highway Commission, or to February 29, 1932. The Commission approved the audit and instructed the Secretary to extend the courtesies of the department to the Secretary of State for this purpose.

The Commission discussed further the matter of conducting an annual audit of the department's affairs and it was mutually agreed that this should be continued for the year 1932. On motion, which was duly seconded and carried unanimously, the accounting firm of Price, Waterhouse & Co., which is now completing an audit of the Commission's affairs for 1931, was selected to make the 1932 audit.

The Commission discussed the advisability of continuing the services of Wm. Jayes, the Commission's chauffeur. The Chairman stated that he would have no use for a chauffeur, since he preferred to make his inspection trips in company with the Engineer and in the Engineer's car. State Highway Engineer Baldock stated that Mr. Jayes was considered a very good mechanic and that his present duties included working in the department shops at Salem when he was not engaged in driving for the Commission. After further discussion, the matter was referred to the State Highway Engineer for a decision as to whether or not the services of Mr. Jayes should be retained.

The Engineer was authorized by the Commission to receive bids for supplying the department's asphalt and road oil requirements for the ensuing year, with instructions to take this matter up with the State Purchasing Agent.

The Engineer requested authority to purchase six oil heaters at \$700.00 each for use in carrying on the department's oiling operations this season. The Commission approved the purchase of the six oil heaters




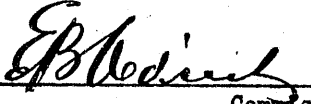

MAR 4 1932

3/4/32

requested by the Engineer at the price quoted, and instructed him to make the purchase through the State Purchasing Agent.

A petition was presented from citizens of Jefferson, Oregon, requesting the Commission to adopt a roadway at least thirty-two feet wide for vehicular traffic for the new bridge to be constructed over the Santiam River on the Pacific Highway at Jefferson. After a full discussion of this matter, the Commission, by unanimous vote, declared themselves in favor of a roadway twenty-four feet in width for vehicular traffic and instructed the Engineer to prepare the design accordingly.

As there was no further business to come before the Commission, the meeting was declared adjourned by the Chairman at 1:15 o'clock P. M.

 State Highway Engineer	 Chairman
 Secretary	 Commissioner
	 Commissioner

Portland, Oregon, March 16, 1932

At the call of the Chairman, the State Highway Commission met in special session at 7:30 A. M. in Room 204 Benson Hotel, instead of at 8:00 A. M. as previously scheduled, with all Commissioners, the State Highway Engineer, former State Highway Engineer Roy A. Klein, the Attorney and the Secretary present.

The Chairman stated that he had been approached by Mr. Sweeney of the J. W. Sweeney Construction Company relative to the appointment of a board of arbitrators to consider the claims of the J. W. Sweeney Construction Company arising out of the contract awarded to that company in 1925 by a former State Highway Commission for the grading of Unit 3, Burnt Hill-Chatco River Section of the Oregon Coast Highway in Curry County.

Engineer Baldock stated that this matter was passed on by two former Commissions and the claims were found to be without merit and, therefore, were denied; however, in order to satisfy Mr. Sweeney, the former Commission on November 13, 1931 offered to have the claims reviewed by Mr. Baldock, who was then Assistant State Highway Engineer, provided that he (Mr. Sweeney) would accept Mr. Baldock's findings as final and conclusive. This information was conveyed to the J. W. Sweeney Construction Company by

letter, but no reply in writing has been received to date. After further discussion, it was the order of the Commission, given by unanimous vote, that H. G. Smith, Construction Engineer, shall review this case and report his findings to the State Highway Engineer, also that the offer of the previous Commission to the J. W. Sweeney Construction Company on November 13, 1931 be renewed, but that the name of H. G. Smith, Construction Engineer, be substituted for that of R. H. Baldock, who is now State Highway Engineer.

Consideration was given by the Commission to the matter of completing the construction of the Wallula Cut-off Section of the Columbia River Highway in Umatilla County. Engineer Baldock reported that further studies of this project have been made since the last meeting and he finds that to construct the highway on an alignment that will put it above the high water level in the event of the construction of the proposed dams across the Columbia River, above The Dalles, will cost about \$50,000 more than to construct on the lower alignment. However, he recommended the adoption of the high line route, notwithstanding the increased cost of construction, in view of the fact that the Federal Government will not co-operate in the cost of reconstructing this highway on the high line if it is now constructed on the low line and it is later found necessary to rebuild it at the higher elevation and also for the following reason: If the low line were constructed and it were later necessary to reconstruct portions of this section to place the grade line above the reservoir site, the cost of such construction would amount to approximately \$160,000 and the saving interest compounded four per cent would not equal the sum until approximately a thirty-year period. Inasmuch as any of the series of dams proposed to be located at The Dalles, John Day, Arlington or Umatilla contemplate an elevation of 330 feet, it would be necessary to change the grade line to the high line route regardless of the selection of the site. While no one knows the length of time that will elapse before any of these dams is built, it would seem safe to assume that at least one of the dams would be constructed before a quarter of a century had elapsed. After further discussion, the Commission, by unanimous vote, approved the Engineer's recommendation and agreed that announcement should be made today that the Wallula Cut-off Project is approved and that plans are now being made to advertise for bids in May for its construction.

The Commission discussed informally the matter of making a survey of the remaining section of the Pendleton-John Day Highway, between Range and Long Creek and a survey of the Base Line route of the proposed short highway from Portland to the sea.

The Chairman stated that the Commission is pledged to have the Base Line route surveyed as it may be a link in the proposed short road from Portland to the sea; it was his thought that the tangent route from Portland across the northern part of Washington County should also be surveyed in order to secure full and complete information for purposes of comparison. Engineer Klein stated that 80% of the distance that will be saved by the construction of the short road to the sea from Portland will be saved west of Gales Creek, hence it was his thought that construction

MAR 16 1932

MAR 16 1932

3/16/32

at the start should be confined to the portion west of that point. No definite action was taken on this matter by the Commission.

The Commission also discussed informally matters pertaining to the Cheshire-Harpole School Section of the Siuslaw Highway, but no decision was rendered.

Consideration was given by the Commission to the advisability of continuing the unemployment relief work that has been carried on by the Commission since November 1931. The Chairman stated that the condition of the department's finances at the present time will not permit the continuance of the emergency work and the carrying out of the construction program that has been outlined for this year without the sale of additional bonds. He was of the opinion that the unemployment relief work should be discontinued and the funds thus conserved should be used to cooperate with the Government on Federal aid construction projects. He also stated that there is some question as to the legality of carrying on emergency work with hand labor, as has been done in the past, and there is a possibility that the Commission will be enjoined from doing so if this practice is continued. Commissioner Washburne stated that he believed that the unemployment relief problem is one that the Governor and the legislature should decide and if some other means than highway funds are not provided to take care of the unemployed, the highway fund will be wrecked. He also stated that the State Motor Association objects to the expenditure of further highway funds for emergency hand labor. In line with this thought, Engineer Klein reported that the Motor Association gave its approval to the expenditure of \$1,000,000 for unemployment relief during the 1931-32 winter as it had during the season of 1930-31, but it was opposed to the expenditure of more than this amount.

The Chairman reported on a meeting that he had attended in the Benson Hotel on Monday of this week with members of the Civic Employment Committee at which Mr. Caldwell, Executive Director of this Committee, expressed the thought that the State Highway Commission should stand the expense of unemployment relief. He stated that he had taken a stand against this because of the loss that the State would have to take by reason of inefficiency in operations, loss of Federal aid and other losses and that he had proposed the closing down of the emergency work by easy steps and ending it entirely in four or five weeks.

Attorney Devers reported that there are now 60,000 unemployed men registered in the state, 5,000 more than were registered the previous month, representing 220,000 people, including dependents. He also informed the Commission that it has the legal right to continue with hand labor work if it so desires.

Engineer Baldock stated that the funds that have been set up for emergency unemployment relief work will be sufficient to continue the work to April 10th, provided Federal aid money is secured. He also stated that he believed the situation can be relieved to a large extent by contracting the work and requiring the contractor to work two six-hour shifts and hire local labor as far as possible. By so doing, greater efficiency will be

obtained, Federal aid funds will be saved to the State and more miles of highway can be constructed. He estimated that where \$100,000 will employ 270 men for 100 days by the hand labor method, pay them \$90,000 wages, distribute \$10,000 for local supplies and build one mile of road, the same sum matched by \$150,000 of Federal aid funds will employ 250 men for 100 days, pay them \$90,000 wages, distribute \$60,000 for local supplies and build eight miles of road.

It was the consensus of opinion of all of the Commissioners that this is too big a matter for the Highway Department to handle and that other means must be found to alleviate unemployment conditions. The Chairman proposed the gradual discontinuance of the emergency work at the rate of 20% each week, starting March 26th. This, he stated, will end the work about May 1st when other kinds of summer employment will be available to many of the men. No definite action was taken by the Commission on this matter at this time.

Engineer Baldock at this time requested authority to continue and complete certain surveys that are now in progress and to conduct additional surveys so that plans may be prepared and the construction program arranged for the 1933 season. After due deliberation the following survey program for 1932 as proposed by the Engineer was approved by the unanimous vote of the Commission:

Highway	Section	Kind of Work Contemplated	Miles	Estimated Cost
<u>Completion of Surveys in Progress:</u>				
Pacific	Salem-Aurora	Regrad. & Pav.	11.0	\$ 5,500
"	Aurora-Canby	" " "	3.0	1,500
Columbia River	Multnomah Line-Rainier	Betterment	15.0	7,500
"	" Tunnel Widening	- -	3.0	1,500
"	" Biggs-Blalock	Revision	25.0	5,000
"	" Blalock-Arlington	"	10.0	5,000
"	" Umatilla-Washington State Line	Grading	8.0	4,000
Wilson River	Tillamook-Glenwood	"	50.0	18,000
Short Route	Hamlet Junction-Elsie	"	22.0	8,000
"	" Elsie-Portland	"	40.0	15,000
"	" Elsie-Scappoose	"	40.0	20,000
Oregon-Washington	Adams-Milton	Pav. Widening	25.0	2,000
Oregon Trail	Pendleton-Deadman's Pass	Resurfacing	10.0	2,000
Siuslaw	Junction City-Cheshire	Grade	4.0	1,000
Oregon Coast	Major Bridges	Bridge Const.	4.0	2,000
Dalles-California	Terminal City-Algoma	Revisions	8.0	2,000
Oregon Trail	North Powder-Haines	"	10.0	1,000
Short Route	Base Line Route Portland-Hillsboro	Reconnaissance		

Cont'd

3/16/32

Highway	Section	Kind of Work Contemplated	Miles	Estimated Cost 1932
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New Surveys:

Pacific	Oregon City	Regrad. & Pav.	1.0	\$ 600 ✓
West Side Pacific	Middleton-West Dayton	Regrading	14.0	7,000 ✓
Pacific	Siskiyou Mountain	"	20.0	12,000 ✓
Santiam	Upper Soda-Sheep Creek	Grade	5.0	2,000 ✓
Mt. Hood	Portland-Clack. Co. Line	Pav. Widening	5.5	1,600 ✓
"	Mt. Hood-Booth Hill	Regrading	4.0	2,000 ✓
Tualatin	Beaverton-Hillsboro	Widening	9.5	5,000 ✓
Central Oregon	Part of Burns-Juntura	Grade	20.0	12,500 ✓
Pendleton-John Day	Range to Long Creek	Grading	16.0	8,000 ✓
Oregon-Washington	Greasewood Cr. (Pendleton-Adams)	Revision	1.0	500 ✓
Cold Springs	Pendleton-Cold Springs	Widen & Bit. Mac.	15.0	1,000
Fremont	Lakeview-Plush Road		6.0	2,000 ✓
Allowance for additional surveys				<u>20,000</u>

\$175,200

Motion was made by Commissioner Aldrich that the Engineer be authorized to complete the surveys for the Wallula Cut-off Section of the Columbia River Highway along the high line route, prepare plans and advertise for bids to be received on May 5, 1932, for the grading of the remaining unit of this section of highway. Motion duly seconded by Commissioner Washburne and declared by the Chairman to have carried by unanimous vote.

At this time, by previous appointment, members of the Public Relations Committee of the Portland Civic Employment Committee appeared before the Commission and urged the Commission to continue its unemployment relief work in Multnomah County. The group consisted of the following members: T. H. Banfield, General Chairman of the Civic Emergency Committee of the City of Portland and Multnomah County, and National Representative of President Hoover in Oregon in unemployment matters; John A. Zehntbauer; Amedee M. Smith; Worth W. Caldwell, Executive Director; Aaron M. Frank, Chairman Public Relations Committee; Frank H. Ransom; and Dan J. Malarkey.

Mr. Banfield opened the arguments for the committee by stating that their unemployment relief program is far from finished and the discontinuance of the state relief at this time will have serious effects on the unemployment situation and the work of the committee. It was his thought that the State's contribution to this cause, which he stated amounted to about \$250,000, is insufficient and that the State should continue its work for another month at least. He explained that there are now 15,000 heads of families registered at their headquarters who must be provided for and there are only two ways by

which money can be raised to do this--either the State or Portland and Multnomah County. He further explained that the County still has \$500,000 of its unemployment relief bond issue available but the County is unable to sell the bonds on account of unmarketable conditions.

Chairman Scott informed Mr. Banfield that by April 1, 1932 the State Highway Commission will have expended \$1,250,000 for unemployment relief work throughout the state, and of this amount \$300,000 will have been spent in Multnomah County. He further stated that the original plan was to terminate this work on March 1st when the \$1,000,000 raised by bond issue was spent, but on account of prevalent conditions, the Commission appropriated an additional \$250,000 to continue the work to April 1st. Engineer Baldock stated that about 80% of this money is going direct to labor.

Mr. Frank informed the Commission that the Civic Emergency Committee is now providing work for 2,450 men, of whom 500 are being furnished work by the State. It was his thought that the state emergency work should not stop now but should be continued until other work opened up and then gradually taper off since it is not a case of putting butter on bread but of supplying the bread. He further stated that they have it in mind to attempt another bond issue later, but in the meantime they need the State's assistance to continue their relief work, as it is impossible for them to carry the burden themselves.

Mr. Zehntbauer confirmed the statements of the previous speakers and added that while he was in favor of the Chairman's plans for efficiency, this is a time of emergency and efficiency should not be a consideration because the people must be taken care of.

At the suggestion of Commissioner Aldrich, Engineer Baldock outlined the plan that he has in mind to take care of the unemployed should the Commission decide to discontinue the emergency work and spend its funds by letting contracts.

Mr. Malarkey stated that this problem should not be approached from the standpoint of efficiency or under ordinary conditions. He was of the opinion that Multnomah County is entitled to a larger share of the emergency relief funds because this county has a larger number of unemployed per capita than any other county in the state and the number is increasing daily and conditions are getting worse. He referred to an announcement purported to have been made by Governor Meier through the press in 1931, in which the Governor was quoted as saying that the State Highway Commission would spend from \$1,000,000 to \$3,000,000 for unemployment relief, and added that to date only \$1,000,000 of this has been spent. It was his thought that additional bonds should be sold now so that the emergency work can be continued in line with the Governor's announcement and that the Federal aid funds should be matched with state highway funds procured through the regular channels. It was also his thought that a very serious situation would have developed in Portland had it not been for the work accomplished by the Public Relations Committee. Concerning the sources of revenue

2/16/32

available to carry on relief work, he stated that the State Highway Commission is the only body in the state that is authorized by law to sell bonds and he was of the opinion that it is the duty of the Commission to do this.

Attorney Devers explained that the Commission's authority to spend state highway funds by hand labor methods has been challenged to which Mr. Malarkey replied that this is a humanitarian proposition and he did not believe that anyone would take the matter to court--if it was taken to court, then the Commission will not be held to blame if it is forced to discontinue the emergency work. In reply to the statement of Engineer Baldock that the State is now behind in collecting its share of the Federal aid funds, and that any further expenditure for emergency relief would result in the loss of additional Federal aid monies, Mr. Malarkey stated that the most important problem now is to provide work for the men with dependents who are registered with the Committee and this cannot be done, he stated, by contract work since the contractor will be free to hire men wherever he may see fit. He was of the opinion that it is more important to use the regular highway funds for relief work than to do contract work.

Commissioner Washburne inquired as to whether or not there are any other agencies that can help out in solving this problem and asked if the matter had been discussed with the Governor. He suggested that perhaps this is a matter that should be presented to the legislature for solution. He also stated that there are agencies in Portland which object to the expenditure of additional state highway funds for the relief of unemployment by hand labor methods.

Chairman Scott informed the delegation that there is a question as to whether or not the Commission has legal authority to spend the State's money in this way. He gave it as his opinion that it is illegal to do so and that the Commission must call for bids. Attorney Devers stated that he has as yet been unable to find a statute that will authorize the Commission to carry on highway work by hand labor as has been done.

At this time the Chairman announced that the Commission must attend its regularly scheduled meeting at 10:00 o'clock A. M. this day in Multnomah County Courthouse. Therefore at 9:50 A. M. motion was made, duly seconded and carried that adjournment of this special meeting be taken at this time until 9:00 o'clock A. M. the following day in the same room.

Portland, Oregon, March 16, 1932

The State Highway Commission met in Room 570 Multnomah County Courthouse at 10:00 o'clock A. M. Present were:

Leslie M. Scott, Chairman
E. B. Aldrich, Commissioner
Carl G. Washburne, Commissioner
R. H. Baldock, State Highway Engineer
Roy A. Klein, former State Highway Engineer
H. B. Glaisyer, Secretary

Bids were opened on grading, surfacing and bridge projects and for furnishing ferry service across the Siuslaw and Umpqua Rivers in accordance with previous published notice. At the request of the Chairman the Secretary called the attention of those present to an error in the quantity of maintenance materials to be furnished in connection with the Vesper Section project in Clatsop County for which bids are to be opened this day. He stated that item No. 11 of the proposal calls for 5,000 cubic yards of maintenance materials whereas this should have been 1,000 cubic yards in accordance with item No. 3 under "Description of Work" on page 1 of the special provisions, therefore, opportunity was given the bidders on this project to withdraw their bids if they so desired. There being no objections, the Commission proceeded with the opening of bids, as follows:

CLATSOP COUNTY - SECONDARY STATE HIGHWAY NO. 102
VESPER SECTION - GRADING AND SURFACING

	Corr. Iron Pipe	Concrete Pipe
Gilbert & Goodwin	\$33,760.50	\$33,698.50
Theodore Arenz	34,047.50	34,047.50
Berke Bros., Inc.	34,674.20	34,745.80
C. U. Enstrom	35,432.00	35,601.00
Knute Lien	36,394.50	36,990.00
Wren & Greenough	36,726.50	36,643.50
Portland Sand & Gravel Co.	37,851.00	
Fisher Bros.	38,445.50	39,166.50
Treharne & McGraw	38,846.60	39,028.20
Interstate Construction Co.	39,503.20	39,667.60
C. L. Camp	39,627.50	
I. L. Young	39,960.00	
Roy L. Houck	40,135.50	40,605.00
Fred H. Slate	40,938.00	41,643.00
Johnston, Hanson & Johnston	41,061.40	41,160.90
Liesch & Tofte	41,760.00	41,895.00
Cochran Construction Co.	43,564.50	44,055.50
Washburn & Hall	44,392.50	44,840.00
Joplin & Eldon	44,403.00	
H. G. Johnson	47,705.00	
Kern & Kibbe, Inc.	47,967.00	
Graham Bros. & Medley	48,424.50	
F. C. Dillard	48,427.50	48,651.50
J. A. Lyons	48,642.50	48,721.00
A. S. Wallace	49,659.00	50,022.50
A. C. Greenwood Co., Inc.	53,856.00	

LAKEVIEW-BURNS HIGHWAY
VALLEY FALLS-OKERMAN RANCH SECTION - SURFACING

Knute Lien	\$16,850.00
Washburn & Hall	17,280.00
Cont'd	

MAR 16 1932

MAR 16 1932

3/16/32

Valley Falls-Okerman Ranch Section - cont'd

Gilbert & Goodwin	\$17,990.00
Johnson Brothers Company	19,420.00
A. Milne	19,920.00
Schmeer & Williams	20,800.00
Interstate Construction Co.	21,200.00
Guy F. Pyle	21,390.00
Portland Sand & Gravel Co.	21,640.00
Dunn & Baker	22,240.00
Peart Bros.	22,870.00
Wren & Greenough	23,120.00
F. C. Dillard	23,220.00
Wm. Endicott	23,900.00
H. G. Johnson	26,490.00
A. S. Wallace	26,830.00
J. Rebman	27,400.00
Earl L. McNutt	28,120.00
A. L. Edgerton	44,030.00

EAST PORTLAND-OREGON CITY HIGHWAY
BRIDGE OVER CLACKAMAS RIVER

Lindstrom & Feigenson	\$165,475.00
Pacific Bridge Co.	166,663.00
The Gilpin Construction Co.	171,515.00
Odom & Du Rette	172,267.00
A. Guthrie & Co., Inc.	181,985.00
Oregon Bridge & Dredging Co.	182,946.00
F. J. Kernan	185,684.00
Parker-Schram Co.	188,634.50
Liesch & Tofte	190,638.00
Mercer-Fraser Co.	206,226.00

CLATSOP COUNTY - SECONDARY STATE HIGHWAY NO. 102
SIX PILE TRETTLES ON VESPER SECTION

	Treated Fir	Red Cedar
A. G. Enright	\$ 7,467.00	\$ 5,446.00
Burcham & Green	10,549.00	5,860.00
Kern & Kibbe, Inc.	11,060.00	7,150.00
Clackamas Construction Co.	11,130.00	8,110.00
P. L. Read	12,667.00	7,623.00
Oregon Bridge & Dredging Co.	14,271.00	10,809.00
A. C. Greenwood Co., Inc.	15,226.00	11,573.50
Johnston, Hanson & Johnston		6,209.50

OREGON COAST HIGHWAY
BRIDGE OVER ELK CREEK AT CANNON BEACH

Wans Construction Co.	\$ 5,060.08
Burcham & Green	5,418.00
A. G. Enright	5,551.20
Barham Bros.	5,714.00
Clackamas Construction Co.	5,722.00
Jorgensen & Orwick	5,762.00
John Slotte & Co., Inc.	5,998.40
P. L. Read	6,232.00
O. M. Olds & Co.	6,252.00
Columbia Power & Investment Co.	6,305.60
The Gilpin Construction Co.	6,308.00
Gaston & Grommel	6,325.20
Kern & Kibbe, Inc.	6,976.40
Oregon Bridge & Dredging Co.	7,200.00
Teller Construction Co.	7,314.60
A. C. Greenwood Co., Inc.	7,586.00
T. de Jong	10,802.04

OREGON COAST HIGHWAY
BRIDGE OVER MUDDY CREEK SOUTH OF CANNON BEACH JUNCTION

Wans Construction Co.	\$2,406.35
Burcham & Green	2,614.25
Clackamas Construction Co.	2,802.00
Columbia Power & Investment Co.	2,838.50
Jorgensen & Orwick	2,866.25
John Slotte & Co., Inc.	2,926.20
Barham Bros.	3,010.00
The Gilpin Construction Co.	3,175.00
P. L. Read	3,395.00
Kern & Kibbe, Inc.	3,405.00
A. C. Greenwood Co., Inc.	3,564.00
Oregon Bridge & Dredging Co.	3,754.50
T. de Jong	5,476.46

UMPQUA RIVER AT REEDSPORT
FURNISH FERRY SERVICE MAY 16, 1932 TO MAY 15, 1934

	Ferry Boat Service Rate per Month	Tug Boat & Barge Service Rate per Month
M. H. Abbey	*\$1,800.00	
Slate & Slate	1,800.00	
Umpqua River Navigation Co.	** 1,800.00	***\$1,591.20
Coos Bay Ferry Co.	2,000.00	
John D. Mitchell	2,000.00	1,990.00

Cont'd

MAR 16 1932

MAR 16 1932

3/16/32

Umpqua River Ferry Service - cont'd

	Ferry Boat Service Rate per Month	Tug Boat & Barge Service Rate per Month
Reedsport Tow Boat Co.		\$1,575.00
Orth Mathiot		1,645.00
Coos Bay Dredging Co.		1,693.00

*Bidder will reduce total bid \$200.00 per month if awarded both Umpqua River and Siuslaw River ferry boat contracts

**Bidder will reduce total bid \$200.00 per month if awarded both Umpqua River and Siuslaw River ferry boat contracts

***Bidder will reduce total bid \$200.00 per month if awarded both Umpqua and Siuslaw River ferry boat contracts using tug boats and barges

SIUSLAW RIVER AT FLORENCE
FURNISH FERRY SERVICE MAY 16, 1932 TO MAY 15, 1934

	Ferry Boat Service Rate per Month	Tug Boat & Barge Service Rate per Month
Flint & Christensen	\$1,395.00	
Coos Bay Ferry Co. & Colter Bros.	1,500.00	
Gunnell Bros.	*1,612.95	
Umpqua River Navigation Co.	**1,649.00	***\$1,222.00
M. H. Abbey	1,800.00	
Slate & Slate	1,800.00	
Reedsport Tow Boat Co.		1,375.00
F. E. Drane		1,000.00
Orth Mathiot		1,600.00

*Bid conditioned on the purchase of the ferry boat "Rogue" for \$5,000.00.

Bidder to transport boat from Rogue River to Siuslaw River at own risk.

**Bidder will reduce total bid \$200.00 per month if awarded Siuslaw River and Umpqua River ferry boat contracts.

***Bidder will reduce total bid \$150.00 per month if awarded Siuslaw River and Umpqua River contracts using tug boats and barges.

The Chairman announced that the award of contracts would be made at 4:00 o'clock P. M. this day.

The Commission adjourned at 12:15 o'clock P. M. to reconvene at 1:30 o'clock P. M. this day in the same room.

The State Highway Commission reconvened in Room 570 Multnomah County Courthouse at 1:30 o'clock P. M. with all members, the State Highway Engineer and the Secretary present.

County Judge C. P. Barnard and County Commissioner O. E. Crowe of Lane County appeared before the Commission and urged the early construction of the Cheshire-Harpole School Section of the Siuslaw Highway in Lane County, 2.03 miles in length. They stated that the United States Post Office Department and the School District have demanded the improvement of road facilities in this vicinity to make them passable during the winter season and offered, in behalf of Lane County, to cooperate to the extent of 50% of the construction costs which they estimated would be about \$50,000.

W. H. Lynch, District Engineer of the Bureau of Public Roads, who was present, called attention to the request made of the Bureau by the former Highway Commission, that this highway be taken off the Federal Aid System. He stated that the Government cannot cooperate in the cost of the construction of this section until the action of the former Commission has been rescinded and this highway has reverted to its former status as a part of the Federal Aid System. He further stated that if the bill now before Congress, which provides for an increase of one per cent in the Federal Highway System mileage, passes, they will not consider removing the Siuslaw Highway from the present Federal Highway System since it is now a nationally marked route.

Commissioner Washburne stated that the reason this section was not constructed previously was because of a controversy over alternate proposed routes. This has been amicably settled and the people will now be satisfied with any route the Commission may select that will not be covered with water in the winter season and will shorten the distance to Eugene.

Commissioner Aldrich stated that he was of the opinion that short gaps like this in the main highways should be completed. Chairman Scott stated that he believed this section should be constructed and that the Commission will bear it in mind pending the action of Congress on the Federal highway bill now before it.

Chairman Scott then discussed unemployment conditions with Judge Barnard and Commissioner Crowe. He explained the necessity of discontinuing the emergency relief work that has been carried on by the Commission since November, 1931 and inquired of them whether or not they were in favor of the selling of more state highway bonds at this time to continue this work. Judge Barnard stated that they were not exactly in favor of the issuance of more bonds now for this purpose because he believed that the people of Lane County are perfectly able to care for themselves during the summer months.

W. G. Ide, Dr. Chas. Lamkin and George McGee, Hillsboro, representing a delegation from Washington County, were present and requested the Commission to authorize a survey of the "Base Line Highway" connecting Portland and Hillsboro. They stated that they believed a survey of this route will show results in the interests of economy and efficiency and will be the best route for the eastern end of the proposed short highway

3/16/32

from Portland to the sea inasmuch as it will eliminate the necessity of two highways across the county. Chairman Scott informed the delegation that a survey of the Base Line Highway was authorized by the Commission at its morning session and is now on its 1932 survey program.

A delegation headed by Clifford Barlow of Astoria and consisting of the following: Hollis Ransom; J. C. Wright; Arthur Danielson, County Engineer; Guy Boyington, County Judge; and Jas. Elliott, County Commissioner, Astoria; E. E. Rosebraugh and W. A. Wood, Rainier; Clyde Mason, Seaside; Gus Person and Dr. Wooden, Clatskanie, appeared before the Commission in the interests of the Lower Columbia River Highway. They asked the Commission to make provision for additional widening and straightening projects and suggested that two major projects be programmed for early construction one of which should be in Columbia County and the other in Clatsop County. They also asked the Commission to authorize the painting of a white stripe along the center of the pavement from St. Helens to Astoria as an aid to safer traveling. No action taken by the Commission on this request.

At 2:00 o'clock P. M., bids that were received in response to the previously published notice of the Commission for the purchase of all or any part of \$1,000,000 Oregon State Highway Bonds, were opened and read by the Secretary. After due consideration of the same, the following resolution covering the matter was introduced by Commissioner Washburne, who moved its adoption:

WHEREAS, at a meeting of the State Highway Commission held March 3, 1932, a resolution was regularly adopted directing that bids be invited for the purchase of all or any part of \$1,000,000 par value of the bonds authorized under the provisions of Sections 44-801 to 44-810, inclusive, being Chapter VIII, Oregon Code 1930; and

WHEREAS, said resolution authorized the invitation and receipt of sealed bids for the purchase of such bonds, which said sealed bids were to be received in Multnomah County Courthouse, Portland, Oregon, at 2:00 o'clock P. M. of the 16th day of March, 1932, and further directed that said bids should be opened by the Commission in Multnomah County Courthouse, Portland, Oregon, at a meeting to be held at said place at the hour of 2:00 o'clock P. M. of the 16th day of March, 1932; 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: Daily Journal of Commerce, published at Portland, Oregon, and The Bond Buyer, published in New York City; and

WHEREAS, said resolution required each bid to be accompanied by a certified check for five per centum of the par value of the bonds or the amount thereof for which such bid was submitted,

and further required that said bonds be dated April 1, 1932, bearing interest from said date at the lowest rate of interest bid therefor, but not greater than six (6%) per centum per annum and requiring the bidders to pay the amount of their bid with accrued interest to be added thereto from the 1st day of April, 1932, until the date the purchase price is paid, and that the full purchase price from the sale of such bonds shall be payable upon delivery of said bonds; and that an opinion be secured from Storey, Thorndike, Palmer & Dodge, attorneys of Boston, Massachusetts, showing the validity of such bond issue as a prerequisite to issuance thereof, and further providing that the Commission may 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 further providing that bids be received for all or any part of the \$1,000,000 par value of said bonds; and

WHEREAS, notice of such sale was duly given by the Secretary of the State Highway Commission, as required by said 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 2:00 o'clock P. M., of the 16th day of March, 1932, sitting in regular session in Room 570 Multnomah County Courthouse, Portland, Oregon, with all members present and participating; and

WHEREAS, pursuant to said resolution and published notice the following bids for specified amounts of said bonds have been received by the State Highway Commission and have now at this time been opened publicly, in the presence of the Commission and duly filed, to-wit:

Bidder	Par Value of Bonds	Interest Rate	Amount of Bid
Kate P. Hebard	\$10,000	6% per annum	\$ 10,000 plus accrued interest
T. W. Thomas	8,000	6% per annum	8,000 plus accrued interest
Guy R. Harper	50,000	6% per annum	50,000 plus accrued interest
Blankenship, Gould & Keeler, Inc.	10,000	6% per annum	10,000 plus accrued interest
J. D. Leonard, on behalf of The United States National Bank, The First National Bank, Bank of California, N. A. Canadian Bank of Commerce	750,000	6% per annum	750,000 plus accrued interest

3/16/32

each of which said proposals or bids was accompanied by a certified check in the amount of five per centum of the par value of the amount of bonds for which the respective bid was submitted as required by said resolution and published notice, and each of which proposals and bids was based upon an interest rate of 6% per annum on the par value for the specified amount of such bonds for which the bid was submitted; and

WHEREAS, each of said respective proposals and bids of Kate P. Hebard; T. W. Thomas; Guy R. Harper; Blankenship, Gould & Keeler, Inc., and J. D. Leonard on behalf of The United States National Bank; The First National Bank; Bank of California, N. A., and Canadian Bank of Commerce was and is the lowest rate of interest bid for the respective amounts of the said bonds as shown above, and therefore the most satisfactory bids received for said bonds; and

WHEREAS, each of said bids was and is in accordance with the requirements of the said resolution of the State Highway Commission and the notice published for the receiving of bids and sale of said bonds,

NOW, THEREFORE, BE IT RESOLVED that the said bids be and they hereby are accepted in the respective amounts of par values of bonds of the State of Oregon authorized under Sections 44-801 to 44-810, inclusive, being Chapter VIII, Oregon Code 1930, as follows, to-wit:

Bidder	Par Value of Bonds	Interest Rate
Kate P. Hebard	\$10,000	6% per annum
T. W. Thomas	8,000	6% per annum
Guy R. Harper	50,000	6% per annum
Blankenship, Gould & Keeler, Inc.	10,000	6% per annum
J. D. Leonard, on behalf of The United States National Bank, The First National Bank, Bank of California, N. A. Canadian Bank of Commerce	750,000	6% per annum

BE IT FURTHER RESOLVED that the Secretary of the State Highway Commission be and he hereby is authorized, empowered and directed to cause to be lithographed and printed eight hundred twenty eight (828) One Thousand and Dollar (\$1,000) bonds, bearing interest at the rate of six (6) per centum per annum, each of said bonds to have attached thereto one interest coupon, payable October 1, 1932; said bonds to mature and become due and payable on the first day of October, 1932; said bonds to be designated as Series No. 3 and numbered 9081 to 9908, both numbers inclusive; that the form of said bond shall be the form of bond approved by the Attorney General on October 24, 1931, and by resolution accepted by this Commission; and

BE IT FURTHER RESOLVED that the purchasers of said bonds be required to pay in addition to their respective bids the interest accrued on the amount of the said bonds purchased by the said respective bidders

from April 1, 1932, until the purchase price therefor has been paid;

BE IT FURTHER RESOLVED that the Governor, Secretary of State and State Treasurer be and they hereby are requested to sign the said bonds as required by law and that the Secretary of this Commission be and he hereby is directed to print the facsimile signature of each of said officers upon the coupon attached to each of such bonds.

BE IT FURTHER RESOLVED that the Secretary of this Commission be and he hereby is instructed to request Storey, Thorne-dike, 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 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 coupon of each 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 a form heretofore adopted by the State Highway Commission and that they be non-registered bonds.

The motion was duly seconded by Commissioner Aldrich and declared by the Chairman to have carried unanimously.

Consideration was given by the Commission to the form of bond to be used for this issue. The following resolution with respect thereto was offered by Commissioner Washburne, who moved its adoption:

WHEREAS, the Attorney General of Oregon, has at the request of the State Highway Commission prepared a form of interest-bearing gold bond of the State of Oregon to be sold pursuant to the notice and call for bids for one million dollars worth of state highway bonds, which said bond is identical in form with the form of bond prepared and approved by the Attorney General of Oregon on June 30, 1917, except that the said form of bond approved by the Attorney General of Oregon on June 30, 1917 recited that it was issued under and by virtue of Chapter 425 General Laws of Oregon 1917, and provided for interest at the rate of four (4) per centum and provided for a series of interest-bearing coupons payable April 1st and October 1st of each year, while the form of interest-

3/16/32

bearing gold bond approved by the Attorney General of Oregon for bonds sold pursuant to bids received by the State Highway Commission on March 16, 1932 recites that it is issued under and by virtue of Sections 44-801 to 44-810, inclusive, being Chapter VIII, Oregon Code 1930, and provides for the payment of interest at the rate of six (6) per centum per annum; and provides for but one interest-bearing coupon on each bond, payable October 1, 1932; and

WHEREAS said form of interest-bearing gold bond is in all respects satisfactory to the State Highway Commission;

NOW, THEREFORE, BE IT RESOLVED, that the form of interest-bearing gold bond of the State of Oregon prepared by the Attorney General of Oregon at the request of the State Highway Commission for sale to Kate P. Hebard, T. W. Thomas, Guy R. Harper, Blankenship, Gould & Keeler, Inc.; and J. D. Leonard on behalf of The United States National Bank, The First National Bank, Bank of California, N. A., and Canadian Bank of Commerce, pursuant to the notice and call for bids and in accordance with the bids of said Kate P. Hebard, T. W. Thomas, Guy R. Harper, Blankenship, Gould & Keeler, Inc.; and J. D. Leonard on behalf of The United States National Bank, The First National Bank, Bank of California, N. A., and Canadian Bank of Commerce be and said form of bond hereby is accepted and approved by the Oregon State Highway Commission.

The motion was duly seconded by Commissioner Aldrich and was declared by the Chairman to have been adopted by unanimous vote.

The Chairman thereupon made the following statement: "The Commission wishes to announce that the balance of this bond issue which is \$172,000 par value, being the difference between the amount authorized (\$1,000,000) and the amount sold (\$828,000), will be advertised for sale at a future date."

P. E. Temple and E. G. Underhill, representing the Dufur Chamber of Commerce, appeared before the Commission and requested that the road extending from Dufur westerly via Ramsey Market Road and Bottle Prairie to a connection with the Mt. Hood Highway be designated by the Commission as a secondary state highway and that it be improved by grading and widening. They also requested that this road be designated as a forest highway. They stated that they have been assured by the Forest Service officials that the Government will contribute fifty per cent of the cost of constructing this road if it is made a part of the forest highway system. They filed a brief with the Commission supporting their oral arguments. The Chairman informed the delegation that secondary state highways are designated only by the mutual consent of the State Highway Commission and the County Court of the county in which the road is located, therefore, they should first consult the County Court of Wasco County. If the County Court approves of the selection, the matter will then be referred to the State Highway Engineer for examination and report.

A delegation consisting of L. M. Lepper, representing the East Side Commercial Club, Portland; M. C. Athey, representing Montavilla Commercial Club and Montavilla Kiwanis Club; W. B. Landes, Master Rockwood Grange and President of Base Line Improvement Association; John Manning and E. W. Krueger, Portland, appeared before the Commission and urged the Commission to designate as a state highway the county road extending east from Portland known as the Base Line Road and to improve the section between East 82nd Street and East 92nd Street within the city limits of Portland so that it will conform to the improvement of the adjoining sections. Mr. Lepper, who was spokesman for the group, stated that former County Commissioner Clay S. Morse was once informed by Mr. H. B. Van Duzer, former Chairman of the State Highway Commission, that if Multnomah County would widen and improve the Base Line Road from Portland to the Twelve Mile House, the State Highway Commission would take the road over as a state highway and would improve it as far as the Portland Automobile Club House. On the strength of this statement, the County proceeded with the work and completed all but about 2½ miles outside of the city limits of Portland and the section between East 82nd Street and East 92nd Street within the Portland city limits. He further stated that they have attempted a number of times to secure the improvement of the section between East 82nd and East 92nd Streets as a city street, but failed each time because of remonstrances filed against the improvement by property owners, notwithstanding that the County agreed to contribute \$13,000 toward the cost. It now appears to them that the only way to get this much needed improvement is for the State Highway Commission to designate the Base Line Road as a state highway and improve the section within the city limits under authority granted by Chapter 298, Oregon Laws for 1931. Chairman Scott stated that the Base Line Road was not a state highway and that, furthermore, the portion in question is within the city limits and is, therefore, properly a city project. Also the straitened condition of the Commission's finances at this time does not justify an action that will cause the Commission to assume any additional maintenance expense. In reply to the inquiry of Mr. Lepper as to whether or not the Commission will make a study of this road from Portland to a connection with the Columbia River Highway to determine if it should be taken over as a state highway later, the Chairman stated that such a report will be made by the Engineer.

County Commissioners W. B. Snider and Fred S. Fisher of Lake County were present and asked the Commission for additional improvements on the Fremont Highway and particularly the oiling of the section extending from the junction with The Dalles-California Highway near Lapine easterly a distance of about 30 miles, which section is now graded to state highway standards. The Secretary presented a brief which was previously filed by the Lake County Court in support of this request. No action was taken by the Commission on this matter. Commissioner Snider also asked the Commission for a financial statement showing the present status of the Lake County account with the State Highway Commission. He stated that their records show a credit due the county from the state for highway work performed in accordance with previous agreements and they wish this verified. The Commission referred this matter to former State

3/16/32

Highway Engineer Roy A. Klein to confer with the Lake County Court, consult the records of the Commission and report.

A large delegation from Grant, Harney, Lake, Malheur and Umatilla Counties, headed by County Judge I. M. Schannep of Umatilla County, and consisting of the following representatives, appeared before the Commission and urged the early completion of the state highways extending south from Pendleton to John Day, Burns and Lakeview, with particular reference to the Ukiah-Long Creek Section of the Pendleton-John Day Highway in Umatilla and Grant Counties: County Judge P. A. Retrum and County Commissioner Roscoe Shaw of Grant County; County Judge David F. Graham and County Commissioner J. D. Fairman of Malheur County; County Judge R. J. Williams and County Commissioners L. B. Hayes and H. A. Withers of Harney County; County Judge I. M. Schannep and County Commissioners J. O. Hales and R. E. Bean of Umatilla County; County Commissioners W. B. Snider and Fred S. Fisher of Lake County; Edwin D. Hicks, District Attorney, Grant County, representing the Chambers of Commerce of Canyon City, John Day, Burns and Grant County; Wm. Hanley, Burns; John Carter and John Parter, Long Creek; James Johnson, Range; B. K. Snyder, President, Lake County Chamber of Commerce; C. H. Marsh, Pendleton Chamber of Commerce. Mr. Hicks appealed to the Commission for the construction of the Dale-Long Creek Section of the Pendleton-John Day Highway in Grant County, which he stated is the most important, most essential gap remaining to be completed. He presented a brief in behalf of the Canyon City Commercial Club, John Day Chamber of Commerce, town of Long Creek and the Range Section of northern Grant County, expounding the merits of this highway and setting forth arguments for its early completion. He also presented a map on which was disclosed the relative position of the Pendleton-John Day Highway with reference to other state highways in Oregon, Washington and California. Commissioner Aldrich informed the delegation that the State Highway Engineer was authorized by the Commission at its morning session to complete the surveys of the remaining gaps in this highway between Range and Long Creek this year.

Judge Schannep urged the Commission to expedite the surfacing of the Ukiah-Dale Section of this highway which is now graded to state highway standards. He stated that the surfacing of this unit will complete the construction of this highway within the borders of Umatilla County. He further stated that Umatilla County has funds on hand with which to pay its cooperative share of this work. Engineer Baldock informed Mr. Schannep that the surfacing of the Ukiah-Dale Section is now on the 1932 construction program as a forest highway project. Statement confirmed by W. H. Lynch, District Engineer of the Bureau of Public Roads. Mr. Schannep then requested that the Pendleton-John Day Highway be placed on the Federal aid system if and when the mileage of this system is increased. He also presented a petition in behalf of the wool growers of Umatilla and Morrow Counties in which the Commission is urged to procure an additional two hundred feet of right of way along the northerly and easterly side of the Old Oregon Trail between Emigrant Springs and Meacham in Umatilla County to permit them to trail their sheep along this highway without endangering traffic and causing damage to the highway shoulders. Petition referred by the Commission to the Engineer for attention.

MAR 16 1932

Commissioner Snider of Lake County spoke for the completion of the Pendleton-John Day Highway and also asked the Commission to allocate to the construction of the Lakeview-Burns Highway in Lake County additional funds that may become available to Oregon from the Federal Government under the provisions of the Oddie-Colton Act. Mr. Schannep at this time stated that at a joint meeting of the county officials of Umatilla, Grant, Harney and Lake Counties, held this morning, it was agreed by all that they would recommend to the Commission that Oregon's share of the Oddie-Colton Act funds be allocated to Lake County this year.

Judge Williams of Harney County confirmed the remarks of the previous speakers concerning the Pendleton-John Day Highway and also spoke in the interests of the Central Oregon Highway. He presented briefs in support of the arguments advanced for the improvement of these highways and requested the Commission to make an early decision in the matter of the adoption of a route for the Central Oregon Highway between Juntura in Malheur County and Burns in Harney County. After due consideration the Commission instructed the State Highway Engineer to make a report and recommendation with respect to the designation of a route for the Central Oregon Highway between Juntura and Burns. The Chairman informed Judge Williams that the Commission will make a personal inspection and a decision after the Engineer's report has been filed.

Judge Graham and Commissioner Fairman of Malheur County endorsed the requests of the other members of the delegation for the completion of the Pendleton-John Day Highway and in addition asked the Commission to place the Central Oregon Highway east of Burns on the Federal aid system if the bill now before Congress, which includes a provision for increasing the mileage of this system, becomes a law.

Briefs further supporting the arguments presented in favor of the completion of the Pendleton-John Day-Burns-Lakeview Highway program were presented by the Secretary from the following organizations: Grant County Court, Pendleton Chamber of Commerce, Umatilla County Court, Pilot Rock Commercial Association, John Day Lions Club and Lake County Chamber of Commerce.

The Secretary also presented briefs from Geo. K. Aiken, in behalf of the Malheur County Court, and the Burns Chamber of Commerce, supporting the arguments advanced by speakers urging the Commission to adopt a route for the Central Oregon Highway between Juntura and Burns and to provide for its construction at an early date.

R. H. Mercer, City Recorder, Eastside, Oregon, and W. B. Dennis, Carlton, Oregon, representing the Ladd Estate Company, Portland, appeared before the Commission and urged the Commission to consider the selection of a route around the east side of Coos Bay as the route of the Oregon Coast Highway between Glasgow and Marshfield in Coos County. The adoption of this route, they stated, will involve only about three miles of entirely new construction and will eliminate the necessity of continuing the present

MAR 16 1932

3/16/32

ferry service across Coos Bay. It will also eliminate the necessity of the construction of an expensive highway bridge across the bay, to which, they stated, the U. S. Army Engineers are opposed. In reply to the inquiry of Commissioner Washburne, Mr. Mercer stated that the people of Marshfield favor this route, but the people of North Bend are opposed to it because it will divert traffic away from their city. In reply to the further inquiry of Commissioner Washburne, Mr. Mercer stated that it will be necessary to provide auxiliary ferry service across Coos Bay; however, he thought that this might be satisfactorily accomplished by the use of a barge. Mr. Dennis confirmed the statements made by Mr. Mercer and added that the Ladd Estate Company, the owner of a large part of the property in this vicinity, will give the right of way required for this proposed highway across its holdings to the State free of cost. Mr. Mercer presented a brief in support of their arguments. The Chairman thanked the speakers for their presentation and Mr. Dennis for his offer of free right of way and added that the matter will be taken under advisement by the Commission and that the Engineer will be instructed to make a report.

Senator Wm. F. Woodward, Portland, President, and J. E. Kerr, Vernonia, Director of the Northwest Oregon Development Association, were present and urged the Commission to modify its 1932 construction program to provide funds for the construction of portions of the Wilson River Highway and the proposed short highway from Portland to the sea in addition to those required to complete the surveys. Senator Woodward stated that the five counties that they represent contain 45% of the total population of the State and that this population has contributed to the state highway fund during the period 1917 to 1931, inclusive, approximately 44% of the total contributions of all the counties. Also, they have received in return only 12% of the highway expenditures. He asked for a more fair and equitable distribution of the state highway funds.

Mr. Kerr confirmed the statements of Senator Woodward and asked the Commission to allocate funds for the construction of the Wilson River Highway and the short road to the sea as soon as the surveys are completed. Chairman Scott informed the speakers that it will require about three months to complete the surveys for the Wilson River Highway and for the alternate routes for the proposed northern short road from Portland to the sea and until they are finished the Commission can do nothing. He also stated that the Engineer's preliminary estimate indicates that it will cost approximately \$5,000,000 to build the Wilson River and Wolf Creek projects, but the Commission has no funds available now for this purpose. Furthermore, the Commission is obligated to cooperate with the Government in the completion of some of the Federal aid projects that have already been started which will use nearly all of the anticipated revenue.

A delegation from Washington County consisting of J. M. Vanderzanden, W. L. Moore, M. Turner, Chas. Kessler, A. C. Wahl, Geo. McGraw, Chas. T. Powme and H. Humphrey of Banks; John Thornburgh, Forest Grove; O. B. Bennett, J. P. Meurer and Andrew Eggiman of Cedar Mills, appeared before the Commission relative to the designation of the route for the eastern end of the proposed short road from Portland to the sea. Mr.

Vanderzanden stated that they approved the selection of the Wolf Creek route across the northern part of Washington County and asked the Commission to give them an opportunity to present their arguments in favor of this route before making a final decision. Mr. Thornburgh also requested an opportunity to present arguments in favor of the Wolf Creek route before the final selection is made and added that for the immediate future they favored the widening of the Beaverton-Forest Grove Section of the present Tualatin Valley Highway. Chairman Scott informed that group that the Highway Commission is short of funds. He inquired if they would be satisfied with the improvement of the present highway at the eastern end until such time as funds become available to construct another highway along a route farther to the north. Mr. Thornburgh replied that he thought that should be done. The Chairman then stated that he thought the Commission would be in a position to designate the northern route sometime this summer.

Mr. Bennett stated that the people are not all agreed on the matter of the designation of the route for the proposed short road to the sea. He asked the privilege of presenting some of the farmers of the district later on so that the Commission will have their viewpoint as well as that of the others.

Newton G. Hedin, Portland, was present in the interests of the road extending southeasterly from the Sherman Highway at Shaniko, Sherman County, through Antelope to a connection with the Ochoco Highway at Mitchell in Wheeler County. He stated that this road was once a part of the state highway system, but was removed therefrom by one of the former highway commissions. He now requested the Commission to replace it on the state system.

The Chairman informed Mr. Hedin that the State Highway Engineer was authorized by the former Highway Commission to make a reconnaissance survey of this proposed highway and that the present Commission concurs. Mr. Hedin replied that this will be satisfactory.

At 4:15 o'clock P. M. the Chairman announced the following awards of contracts for which bids were opened at the morning session and those for which bids were opened on March 3, 1932, but upon which awards were held pending:

Vesper Section of the Nehalem Highway (Secondary State Highway No. 102) Clatsop County: The low bidder is Gilbert & Goodwin at \$33,698.50 for concrete pipe; second low bidder is Theodore Arenz at \$34,047.50 for either metal or concrete pipe. The contract is awarded to Gilbert & Goodwin at \$33,698.50 on the basis of concrete pipe.

Valley Falls-Okerman Ranch Section of the Lakeview-Burns Highway in Lake and Harney Counties: The low bidder is Knute Lien at \$16,850.00; the second low bidder is Washburn & Hall at \$17,280.00. The contract is awarded to the low bidder, Knute Lien, at his bid of \$16,850.00.

Bridge over the Clackamas River on the East Portland-Oregon City Highway in Clackamas County: The low bidder is Lindstrom & Feigenson at \$165,475.00; the second low bidder is Pacific Bridge Company at \$166,663.00. This project involves Federal aid and the award of the contract is referred to the Engineer with power to act.

Trestle over Elk Creek on the Cannon Beach Road at Cannon Beach, Clatsop County: The low bidder is Wans Construction Company at \$5,060.80; the second low bidder is Burcham & Green at \$5,418.00. The contract is awarded to Wans Construction Company at \$5,060.80.

Trestle over Muddy Creek on the Cannon Beach Road south of Cannon Beach Junction, Clatsop County: The low bidder is Wans Construction Company at \$2,406.35; the second low bidder is Burcham & Green at \$2,614.25. The contract is awarded to Wans Construction Company at \$2,406.35.

Six pile trestles on the Vesper Section of the Nehalem Highway (Secondary State Highway No. 102) Clatsop County: The low bid is that of A. G. Enright at \$7,467.00 for treated fir; the second low bid is that of Burcham & Green at \$10,549.00 for treated fir. The award of this contract is referred to the State Highway Engineer with power to act.

Furnishing ferry service across the Umpqua River on the Oregon Coast Highway at Reedsport, Douglas County: The low bids are those of M. H. Abbey, Newport, and Slate & Slate, Tangent, each of which is at the rate of \$1,800.00 per month. The award of this contract is referred to Commissioner Washburne and the State Highway Engineer with power to act.

Furnishing ferry service across the Siuslaw River on the Oregon Coast Highway at Florence, Lane County: The low bidder is Flint & Christensen, Glenada, at \$1,395.00 per month; the second low bidder is Coos Bay Ferry Co., Astoria, at \$1,500.00 per month. The award of this contract is referred to Commissioner Washburne and the State Highway Engineer with power to act.

Paradise Creek-Elkton Section of the Umpqua Highway in Douglas County, West Unit 3.84 miles grading, East Unit 4.18 miles grading: Bids received March 3, 1932. The low bidder for both units is Earl L. McNutt at \$92,006.50; the second low bidder is Columbia Power & Investment Co. at \$120,104.00. The contract is awarded to Earl L. McNutt at his bid of \$92,006.50.

Doyle Hill-Nimrod Section of the McKenzie Highway in Lane County, 14.24 miles surfacing: Bids received March 3, 1932. The low bidder is J. W. & J. R. Hillstrom at \$73,170.00; the second low bidder is A. S. Wallace at \$73,370.00. The award of this contract is referred to the State Highway Engineer to confer with the officials of the Bureau of Public Roads and with power to act.

The State Highway Engineer informed the Commission that he had awarded the contract for the construction of a concrete viaduct over the

Southern Pacific Railway tracks on The Dalles-California Highway north of Klamath Falls to the low bidder, Barham Bros., Salem, at their bid price of \$17,462.00 submitted March 3, 1932, in accordance with authority granted by the Commission at that meeting. The Commission confirmed the Engineer's award of this contract to Barham Bros.

County Judge D. O. Woodworth and Commissioners H. A. Renninger and H. F. Warren of Linn County were present and urged the Commission to authorize some additional construction work on the Santiam Highway in that county. They stated that they were unable to complete the clearing contract that was awarded them by the former Highway Commission in September 1931 to provide work for some of the unemployed of the county because of snow conditions and asked the privilege of continuing this for the remaining two miles which they estimate will cost about \$2,000 per mile--if they are permitted to do this it will assist them greatly in taking care of their unemployment problem until spring. They also asked the Commission to construct the Trout Creek-Upper Soda Section of this highway, 4 miles in length, and offered to contribute 25% of the construction cost in accordance with previous understanding with the former Commission.

The State Highway Engineer stated that the original construction program for 1932 included only the grading of about one-half of the Trout Creek-Upper Soda Section at an estimated cost of approximately \$50,000. In view of the fact that the Commission is receiving much lower bids than was anticipated and also for the reason that it is uneconomical to construct only a two mile section, he now recommends that the entire four-mile section be constructed this season. After further discussion the Commission by unanimous vote authorized the County to proceed with the clearing of the remaining two-mile section included in its contract with the former Highway Commission with the understanding that this will not exceed a total of \$4,000 and that the county will be given credit for this expenditure later on a basis of 25% county, 75% state. The Commission instructed the Attorney to prepare a form of cooperative agreement with Linn County to cover this matter. The State Highway Engineer was instructed to revise his previous estimate for grading the Trout Creek-Upper Soda Section and ascertain if it is not possible to provide a project there that will cost about \$75,000 or \$80,000. Arrangements were also made whereby the Chairman, Commissioner Washburne and Engineer Baldock will meet with the Linn County Court in the near future to make a personal inspection of this highway.

A delegation representing the Salem, Dayton and Portland Highway Association, and consisting of Morton Tompkins, Dayton, County Commissioners W. S. Allan and Frank Sawyer of Yamhill County, R. H. Wood, Geo. B. Foster, Albert Detwering, Russell Tompkins and Harry Sherman, appeared before the Commission in the interests of a proposed highway extending from Salem to Portland via Dayton on the west side of the Willamette River and now known as Secondary State Highway No. 150. County Commissioner Allan stated that he also represented the County Court of

3/16/32

Polk County. They stated that this road was on the original state highway system as adopted in 1914 but for some reason was removed from the system in 1917. They now ask that this road be redesignated as a state highway for the following reasons: It will provide a shorter and safer route between Salem and Portland than any now in use; it will follow a water grade and the construction cost will be at minimum; it is not an entirely new road and will accommodate a section of the state now inadequately served with highways; it has scenic beauty and is provided with historic landmarks; also, by relieving the highways on the east side of the Willamette River of a considerable amount of traffic it will obviate the necessity of constructing an expensive highway on that side of the river.

Commissioner Allan stated that this road is now on the secondary state highway system and offered to contribute the secondary highway funds of Yamhill County for a period of three years toward its construction to state highway standards. He also stated that he had been authorized by the County Court of Polk County to offer its secondary highway funds for a period of two years for this purpose. The Chairman informed Mr. Allan that it would be possible for the Commission to permit the counties to spend their secondary state highway funds for the improvement of this road; however, there is a strong sentiment in the state against the construction of secondary state highways that parallel the main state highways. Mr. Allan then requested that this road be designated as a state highway and that Polk and Yamhill Counties be permitted to spend their secondary highway monies on its improvement. He also invited the Commission to meet them sometime soon for a joint inspection of the road. At the suggestion of Commissioner Washburne the invitation of Mr. Allan was accepted by the Commission and it was decided to make this inspection on the same day that the Commission meets with the Linn County Court to inspect the Santiam Highway. Briefs were presented by the delegation in support of the arguments advanced by the speakers. The Chairman at this time inquired of the delegation as to whether or not they thought the Commission should go further into debt by selling additional bonds to take care of the unemployed. Morton Tompkins replied that it was his thought that the Commission should not do this in order to carry on emergency work because of its inefficiency. County Commissioner Allan stated that this manner of providing funds for unemployment relief work is a dangerous matter and that Yamhill County would not sell bonds for this purpose.

County Judge M. R. Biggs of Crook County appeared before the Commission regarding highway matters in that county. He presented a letter from the County Court in which they ask to be relieved of the expense of maintaining the services of a county engineer, except when new market roads are laid out and established, and also in which they request that their road foreman be authorized to sign and approve all market road bills and that the bills incurred in connection with secondary state highway work be approved by the resident engineer for the State Highway Department. Matter referred by the Commission to the Engineer for investigation. Chairman Scott then asked Judge Biggs whether or not the people of Crook County would approve of the Commission discontinuing its unemployment relief work on April 1 in accordance with the original plan. He explained that if this work is continued

it will be necessary for the Commission to suspend its regular construction program because there are insufficient funds at its disposal to do both without the sale of additional highway bonds. Judge Biggs stated that he believed the emergency work should be continued until May 1. It was also his thought that the Commission should provide for the maintenance of the existing highways but that all new highway construction work should be abandoned until the state highway bonds are paid off.

County Judge F. C. Robison and Commissioner Andrew Kent of Lincoln County were present in the interests of the Pioneer Mountain Section of the Corvallis-Newport Highway. They urged the Commission to arrange for the early construction of this section, which extends from the east foot of Pioneer Mountain westerly to Toledo, a distance of about 6 miles, and filed a brief setting forth numerous arguments in support of their request. Engineer Baldock stated that this section of road is nearly worn out and is in need of repair but to reconstruct it up to modern standards will take a large amount of money because of the heavy work involved and the necessity of rebuilding a large portion of it on entirely new alignment to eliminate the many sharp curves. No action taken by the Commission on this matter.

In reply to the inquiry of Chairman Scott as to whether or not the Commission should sell additional bonds to continue its emergency unemployment relief work, Judge Robison stated that bonds should not be sold unless it becomes absolutely necessary to do so. He and Commissioner Kent were of the opinion that the emergency work should be discontinued on April 1, and that the state highway funds should be applied to regular construction work. They were also of the opinion that the Commission should do nothing that will prevent the collection of Oregon's share of the Federal aid funds. Judge Robison also endorsed the movement for a six-hour work-day.

County Judge Guy Boyington of Clatsop County was present and expressed his ideas regarding the advisability of discontinuing the unemployment relief work and the sale of additional highway bonds. He stated that it was not to his liking to see relief monies spent as they have been spent by the Commission; however, he believed the Commission was justified in doing so because it seemed to him that there was nothing else to do under the circumstances. It was his thought that this work should be continued until May 1; if the work is stopped abruptly before then, the counties will have to bear the burden which they are financially unable to do now. He spoke against the sale of additional bonds unless this is absolutely necessary and added that it would be unwise to do anything that would prevent the state from getting its share of the Federal aid funds. Chairman Scott explained the Commission's plan of tapering off the emergency work during the month of April so that it will be entirely stopped by the first of May. This plan was approved by Judge Boyington.

Judge Boyington also discussed with the Commission the matter of acquiring the right of way at Arch Cape, Clatsop County, for the

3/16/32

Cannon Beach-Neahkahnie Mountain Section of the alternate route of the Oregon Coast Highway between Cannon Beach Junction and Nehalem Bay. He stated that the Clatsop County Court is ready to proceed with the acquiring of the right of way along this section just as soon as the Commission approves the revised location surveys as made by its engineers. They were in favor of the revised survey as made by Engineer Martin as opposed to the former survey made by Engineer Burns, but wanted a slight change from Cannon Beach to the tunnel portal to avoid the acquisition of expensive right of way involving the moving of a number of cottages.

At this time W. H. Lynch, District Engineer, and H. D. Farmer, Senior Highway Engineer of the Bureau of Public Roads, who were present, discussed with the Commission the matter of opening up the Oregon Coast Highway for travel in the vicinity of Cape Creek Bridge in Lane County. They stated that in order to make this highway passable in the near future it will be necessary to do the following work: Construct the embankment at the north approach to the Cape Creek Bridge, remove a slide south of Heceta (Cape Creek) tunnel, construct a small line change just south of this slide and construct a wooden bridge to complete the grading south of the tunnel. This work, they stated, is forest highway work which the Government will eventually pay for but due to lack of funds they cannot do it now. They proposed that the State advance the cost of these improvements, which they estimate will total about \$15,000, and agreed to reimburse the State later as soon as funds become available. After due consideration and in order to open up this highway for travel as soon as possible the Commission by unanimous vote agreed to do this work for the Government with the understanding that reimbursement would be made by the Government in full later. The State Highway Engineer was instructed by the Commission to perform this work at once with state forces as an emergency unemployment relief project.

The Commission adjourned at 6:15 P. M. to reconvene in the same room on the following day. No hour was set by the Commission for this adjourned meeting but it was understood that it would be held at the close of the conference with the Public Relations Committee of the Portland Civic Employment Committee, which was scheduled for 9:00 o'clock A. M. on the following day.

The Chairman also called a special meeting of the Commission to be held at 7:30 P. M. this day in Room 519 Benson Hotel for the purpose of taking care of department matters of a routine nature.

The State Highway Commission met in Room 519 Benson Hotel, at 7:30 o'clock P. M. with all members, State Highway Engineer, former State Highway Engineer Roy A. Klein and the Secretary present.

The following agreements were executed by the Commission: Agreement with Lane County Court regarding the construction of certain secondary highways in that county; agreement with the Mountain States Power Company providing for the furnishing of electrical energy for the draw bridge across Isthmus Slough near Marshfield in Coos County, and an agreement with

Lincoln County Court whereby the State advances to the County \$10,000 of the county's share of the 1932 allotment of secondary state highway funds to permit it to complete its obligation with the Government in connection with the construction of the Siletz River Forest Highway. The Commission also executed a number of vouchers on the state highway fund.

The matter of granting permits to authorize the hauling of logs on state highways was discussed by the Commission. Engineer Baldock stated that in numerous instances the damage done to the highways by reason of log hauling operations is of a serious nature and out of proportion to the benefit derived by those engaged in this business. He suggested that permits for this purpose be granted at only such times of the year and on only such roads as are constructed to withstand this class of traffic without apparent damage. After due consideration of the matter the Commission agreed that the load limits should be reduced on the highways that are being damaged by heavy traffic and authorized the Engineer to order such reduced load limits whenever he deemed it advisable to do so.

The Engineer requested authority to secure the services of a man from the Wyoming State Highway Department to assist him in installing a property accounting and control system in the Oregon Highway Department shops. He stated that the system in use in the Wyoming Highway Department is considered to be one of the best in the United States and he would like to install it in the Oregon Highway Department to remedy some of the apparent weaknesses. He estimated that it would take about two weeks to install the system and that the expense of securing the man from Wyoming would not exceed \$500.00 including his salary and necessary expenses. After due consideration the Commission authorized the Engineer to secure the services of the representative of the Wyoming State Highway Department to advise and counsel him in this matter. The Engineer was also instructed by the Commission to make a report of the matter at the next meeting when a decision would be given as to whether or not he should proceed with the installation of the system.

Engineer Baldock reported on his investigation of the several bids that were previously received by the Commission for the furnishing of rock for the construction of shoulders along the Lower Columbia River Highway between Scappoose and St. Helens in Columbia County which matter was referred to him by the Commission at the last meeting. He stated that the low bid was that of L. Watters of St. Helens at \$21,120; the second low bid was that of Columbia County Court at \$23,025 and the third low bid was that of L. B. Hickox & Company, represented by A. G. Held, at \$24,310. He stated that Columbia County has since withdrawn its bid leaving only L. Watters, who can only furnish 125 cu. yds. per day, and L. B. Hickox & Company, who can furnish 200 cu. yds. per day and who state that they will use more local labor, as competitors for this work. He further stated that these bids are merely price quotations submitted without definite specifications for performing the work and without provisions for furnishing the usual bond. He recommended the rejection of all of these price quotations and that a contract for the performance of the work

3/14/32

be advertised in the regular way either for the April 7 letting, or the next following. It was his thought that by so doing Federal aid for approximately sixty per cent of the cost will be obtainable. After due deliberation the Commission approved the recommendation of the Engineer and authorized him to advertise for bids for this work in conformance therewith.

The Commission discussed informally the report of the State Highway Engineer on the emergency unemployment situation existing throughout the state and in which he recommended the discontinuance of the hand labor work immediately after the first of April so that state funds thus conserved may be used to match Federal aid funds.

Consideration was given by the Commission to the right of way matter at Arch Cape in Clatsop County which was the subject of discussion with County Judge Guy Boyington at the afternoon session. The State Highway Engineer was instructed to look over the location and to make such changes, if any, as he deemed necessary and advisable so that the County Court can proceed with the acquisition of the necessary right of way.

The Commission set Thursday, April 7, 1932, as the date for its next general meeting to be held in Multnomah County Courthouse, Portland, starting at 10:00 o'clock A. M.

The Engineer was authorized to advertise for bids to be received at that meeting on the following projects which were previously approved for construction in 1932:

Highway	Length & Type	Estimated Cost		
		State	Government	Total
<u>The Dalles-California</u>				
Merrill-Malin Section	11.0 miles grading & surf.	\$110,000	\$ 0	\$110,000 ✓
<u>Old Oregon Trail</u>				
Durkee-Gales Section	6.3 miles regrad. & grav.	61,600	92,400	154,000 ✓
Huntington-Slides Sec.	10.0 miles bit. macadam	25,200	37,800	63,000 ✓
Hot Lake-Union Section	5.0 miles " "	10,400	15,600	26,000 ✓
<u>Columbia River</u>				
Dillon-Biggs Section	11.08 miles bit. macadam and gravel shoulders	34,000	51,000	85,000 ✓
<u>Oregon Coast</u>				
Port Orford-Euchre Creek Section	19.43 miles resurfacing	80,000	0	80,000 ✓
<u>McMinnville-Tillamook and Salmon River</u>				
Boyer-Valley Junction	(14.4 miles resurfacing)			
and	(1.8 miles surfacing)			
Dolph-Sheridan Section	(8.0 miles oiling)			
	(8.2 miles bituminous mac.)	180,000	0	180,000 ✓
	(35.0 miles maint. matls.)			

Coos Bay-Roseburg

Enchanted Prairie Sec. Furnish maint. matls. \$ 15,000 \$ 0 \$ 15,000 ✓

\$516,200 \$196,800 \$713,000

The Engineer was also authorized to advertise the following projects at the proper time for bids to be received at the meeting scheduled to be held April 21, 1932, which projects are also included in the adopted construction program for 1932:

Highway	Length and Type	Estimated Cost		
		State	Government	Total
<u>Columbia River</u>				
Umatilla Section	Overcrossing structure	\$14,000	\$ 21,000	\$ 35,000 ✓
Dillon Section	Widen overcrossing and approaches	85,000	0	85,000 ✓
Heppner Jct.-Irrigon Section	Furnish maint. matls.	15,000	0	15,000 ✓
<u>West Side Pacific</u>				
Mult. Co. Line-Middleton Section	4.1 miles pavement	110,000	0	110,000 ✓
<u>Oregon-Washington</u>				
Adams-Milton Section	18.0 miles pavement widening & resurfacing	24,000	36,000	60,000 ✓
<u>Old Oregon Trail</u>				
Pendleton-Deadmans Pass	11.0 miles bet. work & graveling	30,800	46,200	77,000 ✓
<u>Klamath Falls-Lakeview</u>				
Beatty-Forest Boundary Section	21.18 miles bit. macadam	65,000	0	65,000 ✓
Totals		\$343,800	\$103,200	\$447,000

The Commission adjourned at 11:15 o'clock P. M. to reconvene at 7:30 o'clock A. M. on the following day, March 17, 1932, in Room 204 Benson Hotel.

Portland, Oregon, March 17, 1932

The State Highway Commission reconvened at 7:30 o'clock A. M. in Room 204 Benson Hotel with all members, the State Highway Engineer, former State Highway Engineer Roy A. Klein, the Attorney and the Secretary present.

The Commission entered into a general discussion of the unemployment problem existing throughout the state and determined that no more

3/17/32

bonds should be sold now to alleviate this condition. It also decided that the relief work which has been carried on for the past four months should be discontinued by gradually tapering it off during the month of April and end it entirely before May 1. A statement was prepared for the press in which the Commission outlined its views of the unemployment situation in so far as it affects the funds of the highway department and also in which reasons were given for the Commission's determination to issue no more bonds now for unemployment relief work and to discontinue the relief work during the month of April.

At 9:00 o'clock A. M. the following members of the Public Relations Committee of the Civic Employment Committee of Portland reappeared before the Commission to continue their plea of the previous day for the continuation of the unemployment relief work that has been carried on by the State in Multnomah County during the past four months: Aaron M. Frank, T. H. Banfield, Worth W. Caldwell, Amedee M. Smith, John Zehnbauer, Dan J. Malarkey, and Frank H. Ransom. Also present in the interest of this matter was Mr. R. E. Bradbury of Klamath Falls, Chairman of the Unemployment Relief Committee appointed by Governor Meier for Klamath County.

Mr. Frank spoke of the necessity for the continuation of the relief work by the state highway department stating that a grave emergency exists and it is his belief that a program that will provide food and clothing for those in need must not stop. He further stated that he had contacted Mr. Conway of the Motor Association and Mr. Conway did not challenge the need of continuing the state relief work.

Chairman Scott stated that the continuation of costly methods of unemployment relief as has been done in the past will greatly impair the credit of the State. Also the short road from Portland to the sea is involved--the construction of this road, the estimated cost of which, he stated, is about \$5,000,000, will have to wait in the event the emergency work is not terminated. He informed the delegation that the Commission questioned the county officials present at the meeting the day previous as to whether or not they approved the State selling additional bonds for unemployment relief and in every instance they advised against such procedure. In reply to the inquiry of Mr. Frank as to whether or not the county officials had been asked how the unemployed were to be taken care of, the Chairman said that this had been done and they replied that it was a proposition to be taken care of locally. He also stated that it was the thought of the Commission that the burden of furnishing relief should not be placed upon the State Highway Commission.

Mr. Malarkey reiterated the statements made by him on the previous day that the State Highway Commission is the only agency in the State that has the legal right to sell bonds, and the Commission is also the only agency that can furnish the right kind of employment to the idle men.

Chairman Scott replied that the Commission will sell no more bonds now for unemployment relief but it is intended to furnish as much relief as possible by the contract method.

Mr. Ransom spoke of the wages paid on contract work stating that these are much higher than those paid the emergency crew workers, therefore, the money thus spent will not go as far in payment of wages as by the other method. He also stated that a well paid leverman on a steam shovel will keep 30 or 40 hand laborers out of work. Replying, Chairman Scott stated that the Commission is of the opinion that the contract method is best for the state from the standpoint of returns. Mr. Malarkey continued his appeal to the Commission by saying that the contracting of highway work at this time will be no different than in ordinary times--an emergency now exists and all must consider the humanitarian side of the situation. Also the people must be kept in good humor since no one knows what will happen if their present wage of \$24.00 every six weeks is taken away from them. He further stated that it is the civic duty of those in authority to keep the people in a satisfactory state of mind and that the Commission's Attorney, who was appointed to look after the unemployment conditions throughout the State, reports that \$1,000,000 for unemployment relief is far too small a sum. Chairman Scott at this time informed Mr. Malarkey that there is a question as to the Commission's legal authority to spend the State's money for emergency hand labor work. Mr. Malarkey then suggested that the money budgeted by the Commission for the retirement of bonds this year be diverted to employment relief to which Commissioner Aldrich replied that this cannot be done because the Commission is obligated to those who provide its funds. Commissioner Washburne called attention to the statute that requires the Commission to advertise for bids for all work costing \$2,000 or more. He also stated that there is a question whether or not the Commission can spend the State's money for hand labor as has been done in the past without each member being held personally liable. It was his thought that a special session of the legislature should be called to solve this unemployment relief problem.

Mr. Bradbury stated that the unemployment problem is most serious in the districts having an industrial population. On account of this, Klamath County has a large list of registered unemployed to many of whom they have supplied the bare necessities of life. It was his thought that the State is the only agency that can meet the emergency successfully and should the State fail then it may be necessary for the counties to declare many of the unemployed paupers. He made the suggestion that if the Commission will turn back to Multnomah and Klamath Counties the amounts contributed by those counties to the state highway fund, they will be able to care for their own needy. He also stated that it was only through the relief work done by the county last fall that violence in that community has been avoided.

Mr. Banfield stated that they have no fault to find with contract work--they want this to continue as well as the emergency hand labor work.

Mr. Wm. Hanley, former State Highway Commissioner, who was present, stated in reply to the inquiry of the Chairman that there was some doubt in his mind that the Commission can legally spend the State's money for emergency hand labor work. He further stated that he rather

3/17/32

avored reducing the State's debt.

The Chairman enumerated the obligations that the Commission must meet in the near future out of the state highway fund which includes payments for secondary state highways, amounting to \$1,250,000. He also called attention to the Federal aid funds that are now available to Oregon and to the possibilities of securing additional Federal aid funds should the emergency unemployment relief measure now before Congress become a law. These funds, he stated, used in contract work will provide additional work for a large number of men. He also stated that it may be necessary for the State to further assist the counties next winter in taking care of the unemployed and that, if the relief work is continued throughout the summer months, the state funds will be used up and none will be available next winter. In reply to an inquiry of Mr. Smith, the Chairman stated that he felt that it is his first duty to protect the interests of the state rather than those of the people of any particular locality. He also explained that it was the intention of the Commission to discontinue the emergency work by easy stages during the month of April. Concerning the contract work, he stated that it was the intention of the Commission to require the contractors to maintain six-hour shifts which will give employment to more men. Mr. Caldwell informed the Commission that if the emergency work is discontinued now it will mean that they can furnish the men with only 6 days' work in 10 weeks instead of 6 days in 6 weeks as at present, and the average weekly wage per man to provide the necessities of life will be reduced to \$2.75.

Mr. Frank thanked the Commission for the time given to the committee to discuss this matter and reminded the Commission that it has the power to relieve conditions and should realize its responsibility in this emergency.

The Commission adjourned at 11:15 A. M. to reconvene immediately in Room 570 Multnomah County Courthouse for the completion of business left unfinished on the previous day.

The Commission reconvened at 11:45 A. M. in Room 570 Multnomah County Courthouse with all members, the State Highway Engineer and the Secretary present.

County Judge R. J. Williams and Commissioners Harry W. Withers and L. Bailey Hayes of Harney County appeared before the Commission in the interests of the Central Oregon Highway. They asked the Commission to designate the route for this highway between Juntura and Burns and construct this section as soon as possible. The Commission instructed the State Highway Engineer to arrange with the County Court for a joint inspection of this highway.

The County Court then asked the Commission to continue its unemployment relief in Harney County, stating that their general road fund is exhausted and they have no other funds available for this purpose. They also stated that Harney County owes the state \$20,000 as cooperation in the cost of constructing the Lakeview-Burns Highway, payable one-half in 1932 and the balance in 1933. They have budgeted \$10,000 to meet the 1932 payment and asked the Commission to defer the collection of its claim for a period of one year so that this money can be used for unemployment relief purposes.

After further discussion, motion was made by Commissioner Aldrich that Harney County's payment of \$10,000 due in 1932 be postponed for one year, if this can be done legally, with the understanding that the County will remit sooner if possible. Motion was duly seconded by Commissioner Washburne and declared by the Chairman to have carried unanimously. The Attorney was instructed by the Commission to prepare an agreement to cover the matter and to include therein provisions covering the county's cooperation in the cost of grading and surfacing the Lakeview-Burns Highway and the assigning of the county's share of the state motor vehicle license fees and transportation fees until its obligation is paid in full.

In reply to the inquiry of the Chairman as to whether or not the Commission should sell additional bonds to provide funds for unemployment relief, Judge Williams stated that this should not be done unless it was found absolutely necessary.

The Commission again considered the matter of stopping the emergency hand labor work throughout the state and agreed that this work should be tapered off about 20% each week starting March 28, 1932 and ending it completely on April 30, 1932.

The Commission adjourned at 12:15 o'clock P. M. to reconvene in the same room at 1:30 o'clock P. M. this day.

The Commission met in special session in the dining room of the Portland Hotel at 12:30 P. M. with all members, State Highway Engineer and the Secretary present. Also present were Roy A. Klein, former State Highway Engineer, J. M. Devers, Attorney, and W. H. Lynch, District Engineer of the Bureau of Public Roads.

The Secretary presented a letter from H. C. French, Inspector, Oregon State Board of Aeronautics, approving the request of Lt. Carlton Bond, Commanding Officer of the Army Flying Field at Vancouver, Washington, for a permit to use the beach area at Cannon Beach, Clatsop County as a landing field for aeroplanes in conjunction with the maneuvers of the Oregon National Guard this coming summer. Matter referred by the Commission to the Attorney for a report.

Letters were presented by the Secretary from the Walters-Bushong Lumber Co., Eugene, and George Watt, Rockaway, requesting permits to haul logs on the McKenzie and Pacific Highways between Nimrod and Eugene in Lane County during the coming summer months. The Secretary also presented a report from Division Engineer E. A. Collier in which he recommended against the granting of permits for log hauling on this highway this summer east of Leaburg because of the highway construction work that will be under way there at that time. After some discussion, the matter was referred by the Commission to the Engineer with power to act.

A letter was presented from C. P. Keyser, Secretary of the Columbia Gorge Scenic Preservation Committee of Portland, attached to which

MAR 17 1932

MAR 17 1932

3/17/32

was a copy of the resolution adopted by that committee voicing its opposition to the construction of additional pole lines on the Columbia River Highway in the Columbia River Gorge and recommending the placing of existing and future power and communication lines under ground, also attached was a copy of City of Portland Resolution No. 20149 and copies of the minutes of the Columbia Gorge Scenic Preservation Committee for July 3, 1931 and March 1, 1932 relating to this matter. No action taken by the Commission.

The Commission approved the payment of \$75.60 to the Federal Government it being the annual rental for the lease of 120 acres of public land situate adjacent to the Mt. Hood Highway and the Sandy River in Clackamas County. The Secretary explained that this tract is one of the state parks and is being leased from the Government under the provisions of the Recreational Act passed by Congress in 1926. The State was given the option of either purchasing this tract outright for \$2,520 or leasing it at the rate of \$75.60 per year. He also explained that the former Commission elected to lease the property because it thought there was a possibility that Congress would make provision later to turn this class of property over to the states without cost.

Consideration was given by the Commission to the letter received from N. N. Kins of Hood River in which he applied for the position of caretaker for Viento Park adjacent to the Columbia River Highway in Hood River County. The Secretary stated that this park is now being cared for by a Mr. Jones, who conducts a service station on property adjoining the park, at a cost of \$20.00 per month. He also stated that the report of the Parks Engineer indicates that Mr. Jones is a very efficient caretaker and that his services should be retained. After further discussion, the Commission denied the application of Mr. Kins.

The Secretary presented a letter from H. A. Schoth, Associate Agronomist, U. S. D. A., Corvallis, in which the Commission was advised that the Oregon State Forestry Arboretum has on hand a large number of French or Maritime pine trees which he thought could be used beneficially in providing protection to the cut and fill slopes along the Oregon Coast Highway and which are available to the Commission without cost except transportation charges. After due deliberation, the Commission decided to accept the offer if and when the trees are needed.

A letter was presented from Ira L. Withrow, Chairman of the Salmon River-Grand Ronde Highway Improvement District, urging the Commission to provide for the improvement of the Salmon River Highway from Valley Junction west a distance of six miles by resurfacing with a bituminous macadam top, total thickness 5 inches. No action taken by the Commission.

The Secretary presented a petition signed by the City Council of Aurora, Aurora Community Club, Aurora Fire Department, business men and other citizens of Aurora, in which the Commission was requested to reconstruct the Pacific Highway through that town on a new alignment described as follows: "Following the present Pacific Highway from the Pudding River

Bridge west to the intersection of First and Liberty Streets; thence in a southwesterly direction across Block 4, passing between the Odd Fellows Building and Will-Snyder Co. store building and continuing across Second Street and across the northwest corner of Block 3 and again striking the present Pacific Highway immediately north of the S. A. Miller Undertaking Parlors; thence continuing south on said present Pacific Highway to the intersection of Main Street and Bob's Avenue; thence still continuing south on said Main Street to the south end of said street in the vicinity of the barn on the property now owned by Wm. Nagl; thence in a southwesterly direction passing to the east of the Pickle Works and again striking the present Pacific Highway, at or near the vicinity of the south city boundary line." The Commission referred this matter to the Engineer for investigation and report.

A letter was presented from the Forest Grove Chamber of Commerce, requesting the early reconstruction of the east entrance of the Tualatin Valley Highway into their city to eliminate two right angle turns. The Attorney reported that he has filed condemnation papers to acquire the necessary right of way as previously instructed by the Commission.

Consideration was given by the Commission to letters received from O. S. Blanchard, Grants Pass, and the Redwood Empire Association requesting the immediate reconstruction of the Hayes Hill Section and other sections of the Redwood Highway in Josephine County by straightening and widening. Matter referred by the Commission to the Engineer for a report.

A letter was presented from C. G. Schneider, City Attorney of Gresham notifying the Commission that the Powell Valley Road (now a state highway) within the city limits is in need of repair. Matter referred to the Engineer for investigation.

The Secretary presented the report of the Construction Engineer, H. G. Smith, with respect to the stabilization of the Old Oregon Trail between Hermiston and Umatilla, investigation of which was made at the instance of O. O. Felthouse, President of the Hermiston Commercial Club. In his report the Construction Engineer recommended that this work be deferred until after the completion of the overhead railroad crossing structure at Umatilla since it was his thought that the construction of a new highway between Hermiston and this overhead structure will be no more expensive than the rehabilitation of the existing highway and in addition the rebuilding of this highway on new alignment direct from Hermiston to the overhead structure will avoid a grade crossing of the railroad at Hermiston. Also, it will afford a direct route to the proposed Umatilla Rapids Dam which, he reported, will eventually be the route of the Washington Highway between Kennewick, Washington, and Umatilla, Oregon. Report ordered filed.

A resolution adopted by the County Court of Sherman County in which the Commission was urged to include in its 1932 program the reconstruction of the Sherman Highway between the Sherman-Wasco County line and the junction with the The Dalles-California Highway was presented by the

3/17/32

Secretary. After due consideration the resolution was referred by the Commission to the Engineer for investigation.

The following requests for the construction of foot paths along state highways in Multnomah County for the benefit and safety of school children and other pedestrians were presented by the Secretary: Letter from Roy E. Cannon, Superintendent of Multnomah County Schools, requesting the construction of a foot path along the West Side Pacific Highway in the vicinity of West Portland School. Petition of the Springdale Parent Teachers Association for the construction of a foot path along the Columbia River Highway near the Springdale School. The requests were denied by the Commission because such construction is contrary to the previously established policy; however, the Secretary was instructed by the Commission to inform the petitioners that the Commission will grant them permission to construct their own foot paths on the state highway right of way if they so desire, provided they are constructed in a manner that will not interfere with future highway reconstruction and maintenance operations.

A letter was presented from "The Skyliners" of Bend in which they renewed their request for the widening of the McKenzie Highway about 8 miles west of Sisters for the benefit of members of that organization. Request denied by the Commission because no funds are available for this purpose and there are no facilities in the vicinity to keep the road open for traffic.

Ten petitions, signed by citizens and taxpayers of Clackamas County, requesting, during the present emergency, the insertion of a provision in each and every contract for highway construction in Clackamas County that at least 90% of the labor employed in connection with such contracts be furnished by persons duly registered with the Clackamas County Employment Bureau, were presented to the Commission. The Secretary was instructed to inform the petitioners that the Commission cannot comply with their request because of the requirements of the United States Bureau of Public Roads which prohibit the insertion of such a provision in contracts involving an expenditure of government funds. The Engineer was instructed to cooperate with Clackamas County to the fullest possible extent consistent with the limitations of contract specifications and proposals.

A letter was presented from the Salem Trades and Labor Council protesting any reduction of wages of the employees of the department who are now operating under a low wage scale and requesting the Commission to give serious consideration to this matter before adopting its wage reduction program in its entirety. After due consideration, the Commission voted to retain the reduced wage scale that was presented by the Engineer and adopted at the meeting held March 4, 1932.

The Secretary presented a copy of a resolution that was adopted by the State Employees Local No. 446 Salem, in which the Commission was requested to readjust the labor at the State Highway Shops at Salem to permit the reinstatement of the men whose services were recently dispensed with. Action on this matter was deferred by the Commission until later.

A letter was presented from Governor Julius L. Meier calling attention to the provision in the specifications of the highway department of the State of Washington which requires that certain work performed and materials entering into the construction of the University Bridge, Seattle, Washington, shall be produced in the State of Washington in so far as is possible. It was the thought of the Governor that a similar provision should also be made in Oregon highway contracts. The Commission instructed the Engineer to insert a provision in Oregon highway contracts calling for the use of Oregon products in so far as it is possible and practical to do so.

The Secretary presented a letter from the Gold Hill Chamber of Commerce in which the Commission was requested to make a more extensive use of concrete in highway contracts. No action taken by the Commission in this matter.

The Commission gave consideration to the matter of conducting a survey to determine upon a route for the entrance of the East Portland-Oregon City Highway into Portland. The Engineer was instructed by the Commission to look into this matter and report later.

The Engineer requested blanket authority to erect "stop" signs at highway or road intersections wherever in his judgment they may be deemed necessary so that there will be no question as to the legality of the posting in case of an accident or arrest where someone failed to heed a sign that may have been erected previously without official sanction. For the same reasons and to more fully protect the State Highway Commission, he also requested blanket authority to post reduced load limit signs on secondary highway bridges. After due deliberation the Commission authorized the Engineer to erect "stop" signs at highway and road crossings as he may deem necessary and he was also instructed to make an examination of all bridges on the secondary highway system and to post suitable signs closing these bridges to all traffic in excess of that which can be safely carried thereon.

The Engineer reported that the condition of some of the roads upon which reduced load limits were ordered by the Commission on March 3 has improved to such an extent that the reduced load limit is no longer needed, and accordingly, on March 11, ordered the reduced limit along those sections lifted. The sections thus affected are: John Day Highway from Condon in Gilliam County to Dayville in Grant County; Ochoco Highway from Redmond in Deschutes County to Mitchell in Wheeler County; The Dalles-California Highway from Redmond in Deschutes County to Bend in Deschutes County. The action of the State Highway Engineer was approved by the State Highway Commission.

At the request of the Engineer, the Commission authorized him to purchase through the State Purchasing Agent one carload of grader blades for use in maintaining the state highways throughout the State. The Engineer explained that about four carloads of grader blades are used each year, most of which are used during the summer months, and that the cost is approximately \$2,000 for a minimum sized carload.

3/17/32

The Engineer reported that Contract No. 1309 with Roy L. Houck for the grading of the approaches to the bridge over the Rogue River on the Oregon Coast Highway at Wedderburn in Curry County was completed on February 24, 1932 and that Contract No. 1304 with Clackamas Construction Company for the construction of an extension to the bridge over Cape Creek on the Oregon Coast Highway in Lane County was completed on March 1, 1932, each in accordance with the requirements of the respective contracts or modifications thereof, and that each of said jobs is now ready for acceptance and final payment. Therefore, the following resolution was offered and adopted by unanimous vote of the Commission:

WHEREAS, the Engineer has reported that State Highway Commission Contract No. 1309 with Roy L. Houck for the grading of approaches to the bridge over the Rogue River on the Oregon Coast Highway at Wedderburn in Curry County, and State Highway Commission Contract No. 1304 with Clackamas Construction Company for the construction of an extension to the bridge over Cape Creek on the Oregon Coast Highway in Lane County have been completed according to the terms and provisions of the respective contracts and that the said jobs are now ready for acceptance and final payment:

NOW THEREFORE, BE IT RESOLVED that the work covered by said highway contracts No. 1309 and No. 1304 be declared completed according to the terms of the respective contracts and said jobs are hereby accepted and the Engineer is hereby instructed to prepare the respective final estimates for payment.

The following letters from the Klamath County Chamber of Commerce to the Klamath News-Herald were presented to the Commission by the Secretary: Letter enclosing a copy of the proposed state highway program for Klamath County as outlined by the Klamath County Court and the Klamath County Chamber of Commerce; letter advising the status of construction of the Klamath Falls-Weed Highway within the State of California; letter setting forth reasons why the Merrill-Malin Section of The Dalles-California Highway should be improved to state highway standards at an early date. The Commission ordered these letters filed in the department's records.

The following additional communications were called to the attention of the Commission by the Secretary and were ordered filed in the department's records. Letter from Portland Winter Sports Association extending thanks for services rendered that association by the Highway Department during the ski tournaments at Government Camp on the Mt. Hood Highway; statement of County Judge C. P. Barnard of Lane County concerning expenditures made by the State, County, Government and other agencies for state highway construction in Lane County; letter from Klamath County Chamber of Commerce expressing appreciation of the Commission's ruling regarding the receiving of delegations and the filing of briefs of the matters presented by these delegations; letter from Wm. Huntley Hampton, Civil Engineer, Portland, advocating the construction of a tunnel through the hills of northwest Portland to connect Portland with the Tualatin Valley; letter from Wm. F. Woodward, President, Northwest Oregon Development Association, regarding the plans of the Commission

with respect to the survey and construction of the Wilson River Highway and the proposed short road from Portland to the sea.

The Commission by unanimous vote approved the Engineer's recommendation that Roseburg be established as headquarters for Division No. 2, which extends from Junction City on the north to the California state line on the south, since Roseburg is more centrally located in this division.

Consideration was given by the Commission to the matter of establishing night ferry service across Coos Bay as requested by residents of that vicinity. After due deliberation and upon the recommendation of the Engineer, the Commission voted unanimously to continue the sixteen hour per day schedule that has been maintained heretofore.

The Commission adjourned its special session at 1:20 o'clock P. M. to reconvene at 1:30 o'clock P. M. this day in Room 570 Multnomah County Courthouse.

The State Highway Commission reconvened at 1:30 o'clock P. M. in Room 570 Multnomah County Courthouse with all members, State Highway Engineer and the Secretary present.

A. G. Enright, the contractor who submitted the low bid on the previous day for the construction of six pile trestles on the Vesper Section of Secondary State Highway No. 102, appeared before the Commission and asked that he be relieved from his obligation. He stated that he had been given the wrong quotation by the creosoting company for treating the fir lumber for these bridges and he would lose about \$2,500 if the Commission held him to his contract. The Engineer explained that Mr. Enright's bid was for \$7,467.00 and the next low bid was that of Burcham & Green at \$10,549.00. After due consideration the Commission referred the matter to the Engineer and authorized him to cancel Mr. Enright's obligation and award the contract to the next low bidder.

At 2:00 o'clock P. M., in accordance with previous arrangements, a delegation consisting of the following persons appeared before the Commission and urged a more extensive use of timber in highway construction projects: C. J. Hogue, Consulting Engineer, West Coast Lumbermen's Association, J. E. Mackie, Northwest representative of the National Lumber Manufacturers Association, Brian Ingoldsby, Field Engineer, West Coast Lumbermen's Association, Ward Mayer, Arch Rib Construction Co., Floyd Allen, Consulting Engineer, Portland, and Charles Wilson, Creosoting Department of the Charles R. McCormick Lumber Company.

Mr. Hogue in opening the discussion stated that the Oregon Highway Department has not used enough timber in its bridges in the past and when it was used proper consideration has not been given to design, resulting in a structure that was not pleasing to the eye. He further stated that just as good things can be done with timber as with other materials, architecturally and otherwise. The life of a properly treated

timber structure, he stated, is from 30 to 40 years and with modern treatment they should last 50 years. He advocated the use of timber in the construction of not only the Howe and Warren truss types of bridges but also in the construction of arch or curved truss types which, he stated, have been proven successful. It was his thought that Oregon should be a leader in the use of timber in bridge construction since timber is one of the principal resources of the State and its use here will have an advantageous effect upon its use in the eastern states where 80% of the Oregon timber is sold.

Mr. Mackie stressed the economies of timber bridge construction and urged the Commission to specify the use of timber in those places where timber will fit. He cited a number of instances where timber bridges of long span have given satisfactory service.

Mr. Ingoldsby called attention to a number of long span bridges that have been manufactured at the creosoting plant at Vancouver, B. C., notable among these being two 150-foot spans and three 180-foot spans of prefabricated, pressure treated creosoted bridges at Quesnell, B. C.; also the Galloway Bridge with a span of 200 feet. He also stated that the State of Washington has standard plans for timber bridges up to a span of 80 feet.

Mr. Mayor exhibited drawings showing several different types of timber bridge design including one of the arch truss type.

Mr. Allen spoke of the advantages to be gained by the use of treated timber in the construction of small drainage structures stating that it was good engineering practice and was 50% less costly.

Mr. Wilson urged the use of treated timber in the construction of guard fence posts. He stated that the cost of a treated post of standard dimension at their plant is 75 cents or about twice the cost of an untreated post. It was his thought that the increased life of the treated post fully justified the extra cost. Mr. Osborne of the creosoting department of the McCormick Lumber Co. was present and invited the Commission and its engineers to visit their plant. He was informed by the Chairman that the Commission will be glad to do this.


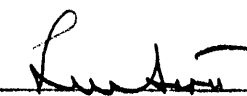
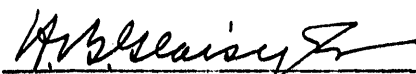
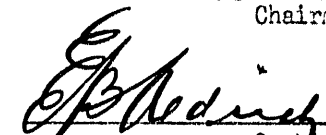

Mr. Hogue at this time asked the Commission to instruct the Engineer to give more consideration to the use of timber bridges and to assign a couple of men to the task of preparing standard timber bridge designs. The Chairman replied that it is the desire of the Commission to use timber wherever it is possible and practicable and that the bridge engineer has already been instructed to work along those lines since the Commission is anxious to have this problem solved for the benefit of Oregon and elsewhere. He also thanked the group for their presentation.

Commissioner Washburne excused himself from the meeting at 3:15 o'clock P. M.

Mr. Ben T. Osborne of the Central Labor Council, Portland, appeared before the Commission in the interest of several former employees of the highway department shops at Salem, whose services were recently dispensed

with. It was his thought that the labor situation at the shops should be adjusted in some other way than by laying off the men who will be thrown on the labor market at a time when business conditions are very bad and there is no work for them. He asked the Commission to make a careful study of the matter and readjust the hours of the workmen or equalize the labor in order that all may be given employment. He further stated that he believed that the majority of the men employed at the shops will favor a reduction in the hours of work rather than in the number of men. The Chairman informed Mr. Osborne that the Commission will study this matter through its Engineer.

There being no further business to come before the Commission, the meeting was adjourned at 3:30 o'clock P. M.

	
State Highway Engineer	Chairman
	
Secretary	Commissioner
	
	Commissioner

PART 1

O F

VOLUME XVII

MINUTES OF OREGON STATE HIGHWAY COMMISSION

COVERING PERIOD

F R O M

APRIL 1, 1932

T O

AUGUST 25, 1932

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OREGON STATE HIGHWAY COMMISSION

LESLIE M. SCOTT, PORTLAND, CHAIRMAN
E. B. ALDRICH, PENDLETON, COMMISSIONER
CARL G. WASHBURNE, EUGENE, COMMISSIONER

- - -

R. H. BALDOCK, STATE HIGHWAY ENGINEER
H. B. GLAISYER, SECRETARY

- - -

HEADQUARTERS AND GENERAL OFFICE OF DEPARTMENT

LOCATED AT SALEM, OREGON

TABLE OF CONTENTS

<u>Page</u>	<u>Date</u>	<u>Subject</u>
	1932	
3328	April 6	Lane County. Siuslaw Highway, engineer's report re construction of eastern end. Log hauling. Engineer's article for press approved by Commission. Attorney to prepare resolution. Bonds. Resolution authorizing advertisement of \$172,000.
3332		Minutes of February 19, March 3 and March 16, 1932 approved. Oil bids received.
3334		Oil bids; resolution recommending acceptance.
3335		Oil contract signed. Springfield bridge; state asked to pay for lighting.
		Lake County. Report of former State Highway Engineer Klein accepted (financial status of cooperative projects). Rogue River Bridge dedication at Gold Beach; appropriation requested from Commission.
3336		Foreign materials, policy as to use in highway contracts. Lincoln County. Waldport ferry, advertisement for bids authorized. Special permits for oversize and overweight equipment, policy adopted. Hood River County. Right of way through Cascade Locks; engineer's report considered; extension of time on agreement with Mr. Laber.
3337		Douglas County. Request that Cow Creek bridge be enclosed. Crater Lake Highway. Snow removal requested. Dump nuisance at east approach to Vancouver bridge, Commission asked to control. Wye at junction of Pacific and McKenzie Highways, planting of shrubs and flowers considered.
3338		Lincoln County. Yaquina Bay ferry; offer to increase capacity. Marion County. Realignment through Aurora, Engineer's report discussed. Survey authorized. Multnomah County. North Portland overcrossing; advertisement authorized.
3339	April 7	Vouchers, agreements, etc. signed. Accident prevention; J. B. Protzman offers services in installation of department. I. O. N. Highway, letter from Senator Oddie urging construction. Bids opened on grading, surfacing and bridge projects:
3340		Durkee-Gales Section, grading; Huntington-Slides Section, bituminous macadam; Port Orford-Euchre Creek Section, surfacing;
3341		Endicott Creek-Mystic Creek Section, maintenance material; Merrill-Malin Section, grade widening and resurfacing; Boyer-Valley Junction and Dolph-Sheridan Sections, bituminous macadam and oiling;
3342		Hot Lake-Union Section, bituminous macadam; Dillon-Biggs Section, bituminous macadam.

Page	Date	Subject
3343	April 7 1932	Wasco County. Deschutes River tunnel widening authorized. Mud jack; purchase considered. Subcontract or station contract agreements; submission to State Highway Commission for approval recommended.
3344		Lane County. Cheshire-Harpole School Section, construction urged. Washington County. Adoption of "Walker Road" as route of proposed short road from Portland to sea urged. Piling; permit granted C. O. Bozorth to haul from point east of Sandy to Troutdale.
3345		Wasco County. Designation of secondary highway from The Dalles to Mt. Hood Highway requested. Reconnaissance ordered. Secondary highway from Dufur to Mt. Hood Highway requested; reconnaissance to be made. Clatsop County. Elk Creek and Muddy Creek bridges; reaward to second bidder authorized in event that low bidder fails to return properly executed forms within specified time.
3346		Sherman County delegation urging early reconstruction of Wasco County section of Sherman Highway. Multnomah County. H. Jungck requests that earth slide material removed from Canyon Road be deposited in low spots instead of being trucked away. Aerial photography. Authority for contracting work on surveys in Harney, Malheur and Grant Counties.
3347		Washington County. Preliminary estimate submitted for improvement of Beaverton-Forest Grove Section, Tualatin Valley Highway. Clatsop County. Complaint of S. C. Dick about C. L. Gardiner's request to move flowers and shrubbery. Accident prevention department; inquiry of J. B. Protzman re action of Commission.
3348		Clatsop County. Bradley Park, transfer of title from Clatsop County to State of Oregon. Ecola Park. Resolution ratifying and approving acts of former Commission re purchase. Letter of thanks to donors of half interest ordered.
3349		Certificate for donors of park and recreational areas ordered. Jackson County. Casey timber tract; report on status of acquisition; appraisal requested. Marion County. Silver Falls State Park; purchase of adjoining tract from Frank Chella discussed. Truck hauling of logs and piling over state highways; resolution adopted.
3351		Awards of contracts announced: Durkee-Gales Section, grading; Huntington-Slides Section, bituminous macadam; Port Orford-Euchre Creek Section, surfacing; Endicott Creek-Mystic Creek Section, furnishing crushed rock; Merrill-Malin Section, grade widening and resurfacing;

Page	Date	Subject
3351	April 7 1932	Boyer-Valley Junction and Dolph-Sheridan Section, surfacing, bituminous macadam and oiling; Hot Lake-Union Section, bituminous macadam; Dillon-Biggs Section, bituminous macadam.
3352		Multnomah County. Right of way across property of Highway Home Company in Burlington and vicinity; attorney authorized to offer \$10,000; resolution authorizing condemnation. Jackson County. Crater Lake Highway, snow removal between Union Creek and Park boundary refused. Right of way matters placed under supervision of Attorney. Projects authorized for advertisement: Dillon Section, overcrossing, widen bridge and approaches; Heppner Junction-Irrigon, maintenance materials; Deschutes Tunnel Section, widen roadbed; Multnomah County Line-Middleton, paving; Corvallis Section, pavement planing; Pendleton-Emigrant Hill, gravel topping and bit. macadam; New Era-Canby, grading; Trout Creek-Upper Soda, grading; Paradise Creek bridge; Adams-Milton Section, pavement planing; Waldport Section, ferry service across Alsea Bay; North Portland overcrossing.
3353		Lincoln County. Right of way through Toledo, city requests that it be not required to furnish at present time. Publicity man; employment considered. Personal liability of Commissioners for damages on account of accidents on state highway rights of way discussed with Attorney.
3354		Multnomah County. Fourth Street project; action deferred. Certified public accountant to assist in setting up cost-accounting system; authority to employ granted. Harney County. Resolutions presented requesting designation of Central Oregon Highway through Drewsey. Umatilla County. Inquiry as to plans re granting concession in Emigrant Park.
3355		Hood River. Authority requested for County Engineer to write checks on state highway fund to pay men on secondary state highway emergency crews. Denied. Umatilla County. Resolution presented requesting designation of road from Wallula Cut-off near Cold Springs southwesterly as secondary highway. Nestucca Highway Improvement District. Collection of claim against District deferred for one year by Commission. Multnomah County. Application of West Coast Power Company for permit to construct pole line along Columbia River Highway near Multnomah Falls denied. Crook County. Request that county engineering work be performed by highway department engineer.
3356		

Page	Date	Subject
	1932	
3356	April 7	Jackson County. Request of Ashland Chamber of Commerce for improvement of Green Springs Highway declined.
3357		Traffic counts; four each year to be made. Oregon State Motor Association requests Commission to provide Frank Branch Riley with ten slides of highway views; denied. East Portland-Oregon City Highway; preliminary report of Engineer re survey of proposed entrance into Portland. Wasco County portion of Sherman Highway to be included in projects for construction this year with Emergency Federal Aid funds if available. Josephine County. Hayes Hill Section, Redwood Highway, report re reconstruction. Lake County. Resolutions of County Court requesting various improvements. Awards confirmed: Clackamas River bridge; Vesper Section, six pile trestles; Doyle Hill-Nimrod Section, surfacing. Extensions of time: R. L. Houck, Rogue River bridge approaches; R. H. Jones, bridge over Pilot Butte Canal. Contracts completed and accepted: J. V. Curry and A. L. Porter, draw rest on Siletz River bridge.
3358		Multnomah County. Petition for continuance of emergency hand labor employment. Klamath County. Request for continuance of emergency highway work. Portland Chapter, Associated General Contractors; resolution presented re planning and execution of public and private works. Secondary highways. Resolutions of counties electing to perform certain work with own forces.
3359		Public Lands Bill. Attitude of Oregon; inquiry by Automobile Club of Southern California. Timber bridges. Letters advocating use. Polk County. Resolution recommending designation as state highway of road from Salem to Dayton on west side of river.
	April 8	Log hauling. Discussion with representatives of timber and allied industries and state police.
3363		Marion County. Type of pavement for Salem north project; conference with Bureau of Public Roads.
	April 22	Log hauling. Rules and regulations discussed with representatives of timber, trucking and allied industries.
3372	April 27	Per diem penalty clause to be included in future highway construction contracts. Amount discussed.
3373		Nyssa; request that Commission assume balance of city's obligation in cost of construction of Snake River bridge. Klamath County. Continuation of unemployment relief work asked. Marion County. Silver Falls State Park, purchase of additional tract from Frank Chella approved. Former Commission to sign voucher.
3374		

Page	Date	Subject
	1932	
3375	April 27	Lane County. Wye at junction of Pacific and McKenzie Highways; improvement and upkeep discussed. Umatilla County. Emigrant Park; report by Parks Engineer on matter of granting concession. Marion County. Champoege Park; letter from Board of Control requesting additional improvements. No liability assumed by Commission.
3376		Jackson County. Report of Parks Engineer on matter of acquisition of timber strips adjacent to Crater Lake Highway. Clatsop County. Ecola Park; Chairman reported interview by Allen Lewis, former owner, re use of buildings. Klamath County. Lease from U. S. Dept. of Interior of timber tract approved. Minutes of April 6, 7 and 8, 1932 considered and reports rendered on matters contained therein. Douglas County. Cow Creek bridge; Engineer reports covering not justified.
3377		Jackson County. Snow removal on Crater Lake Highway; Chairman's action approved. Multnomah County. Dump nuisance at east approach to Interstate Bridge; matter referred to State Police. State Industrial Accident Commission, rates discussed. Mud jack; Engineer authorized to provide truck and men for demonstration.
3378		Lane County. Cheshire-Harpole School Section, construction approved provided Lane County pays 50%. Next meeting May 18, 1932. Multnomah County. Request of Harold Jungck re disposal of slide material declined. Clatsop County. Engineer's report on complaint of S. C. Dick as to actions of C. L. Gardiner in right of way negotiations.
3379		U. S. Army Air Corps, application for permission to use ocean beach at Cannon Beach and Ecola Park as landing fields referred to Attorney. Multnomah County. Right of way in vicinity of Burlington; condemnation proceedings authorized. Lincoln County. Toledo; letter authorized stating that Commission will not require city to purchase additional right of way until further demand is made by Commission. Publicity man. Engineer recommended against employment. Crook County. Request that county engineering work be performed by state highway department engineer denied.
3380		Lake County. Resolution by County Court requesting highway work denied. Minutes of April 6, 7 and 8, 1932 approved.
	April 28	Clatsop County. Hug Point-Neahkahnie Mountain Section; early construction urged. Decision deferred. Tentative agreement re cooperation. Cannon Beach Road, oiling requested.

Page Date Subject
1932

- 3381 April 28 Bids opened on projects as follows:
Benton County Section and Adams-Milton Section, pavement planing;
New Era-Canby Section, grading;
3382 Berry Creek-Florence Section, bituminous macadam and oiling;
Hendricks Bridge-South Fork Bridge Section, bituminous macadam and oiling;
Heppner Junction-Umatilla County Line Section, furnishing crushed rock in stock piles;
3383 Boyer-Valley Junction and Dolph-Sheridan Section, bituminous macadam and oiling;
Pendleton-Emigrant Hill Section, grade widening, resurfacing and bituminous macadam;
Trout Creek-Soda Fork Section, grading;
3384 Deschutes River Tunnel Section, roadbed widening;
Three bridges on Durkee-Gales Section;
Paradise Creek bridge;
3385 Ferry Service across Alsea River at Waldport;
North Portland Overcrossing;
Dillon Overcrossing, widening;
3386 Juntura-Burns and Dale-Long Creek aerial survey.
Bids opened for \$172,000 bonds.
3389 Lane County. Harmon & Tittle claim for additional compensation on Gate Creek-Nimrod Section.
3390 Lincoln County. Commission urged to take over and maintain county road from highway to Devil's Punch Bowl.
Juntura-Burns and Dale-Long Creek aerial survey; conference with bidders; contract awarded to second low bidder.
3391 Clatsop County. Cannon Beach-Neahkahnie Mountain Road, county court present; action deferred.
Road into Camp Clatsop, oiling requested.
Cannon Beach Road, oiling requested.
Lane County. Construction of approach roadway to W. H. Nichols' garage on McKenzie Highway requested.
McKenzie Pass Section, snow removal requested.
3392 Douglas County. Elk Creek Tunnel, concrete pavement authorized.
Klamath Falls-Lakeview Highway; erection of Port Orford cedar mile posts authorized.
Timber in bridges, use requested by Crow's Pacific Coast Lumber Digest.
Seven-hour day adopted for maintenance and shop crews.
Patrol gangs; elimination of three authorized.
3393 Board of Survey to dispose of old equipment, etc. appointed.
Oiling equipment; excess ordered advertised for sale.
Truck, resolution authorizing sale to Penitentiary.
3394 Morrow County. Allocation of forest road money to Hardman-Chapin Creek Section requested by County Court.
Klamath County. Designation of county road from Keno south as secondary highway requested by Keno Grange.

Page Date Subject
1932

- 3394 April 28 Lincoln County. Extension of Siletz Market Road No. 2 approved.
3395 Mt. Hood Highway. Snow removal; action to be taken later if local cooperation provided.
McKenzie Highway. Snow removal; action to be taken later if local cooperation provided.
Polk County. Request for construction of footpath along highway near Grand Ronde; Commission will grant permit for community to construct.
Multnomah County. Request for footpath near West Portland School; Commission will grant permit for community to construct.
Bicycle races; permit requested to conduct on highways.
Ocean beach for aircraft landing fields; matter of granting permits reconsidered.
Newport, letters from organizations requesting completion of unfinished section of Oregon Coast Highway.
Clatsop County. Request for oiling of Cannon Beach Road.
3396 Douglas County. Reedsport, change of route for connection between state highway and ferry slip requested.
Reedsport, permit for state to construct, operate and maintain ferry slip.
Clackamas County. Edward M. Cousin; resolution regarding settlement for extra right of way on Pacific Highway.
3397 Hood River County. Reimbursement for cost of extra right of way acquired from V. T. Beauregard approved.
Pacific Highway, Portland to Salem, report re planting of rose bushes.
Announcement of awards:
Deschutes River Tunnel Section, roadbed widening;
3398 Benton County and Adams-Milton Sections, pavement planing;
New Era-Canby Section, grading;
Berry Creek-Florence Section, bituminous surface and oiling;
Hendricks Bridge-South Fork Bridge Section, bituminous macadam and oiling;
Heppner Junction-Umatilla County Line Section, furnishing crushed rock;
Boyer-Valley Junction Section and Dolph-Sheridan Section, bituminous macadam and oiling;
3399 Pendleton-Emigrant Hill Section, grade widening, resurfacing and bituminous macadam;
Trout Creek-Soda Fork Section, grading;
Juntura-Burns and Dale-Long Creek, aerial surveys;
Durkee-Gales Section, three bridges;
Paradise Creek bridge;
Ferry service across Alsea River;
North Portland Overcrossing;
3400 Dillon Overcrossing, widening.

Page	Date	Subject
3400	April 28	Marion County. Salem North project; resolution authorizing surveys and right of way negotiations.
3401		Private insurance on state property; matter considered and referred to Attorney. Load limits reduced: Owyhee River bridge near Adrian, Malheur County; Snake River bridge near Adrian, Malheur County. Awards confirmed: Ferry service across Umpqua River at Reedsport; Ferry service across Siuslaw River at Florence Hot Lake-Union Section, bituminous macadam; Dillon-Biggs Section, bituminous macadam. Completion of contract reported: Elk Creek Tunnel Section, accepted by Commission. Extensions of time: C. A. Catching, Cow Creek bridge; J. F. Johnston, Comstock Overcrossing approach.
3403		Hood River County. Cascade Locks, agreement with Mr. Laber modified. Communications presented: Letter from Minnesota legislative committee requesting information re owners of tourist cabins. Letter from Redwood Empire Association about reconstruction of sections of Redwood Highway in Oregon. Letter from Baker County Chamber of Commerce re construction of highway from Burns via Lakeview to California line and financing from Oddie-Colton funds. Letters from Uptown Portland Association and Northwest Oregon Development Association re distribution of highway funds. Resolution by Oregon Manufacturers' Association re use of domestic steel.
3404		Letter from Joseph Commercial Club urging extension of Wallowa Lake Highway to head of Wallowa Lake. Letter from Southeast Portland Lumber Co. re change in rules and regulations for log hauling. State Industrial Accident Commission rates, discussed by representatives of Associated General Contractors.
3405		Malheur County. Snake River bridge at Nyssa; Commission declines to assume balance of city's indebtedness. Marion County. Salem North Section, provision for construction of berm on one side of highway authorized. Merit and demerit system; installation authorized. Secondary highway work; matter of making payments discussed. Market road work; instructions asked re furnishing engineering service to counties.
3406		Mt. Hood Highway. Log hauling discussed. Log haulers, public liability insurance (\$10,000/\$20,000) to be required. Expense accounts; schedule of prices discussed.

Page	Date	Subject
3407	April 28	Finances discussed. Yamhill County. South Yamhill River bridge and trestle on Amity-Bellevue Section, advertisement ordered. Sherman County. Fulton Canyon bridge, widening and reconstruction, advertisement authorized. Mitchell-Antelope; J. H. Woodcock offers to assist Engineer in making reconnaissance survey. Gasco road binder; Engineer instructed to negotiate for reduction in price.
3408		Lava River Caves; employment of caretaker authorized. Federal aid project markers; erection authorized. Klamath County, continuation of unemployment relief work requested. Curry County. Rogue River bridge dedication arrangements discussed.
3409		Gresham Berry Growers, Inc.; discontinuance of emergency hand labor highway work endorsed. Numbered system of state highways adopted. Motor Vehicle License Fee Revision Committee; resolution authorizing payment of expenses from state highway fund.
3410		Lake County. Signs to be erected giving elevations and directing tourists to points of interest. Marion County. Salem North Section, types of pavement discussed; Amiesite not to be included.
3411		Projects ordered advertised: Salem-Brooks Section, regrading and paving; Santiam River bridge; Neahkahnie-Arch Cape Section, grading; Newport-Waldport Section, bituminous macadam; Yachats-Lane County Line, oiling; Newport P. O.-Ferry Landing, bituminous macadam; Dillon Overcrossing, grade approaches; Sand Station-Washington State Line, grading and graveling; Cheshire-Harpole School Section, grading; Pioneer Mountain-Eddyville Section, bituminous macadam; Newport-Toledo Section, bituminous macadam; Terrebonne-Redmond Section, road mix surfacing; Mitchell-Grant County Line Section, oiling; Abernethy Creek Bridge and overflow channel trestle; Reedsport-Scottsburg Section, bridges over Koepke Slough, Hinsdale Creek and Dean Creek.
3412		Washington County. Multnomah County Line-Middleton Section, paving deferred. Onion Flat bridge approaches and Middleton line change to be oiled. Columbia County. St. Helens-Scappoose Section, shoulder construction deferred. Clackamas County. Resolution covering reimbursement of State for rights of way on New Era-Canby Section.
3413	April 29	Aerial surveys Dale-Long Creek and Juntura-Burns, award protested.

Page	Date	Subject
3414	April 29	Northwest Oregon Development Association; immediate construction of Wilson River Highway and short road to sea urged.
3416		Scappoose-Vernonia-Hamlet Route; designation and construction advocated.
3418		Washington County. Delegation urging designation of Wolf Creek Route. Designation of secondary highway from Buxton to Vernonia requested.
		Columbia County. Scappoose-Vernonia-Hamlet route urged by delegation from Vernonia.
3419		Multnomah County. Permit granted M. T. Bates to truck logs and long piling between Cornelius Pass Road and Holbrook.
		Communications presented: Letter from Oswald West requesting information re log hauling. Letter from Blaine Hallock recommending Intermountain Aerial Surveys, Inc. Letter from Fraternal Order of Eagles, Klamath Falls, opposing discontinuance of state highway relief work. Letter from F. D. Macpherson, Vernonia, requesting hearing on Vernonia route for short road to sea.
		Agreements signed: County Court of Linn County providing for improvement of Santiam Highway.
3420		County Court of Clatsop County providing for improvement of Vesper Section of Nehalem Highway.
	May 17	Lane County. Cheshire-Harpoie School Section, extension requested; county cooperation offered. Agreement ordered.
3421		Baker County. Durkee-Gales Section, six encroachments on railroad property discussed.
		Umatilla County. Umatilla overcrossing, agreement with railroad company.
		Willamette Highway, completion urged by delegation.
3422		Lane County. Request that Cape Creek bridge be named "H. B. Van Duzer Bridge".
		Snow removal on Mt. Hood and McKenzie Highways considered.
		Lake County. Fremont Highway, temporary oiling of Lapine-Silver Lake Section requested. Betterment work north of Lakeview, continuation requested.
3423		Bly Mountain Section, timber preservation discussed.
		County's claim against state; action deferred.
		Highway Form Company; Commission asked to experiment with product.
3424	May 18	Lane County. Status of indebtedness discussed.
		Multnomah County. Right of way near Burlington, report by Chairman.
3425		Douglas County. Paradise Creek-Elkton Section; State Labor Commissioner's threatened suit against contractor discussed.
		Minimum wage clause in highway contracts, advisability considered.
		Umatilla County. Sand Station-Washington State Line Section, employment of Oregon labor discussed.

Page	Date	Subject
3426	May 18	Wasco-Heppner Secondary Highway, Heppner-Condon Section; form of agreement considered.
		Bids opened on following projects: Bituminous Macadam Project No. 11; Oiling Project No. 10; Elk Creek Tunnel, paving; Bituminous Macadam Project No. 8; Brooks-Salem Section, grade widening and paving; Sand Station-Washington State Line Section, grading; Dillon Section, grading; Deschutes River Tunnel Section, widening; Santiam River bridge at Jefferson; Fulton Canyon bridge, widening.
3427		Lake County. Claim for credit reduced; credit on additional construction asked. Statement of Roy A. Klein, former State Highway Engineer.
3429		Jackson County. Pacific Highway, Siskiyou Section, definite decision asked; location survey requested.
3430		Umatilla County. Reimbursement claimed by county for monies advanced for emergency unemployment relief work on secondary highways.
		Sand Station-Washington State Line Section, use of Umatilla County labor requested.
		Cold Springs Highway; construction discussed.
		Pendleton-John Day Highway, Ukiah-Dale Section, surfacing requested.
		Lincoln County, Alsea River ferry service; error in low bid corrected.
3434		Deschutes County. Santiam Highway, Sisters-Suttle Lake oiling requested; credit for grading this section requested.
		Wasco County. Proposed secondary highway Dufur-Mt. Hood Highway, reconnaissance to be made.
		Aircraft landing fields, use of beach at Camp Clatsop and Eccla; request for permits discussed.
3436		Lincoln County. Yachats; removal of sand from beach, permit for continuance requested. Information requested as to part this sand has in propagation of smelt.
		Bridge across Alsea Bay, petition presented.
3437		Mt. Hood Highway log hauling; request that permits revoked because of overloading be restored.
		Jefferson County. Madras-Prineville Secondary Highway, construction of short section requested.
3438		Announcement of awards: Bituminous Macadam Project No. 11; Oiling Project No. 10; Elk Creek Tunnel paving; Bituminous macadam project No. 8; Brooks-Salem Section, widening and paving; Sand Station-Washington State Line Section, grading;

Page	Date	Subject
	1932	
3439	May 18	Awards - continued Dillon Section, grading; Deschutes River Tunnel Section, widening; Santiam River bridge at Jefferson; Fulton Canyon bridge, widening. Oiling equipment, bids received.
3440		H. G. Smith, Construction Engineer, to go to California re experimental work in connection with settling of embankments. R. H. Baldock and Roy A. Klein, expense accounts approved; Western Association of State Highway Officials at San Francisco.
3441		Washington County. Survey of Base Line Route from Portland to Hillsboro requested.
3442		Clatsop and Tillamook Counties. Cannon Beach-Neahkahnie Mountain Road discussed with county courts. Construction deferred. Short road from Portland to the sea; consideration of Twin Bridge-Mohler route requested.
3443		Clatsop and Tillamook Counties. Cannon Beach-Neahkahnie Mountain Road; right of way agreement. Clatsop County. Cannon Beach Road; surfacing, agreement with county.
3444		Multnomah County. Lower Columbia River Highway, right of way across lands of Harry R. Elbon, \$10,000 to be offered, condemnation authorized. Projects ordered advertised: Kilchis River-Tillamook Section, paving; Adams-Milton Section, pavement widening; Modoc Point-Barclay Section, surfacing and oiling; Klamath Falls-Terminal City Section, paving; Polk County Line-Lewisburg Section, non-skid; Corvallis-Lane Co. Line Section, non-skid; Clow Corner-Monmouth Section, pavement widening; Monroe-Junction City Section, Miller's Slough bridge; Tangent-Shedd Section pavement widening; Scottsburg-Paradise Creek Section, gravel topping; Reedsport-Scottsburg Section, three bridges; Cheshire-Prairie Road Section, grading and bridges; Beaver-Hebo Section, bituminous macadam; Otis-Siletz River Section, oiling; Tillamook County Line-Otis, oiling; Umatilla Overcrossing; Oneonta Tunnel Section, tunnel lining; Sand Station-Washington State Line Section, two bridges; Dawson Creek trestle; Abernethy Creek bridge. Practice of performing work for towns on streets other than state highways; Engineer instructed to continue. Recreational areas; consideration given to acquiring from Government: Casey tract, Crater Lake Highway;

Page	Date	Subject
	1932	
3446	May 18	Tract adjacent to Umpqua Highway at Elk Creek tunnel; Tract adjacent to Siuslaw Highway west of Triangle Lake; Loon Lake tract. Scales for checking heavy loads; two sets to be purchased. Marion County. Pacific Highway north of Salem, resolution authorizing condemnation of right of way across property of George A. Ramp.
3448		Multnomah County. Columbia River Highway near Linnton, resolution re acquisition of right of way across lands of Holbrook Estate.
3449		Clackamas County. Pacific Highway between Canemah and New Era, agreement with Southern Pacific for exchange of lands.
3450		Equipment (used) sold to counties: Union County, one McMillan fresno; Morrow County, one grader. Gasoline launch "Vaga", sale authorized. Materials, supplies and used equipment at Klamath Falls, sale authorized. Klamath Falls, maintenance building, extension authorized.
3451		Clatsop County. Oregon Coast Highway (Inland Route) widening and improving short section authorized. State Fair Board, cancellation of Commission's claim for truck rental requested.
	May 24	Arlington, discussion of secondary highway matters with Wasco, Sherman, Gilliam and Morrow County Courts.
3456		Programming secondary highway funds of Gilliam and Morrow Counties discussed.
3458		Programming secondary highway funds of Sherman and Wasco Counties discussed.
3459		Regular meeting postponed from June 9 to June 23. Log hauling between Taft and Toledo; applications approved subject to weight and time limitations. Seven-hour work day for shop employes, instructions issued.
3460		Ashland. Cooperation requested in repairing streets used as state highway routes. Tillamook County. Tillamook-Kilchis River Section, advertisement authorized; agreement approved. Multnomah County. Oneonta Tunnel relining, advertisement authorized.
3461		Hood River. Inquiry as to policy of Commission relative to power of city to prohibit traffic of certain class on street designated as state highway route. Multnomah County. Bridges over Columbia Slough on North Portland Road and on Vancouver Avenue; plans ordered prepared and submitted to War Department for approval. Automatic sprinkler system. Extension of time on contract for installation requested. Contracts completed and accepted: Cape Creek bridge;

Page	Date	Subject
3461	May 24	Cow Creek bridge near Glendale; Sprinkling system in shop buildings No. 3 and No. 4, Salem.
3462		Coos County. Secondary highways, county elects to perform maintenance work with own forces between January 1 and February 15, 1932. State requested to perform maintenance work and all other work in connection with secondary highways after February 15.
3463	June 8	Jackson County. Crater Lake Highway, report on status of acquisition of timber strips. Umatilla County. Weston-Elgin Secondary Highway; Commission asked to advance funds for completion. Commission asked to reimburse county for expenditures on this road. Agreement ordered prepared.
3464		Secondary highway designation requested from point near Cold Springs southwesterly; approved. Pendleton-John Day and Cold Springs Highways, designation as federal aid highways requested.
3465		Morrow County. Request that all secondary highway funds be expended on Heppner-Spray Road until completed, then on Heppner-Condon. Agreement ordered prepared. Contractors' forces, engineer's report.
3466		Curry County. Burnt Hill-Chetco River Section, Unit No. 3, request of J. W. Sweeney Construction Co. for Board of Arbitrators declined. Multnomah County. West Side Pacific Highway, Engineer's report on alternate routes into Portland.
3467		Lakeview-Burns Highway; secondary highway funds to be used for maintenance. Culvert pipe; investigation in cooperation with Oregon State College authorized. Emergency unemployment relief projects; Engineer's report. Minutes of February 19, April 22 and 27 and May 24, 1932 approved. Insurance on trucks, equipment and storehouse supplies to be carried with State under Restoration Act.
3468		Baker. Improvement of north entrance of Old Oregon Trail into city; action deferred pending personal inspection. Salmon River Highway; stop signs ordered on county road from New Grand Ronde. Umatilla County. Resolution authorizing amended complaint in right of way condemnation on Wallula Cut-off.
3472		Klamath County. The Dalles-California Highway, condemnation of right of way authorized on Merrill-Malin Section.
3474		Hood River County. Herman Creek bridge, widening to be included in contract for replacement of handrail. Polk County. Widening bridge south of Rickreall, advertisement authorized.
3475		Tillamook County. E. S. Collins offers to donate right of way at Short Sand Beach for Oregon Coast Highway. Lincoln County. Letter from Fish Commission re propagation of smelt at Yachats.

Page	Date	Subject
3475	June 8	Hood River County. Cascade Locks, agreement with J. B. Laber for acquisition of right of way; modification considered. Scales. Installation ordered at junction of Pacific and McKenzie Highways and on Columbia River Highway at Corbett. Set at Canemah to be moved.
3476		Curry County. Rogue River bridge; resolution naming "Isaac Lee Patterson Bridge" approved. Multnomah County. Right of way across property of Holbrook Estate on Lower Columbia River Highway; letter recommending payment of \$5,306.25. Secondary state highway matters, resolutions presented: Washington County; grading and surfacing Nehalem Highway, grading and surfacing Fanno Section, Beaverton-Aurora Highway, and Rodgers Farm Section, Hillsboro-Woodburn Highway. Jefferson County; engineering work, Warm Springs Highway. Curry County; all work, Cape Blanco Market Road No. 11. All approved.
3477		Umatilla County. Secondary highway designated from point near Cold Springs southwesterly through Hermiston to junction of Hermiston-Butter Creek Market Road with Echo-Butter Creek Secondary Highway. Redesignation of portion of Sunnyside-Umapine Secondary Highway requested. Washington and Yamhill Counties. Middleton-Newberg; report on reconnaissance over alternate routes. Lincoln County. Comfort station requested at Alsea Bay. World War Veterans' State Aid Commission. Letter re possibility of securing services of highway department engineers to make surveys.
3479		Lincoln County. Certificate re satisfactory restoration of highway in Waldport after installation of water works system. Corvallis. State cooperation requested in improvement of intersection at Second and Van Buren Streets. The Dalles. Commission requested to take over and maintain portion of Columbia River Highway from East Second Street to city limits. Clackamas County. Portland Garden Club requesting improvements on Pacific Highway from Multnomah County line south. Coos County. Approval of railroad bridge across Pony Slough requested by government engineers.
3480		Jefferson County. Peter Skene Ogden Park, lease of portion for service station and camp ground denied. Salmon River Highway Improvement District, Commission asked to assume balance of indebtedness. East Portland-Oregon City Highway, early completion urged. Klamath County Court, letter re inability to cooperate in cost of oiling Klamath Falls-Lakeview Highway. Clatsop and Tillamook Counties. Letters urging early construction of Cannon Beach-Neahkahnie Mountain route.

Page	Date	Subject
	1932	
3480	June 8	Yamhill County. Commission requested to advertise for bids for bridge over South Yamhill River between Amity and Bellevue. Waldport City Council, endorsement of plans for construction of bridge across Alsea Bay; support pledged.
3481		Truck regulation, letter from F. C. Walters re proposed legislation. Timber in bridge construction, urged by Lincoln County Grange. Columbia River Highway, major construction work opposed by Hood River County Pomona Grange until correction of methods of valuation and assessment. Lake County. Valley Falls-Pike Ranch Section, grading, extension of time with penalty granted C. R. Johnson. Josephine County, Bituminous Macadam Project No. 11 awarded to J. F. Forbes. Santiam River bridge at Jefferson; award held pending acquisition of right of way.
3482		Lane and Linn Counties. Construction requested from Mabel to Holley as secondary state highway. Expense accounts; instructions issued to employees. Lincoln County. Newport Chamber of Commerce requests location of bridge across Yaquina Bay. Clackamas County. Reconsideration of location of Woodburn-Mt. Hood Loop Secondary Highway between Eagle Creek and Forrester Hill requested. Wasco County. Inspection of proposed route from The Dalles to Mt. Hood Highway, date discussed. State Industrial Accident Commission, protest against increased rates by Associated General Contractors.
3483		Weights and speeds on bridges, viaducts and highways; Attorney's report re provisions of law; new orders to be prepared. Portland Realty Board. Adoption of Front Street, Portland, as arterial state highway route recommended. Map, official adoption recommended by Attorney.
3484		Multnomah County. Dump nuisance near Interstate Bridge, report by Engineer.
	June 9	Jackson, Douglas and Klamath Counties. Discussion of secondary state highway matters. Jackson County: Tiller-Trail Road, Little Butte Creek Road, Sam's Valley Road; agreement ordered prepared.
3485		Road from Medford to Oregon Caves via Ruch and Provolt; county to negotiate with forest highway officials. Douglas County: Elkton-Sutherlin Road, Tiller-Trail Road; agreement ordered prepared.
3486		Klamath County: Midland Road, Klamath Lake Road, Chiloquin Road; agreement ordered prepared.
3487		Lake County. Projects requested on proposed five-year program: Fremont Highway, oiling; Klamath Falls-Lakeview Highway, reconstruction and oiling; Lakeview-Burns Highway, surfacing. Lakeview-Burns Highway maintenance discussed; unexpended balance of secondary funds to be used.

Page	Date	Subject
	1932	
3487	June 9	Hood River County. Cascade Locks, agreement with J. B. Laber, modifications discussed.
3488		Douglas County. Tiller-Trail Secondary Highway; agreement re allocation of funds. Marion County. North Santiam Highway, correction of omission from program letter.
3489		Umatilla County. Sunset Inn property, five-year lease granted to E. N. Boylen. Blue Mountain Timber Reserve, permission asked to cut fallen and beetle-eaten trees for unemployment relief. Jackson County. Timber along Crater Lake Highway, matter of release from general mortgage to make available for exchange. Forest Exchange Act provisions extended.
3490		Clatsop County. Right of way for Coast Highway across property of S. C. Dick; instructions requested by Engineer. Lane County. Wye connection of Pacific and McKenzie Highways, report of Attorney on request for improvement. Log hauling permittees; requirement of property damage insurance considered. Clatsop County. Inquiry re location of Oregon Coast Highway south of Arch Cape.
3491		Willamette Hauling Company, inquiry re permits to transport overweight equipment over state highways. Columbia County. Designation of secondary highways requested: Nehalem Highway; Mist-Clatskanie Market Road; road from point on Nehalem Highway 8.5 mi. north of Vernonia, following various roads to connection with Columbia River Highway at St. Helens. Investigation ordered.
3492		Multnomah County. Unemployment relief projects, continuation urged by Public Relations Committee of Civic Emergency Committee.
3493		Klamath County. Unemployment relief, continuation asked.
3494		Umatilla County. Unemployment discussed. Jackson County. Unemployment discussed. Multnomah County. Fourth Street project discussed.
3495		Advertisement of projects ordered: Wahanna Creek, remove old bridge and trestle; Rodgers Farm Section, grade and surface; Fanno Section, grade and surface; Santiam River bridge near Mehama. Agreements signed: Josephine County, oiling portion of Secondary Highway No. 260; Carl Nyberg, additional work on Durkee-Gales Section; Jones-Scott Co., acquisition of right of way, Sand Station-Washington State Line Section; Lane County Court, cooperation on Cheshire-Prairie Road Sec.; Earl C. Frost, use of right of way on which to construct private driveway.

Page	Date	Subject
3496	June 22	Multnomah County. Fourth Street project discussed with delegation; unemployment situation discussed.
3501		Minutes of May 17 and 18 and June 8 and 9, 1932 approved. Load limit restriction lifted: Lane County, Willamette Highway. Log hauling, time set for discussion with Oregon Mill and Truck Operators' Association. Douglas County. Improvement of channel used by Umpqua River ferry, cooperation requested.
3502		State Industrial Accident Commission insurance to be continued. Columbia County. Secondary highways, report of engineer; decision deferred until next day. Grant and Harney County delegation. Completion of Ukiah-Long Creek Section, Pendleton-John Day Highway requested. John Day-Burns-Lakeview, designation as state highway requested.
3503		Grant County. Secondary highway matters discussed; reconnaissance ordered.
3504		Union County. Weston-Elgin Road; location requested. Harney County. Lakeview-Burns Highway maintenance discussed with County Judge. Reimbursement for expenditures for construction and maintenance on secondary highways with market road funds asked by county.
3506		Multnomah County. Right of way through Glencullen, resolution authorizing payment of claims.
3507		Coos County. Cape Arago Park presented by Mr. and Mrs. Louis I. Simpson. Secondary highways; wage scale and equipment rental rates; engineer to study and report. State highway system; map approved and route numbers adopted; signs ordered.
3510		Unemployment relief projects, tentative list approved; preparation of plans authorized.
3511		Federal aid mileage, possible increase reported; map informally approved. Clackamas County. Lease of rock storage site on Mt. Hood Highway, renewal discussed; rock ordered removed (Nehl property).
3512		Marion and Linn Counties. Pacific Highway, contract for Santiam River bridge awarded.
	June 23	Multnomah County. Right of way in Burlington, acquisition discussed. Bids opened on following projects: Scottsburg-Paradise Creek Section, surfacing; Terminal City-Klamath Falls Section, paving; Cheshire-Prairie Road Section, grading;
3513		Oiling Project No. 9; Bituminous Macadam Project No. 12; Kilchis River-Tillamook Section, paving and surfacing;
3514		

Page	Date	Subject
	1932	
3514	June 23	Bids opened - cont'd Adams-Milton Section, pavement widening and resurfacing; Beaver Creek, Rodgers Farm and Fanno Section, grading and surfacing; Abernethy Creek bridge; Wahanna Creek, remove old bridge; Cheshire-Prairie Road Section, 17 bridges; Santiam River bridge at Mehama; Umatilla Overcrossing; Dawson Creek bridge; Two bridges between Amity and Bellevue; Klamath Falls, maintenance storage building; Oneonta Creek Tunnel, relining. Northwest Oregon Development Association urging construction of short road from Portland to sea
3515		Yamhill County Court recommends award of contract for two bridges between Amity and Bellevue on untreated timber type.
3516		Malheur County. Invitation to attend dedication of Owyhee Dam. Designation of Central Oregon Highway east from Burns as federal aid highway requested if mileage increased.
3517		Washington County. Route from Multnomah County line to Banks; consideration asked in selection of short route to sea.
3518		Linn County. Additional clearing contract on Santiam Highway asked as unemployment relief project.
3519		Columbia County. Secondary highways discussed: Mist-Clatskanie Road designated; Market Road No. 4 from Clatsop Co. line through Mist and Vernonia to Market Road No. 5, and thence to Washington County line designated; Pittsburg-St. Helens Road, further investigation ordered.
3520		Tillamook County. Secondary highways discussed: Road down Cronin Creek to point near Mohler requested; Dolph-Meda Road designated.
3521		Announcement of awards: Scottsburg-Paradise Creek Section, surfacing; Terminal City-Klamath Falls Section, pavement; Cheshire-Prairie Road Section, grading; Bituminous Macadam Project No. 9; Bituminous Macadam Project No. 12;
3522		Kilchis River-Tillamook Section, pavement; Adams-Milton Section, pavement widening and resurfacing; Beaver Creek-Rodgers Farm and Fanno Section, grading and surfacing; Abernethy Creek bridge; Wahanna Creek bridge, remove old bridge; Cheshire-Prairie Road Section, 17 bridges; Santiam River bridge; Umatilla Overcrossing; Dawson Creek bridge; Two bridges between Amity and Bellevue;
3523		
3524		

Page	Date	Subject
3524	June 23	Announcement of awards - continued Klamath Falls, storage building; Oneonta Creek tunnel relining. Equipment (used), bids received.
3526		Scrap metal and tires. Bids for disposal. Next meeting July 20, 1932.
	July 1	License fees, proposed plan of quarterly payment discussed.
3527		Log hauling trucks, effects on highways; report of engineer.
3529		Load limit reductions, authority requested by Engineer. John Day Highway. Delegation urging reconstruction to modern standards.
3530		Multnomah County. Report showing comparison of alternate routes outside city limits of Portland for Fourth Street connection. Route adopted.
3531		Polk County. Complaint that contractors on Boyer-Valley Junction and Dolph Sheridan Sections are employing foreigners. Contractors' employees, report by Engineer. Benton County; authority requested to clear and grub 3-mile section of Alsea-Deadwood Secondary Highway.
3532		Yamhill County. Two bridges on Amity-Bellevue Secondary Highway; award. Equipment (used), awards made. Oilers, street sweepers, etc.; private sale authorized.
3533		Pacific Highway widening south from Eugene; acquisition of additional land authorized. Yamhill County. Sheridan, improvement of section through city, report of investigation. Secretary of State, claim for auditing motor traffic law violation accounts, payment approved.
3534		Log hauling; meeting with Oregon Mill and Truck Operators' Ass'n.
3536		Tillamook County. Complaint re piling across beach at Netarts; Attorney to investigate title to shore. Clackamas County. Settlement with Mr. Nehl re failure to vacate stock pile site on Mt. Hood Highway. Multnomah County. Right of way across lands of Highway Home Company near Burlington; purchase authorized. Claims approved.
3538		Marion County. Salem-Brooks Section; Attorney authorized to take up options for right of way.
3540		Equipment rental and wage rates for secondary highway work adopted. Projects ordered advertised: Jennings Lodge Section, grading; Vinson-Nye and Nye-Lazinka Ranch Sections, crushed rock; Holdredge Section, grading and surfacing; Interstate Bridge, clean and repaint structural steel; Juniper Canyon bridge and half-viaduct; Bridge over So. Fork of Coquille River. Projects deferred: Baker, grading Old Oregon Trail at west approach to city; Sisters-Suttle Lake Section, oiling.

Page	Date	Subject
3540	July 1	Lane County. Maintenance storage building at McKenzie Bridge; reduction of rental asked; new building authorized.
3541		Load limits on bridges, resolution ordering reduction.
3543		Douglas County. Port of Umpqua agreement re dredging ferry boat channel between Reedsport and Gardiner. Oregon Coast Highway Association, highway maps requested. Columbia County. Inquiry from John M. Kelly, St. Helens, re line change and acquisition of right of way across his land.
3544		Umatilla County, lease of Sunset Inn. Clatsop County. Settlement with S. C. Dick for right of way damages, Oregon Coast Highway near West Lake. Extension of time: John K. Holt, Cape Creek bridge. Contract completed and accepted: Pike Ranch-Harney County Line Section, Earl L. McNutt and Guy F. Pyle.
3545		Umatilla County. Butter Creek-Hermiston-Cold Springs Road designated secondary highway. Wheeler County. Resolution confirming designation as secondary highways: Heppner-Spray Road; Service Creek-Mitchell Road; Fossil-Clarno Road.
3546		
3547	July 8	Washington County. Beaver Creek Section, low bidder not qualified; bids rejected and readvertisement ordered.
3548	July 19	Automobiles; purchase of ten authorized. Linn County. Surveys and plans authorized for additional 4½- or 5-mile section of Santiam Highway. Federal unemployment relief funds; Engineer instructed to confer with W. H. Lynch. Minutes of June 22 and 23, July 1 and 8, 1932 approved.
3549		Umatilla County. Sand Station-Washington State Line Section; controversy re 6-hour shift labor clause. Clackamas County. Recreational development proposed on Mt. Hood; roadway necessary; further information required. Union County. Relief Committee requests loan of truck.
3550		Solid-tired truck, permission to operate for about 3 months to transport cordwood into Portland; request denied. Fire protection in state parks; decision deferred. Lane County Chamber of Commerce. Commission invited to annual picnic. Lincoln County. Yaquina Bay ferry, agreement for additional service.
3551		Wheeler County. County to perform engineering, construction, maintenance and betterment work with own forces upon certain secondary highways. Award of contract for Adams-Milton Section confirmed. Extension of time: F. L. Odom, walkways and stairways, Interstate Bridge.

Page	Date	Subject
3552	July 19 1932	Contracts completed and accepted: South Unit, Lake County Line-Okerman Ranch Section, grading; North Unit, Lake County Line-Okerman Ranch Section, grading; Trout Creek-Upper Soda Section, clearing and grubbing; Comstock Overcrossing, south approach; Elk Creek bridge; Muddy Creek bridge; Dillon-Biggs Section, bituminous macadam; Dale-Long Creek and Juntura-Burns aerial surveys.
3553		Douglas County. Right of way condemnation authorized, property of W. J. Burchard, Umpqua Highway.
3555		Permits for use of secondary highways; Engineer authorized to ask counties not to issue. Lincoln County. Permit to take smelt sand from beach north of Yachats for commercial purposes denied.
3556		Projects authorized for advertisement: Canyon Creek Bridge, Woodburn-Mt. Hood Loop Road; 1½-mile section of Cape Blanco Road, grading and surfacing; Bridge over North Fork of Silver Creek; Oiling 20 miles on secondary highways in Washington County. Rose Highway. Request to name Portland-Salem Sector of Pacific Highway. West Coast Power Company. Permit to haul poles required.
3557		Pacific Highway. Modernization throughout entire length suggested by Grants Pass Chamber of Commerce.
	July 20	Proposals received on following projects: Vinson-Nye and Nye-Lazinka Ranch Sections, crushed rock; Beaver Creek Section, grading, surfacing and trestle; Holdredge Section, grading and surfacing; Interstate Bridge, clean and repaint structural steel; Bridge over Juniper Canyon and half-viaduct.
3558		
3559		Lane County. Willamette Highway; Hell Gate bridge named "C. P. Barnard Bridge." Wasco County. P. E. Temple present in interests of proposed secondary highway from Dufur to Mt. Hood Highway. Lane County. Gate Creek-Nimrod Section, Harmon & Tittle claim for extra compensation. Tillamook and Washington Counties. Delegation urging designation of Wilson River Highway.
3560		Announcement of awards: Vinson Nye and Nye-Lazinka Ranch Sections, crushed rock; Beaver Creek Section, grading, surfacing and trestle; Holdredge Section, grading and surfacing;
3561		Interstate Bridge, clean and repaint structural steel; Bridge over Juniper Canyon and half viaduct. Salem Trades & Labor Council, resolution opposing \$1.50 per day wage scale. Letters protesting adoption of \$3.00 wage scale.

Page	Date	Subject
3561	July 20 1932	Tillamook County. Nestucca Highway Improvement District asks Commission to enter into contract with county for grading project; District indebted to State for survey.
3562	July 29	Special meeting to be held July 29, 1932. Forest highway funds, joint conference. Morrow County. Heppner-Spray Forest Highway, Chapin Creek-Hardman Section, construction requested.
3563		Heppner-Spray Forest Highway, application for extension. Douglas County. Request for forest highway up Smith River from Gardiner to Sulphur Springs. Grant County. Pendleton-John Day Highway, forest highway funds requested. Dale-Long Creek Section, construction requested. Pendleton-John Day Highway, designation as federal aid highway. Canyon City-Burns, designation as state highway requested.
3564		Coos and Josephine Counties. Road requested from Powers to Grants Pass. Expenditure of forest development funds planned. Warm Springs Road. Allocation of Oddie-Colton funds asked. Forest road funds. Conference with Bureau of Public Roads and Forest Service. Program adopted for funds under Emergency Relief and Construction Act of 1932.
3565		Minutes of July 19 and 20, 1932 approved. Fire protection in state parks; arrangements with State Board of Forestry confirmed. Lane County. Approval of private bridge across North Fork of Siuslaw River.
3566		McKenzie Bridge, parcel of land given by H. G. Hayes for maintenance headquarters. Umatilla County. Application for lease of tract of land in Emigrant Park for concession. (Howard Stade, Seattle)
3567		Hood River County. Improvement through Cascade Locks asked to provide work for unemployed. Klamath Falls; petition re entrance of Klamath Falls-Weed Highway into city; referred to Engineer for report. Clatsop County. Beaver Creek Section; agreement with Treharne & Company for disposal of claim for work performed. Beaver Creek Section, contract awarded to C. A. Mills & Co.
3568		Multnomah County. Interstate Bridge, award of contract for cleaning and repainting structural steel confirmed. Tillamook County and Nestucca Highway Improvement District; agreement re expenditure of district funds on portion of Upper Nestucca River Highway. Salmon River and Siuslaw Highways, removal from federal aid system; previous action rescinded. Projects ordered advertised: Jennings Lodge Section and Clackamas River bridge approaches, grading; Oregon City-Milwaukie, paving;

Page	Date	Subject
3568	July 29	Projects ordered advertised - continued Aurora-Brooks Section, grading; Cheshire-Prairie Road Section, surfacing;
3569		Red Bridge-Elkton Section, surfacing; Biggs-John Day River Section, grading Horse Ranch-Silver Lake Section, surfacing; Gap Ranch-Millican Section, surfacing; Lime-Huntington Section, grading. Baker-Cornucopia Highway; route from Halfway down Pine Creek requested instead of Halfway-Cornucopia Section. Next general meeting August 24, 1932. Special meeting August 5, 1932.
3570	Aug. 5	Leslie M. Scott reelected Chairman. Emergency Relief and Construction Act of 1932, allocation of funds considered. (Oddie-Colton) Warm Springs Highway. Delegation urging allocation of funds.
3572		Lakeview-Burns Highway. Allocation for surfacing urged. Malheur County delegation suggesting allocation of Oddie-Colton funds.
3573		Clatsop County. Inquiry re acquisition of right of way for Cannon Beach-Nashkahnie Mountain Section. Pacific Highway, reconstruction over Jackson Hill instead of on new alignment and further improvement between Portland and Salem urged by P. M. Gregory. Wallowa County. Reconnaissance report and estimate for proposed extension from Joseph to head of Wallowa Lake. Klamath County. Market road designated from Keno to Worden. Clatsop County. Agreement with Brookfield Company to open and close Skipanon River bridge.
3574		Tillamook County. Little Nestucca River Road, confirmation of secondary highway designation. County Court to perform engineering, maintenance, etc. with own forces. Umatilla County. Extension of Secondary Highway No. 332 requested. Harney County. State requested to perform maintenance work on Yellowstone Cut-off. Curry County. Cape Blanco secondary highway approved by county.
3575		Umatilla County. Echo-Lexington Secondary Highway, repairs authorized on concrete bridge near Echo. Lincoln County. Agreement ordered prepared for extension of improvement on Secondary State Highway No. 180. Benton County. Advertisement of section on Secondary Highway No. 201 authorized; funds allocated. Advance of portion of 1933 secondary highway fund denied.
3576		Washington County. Oiling crew loaned to county for work on secondary highways. Douglas County. Recreational area at Elk Creek Tunnel; application for lease.

Page	Date	Subject
3576	Aug. 5	Extensions of time: J. F. Johnston, Comstock Overcrossing approach; Standard Asphalt Paving Company, Pendleton-Emigrant Hill Section.
3577		Contracts completed and accepted: Valley Falls-Pike Ranch Section, C. R. Johnson; Overcrossing north of Klamath Falls, Barham Bros. Wolf Creek Route, adoption urged by delegation.
3579		Scappoose Route for short road to sea, delegation present. Linn County. Santiam Highway, designation as federal aid highway requested. Marion County. North Santiam Highway, designation as federal aid highway requested.
3580		Wasco County. The Dalles- Mt. Hood Highway connection, inquiry as to decision re designation. State Relief Committee, conference re funds under "Emergency Relief and Construction Act of 1932."
3582		Oregon Coast Highway Association, R. F. C. funds asked for construction of bridges.
3583		Crook County. Emergency federal aid funds requested for Prineville-Mitchell Section of Ochoco Highway. Local Highway Department Engineer, loan of services to Crook County approved. Wage rate of \$1.50 per day and continuous employment advocated on emergency work. Central Oregon Highway, designation as federal aid highway between Burns and Vale urged.
3584		Grant County. Dale-Long Creek Section, early completion asked. Canyon City-Burns Highway, state highway designation requested. Umatilla County. Pendleton-John Day Highway, completion urged; designation as federal aid highway requested. Pendleton-Cold Springs Highway, designation as federal aid highway requested. Central Oregon Highway, completion between Burns and Juntura urged by Judge DeArmond, Deschutes County. Lake County. Construction of section of Adel-Plush Secondary Highway requested.
3585		Fremont Highway. White Rock Section, completion requested. Washington County. County Court present in interest of short road to sea. Delegation present re allocation of emergency federal aid funds. Multnomah County. Fourth Street project; Commission requested to take action. Inquiry re Commission's attitude toward relieving county of necessity of working through Commission in use of secondary funds. Emergency Relief Act funds, programming considered.

Page	Date	Subject
3586	1932 Aug. 5	Projects ordered advertised: Jennings Lodge Section, grading and Clackamas River bridge approaches; Oregon City-Milwaukie, paving; Aurora-Brooks, grading; Multnomah County Line-Middleton, paving; Paradise Creek-Red Bridge, surfacing; Reedsport-Scottsburg, 3 timber bridges; Kent-Shaniko, surfacing and oiling; Biggs-John Day River, grading and surfacing; Horse Ranch-Silver Lake, surfacing; Gap Ranch-Sage Hen Hill, temporary surfacing; Dry River-Millican, temporary surfacing; Lime-Huntington, grading and bridges. Pile trestle bridge on Secondary Highway No. 154, Yamhill Co.; Maintenance headquarters building at McKenzie Bridge.
3587		Clackamas County. Oregon City, Engineer to study possible routes. Forest highway apportionment under Emergency Relief and Construction Act of 1932 and revised regular program.
3589		Additional Federal aid highway mileage under Emergency Relief Act allocated. Reservation of available mileage for Tualatin Valley Highway and short road from Portland to the Sea. Minimum wage scale adopted for federal aid projects. Maximum board allowance on contracts specified. Umatilla County. Sand Station-Washington State Line Section, provisions of contract to be enforced.
3590		Baker. Old Oregon Trail, north entrance into city discussed; matter referred to Com. Aldrich, Attorney and Division Engineer. Oregon Coast Highway bridges; plans ordered prepared. Multnomah County. Unemployment relief work near Linnton; application for loan authorized.
3591		Communications presented: Letter from Archie McGowan urging completion of Juntura-Burns and Dale-Long Creek Sections. Letter from Newport Chamber of Commerce re coast bridges. Letter from West Side Pacific Highway Ass'n requesting improvements. Letter from Oregon State Federation of Labor re adoption of minimum wage scale. Letter from Civic Emergency Committee re agreement for resumption of work on Fourth Street Highway. Next regular meeting August 31, 1932. Special meeting to be held August 12, 1932.
3592	Aug. 12	Short Road from Portland to the Sea; tentative report presented. Hearing to be held August 23, 1932. Baker. Old Oregon Trail, north entrance into city, report of conference at Baker; hearing authorized on September 12. U. S. Unemployment Service, use of trucks for wood hauling requested.

Page	Date	Subject
3593	1932 Aug. 12	Additional federal aid mileage under Emergency Relief and Construction Act of 1932 considered. Nye-Heppner Junction Section, removal recommended.
3594		Central Oregon Highway. Alternate routes between Burns and Juntura; oral report by Engineer. Oddie-Colton funds, allocation considered. Warm Springs Highway project, Commission to inspect; agreement with Jefferson County ordered prepared. Oregon City. Route through city considered; investigations and surveys authorized. Unemployment relief projects approved; plans ordered prepared; advertisement deferred.
3595		Oregon Coast Highway bridges; Attorney's report re securing loan from R. F. C.
3596		Multnomah County. Resolution re acquisition of right of way near Linnton from W. Norman and wife.
3597	Aug. 22	Wolf Creek route; petitions presented. Letters of protest presented. Minutes of July 29, 1932 approved. Umatilla County. Petition of Woolgrowers for additional 200 ft. along Old Oregon Trail between Meacham and Emigrant Springs to trail sheep.
3598		Lake County. Completion of Fremont Highway between Lakeview and junction with Lakeview-Burns Highway requested. Santiam River bridge at Jefferson named "Jacob Conser Bridge". Deschutes County. Lava River Caves Park, caretaker to be continued until September 18. Benton County. Alsea-Deadwood Section, resolution to confirm oral request for construction. Umatilla County. Agreement with County Court re Tamarack School-McDougal Ranch Section of Weston-Elgin Secondary Highway, county to advance funds.
3599		Gilliam County. Heppner-Wasco Secondary Highway, Six Mile Creek Section, agreement re grading. Jefferson County. Agreement to be prepared covering designation of engineer to supervise county's secondary highway work and approve bills. Contracts completed and accepted: Warren-Hug Point Section, Brookfield Company; Comstock Overcrossing approach, J. F. Johnston; Hot Lake-Union Section, J. C. Compton; Elk Creek Tunnel Section, pavement, Odom & DuRette; Deschutes River Tunnel Section, widening, S. H. Newell & Co.
3600		Extensions of time:
3601		C. R. Johnson, Valley Falls-Pike Ranch Section, grading; J. C. Compton, Hot Lake-Union Section, bituminous macadam wearing surface; J. C. Compton, Benton County and Adams-Milton Section, pavement planing; Fisher Brothers, New Era-Canby Section, grading;

<u>Page</u>	<u>Date</u>	<u>Subject</u>
	1932	
3601	Aug. 22	Extensions of time - continued J. C. Compton, Bituminous Macadam Project No. 8. Grant County. John Day Highway, widening and straightening between John Day and Prairie City requested. Lincoln County. Request by Forest Supervisor for authority to remove some smelt sand from beach north of Yachats; denied. 3602 Clatsop County. Commission requested to limit speed of logging trucks on Nehalem Highway. Baker. Inquiry by City re use of same crew through to completion of project for reconstruction of north (west) approach. Additional right of way, resolution re acquisition in various counties.
3603		International Correspondence Schools; ask that employees be encouraged to enroll. Warm Springs Highway. Plan for construction suggested by Major Schanck. State Relief Committee; request for synopsis of program for expenditure of emergency relief highway funds.
3604		Multnomah County. Employment of additional 200 men on emergency relief project at Linnton requested by Civic Emergency Committee. Benton County. Mary's River bridge, replacing discussed; Attorney to see about collecting damages from owner of truck.
3605		Multnomah County. Governor to be provided with information to secure loan from R. F. C. for work near Linnton. Oregon Coast Highway bridges; Engineer to secure information re R. F. C. funds. Financial statement submitted by Engineer
	Aug. 23	Clackamas County. Jennings Lodge Section, matter of securing federal aid approval; stop order for trains suggested.
3606		Douglas County. Umpqua Highway; line change at Hinsdale Slough, Engineer's report; further negotiations with Mr. Hinsdale ordered. Deschutes County. Bend-Redmond Section, reconstruction requested as relief measure; county bonds suggested.
3607		Wasco County. Dufur-Mt. Hood Highway connection requested by delegation; joint conference to be held by counties.
3609		Benton County. Mary's River bridge reconstruction discussed with county court; records to be examined; authority for advertising confirmed.
3611		Linn County. Santiam Highway, designation as federal aid highway requested. Contract authorized for additional five-mile clearing project.
3612		Multnomah County. Additional right of way to be secured from United Railway Company near Linnton.
3613		Marion County. North Santiam Highway, designation as federal aid highway requested by delegation. Central Oregon Highway. Drewsey route adopted between Burns and Juntura. Surveys authorized and plans ordered prepared. Short road from Portland to Sea. Hearing held. Right of way and timber matters discussed; investigation ordered.

<u>Page</u>	<u>Date</u>	<u>Subject</u>
	1932	
3621	Aug. 24	Freight Truck and Bus Bill discussed by Frank E. Andrews. Deschutes County. Bend-Redmond Section, R. W. Sawyer present re funds for reconstruction. Oregon Coast Highway, toll bridges, plan for financing offered by R. W. Sawyer. Baker County. Baker-Cornucopia Highway, alternate routes discussed; inspection trip to be made. Oregon Coast Highway bridges, construction urged by Ed. W. Miller.
3622		

Portland, Oregon, April 6, 1932

At the call of the Chairman, the State Highway Commission met in special session at 7:00 o'clock P. M., in Room 739 Heathman Hotel, with all members, the State Highway Engineer and the Secretary present. Also present were J. M. Devers, Commission's Attorney, and W. H. Lynch, District Engineer for the U. S. Bureau of Public Roads.

Consideration was given by the Commission to the report of the State Highway Engineer regarding the construction of the eastern end of the Siuslaw Highway between Cheshire and the junction with the Pacific Highway in Lane County, a distance of about four miles. The Engineer reported that the present highway ends at Cheshire and while there are now two or three connections to the Pacific Highway, these are roundabout and the most direct are under water many times during the winter period. He recommended that consideration be given by the Commission to the construction of the Cheshire-Prairie Road unit of this section by the use of some of the state funds that will be saved this year by reason of lower contract prices on other work. The construction of this unit, the estimated cost of which is \$97,000, will provide a road that will not be subject to overflow conditions of the Long Tom and Willamette rivers and will make a direct connection with the Prairie Road (Market Road No. 4) between Junction City and Eugene, which road, he stated, will eventually be the route of the Pacific Highway between these points.

Commissioner Washburne stated that the Lane County Court has offered to contribute 50% of the construction costs and that since this highway is on the Federal Aid Highway System, Government funds may be used for the balance. W. H. Lynch stated that the status of this highway as a Federal aid highway is not clear; therefore, the Government cannot spend its funds on this highway until the action of the former Commission, requesting the removal of this highway from the Federal aid system, is rescinded and it reverts to its original status as a Federal aid highway. Further action on this matter was deferred by the Commission until the following day.

The Engineer submitted for approval an article that he had prepared for the press concerning the trucking of logs on state highways which, he stated, is costing the State a considerable sum each year for maintenance and repairs. After due consideration the article was approved by the unanimous vote of the Commission, and the Attorney was instructed to prepare an appropriate resolution covering the matter for the consideration of the Commission on the following day. The Secretary was instructed to place a copy of this resolution in the hands of each of the operators who are hauling logs on the state highways and all others who are concerned with this matter so that they will be fully informed of the Commission's policy with respect thereto.

The Commission discussed the matter of the sale of \$172,000 short term bonds, being the bonds remaining unsold of the one million dollar issue of bonds authorized by the State Highway Commission pursuant to its resolution of March 3, 1932, of which \$828,000 were sold on March 16, 1932. It

APR 6 1932

was decided that these bonds should be sold at the next regular meeting of the Commission. The Secretary was instructed to advertise the sale in the Morning Oregonian and the Oregon Journal on Sunday and Monday, April 10 and 11, 1932, in addition to the publications named in the original resolution of March 3, 1932. Thereupon the following resolution was introduced by Commissioner Washburne, who moved its adoption:

WHEREAS, at a meeting of the State Highway Commission held March 3rd, 1932, a resolution was regularly adopted directing that bids be invited for the purchase of all or any part of One Million Dollars (\$1,000,000), par value of the bonds authorized under the provisions of Sections 44-801 to 44-810, inclusive, being Chapter VIII, Oregon Code 1930; and

WHEREAS, said resolution authorized the invitation and receipt of sealed bids for the purchase of such bonds to be received in Multnomah County Courthouse, Portland, Oregon, at 2:00 o'clock P. M. of the 16th day of March, 1932; and

WHEREAS, said resolution provided for the publication of notice of sale and provided that each bidder be required to accompany his bid with a certified bank check for five per centum of the par value of the bonds, and further provided that said bonds be dated April 1st, 1932 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 April 1st, 1932 until the date the purchase price is paid; and

WHEREAS, the said resolution further provided that an opinion be secured from Storey, Thorndike, Palmer & Dodge, Attorneys of Boston, Massachusetts, showing the validity of such bonds as a prerequisite to the issuance thereof, and further provided that the Commission reserve the right to reject any and all bids, and further provided 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; and

WHEREAS, the said resolution further declared the necessity and purpose of the sale of said bonds; and

WHEREAS, on the 16th day of March, 1932, in the Multnomah County Courthouse, Portland, Oregon, at 2:00 o'clock P. M., the bids were opened in conformance with said resolution; and

WHEREAS, under the said resolution, bids were received and bonds were sold thereunder to the total amount of Eight Hundred Twenty-eight Thousand Dollars (\$828,000) as follows, to-wit:

Bidder	Par Value of Bonds
Kate P. Hebard	\$10,000
T. W. Thomas	8,000
Guy R. Harper	50,000
Blankenship, Gould & Keeler, Inc.	10,000
J. D. Leonard on behalf of The United States National Bank, The First National Bank, Bank of California, N. A., Canadian Bank of Commerce.	750,000

AND WHEREAS, under the said resolution of March 3rd, 1932, and the opening of bids and sale of bonds hereinabove referred to, there now remains a balance of One Hundred Seventy-two Thousand Dollars (\$172,000) for which no bids were received, and which remain unsold under the One Million Dollar (\$1,000,000) issue of bonds provided for; and

WHEREAS, it is deemed and declared to be the judgment of the State Highway Commission that there should at this time be offered for sale, and if a satisfactory bid is received therefor, there be sold an additional amount of One Hundred Seventy-two Thousand Dollars (\$172,000) of said bonds, the same being the One Hundred Seventy-two Thousand Dollars (\$172,000) of bonds hereinabove referred to as remaining unsold under the resolution of this Commission of March 3rd, 1932.

NOW, THEREFORE, BE IT RESOLVED, by the State Highway Commission in session regularly assembled with all Commissioners present:

(a) That of the said bonds authorized under Sections 44-801 to 44-810, inclusive, being Chapter VIII, Oregon Code 1930, and provided for in the said resolution of this Commission dated March 3rd, 1932, One Hundred Seventy-two Thousand Dollars (\$172,000), par value thereof, shall be issued and sold under the provisions of said statute, and pursuant to said resolution, for the purpose of carrying out the provisions thereof, but so as not to violate any of the provisions of the constitution of the State of Oregon as herein-after provided, and that said bonds be sold at not less than par, and be sold to the bidder bidding the lowest rate of interest thereon;

(b) That sealed bids for such sale shall be requested and received at Multnomah County Courthouse, Portland, Oregon, at 2:00 o'clock P. M. of the 28th day of April, 1932, and that said bids shall be opened by the Commission at Multnomah County Courthouse, Portland, Oregon, at a meeting to be held at said place at the hour of 2:00 o'clock P. M. of the 28th day of April, 1932;

(c) That notice of such sale be given by the Secretary

of this Commission by the publication thereof in the following publications: Daily Journal of Commerce, Morning Oregonian, and Oregon Journal, each published at Portland, Oregon, 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 all or any part of One Hundred Seventy-two Thousand Dollars (\$172,000), par value of the gold bonds of the State of Oregon, bearing interest at the lowest rate of interest bid therefor, but not greater than six per centum per annum, said bonds to mature on October 1st, 1932; that said bonds shall be in denominations of One Thousand Dollars (\$1,000) each, designated as Series No. 3 and numbered 9909 to 10080, both numbers inclusive, or shall be issued in such denominations as may be desired by the purchaser, and designated and numbered accordingly.

(e) That each bidder be required to accompany his bid with a certified bank check for five per centum of the par value of the bonds, and that the advertisement contain information as to such requirement;

(f) That said bonds be dated April 1, 1932, 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 April 1, 1932, 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 & 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, and 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 all or any part of the One Hundred Seventy-two Thousand Dollars (\$172,000), par value, of said bonds.

Motion was duly seconded by Commissioner Aldrich and declared by the Chairman to have received the unanimous vote of the Commission.

Chairman Scott presented a telegram from B. K. Snyder, President of Lake County Chamber of Commerce, urging the Commission to continue its unemployment relief work on the White Rock-Crooked Creek Section of the Fremont Highway in Lake County until May 1, because of the seriousness of the

unemployment situation in that county. The Engineer reported that the funds budgeted for the White Rock Hill emergency work will be exhausted on April 9 and it will be necessary to discontinue the work on that date unless additional funds are provided. He also reported that there are sufficient funds remaining in those budgeted for the Picture Rock Pass emergency project to continue this work to completion, which he thought will be about May 7. After further discussion and with the approval of the Commission, the Chairman directed a telegram to Mr. Snyder informing him that the Picture Rock Pass emergency work will be continued to completion about May 7, but that the White Rock Hill project will be closed down on April 9 because the funds that were budgeted for this work will be exhausted at that time. Also the Commission's funds will not permit further expenditure for relief work in Lake County.

The Commission by unanimous vote approved the minutes of the meetings of February 19, March 3 and March 16, 1932.

Consideration was given by the Commission to the following bids that were received by the Board of Control for the furnishing of oil for the department's requirements for state force oiling operations during the 1932 season:

Item	Quan.	Unit	Union Oil Co.		Associated Oil Co.	
			Unit Bid	Amount	Unit Bid	Amount
(1) #1 Road Oil, Tank Cars Bay Dist.	500	Bbls	.725	362.50	.725	362.50
(2) #1 " " " " Portland	1,500	"	.89	1,335.00	.90	1,350.00
(3) #2 " " " " Bay Dist.	500	"	.78	390.00	.78	390.00
(4) #2 " " " " Portland	4,000	"	.89	3,560.00	1.15	4,600.00
(5) #3 " " " " Bay Dist.	6,000	Tons	6.89	41,340.00	6.90	41,400.00
(6) #3 " " Drums Bay Dist.	100	"	17.30	1,730.00		
(7) #3 " " " " Portland	100	"	19.70	1,970.00		
(8) D Asphalt - S.H.Bbls - Bay Dist.	250	"	13.90	3,475.00		
(9) D " " " " Portland	500	"	15.90	7,950.00		
(10) E " Tank cars Bay Dist.	2,400	"	7.39	17,736.00	7.40	17,760.00
(11) E " D.H.Bbls - Bay Dist.	400	"	14.90	5,960.00		
(12) E " S.H.Bbls - Bay Dist.	125	"	13.90	1,737.50		
(13) E " " " Portland	300	"	16.90	5,070.00		
(14) E " " " Portland	125	"	15.90	1,987.50		
(15) Light Cutback Tank Cars Bay Dist.	150	"	7.39	1,108.50	7.45	1,117.50
(16) " " " " Portland	600	"	13.89	8,334.00		
(17) " " Drums Bay Dist.	100	"	18.67	1,867.00		
(18) " " " " Portland	100	"	21.07	2,107.00		
(19) Heavy " Tank Cars Bay Dist.	100	"	7.39	739.00	9.45	945.00
(20) " " " " Portland	100	"	13.89	1,389.00		
(21) " " Drums Bay Dist.	100	"	18.67	1,867.00		
(22) " " " " Willbridge	100	"	21.07	2,107.00		
(23) Emul. Asphalt Tank Cars Bay Dist.	300	"	13.80	4,140.00		

4/6/32

		Union Oil Co.		Associated Oil Co.	
		Unit	Unit	Unit	Unit
Quan.	Unit	Bid	Amount	Bid	Amount
(24)	Emul. Asphalt Tank Cars	Willbridge	1,200 Tons	17.80	21,360.00
(25)	"	"	Drums	Bay Dist.	100 " 28.20 2,820.00
(26)	"	"	"	Willbridge	100 " 32.20 3,220.00
(27)	"	"	Bulk	Tillamook	200 "
(28)	"	"	Drums	Tillamook	200 "
(29)	"	"	Bulk	Toledo	400 "
(30)	"	"	Drums	"	400 "
(31)	"	"	Bulk	"	150 "
(32)	"	"	Drums	"	150 "
(33)	"	"	Bulk	Coos Bay	100 "
(34)	"	"	Drums	"	100 "
(35)	"	"	Bulk	Crescent City	750 "
(36)	"	"	Drums	"	750 "

General Pet. Co. Gilmore Oil Co. Standard Oil Co. Shell Oil Co. Bitumuls Asph. Sales Corp.

Unit			Unit			Unit			Unit		
Bid	Amount		Bid	Amount		Bid	Amount		Bid	Amount	
(1)	.89	445.00	.89	445.00		.89	445.00		.78	390.00	
(2)	.90	1,350.00	.90	1,350.00		.90	1,350.00		.90	1,350.00	
(3)	.89	445.00	.89	445.00		.89	445.00		.89	445.00	
(4)	.99	3,960.00	.99	3,960.00		.99	3,960.00		1.04	4,160.00	
(5)	6.97	41,820.00	6.97	41,820.00		6.97	41,820.00		7.40	44,400.00	
(6)			14.07	1,407.00		14.07	1,407.00		14.54	1,454.00	
(7)			16.57	1,657.00		16.57	1,657.00		18.87	1,887.00	
(8)			13.94	3,485.00		13.94	3,485.00		15.45	3,862.50	
(9)			17.34	8,670.00		17.34	8,670.00		18.85	9,425.00	
(10)			7.94	19,056.00		7.94	19,056.00		7.94	19,056.00	
(11)			15.04	6,016.00		15.04	6,016.00		16.54	6,616.00	
(12)			13.94	1,742.50		13.94	1,742.50		15.44	1,930.00	
(13)			18.44	5,532.00		18.44	5,532.00		19.94	5,982.00	
(14)			17.34	2,167.50		17.34	2,167.50		18.84	2,355.00	
(15)	7.94	1,191.00	7.94	1,191.00		7.94	1,191.00		10.89	1,633.50	
(16)	15.26	9,156.00	15.26	9,156.00		15.26	9,156.00		14.89	8,934.00	
(17)			15.04	1,504.00		15.04	1,504.00		17.99	1,799.00	
(18)			17.54	1,754.00		17.54	1,754.00		21.99	2,199.00	
(19)	7.94	794.00	7.94	794.00		7.94	794.00		10.89	1,089.00	
(20)	15.26	1,526.00	15.26	1,526.00		15.26	1,526.00		14.89	1,489.00	
(21)			15.04	1,504.00		15.04	1,504.00		17.99	1,799.00	
(22)			17.54	1,754.00		17.54	1,754.00		21.99	2,199.00	
(23)									13.80	4,140.00	13.80 4,140.00
(24)									17.80	21,360.00	17.80 21,360.00
(25)									28.20	2,820.00	28.20 2,820.00
(26)									32.20	3,220.00	32.20 3,220.00

APR 6 1932

General Pet. Co. Gilmore Oil Co. Standard Oil Co. Shell Oil Co. Bitumuls Asph. Sales Corp.

Unit		Unit		Unit		Unit		Unit	
Bid	Amount	Bid	Amount	Bid	Amount	Bid	Amount	Bid	Amount
(27)						21.80	4,360.00	21.80	4,360.00
(28)						36.60	7,320.00	36.60	7,320.00
(29)						22.20	8,880.00	22.20	8,880.00
(30)						37.40	14,816.00	37.40	14,816.00
(31)						22.20	3,330.00	22.20	3,330.00
(32)						37.40	5,556.00	37.40	5,556.00
(33)						24.90	2,490.00	24.90	2,490.00
(34)						33.62	3,362.00	33.62	3,362.00
(35)						23.95	17,962.50	23.95	17,962.50
(36)						34.55	25,912.50	34.55	25,912.50

The Engineer stated that on account of the reduction in the price of road oil within the last few days, a saving of between \$100,000 and \$125,000 has accrued to the department. He also stated that as a result of his negotiations with the Union Oil Company, the low bidder, it has further reduced its bid on light and heavy cutback asphalt, tank cars, Bay District, to equal the bid given by this company to the Washington State Highway Department for this commodity, thereby securing an additional saving to the State of about \$12,000. He recommended the acceptance of the bid of the Union Oil Company to supply the state force account requirements, and requested authority to negotiate further with the other oil companies and obtain from them prices in conformity with the prices submitted by the Union Oil Company for similar commodities to cover the probable requirements for contract oiling work so that these companies cannot charge contractors more for oil than they charge the State. After a full discussion of this matter, the following resolution covering the matter was introduced by Commissioner Washburne who moved its adoption:

WHEREAS, the State Board of Control on the 31st day of March, 1932, received bids for the purchase of a quantity of asphalt and road oils for the use of the Highway Commission in connection with the Commission's force account operations, and

WHEREAS, the bid of the Union Oil Company is in the judgment of the Commission the lowest and best bid of all bids received and in the judgment of the Highway Commission is a satisfactory bid,

THEREFORE, BE IT RESOLVED, that the Highway Commission respectfully recommends to the State Board of Control that the bid of the Union Oil Company be accepted and that a contract be entered into for the purchase of the quantity of oil for which bids were called and responsive to said low bid,

APR 6 1932

4/6/32

BE IT FURTHER RESOLVED, that the Secretary of the Commission be instructed to transmit to the State Board of Control a copy of this resolution.

BE IT FURTHER RESOLVED, that the State Highway Engineer be instructed to communicate with the other oil companies and obtain from such companies prices and proposals for asphalt or road oils for such quantities of said materials as may be required by the State during the year 1932 for road work to be carried on under contract, and that said engineer communicate such information and data to the Highway Commission for its consideration.

The motion was duly seconded by Commissioner Aldrich and declared by the Chairman to have carried unanimously.

The Engineer thereupon presented a form of contract with the Union Oil Company for the approval of the Commission. The contract was signed by all of the Commissioners after they had discussed it fully and determined that the provisions therein were satisfactory.

The Secretary presented a letter from the City Council of Springfield in which the Commission was advised that the City of Springfield is no longer financially able to pay for the lighting of the bridge crossing the Willamette River at Springfield and requesting that the State Highway Commission assume this expense, which amounts to about \$22.00 per month, otherwise the bridge must remain in darkness. After due deliberation it was the opinion of the Commission that the request should be denied because of the condition of the Highway Department's finances which will not now permit an expenditure for this purpose. The Secretary was instructed so to inform the Springfield city officials.

The Secretary presented the report of former State Highway Engineer Roy A. Klein upon the present financial status of the cooperative highway projects in Lake County, which matter was referred to Mr. Klein by the Commission at its last meeting. The report was accepted by the unanimous vote of the Commission and the Secretary was instructed to file it in the department's records.

Letters were presented by the Secretary from Robert L. Withrow, Gold Beach, and A. W. Norblad, Astoria, in which the Commission was requested to appropriate from \$250 to \$500 of state highway funds to help defray expenses that will be incurred in connection with the Rogue River bridge dedication ceremonies and celebration to be held at Gold Beach on May 28, 1932. Their requests were denied by the Commission; however, the Secretary was instructed to write them to the effect that the Commission wishes to cooperate with the Dedication Committee in this matter as much as is possible but it is without legal authority to contribute state funds for the purpose.

A letter was presented from the Portland Chamber of Commerce in which the Commission was requested to prepare its highway specifications so that the use of foreign materials will not be banned. The Engineer stated

that the policy adopted by the former Commission regarding this matter required the use of materials manufactured in the state of Oregon in all non-federal aid contracts and, because of Federal regulations, those manufactured anywhere in the United States in contracts involving Federal aid. After due deliberation the Commission by unanimous vote agreed to continue the policy of the former Commission.

The Engineer stated that the contract for the furnishing of ferry service across Alsea River at Waldport will expire on May 31, 1932 and requested authority to advertise for bids at the next meeting for the continuance of this service. He explained that under the existing contract with the present operators of this ferry the state has an option to purchase the ferry known as "Lou I" for \$1000. Also the state now owns the ferry "Rogue", formerly operated across the Rogue River at Gold Beach, for which several offers have been received to purchase at from \$5000 to \$8000. In view of the fact that the "Ferry Rogue" is no longer needed at Gold Beach on account of the completion of the new bridge at that place and for the further reason that the contracting of ferry service has proven more satisfactory than operating by state forces, it was his thought that the present opportunity to dispose of it should be taken. He, therefore, suggested that the Commission enter into a contract for one year's operation of a ferry at Waldport with the provision that the contract may be extended under the same terms for an additional period if necessary and with a further provision that the successful bidder shall purchase the "Ferry Rogue" at \$8000 and the ferry "Lou I" at \$1000 with the understanding that the State shall be paid for these ferries at the rate of \$750 per month.

After a full discussion of the matter in which it appeared that the best interests of the State would be served by following the recommendation of the Engineer, motion was made by Commissioner Aldrich that the Engineer be authorized to advertise for bids for the Waldport ferry service in accordance with his recommendation. Motion duly seconded by Commissioner Washburne and carried unanimously.

Consideration was given by the Commission to the matter of granting special permits for the use of the highways to convey equipment, etc., the dimensions and/or weight of which exceed the limits prescribed by law. The Engineer reported that he has adopted a policy of refusing to grant permits of this kind without exception. The Commission by unanimous vote approved the policy adopted by the Engineer in this matter without modification.

The Commission considered the report of the Engineer on the matter of acquiring right of way for the improvement of the Columbia River Highway through the town of Cascade Locks in Hood River County. The Engineer explained that according to the provisions of the agreement with Mr. Laber, the owner of the property required, the State was to pay him the sum of \$20,000 for the land with the understanding that Mr. Laber would pay the cost of moving the buildings that occupied the new right of way. As a guarantee that he would move the buildings, Mr. Laber was required

4/6/32

by this agreement to deposit \$10,000 in bonds in escrow in the bank--these bonds to be released to Mr. Lafer as soon as the buildings have been moved to the satisfaction of every one concerned and, in any event not later than August 1, 1932; however, the buildings are not to be moved until the Highway Commission is ready to proceed with its reconstruction work. It now develops that the reconstruction of this unit will be delayed because of objections on the part of the Union Pacific Railway Company so that it is not likely that the agreement with Mr. Lafer can be completed within the time specified. The Attorney, who was present, informed the Commission of the terms and conditions of the agreement. After a full discussion of the matter, motion was made, duly seconded and carried unanimously, that the matter be referred to the Attorney to negotiate with Mr. Lafer for an extension of time to permit the State to fulfill its part of the agreement.

A letter was presented by the Secretary from C. O. Garrett, Glendale, Oregon, in which the Commission was urged to enclose the bridge now being constructed over Cow Creek on the Pacific Highway in Douglas County, since it was his thought that the life of this bridge would thereby be prolonged. Matter referred by the Commission to the Engineer for consideration.

Letters were presented from E. C. Solinsky, Superintendent of Crater Lake National Park, and from the Medford Chamber of Commerce urging the Commission to provide equipment for the removal of snow on the Crater Lake Highway so that Crater Lake National Park may be opened to travel at an early date. The Engineer reported that his estimate of the cost of removing the snow is upwards of \$2,000 and he did not believe that this expenditure was justified at this time in view of the fact that it was snowing heavily at the time the resident engineer made his inspection of the premises and there is a possibility that if the highway is opened now the work will have to be done over again if the snowfall continues. Also, it was his belief that if the Crater Lake Highway is now opened for travel it will act as an incentive to people in other parts of the state to demand similar service which, if authorized, will result in the expenditure of a large sum of money. After due deliberation, action on this matter was deferred by the Commission until later.

Consideration was given by the Commission to the request of Mrs. Jessie M. Honeyman, Eugene, Chairman of the Roadside Committee of the Oregon Federation of Garden Clubs, that the Commission use its control of highway rights of way to abate the dump nuisance at the east approach to the Interstate Bridge over the Columbia River at Vancouver, Washington. This matter was referred by the Commission to the Engineer for action that he may deem necessary. The Commission also considered the further request of Mrs. Honeyman that an inspection be made of the area included in the wye at the junction of the Pacific and McKenzie Highways near Springfield with the thought in mind of improving it as a garden spot for flowers and shrubs. Matter referred by the Commission to the Engineer for investigation and report.

The Secretary presented a letter from the Roosevelt Highway Ferry Co. of Newport, which is now under contract with the State Highway Commission

to furnish ferry service on the Oregon Coast Highway across Yaquina Bay, in which it offers to make alterations in its present ferry to increase its capacity from eight cars to twelve cars for a consideration of \$150.00 per month over and above the present contract price of \$1,050 per month. The Engineer stated that the present contract with this company expires on May 31, 1933 and provides for a payment of \$1,050 per month. He further stated that he believed that the amount of traffic this ferry has to accommodate fully justifies the additional charge of \$150.00 per month to increase its capacity from eight to twelve cars. He recommended that the offer of the Roosevelt Highway Ferry Co. be accepted, subject to the condition that it repaint the ferry, overhaul it fully and arrange for its operators to be in uniform during working hours. After due consideration the offer of the Roosevelt Highway Ferry Co. was accepted by the Commission in conformance with the Engineer's recommendation.

The Commission discussed the report of the Engineer on his preliminary investigation involving the realignment of the Pacific Highway through the town of Aurora, Marion County, to eliminate sharp curvature in the present route.

Several routes were reported on by the Engineer, some of which pass through the business section of the town and will involve the acquisition of expensive rights of way; others cross inexpensive property but are objectionable to the citizens of the town because they will take traffic away from the business district. The route recommended by the Engineer crosses medium priced property, utilizes a considerable portion of the present highway route, has only light curvature in its alignment and provides a tangent approach to the existing bridge over the Pudding River. The estimated cost of reconstructing on this alignment is \$22,000. The Engineer requested more time to make further investigation not only of the route through Aurora but also of the section adjoining this on the north since this is a major project which involves a future crossing of the Pudding River and the reconstruction of a portion of the Aurora-Canby section. After due consideration, the Commission by unanimous vote authorized the Engineer to make a complete survey to obtain all of the data and information required for this improvement.

The Engineer presented a letter from G. W. Buck, Roadmaster of Multnomah County, recommending the early construction of the overhead crossing of the Union Pacific Railway tracks on secondary state highway No. 120 (North Portland Road) in Multnomah County. After due consideration and upon the recommendation of the Engineer, the Commission authorized him to advertise this project for bids to be received at the next meeting.

The Commission adjourned at 11:15 o'clock P. M. to reconvene at 7:30 o'clock A. M. on the following day in the same room.

Portland, Oregon, April 7, 1932

The State Highway Commission reconvened at 8:30 o'clock A. M. in Room 739 Heathman Hotel. Present were:

Leslie M. Scott, Chairman
E. B. Aldrich, Commissioner
Carl G. Washburne, Commissioner
R. H. Baldock, State Highway Engineer
H. B. Glaisyer, Secretary

The Commission approved and signed a number of highway fund vouchers, secondary state highway agreements and other papers pertaining to Highway Department matters.

The Commission discussed a letter received from J. B. Protzman, Salem, in which he offered his services in the installation of a department of accident prevention for highway department employes. Action on this matter was deferred until a later date to give the Engineer sufficient time to make a thorough study of the matter and to secure certain statistical information pertinent thereto from the State Industrial Accident Commission.

The Chairman presented a letter that he had received from United States Senator Tasker L. Oddie of Nevada urging the importance of the construction of the I. O. N. Highway extending southerly from Nyssa, Oregon, to McDermitt Nevada. He also presented his letter replying thereto which was approved by the other Commissioners. The Secretary was instructed to provide each Commissioner with a copy of both letters and a map showing the route of the proposed highway and its location with respect to the public lands in Malheur County.

At 9:45 o'clock A. M. the Commission adjourned to reconvene at 10:00 o'clock A. M., this day in Multnomah County Courthouse to conduct its meeting previously scheduled for that hour.

The State Highway Commission reconvened at 10:00 o'clock A. M. in Room 570 Multnomah County Courthouse, with all members, State Highway Engineer and the Secretary present.

Bids were opened on grading, surfacing and bridge projects in accordance with previously published notice, as follows:

OLD OREGON TRAIL
DURKEE-GALES SECTION - GRADING

	Alternate #1	Alternate #2
Carl Nyberg	\$ 99,527.00	\$101,478.00
Johnson Bros. Co.	107,230.00	107,718.50
James Crick	107,805.00	108,272.50
S. H. Newell & Co.	113,917.00	114,348.00
Liesch & Tofte	114,059.50	115,051.50

Cont'd

Durkee-Gales Section - cont'd

	Alternate #1	Alternate #2
F. H. De Atley Co.	\$119,745.00	\$120,097.50
Wm. Endicott	120,935.00	121,883.00
Clifton, Applegate & Toole	124,139.00	124,890.00
Columbia Power & Investment Co.	124,676.50	125,724.00
Kern & Kibbe, Inc.	125,410.00	126,023.00
J. A. Terteling & Sons	125,619.00	126,094.80
F. C. Dillard	127,536.00	127,945.00
Cochran Construction Co.	133,130.00	134,674.00
Morrison-Knudsen Co.	133,615.50	133,604.50
E. L. Gates	135,399.50	135,728.50
H. G. Johnson	136,666.00	137,171.00
Dunn & Baker	137,161.00	137,360.00
Wren & Greenough	138,054.00	138,404.00
Washburn & Hall	141,194.00	142,030.00
I. L. Young	142,769.00	143,270.00
A. C. Greenwood Co., Inc.	148,238.50	149,451.50
Siems-Spokane Co.	153,148.50	153,810.00
Earl L. McNutt	153,362.00	153,742.00
P. L. Crooks & Co.	178,266.00	178,326.00

OLD OREGON TRAIL
HUNTINGTON-SLIDES SECTION - BITUMINOUS MACADAM

	Alternate "A"	Alternate "B"
Dunn & Baker	\$65,980.00	
J. C. Compton	68,786.00	
J. F. Forbes	74,948.80	
Wren & Greenough	75,580.00	\$60,720.00
Standard Asphalt Paving Co.	76,055.00	
F. J. Kernan	77,407.00	61,530.00
H. G. Johnson	78,890.00	63,050.00
Quinn-Robbins Co.	94,260.00	77,840.00
West Contract Co.	95,295.00	79,335.40
Clyde R. Seitz		63,586.00

OREGON COAST HIGHWAY
PORT ORFORD-EUCHRE CREEK SECTION - SURFACING

A. S. Wallace*	\$47,380.00
Roy L. Houck	48,650.00
Saxton & Looney	57,520.00
Salem Sand & Gravel Co.	59,780.00
S. H. Newell & Co.	60,800.00
Portland Sand & Gravel Co.	60,970.00
Arthur Gentemann	61,200.00
Schmeer & Williams	61,350.00
Interstate Construction Co.	61,370.00
A. C. Greenwood Co., Inc.	61,780.00

Cont'd

4/7/32

Port Orford-Euchre Creek Section - cont'd

Knute Lien	\$62,620.00
Washburn & Hall	65,020.00
United Contracting Co.	65,990.00
Hefty & Johnson	66,080.00
I. L. Young	67,400.00
H. G. Johnson	68,520.00
Smith Bros. Co.	73,770.00
March Construction Co.	80,710.00
Meyers Contract Co.	85,830.00

*Will accept one project only

COOS BAY-ROSEBURG HIGHWAY

ENDICOTT CREEK-MYSTIC CREEK SECTION - FURNISHING MAINTENANCE MATERIAL

Knute Lien	\$19,400.00
Liesch & Tofte	19,860.00
A. S. Wallace	20,400.00
H. G. Johnson	20,910.00
Portland Sand & Gravel Co.	23,040.00
Schmeer & Williams	23,090.00
Saxton & Looney	26,770.00
Arthur Gentemann	30,300.00

THE DALLES-CALIFORNIA HIGHWAY

MERRILL-MALIN SECTION - GRADE WIDENING AND RESURFACING

Alternate #1 Alternate #2

A. S. Wallace	\$102,297.75	\$103,611.75
Kern & Kibbe, Inc.	107,719.50	107,719.50
Saxton & Looney	110,157.25	110,471.75
Washburn & Hall	111,194.50	111,067.00
Lyon & Price	112,885.05	113,272.75
Johnson Bros. Co.	114,668.60	114,869.60
Wren & Greenough	114,757.50	115,690.00
A. Guthrie & Co., Inc.	115,819.70	116,212.20
A. C. Greenwood Co., Inc.	118,241.50	117,929.00
March Construction Co.	124,768.50	124,676.00
Dunn & Baker	128,523.50	129,005.50
A. Milne	132,950.75	132,312.25
H. G. Johnson	137,220.00	136,489.00

SALMON RIVER HIGHWAY - BOYER-VALLEY JUNCTION SECTION
 McMINNVILLE-TILLAMOOK HIGHWAY - DOLPH-SHERIDAN SECTION
 BITUMINOUS MACADAM AND OILING

Alternate "A" Alternate "B"

Wren & Greenough	\$162,125.00	\$145,850.00
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Cont'd

APR 7 1932

Boyer-Valley Junction Section - cont'd

	Alternate "A"	Alternate "B"
A. Milne	\$163,869.25	\$147,065.40
Joplin & Eldon	171,804.00	150,724.00
Washburn & Hall	172,140.00	
Interstate Construction Co.	175,110.00	155,838.30
A. C. Greenwood Co., Inc.	183,100.50	
F. J. Kernan	185,375.35	169,138.80
Theo. Arenz	187,370.00	169,545.00
H. G. Johnson	203,619.00	186,312.20
Morrison-Knudsen Co.	243,310.00	

OLD OREGON TRAIL

HOT LAKE-UNION SECTION - BITUMINOUS MACADAM

	Alternate "A"	Alternate "B"
J. C. Compton	\$21,615.00	
Dunn & Baker	22,581.50	
J. F. Forbes	24,512.50	
Wren & Greenough	24,582.50	\$15,182.50
Standard Asphalt Paving Co.	25,177.50	
F. J. Kernan	27,067.40	16,060.00
West Contract Co.	31,650.50	23,322.80

COLUMBIA RIVER HIGHWAY

DILLON-BIGGS SECTION - BITUMINOUS MACADAM

	Alternate "A"	Alternate "B"
Dunn & Baker	\$44,765.50	
J. C. Compton	49,772.00	
J. F. Forbes	51,680.00	
Northwest Roads Co.	54,385.00	\$38,854.50
Standard Asphalt Paving Co.	55,810.00	
F. J. Kernan	56,597.70	39,204.00
Joplin & Eldon	58,822.00	39,887.00
United Contracting Co.	59,150.00	
West Contract Co.	66,803.00	51,030.00

The Chairman announced that the awards of contracts would be made at 5:00 o'clock P. M. this day.

The Commission adjourned at 12:30 o'clock P. M. to reconvene at 2:00 o'clock P. M. this day in the same room.

The State Highway Commission met in special session at 12:35 o'clock P. M. in the dining room of the Portland Hotel with all Commissioners, State Highway Engineer and the Secretary present.

APR 7 1932

The Commission discussed the matter of widening the grade of the Columbia River Highway between Engineer's Station 1799+87 and Station 1803+00 at the east end of the Deschutes River tunnel in Wasco County. The Engineer explained that the highway roadbed along this short section is now only ten to fourteen feet in width on one side and in accordance with previous agreement with the Bureau of Public Roads this must be widened to full width of 28 feet before the Government will approve the plans for the placing of a bituminous macadam surface on The Dalles-Biggs Section as a Federal aid project. He further stated that this improvement consisted of cutting back a rock cliff involving about 1,200 cubic yards of rock excavation at an estimated total cost of \$4,000.00. He recommended the improvement at this time in order to secure Government cooperation on the surfacing project and requested authority to advertise for bids for its construction at the next meeting. After a full discussion of the matter, the Commission approved the project and authorized the Engineer to call for bids for its construction as requested.

Consideration was given by the Commission to the matter of purchasing a "mud jack" to be used to raise sections of concrete pavement which have settled for one reason or another causing very uneven riding qualities. The Engineer stated that there are many places on the state highway system where a machine of this kind can be used to good advantage. Also, the cost of repairing short sections of pavement by this method is much cheaper than by applying an entirely new surface of black-top material and in addition the restored pavement will be much more sightly. He recommended the purchase of one "mud jack" which will cost \$3,210.00 f.o.b. Portland. After due consideration and upon motion of Commissioner Washburne, which was seconded by Commissioner Aldrich, the matter was referred to Chairman Scott for further investigation and with power to purchase one "mud jack" if, in his opinion, the purchase is warranted.

A letter was presented from the department attorney recommending that a provision be inserted in all highway contracts to the effect that before a contractor enters into any subcontract or station contract agreement, the form of such contract or agreement must be submitted to the State Highway Commission for approval. The Attorney, who was present, stated that there is ample court approval for the incorporation in state contracts of provisions fixing a minimum wage as well as fixing the hours of labor and it was his thought that the incorporation of a clause of this kind in the highway contracts will discourage contractors from subletting their work under conditions that would be impossible of performance, thereby causing subcontractors to quit the work and leave a lot of debts. Matter referred to the Attorney and the Engineer for a report.

The Commission adjourned its special session at 1:45 o'clock P. M. to reconvene in Multnomah County Courthouse at 2:00 o'clock P. M. this day, in accordance with the previous announcement.

The State Highway Commission reconvened at 2:00 o'clock P. M. in Room 570 Multnomah County Courthouse with all members, State Highway Engineer and the Secretary present.

A delegation from Lane County consisting of E. G. Harlan, Manager of Eugene Chamber of Commerce, County Judge G. P. Barnard and County Commissioner O. E. Crowe, appeared before the Commission and renewed their previous request for the construction of the Cheshire-Harpole School Section of the Siuslaw Highway, 2.3 miles in length, 50% of the cost of which would be borne by the county. The Engineer reported the total cost of the grading and bridges on this section to be approximately \$50,000. The delegation stated that the construction of this section to state standards will provide an all-year road that will not be subject to the flood conditions of the Long Tom River which are very serious at times and in addition will form a connection with the Prairie Road, a county road extending from Junction City to Eugene which they think will eventually be the route of the Pacific Highway between these points. They also urged the construction of this section now as an unemployment relief project, stating that much of the work is of such a nature that hand labor methods can be employed to good advantage.

The Chairman informed the delegation that the Commission would like to construct this section of highway this season but since it is not on the construction program that has already been arranged, there are no funds available and it cannot be done without rearranging the program and taking funds from some other project. He further stated that the Commission will bear this project in mind and will try to arrange for its construction next year if it cannot be done before then. Commissioner Aldrich stated that he is in favor of completing the gaps in the highways, such as this, and assured the group that this project will be undertaken this year, if funds can be provided for it.

A delegation from Washington County consisting of O. B. Bennett, Beaverton; J. P. Meurer, Hillsboro; G. W. McGraw and Charles Kesster, Banks, appeared before the Commission and urged the Commission to adopt the "Walker Road" route and its extension northwesterly through Banks to Glenwood as the route of the proposed northern short road from Portland to the sea. They stated that they represented the farmers of Washington County, the greatest agricultural district in the state. They invited the Commission to be their guests on an inspection trip over the proposed route, which invitation was accepted by the Commission for the latter part of May.

Leslie E. Crouch, attorney, Portland, representing C. O. Bozorth, Kelso, Washington, who was also present, appealed to the Commission to grant Mr. Bozorth a permit to haul 103 pieces of piling, each about 75 feet in length, over the Mt. Hood Highway from a point about five miles east of Sandy to Gresham and across the Columbia River Highway at Troutdale where the piling will be dumped into the Columbia River. He stated that Mr. Bozorth had acted in good faith by securing Oregon licenses for the two trucks that he expected to use in this service after having been told by someone in Portland that he would have no difficulty in securing a permit from the Oregon State Highway Department to haul this piling over the state highways. He further stated that these piling can be hauled in three days. The Chairman informed Mr. Crouch that the Commission dislikes very much to grant permits for the hauling of logs and piling over state highways because

of the hazard that is created for other traffic and also because of the injury that such operations cause the highways. However, in the present instance, a special permit of three days' duration will be granted Mr. Bozorth to haul the 103 pieces of piling that he has ready to complete his present contract, provided he will agree to carry on his operations in strict compliance with the following rules and regulations of the State Highway Department: Each load is to be subject to inspection by a representative of the State Highway Department; permittee and his truck crews shall be subject to the orders of the State Highway Department patrolmen absolutely and without dispute for the safeguarding of traffic and other purposes; hauling equipment shall be limited to two trucks and trailers which shall operate together with sufficient space between them so that travel on the highway will not be interrupted; overloading of equipment will not be permitted; no hauling shall be done on any part of the highway after 6 o'clock P. M.; flagmen shall be employed to warn traffic at curves and other dangerous points. Also, the Chairman stated that the granting of this privilege will not establish a precedent for future log hauling operations. The Attorney was instructed to prepare a form of permit to cover this matter.

County Judge F. L. Phipps of Wasco County, accompanied by County Commissioner Geo. Chamberlain and County Engineer Christ Fauerso of that county, was present and asked the Commission to designate as a secondary state highway a road extending from The Dalles southwesterly via one of four proposed routes to a connection with the Mt. Hood Highway. He presented a copy of a resolution regularly adopted by the County Court of Wasco County requesting this designation and also requesting that a survey of the route be made and adopted to enable them to expend a portion of their 1932 secondary highway funds thereon for construction purposes. He called attention to the fact that a portion of this route has already been designated a forest highway and is, therefore, eligible for forest highway funds, and filed a map showing the four routes suggested. The Engineer recommended that a reconnaissance survey of the route suggested be made to determine the cost of construction before the Commission gives a decision in this matter, which was agreeable to Judge Phipps. The Engineer was instructed by the Commission to have such a survey made at his convenience.

Judge Phipps also asked the Commission to designate as a secondary state highway the road extending westerly from Dufur via Ramsey Market Road and Bottle Prairie to a connection with the Mt. Hood Highway. He presented an excerpt from the minutes of the proceedings of the Wasco County Court in which it was agreed that the State Highway Commission should be asked to investigate the route and if a favorable report is received they will adopt a formal resolution later. Also present in the interests of the designation of this road as a secondary state highway were P. E. Temple and C. H. Miller of Dufur. The Chairman informed the delegation that the Engineer will have a reconnaissance survey of the route made later to secure cost data. Matter referred to the Engineer for investigation and report at his convenience.

County Judge Guy Boyington and Commissioner Wm. Larson of Clatsop County were present and asked the Commission to reaward the contracts for the construction of the Elk Creek and Muddy Creek bridges on the Cannon

Beach Road in Clatsop County, for which bids were received by the Commission on March 16, 1932, to Burcham & Green, who submitted the next low bids for these projects, in the event that the low bidder, Wans Construction Company, to which the contracts were originally awarded, did not return the contract forms properly executed within the specified time limit. They stated that the difference in the two bids was only a small amount, being only \$357.92 for the Elk Creek bridge and \$207.90 for the Muddy Creek bridge. They further stated that Burcham & Green now have suitable equipment in the county to do this work and can perform it to their satisfaction as has been demonstrated by past experience. Attorney Devers informed the Commission that if the Wans Construction Company did not return the contract forms properly executed within the specified time limit, the reaward of the contract to the second low bidder will be legal and regular. Whereupon the Commission by unanimous vote approved the reaward of these two contracts to Burcham & Green, the second low bidders, in the event that the low bidder, Wans Construction Company, failed to return the contract forms, properly executed, within the time specified in the proposal.

A delegation from Sherman County, consisting of County Judge George Potter, County Commissioner A. A. Dunlap, Representative J. P. Yates, D. E. Stephens, County Engineer Homer S. Wall, W. A. Kramer and Ivan Olsen, appeared before the Commission and urged the early reconstruction of the Wasco County section of the Sherman Highway. They stated that this section has been in very bad condition this winter and is seriously in need of repair. Engineer Baldock explained that the reconditioning of this section of highway is now on the tentatively arranged construction program for 1933; however, since this is a Federal aid highway there is a possibility that some improvements can be made this season if Congress passes the emergency unemployment relief bill that is now before it; otherwise, the Commission will have no funds for this project. The delegation was informed by the Chairman that this project will be given due consideration.

Harold Jungck, Portland, who stated that he represented property interests along the Canyon Road (Tualatin Valley Highway) in Multnomah County, was present and asked that the earth slide material that is now being removed from this highway in front of their premises be deposited in the low spots opposite their properties rather than trucked away to some other point as is now being done. During the discussion that followed, it developed that to comply with Mr. Jungck's request will necessitate the installation of several hundred feet of sewer pipe before the dirt can be deposited where he wants it. He was informed by the Chairman that the Commission has insufficient funds at the present time to allocate to new major projects, such as this. Engineer Baldock was instructed by the Commission to designate one of his engineers to make an investigation of this matter and report.

The Engineer requested authority to employ aerial photography in making the reconnaissance surveys of the several proposed routes for the Central Oregon Highway between Burns and Juntura in Harney and Malheur

4/7/32

Counties, and for similar surveys of the Range-Long Creek Section of the Pendleton-John Day Highway in Grant County. He recommended the contracting of this work, totaling about 200 miles in length, to the Intermountain Aerial Surveys, Inc., of Boise, Idaho, at their price of \$15.80 per mile, including full mosaic maps, as a temporary proposition to permit him to compare the work of this company with the work done for the former Highway Commission by a Portland firm. Additional work in the future, he stated, will be contracted as a result of competitive bidding of firms doing this kind of work. After due consideration and upon the advice of the Attorney that this can be done legally, motion was made by Commissioner Aldrich that the State Highway Engineer be authorized to negotiate and secure the services of the Intermountain Aerial Surveys, Inc. to make aerial surveys of the Burns-Juntura Section of the Central Oregon Highway and the Range-Long Creek Section of the Pendleton-John Day Highway. Motion seconded by Commissioner Washburne and declared by the Chairman to have carried unanimously. (This action was later rescinded by the State Highway Commission upon the filing of a complaint by the Brubaker Aerial Survey Company of Portland and the Engineer was then instructed to advertise this work for bids to be received at the meeting to be held April 28, 1932.)

The Engineer submitted a preliminary estimate on the improvement of the Beaverton-Forest Grove Section of the Tualatin Valley Highway in Washington County, 14.4 miles in length, as instructed by the Commission at the previous meeting. His estimate for widening the existing pavement on this section to twenty feet by adding concrete shoulders two feet wide and rock shoulders six feet wide on each side and applying bituminous top mix $1\frac{1}{2}$ " in thickness between concrete shoulders was \$241,380. This amount, he stated, also includes the construction of short line changes to eliminate sharp curvature at Hillsboro and Forest Grove, but does not contemplate widening the present right of way. The report was accepted by the Commission and ordered filed in the department records. The Secretary was instructed to send a copy of the estimate to the County Court of Washington County.

Samuel C. Dick, Astoria, was present and complained to the Commission about the actions of C. L. Gardiner, one of the department's right of way buyers. He stated that Mr. Gardiner approached him on October 14, 1931 and informed him that the Highway Department intended to widen the Oregon Coast Highway in front of his place about three miles south of Astoria and requested him to move his flowers and shrubbery so that they would not be destroyed when his house and garage were moved later, in December. He further stated that Mr. Gardiner told him that he would return in about two weeks to complete the deal but to date he has not shown up. In the meantime he has moved his plants and shrubbery and now wishes to know what plans the Commission has relative to this proposed improvement. The State Highway Engineer informed Mr. Dick that his complaint will be investigated and he will be advised of the findings.

J. B. Protzman, Salem, appeared before the Commission and inquired as to what action, if any, the Commission has taken on the matter of creating a department for accident prevention. He was informed by the Chairman that the State Industrial Accident Commission has been asked for

statistics and until this is received and the Engineer's report filed, no decision can be given.

The Parks Engineer, who was present, reported that the heirs of the Bradley Estate, donors of Bradley Park (a twenty acre tract situate at Clatsop Crest) on the Columbia River Highway in Clatsop County, have agreed to the transfer of title to this park from Clatsop County, where it now rests, to the State of Oregon, provided the transfer is made subject to the same provisions and conditions recited in the deed by which the park was given to Clatsop County. The Commission agreed to accept a deed so written and instructed the Parks Engineer to prepare the form and submit it to the Clatsop County Court for execution.

At the request of the Secretary of State, the Commission ratified and approved the acts of the former Commission with respect to the purchase of the recreational area known as Ecola Park, situate near Cannon Beach in Clatsop County. The following resolution covering the matter was offered by Commissioner Washburne, who moved its adoption:

WHEREAS, it appears that through negotiations carried on by the former Commission there was acquired by the State of Oregon approximately 428 acres in Clatsop County, which is commonly referred to as the Ecola Park, and

WHEREAS, it appears that said transaction was carried to a final determination by the former Commission, as is disclosed by the minutes and records of said Commission, but it appears that the time required for perfecting the title to said property and clearing up some of the other details incident to said transaction prevented the payment of the agreed purchase price during the term of office of said commissioners, and

WHEREAS, it appears that the voucher calling for the payment of the agreed purchase price bears date the 10th day of February, 1932, which date is within the term of office of said Commissioners, and

WHEREAS, it appears that the Secretary of State has requested that this Commission approve and ratify said transaction and the purchase of said tract by the former Commission, and

WHEREAS, there appears no good or sufficient reason for withholding such approval,

THEREFORE, BE IT RESOLVED by this Commission that the acts of our immediate predecessors in the acquisition of said Ecola Park be and said acts are hereby ratified and approved.

Motion was duly seconded by Commissioner Aldrich and declared by the Chairman to have carried by unanimous vote.

The Secretary was then instructed to write appropriate letters to Mr. Rodney L. Glisan and the Misses Caroline and M. Louise Flanders of Portland, accepting their one-half interest in the Ecola Park property and thanking them for this gift which is considered a valuable addition to the state park area.

The Parks Engineer at this time presented a form of certificate which he suggested be prepared in appropriate style, signed by the Governor, and be given to those who make gifts of park and recreational areas to the State as a more fitting acknowledgment of the gift. After due consideration, motion was made by Commissioner Washburne that a certificate in the form submitted by the Parks Engineer be prepared for the donors of each of the park sites that have been accepted by the Commission for the State. Motion duly seconded by Commissioner Aldrich and carried by unanimous vote.

The Parks Engineer also reported on the status of the acquisition of the recreational area known as the Casey tract, situate adjacent to the Crater Lake Highway near McLeod in Jackson County, containing eighty acres of land. He explained that this is public land and that the Government has temporarily withdrawn it from homestead entry under the provisions of the Recreational Act of June 14, 1926, upon petition of the former Highway Commission. He further stated that this tract is now occupied by a "squatter" who has erected cabins on the premises and is operating a public camp ground. The Government now asks the Commission to give it some assurance that the "squatter" and his cabins will be eliminated before it will agree to turn this land over to the State. After a full discussion of the matter, the Parks Engineer was instructed by the Commission to request the Government officials to appraise the land; when this is done the Commission will then decide what it wishes to do in the matter and will have the "squatter" and his cabins removed in the event that it is decided to acquire the tract.

The Commission discussed the matter of the purchase of a 120 acre tract adjoining Silver Falls State Park in Marion County from the owner, Frank Chella of Silverton, for the sum of \$6,000. The Parks Engineer explained that the acquisition of this tract for the sum of \$6,000 was approved by the unanimous vote of the former Commission at its meeting held February 5, 1932, and the deed transferring the tract to the State was delivered by Mr. Chella before the personnel of the Highway Commission changed; however, the signing of the voucher and payment of the purchase price was delayed because it was necessary to correct certain defects in the title. The defects in the title are now cleared and all that remains is to pass the voucher which must first be signed by the present Commission to legalize the expenditure. He inquired whether the Commission wished to proceed with the acquisition of this area in accordance with the ideas of the former Commission. After due consideration of the matter, it was decided that the Chairman and Commissioner Washburne will inspect this tract before a definite decision is made.

The following resolution regarding the truck hauling of logs or piling over state highways was adopted by the unanimous vote of the Commission:

APR 7 1932

WHEREAS, by the laws of the State of Oregon it is made unlawful for any person, firm or corporation to move or haul over any of the state highways, without first procuring the written permission of the State Highway Commission so to do, any logs or piling, and

WHEREAS, said law provides that no such permit shall be granted until the Commission shall have investigated the representation made by the applicant, nor then unless the Commission shall in its judgment find that the interest of the public will be served by said operation, and

WHEREAS, it is further provided, the Commission may in its discretion grant such permit and may impose on the applicant and include in the permit such "terms, rules, stipulations and conditions as the Commission may deem necessary or desirable for the protection of the highways and of the public interest", and in connection with such permit the Commission shall require of the applicant a good and sufficient bond to insure and guarantee the payment of any damage done the highways by reason of said operation, and

WHEREAS, the movement or transportation of logs or piling by motor truck over the public highways of the state is destructive of such highways and results in a heavy maintenance cost, which is borne in a large measure by the general public, and

WHEREAS, the movement or transportation over the public highways of the state of logs or piling by motor truck has now developed from a few isolated operations, prompted largely because of a lack of rail facilities, into an activity of large proportions involving something in excess of three hundred permits, and therefore in excess of three hundred motor vehicles, and,

WHEREAS, it is the judgment of the Commission that the use of the highways for log hauling should, in the interest of the general public, be restricted and subjected to rules and regulations consistent with the best interest of the highways as well as the industries affected,

THEREFORE, BE IT RESOLVED, that it shall be and is declared to be the policy of this Commission, that before any permit for hauling logs or piling over the public highways of the state is granted, the State Highway Engineer shall, and he hereby is instructed, to investigate all representations made by the applicant, inspect the roadbed over which it is proposed to move said logs or piling, the extent of such proposed operation, the need or necessity for such movement, and said engineer shall, along with such report, submit his recommendation for or against the issuance of a permit to the applicant.

BE IT FURTHER RESOLVED, that the State Highway Engineer be, and he hereby is, instructed to inspect and maintain a constant

APR 7 1932

observation of log hauling operations to determine the extent of damage done the highways and report such damage to the Commission for such action as the Commission may deem in the interest of the general public,

BE IT FURTHER RESOLVED, that each permittee and his surety be held strictly responsible for all damage done the highways by reason of the operation of said permittee.

At 5:00 o'clock P. M. the Chairman announced the following awards of contracts for which bids were received and opened at the morning session, the awards having received the unanimous vote of the Commission:

Durkee-Gales Section of the Old Oregon Trail in Baker County, 6.3 miles of highway roadbed. The low bidder is Carl Nyberg at \$99,527 on Alternate No. 1, and \$101,478 on Alternate No. 2; the second low bidder is Johnson Brothers Company at \$107,230 on Alternate No. 1 and \$107,718 on Alternate No. 2. The contract is awarded to Carl Nyberg on Alternate No. 1 at \$99,527.

Huntington-Slides Section of the Old Oregon Trail in Baker and Malheur Counties, 10.0 miles bituminous macadam wearing surface and furnishing rock in stock piles. The low bid is that of Dunn & Baker on Alternate "A" at \$65,980 and the next low bid is that of J. C. Compton also on Alternate "A" at \$68,786. The contract is awarded to the low bidder, Dunn & Baker, at \$65,980 on Alternate "A".

Port Orford-Euchre Creek Section of the Oregon Coast Highway in Curry County, 19.43 miles of surfacing and furnishing rock in stock piles. The low bidder is A. S. Wallace at \$47,380 and the second low bidder is Roy L. Houck at \$48,650. The bid of A. S. Wallace is qualified in that he specified that he desired only one contract at this letting. Due to the fact that he has been awarded another contract today, the contract for the surfacing of the Port Orford-Euchre Creek Section is awarded to the next low bidder, Roy L. Houck, at his bid of \$48,650.

Endicott Creek-Mystic Creek Section of the Coos Bay-Roseburg Highway in Douglas County, furnishing 12,000 cubic yards of crushed rock in stock piles. The low bidder is Knute Lien at \$19,400; the second low bidder is Liesch & Tofte at \$19,880. The contract is awarded to the low bidder, Knute Lien, at \$19,400.

Merrill-Malin Section of The Dalles-California Highway in Klamath County, 10.0 miles grade widening and resurfacing. The low bidder is A. S. Wallace at \$102,297.50 on Alternate No. 1 and \$103,611.75 on Alternate No. 2; the second low bidder is Kern & Kibbe at \$107,719.50 on Alternate No. 1 and also on Alternate No. 2. The award is made to A. S. Wallace at \$102,297.50 on Alternate No. 1.

Boyer-Valley Junction Section of the Salmon River Highway and Dolph-Sheridan Section of the McMinnville-Tillamook Highway in Polk and Yamhill Counties, 16.2 miles surfacing, 8.2 miles bituminous macadam, 8.0 miles oil

surface treatment and furnishing rock in stock piles. The Commission has rejected all of the bids received on this project because they are too high and has instructed the Engineer to readvertise the project for bids to be received at the next meeting.

Hot Lake-Union Section of the Old Oregon Trail in Union County, 4.9 miles bituminous macadam wearing surface. The low bid is that of J. C. Compton at \$21,615 on Alternate "A"; the second low bid is that of Dunn & Baker at \$22,581 on Alternate "A". This being a Federal aid project, the award of this contract is held pending the approval of the Bureau of Public Roads.

Dillon-Biggs Section of the Columbia River Highway in Wasco and Sherman Counties, 11.1 miles of bituminous macadam wearing surface. The low bidder is Dunn & Baker at \$44,765.50 on Alternate "A"; the second low bidder is J. C. Compton at \$49,772 on Alternate "A". This is also a Federal aid project; hence the award will be held pending the approval of the Bureau of Public Roads.

The Commission adjourned at 5:30 o'clock P. M., to reconvene at 7:30 o'clock P. M. this day in Room 739 Heathman Hotel.

The State Highway Commission reconvened at 7:30 o'clock P. M. in Room 739 Heathman Hotel with all members, State Highway Engineer and the Secretary present. Also present were Attorney Devers and W. H. Lynch, District Engineer of the Bureau of Public Roads.

Chas. Rose, right of way buyer of the State Highway Commission, was present and discussed with the Commission the matter of acquiring additional land for the widening and straightening of the Lower Columbia River Highway in Multnomah County, between Linnton and Multnomah-Columbia County line, and more particularly for the two mile section in Burlington and vicinity which is owned by the Highway Home Company. Mr. Rose stated that the original right of way was only 60 feet wide and the improvement now under way included the widening of this to 100 feet to conform to modern standards. He further stated that construction work has been under way since November, 1931, as an unemployment relief project and that the State was granted permission by the owner to enter upon its land for construction purposes pending a satisfactory settlement of the purchase price. For the past two months, he stated, he has negotiated with the officials of the Highway Home Company and after much discussion has succeeded in getting them to reduce their purchase price from \$30,000 to \$20,000 at which figure he took an option for the State. It was his opinion that this price is still too high, but the owners refuse to listen to a smaller consideration and even at that figure would give only a fifteen day option to purchase. It was his belief that the results of a condemnation suit would be even higher than \$20,000, since in a suit of this kind the Court would, undoubtedly, set a price based on "what is a fair, normal, reasonable market value". After a full discussion of the matter, the Attorney was authorized and instructed to offer the Highway Home Company the sum of \$10,000 for the land required for this improvement across its lands and if

this offer is refused, he is then to institute condemnation proceedings immediately to acquire it. The following resolution covering the matter was adopted by the unanimous vote of the Commission:

WHEREAS, it appears that in connection with the improvement of the Lower Columbia River Highway considerable property from the Highway Home Company is needed for right of way, for which property negotiations have been carried on over a long period of time, the purpose of which negotiations was to reach an agreement with respect to the purchase price or compensation to be paid for said property, and

WHEREAS, it appears that the owners of said property have offered to convey to the State the portion of such property required for right of way purposes upon the payment of \$20,000,

WHEREAS, it appears to the State Highway Commission that said offer is in excess of the reasonable market value of the property and therefore it is the judgment of the Commission that the offer should be rejected,

THEREFORE, BE IT RESOLVED by the Highway Commission, all members being present and participating, that the Attorney be and he hereby is instructed to advise the Highway Home Company that its offer to convey to the State for right of way purposes the property sought to be acquired for a consideration of \$20,000 was rejected by the Commission,

BE IT FURTHER RESOLVED that the Attorney be and he hereby is instructed to offer the Highway Home Company for a warranty deed conveying to the State of Oregon free and clear of all encumbrances the property sought to be acquired for right of way purposes the sum of \$10,000.

The Commission at this time reconsidered the matter of removing the snow from the Crater Lake Highway between Union Creek and the Crater Lake National Park boundary to permit traffic to reach the Park from the Medford entrance. In view of the Engineer's report that it will cost upwards of \$2,000 to open up this section of highway to travel now and there being no assurance that additional expenditures will not be required to keep it open since it was still snowing at the time the inspection and estimate was made, it was the decision of the Commission that an expenditure of state funds for this purpose is not justified at the present time.

The Commission entered into a general discussion of right of way matters. The Engineer recommended that hereafter all right of way matters be placed under the direct control of the Attorney. After due consideration of the matter, the Commission by unanimous vote approved the recommendation of the Engineer and ordered that the right of way buyers shall hereafter be placed in the Legal Department and under the supervision of the Attorney.

APR 7 1932

Consideration was given by the Commission at this time to the list of projects recommended by the Engineer for early construction. After a full discussion the Commission authorized the Engineer to advertise for bids for the following projects at the next meeting, which was set for Thursday, April 28, 1932 in Multnomah County Courthouse, Portland, starting at 10 o'clock A. M.:

Highway and Section	Type of Improvement	Cooperation		
		State	Government	Total
<u>Columbia River Highway</u>				
Dillon Section	Overcrossing, widen bridge and approaches	\$85,000	\$40,000	\$45,000
Heppner Jct-Irrigon	27.08 miles maintenance materials	15,000		15,000
Deschutes-Tunnel Sec.	Widen 200 lin. ft. roadbed	4,000		4,000
<u>West Side Pacific Highway</u>				
Mult. Co. Line-Middleton	4.1 miles paving	110,000		110,000
Corvallis Section	15.0 miles pavement planing	9,000		9,000
<u>Old Oregon Trail</u>				
Pendleton-Emigrant Hill	11.0 miles gravel topping & bituminous macadam	30,800	46,200	77,000
<u>Pacific Highway</u>				
New Era-Canby	2.0 miles grading	60,000	20,000	80,000
<u>Santiam Highway</u>				
Trout Creek-Upper Soda	2.4 miles grading	50,000		50,000
<u>Umpqua Highway</u>				
Paradise Creek Bridge	Bridge structure	10,000	12,000	22,000
<u>Oregon-Washington Highway</u>				
Adams-Milton	17.0 miles pavement planing	10,200		10,200
<u>Oregon Coast Highway</u>				
Waldport Section	Furnish ferry service across Alsea Bay	1,800 (per mo.)		1,800
<u>Secondary State Highway #120</u>				
North Portland	Overcrossing structure over U. P. Railway	10,000		10,000

Henry Howell and G. B. McCluskey of Toledo appeared before the State Highway Commission at this time regarding the right of way for the Corvallis-Newport Highway through that town. They stated that the present route of this highway through their city is crooked and narrow, being only 40 feet wide in places. Also, that in accordance with previous understanding

APR 7 1932

4/7/32

and agreement with a former Highway Commission, the City was to furnish twenty feet additional to provide a 60 foot width of right of way when demand for this was made by the State Highway Commission. The City has been ready and willing to fulfill its agreement with the Commission for a long time, but is unable to do so because it is without funds and cannot sell the bonds that were voted for this purpose. For this reason, the City now asks that it be not required to furnish this extra right of way until a further request for the same is made by the State Highway Commission. After a full discussion of the matter, the Commission voted unanimously to comply with the request of the City of Toledo and let the matter rest as is for the time being. Mr. Howell and Mr. McCluskey requested a letter to that effect.

Consideration was given by the Commission to the employment of a department publicity man. Matter was referred to the Engineer for recommendation.

The Commissioners discussed with the Attorney the matter of their personal liability for damages arising out of accidents that occur on state highway rights of way. The Attorney advised that if the Commission uses due care and judgment in the selection of its engineers and in the adoption of rules and regulations by which the organization is guided and makes these rules and regulations known to the department employes, then they will incur no liability in the event of an accident, provided, however, that if an accident occurs by reason of the negligence of an employe and the Commission has knowledge of this employe's negligence, then and in that event the Commission may be held personally liable for the damage that may have occurred by reason of the acts of said employe.

The matter of the construction of the "Fourth Street Project" was discussed by the Commission. It was decided to defer action on this matter until the Engineer has reported on the other routes that have been proposed as state highway entrances into Portland from the southwest.

The Engineer requested authority to employ a certified public accountant to assist in setting up a more modern cost-accounting system. Request granted by unanimous vote of the Commission.

The Secretary presented a copy of a resolution adopted by Drewsey Grange No. 378 and residents of Harney County residing in the vicinity of Drewsey, in which the Commission was requested to retain the present designated route of the Central Oregon Highway between Burns and Juntura through Drewsey. A like request was presented from the Bend Chamber of Commerce. The Secretary was instructed by the Commission to reply to these communications to the effect that the department's engineers are now carrying on investigations of the several proposed routes to determine which is best and no route will be decided on until complete data are assembled.

A letter was presented from the Oregon State Motor Association, Pendleton Branch, in which inquiry was made as to whether the Commission has any plans with respect to the granting of a concession to sell light

lunches, etc. in Emigrant Park, Umatilla County. Matter referred by the Commission to the Engineer for a report.

Consideration was given by the Commission to a letter received from the County Court of Hood River County, in which request was made that their County Engineer be authorized to write checks on the state highway fund to pay off men employed on secondary state highway emergency crews. Request denied by the Commission.

The Secretary presented a copy of a resolution adopted by the County Court of Umatilla County in which the Commission was requested to designate as a secondary state highway a road extending from a point on the Wallula Cut-off section of the Columbia River Highway near Cold Springs southwesterly through Hermiston to the junction of the Hermiston-Butter Creek Market Road with the Echo-Butter Creek Secondary State Highway. Matter referred to the Engineer for a report and recommendation.

Consideration was given by the Commission to the report of the Attorney on the legality of permitting the Trustees of the Nestucca Highway Improvement District to use the funds of the District to match funds of Tillamook County in the construction of a section of the Nestucca Highway rather than to reimburse the State for funds advanced to pay the cost of the survey of this road. In his report the Attorney advises that he finds nothing in the statute which denies the Commission the right to extend the date or time within which the District shall reimburse the State for monies advanced, thereby making the existing funds available for other necessities. Thereupon the Commission by unanimous vote agreed to defer the collection of its claim against the District for a period of one year. The Secretary was instructed to communicate this information to the Trustees of the Nestucca Highway Improvement District.

The Commission considered the application of the West Coast Power Company for a permit to construct an electric distribution pole line along the Columbia River Highway in the vicinity of Multnomah Falls. The application was denied by the Commission and the Secretary was instructed so to inform the power company and to suggest that its wires be placed underground.

The Commission discussed the request of County Judge M. R. Biggs of Crook County that the county engineering work in this county be performed by one of the highway department engineers so that the services of the county engineer may be dispensed with and the funds thus preserved made available for other purposes. Matter referred to the State Highway Engineer for further information.

A letter was presented from the Ashland Chamber of Commerce, requesting the improvement of the Green Springs Highway, between its junction with the Pacific Highway and the summit of Green Springs Mountain, so that it will conform with the improvement of the adjoining section. The request was declined by the Commission by unanimous vote because no funds are available at the present time for this purpose. The Secretary was instructed so

4/1/32

to inform the Ashland Chamber of Commerce.

The matter of conducting traffic counts at various points on the state highway system this year, as has been done in past years, was discussed by the Commission. After due consideration, the Commission voted unanimously to conduct four counts each year, the day for each count to be specified by the Engineer.

The Secretary presented a letter from the Oregon State Motor Association in which the Commission was requested to provide Frank Branch Riley with ten slides of highway views to be used in connection with his publicity work in eastern states. Request denied by the Commission. The Secretary was instructed to write the Motor Association that the Commission regrets that it is without legal authority to expend state funds for this purpose.

The Commission considered the preliminary report of the Engineer with respect to the survey of the proposed entrance of the East Portland-Oregon City Highway into Portland. Action on this matter was deferred by the Commission pending the receipt of a further report from the Engineer.

Further consideration was given by the Commission to the request made by the delegation from Sherman County on the previous day that the Wasco county portion of the Sherman Highway be improved to conform with the improvement of the adjoining section. It was decided to include this project with those for construction this year with Emergency Federal Aid funds in the event that such funds become available for the use of the Commission.

The Commission considered the report of the State Highway Engineer with respect to the reconstruction of the Hayes Hill Section of the Redwood Highway in Josephine County, in which he recommends against the expenditure of state funds for this purpose at this time. The report was approved by the Commission and ordered filed in the department's records.

The Secretary presented resolutions adopted by the County Court of Lake County, in which the Commission was requested to (1) oil the Lapine-East Forest Boundary Section of the Fremont Highway, (2) resurvey the Dréws Valley Section of the Klamath Falls-Lakeview Highway, (3) resurvey the Lakeview-White Rock Section of the Fremont Highway, and (4) allocate to the construction of the Lakeview-Burns Highway additional funds that may be appropriated to the state of Oregon by the Federal Government under the provisions of the Oddie-Colton Act. No action was taken by the Commission on these requests.

The Commission by unanimous vote confirmed the following awards of contracts for which bids were opened at the meetings held on March 3 and March 16, 1932, and which were referred to the Engineer at that time with power to act:

Bridge over the Clackamas River on the East Portland-Oregon City Highway at Gladstone, Clackamas County. The Commission confirmed the Engineer's award of this contract to Lindstrom & Feigenson, the low bidder, at

their bid of \$165,475.00 submitted March 16, 1932.

Six pile trestles on the Vesper Section of Secondary State Highway No. 102, in Clatsop County. The Commission confirmed the Engineer's award of this contract to Burcham & Green, Portland, the second low bidder, at their bid of \$10,549.00, submitted March 16, 1932. This award was made upon advice of the Attorney to the effect that where there is an obvious and honest mistake of fact on the part of a bidder in preparing and submitting a bid, the Commission has power to waive any such bid, and the bond submitted in connection therewith, where the enforcement and acceptance of such bid would result in an inequitable hardship and loss on the part of the bidder, and upon the further advice that under such circumstances the Commission has authority to accept the next low bid and to award the contract to such next low bidder. The Engineer was thereupon instructed to return to A. G. Enright, the low bidder, the bidder's bond submitted with his bid for the construction of the said trestles.

Doyle Hill-Nimrod Section of the McKenzie Highway, 14.24 miles of surfacing. The Commission confirmed the Engineer's award of this contract to J. W. & J. R. Hillstrom, Marshfield, at their bid of \$73,170.00, submitted on March 3, 1932.

The following requests for extensions of time, within which to complete highway contracts, were received by the Commission:

R. L. Houck, Contract No. 1309, grading approaches to the Rogue River bridge on the Oregon Coast Highway in Curry County, requested an extension of time to February 25, 1932. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

R. H. Jones, Contract No. 1315, construction of a bridge over Pilot Butte Canal on the Ochoco Highway in the town of Redmond, Deschutes County, requested an extension of time to March 15, 1932. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

The Engineer reported that Contract No. 1317 with J. V. Curry and A. L. Porter for the construction of a draw rest at the bridge over the Siletz River on the Oregon Coast Highway in Lincoln County was completed on March 8, 1932, in accordance with the requirements of the contract, or modifications thereof, and that said job is now ready for acceptance and final payment. Therefore, the following resolution was offered and adopted by the unanimous vote of the Commission:

WHEREAS, the Engineer has reported that State Highway Commission Contract No. 1317 with J. V. Curry and A. L. Porter for the construction of a draw rest at the bridge over the Siletz River on the Oregon Coast Highway in Lincoln County has been completed according to the terms and provisions of the said contract, and that said job is now ready for acceptance and final payment:

NOW THEREFORE, BE IT RESOLVED, That the work covered by said Highway Contract No. 1317 be declared completed according to the terms of the said contract and said job is hereby accepted and the Engineer is hereby instructed to prepare the final estimate for payment.

The Secretary presented Original Order No. 9289 of the Board of County Commissioners under date of March 30, 1932, in which the State Highway Commission is petitioned "to rescind its former action, in declaring its intention of abandoning the emergency hand labor employment in Multnomah County, and continue to employ at least 500 men on such work in this county." A letter was also presented from R. E. Bradbury, President of the Klamath County Emergency Relief Committee, requesting that the emergency highway work now being done in Klamath County be continued until such time as the mills and logging operations are able to furnish work for the unemployed of the county. The Secretary was instructed to reply to these communications by saying that the condition of the State Highway Commission's finances is such that it cannot continue the emergency work as requested and, therefore, it will be necessary to discontinue this class of work in accordance with the decision previously rendered.

The Secretary presented a copy of a resolution adopted by the Portland Chapter of the Associated General Contractors of North America, relative to "Forward planning and execution of public and private works in lieu of synthetic, temporary and emergency works, thus taking advantage of present low costs of material and labor." No action was taken by the Commission with respect to the matter.

The Secretary presented certified copies of resolutions previously adopted by the County Courts of the following named counties by which each of said counties elects to perform certain work with its own forces upon certain secondary state highways within the borders of the county:

County	Secondary State Highway		Class of Work				
	Name	No.					
Crook	Warm Springs	360	Maint.	Const.	Reconst.	Betterment	
"	O'Niel	370	"	"	"	"	
"	Powell Butte	371	"	"	"	"	
"	Crooked River	380	"	"	"	"	
Clatsop	Nehalem	102 Eng.	"	"	"	"	
Grant	Canyon City-Burns	400	"	"	"	"	
"	Beech Creek	401	"	"	"	"	
Jefferson	Warm Springs	360	"	"	"	"	
Wasco	Sherars Bridge	290	"	"	"	"	
"	Shaniko-Fossil	291	"	"	"	"	
Yamhill	Hillsboro-Woodburn	140	"	"	"	"	
"	Salem-Dayton	150	"	"	"	"	
"	Yamhill-Newberg	151	"	"	"	"	
"	Three Mile Lane	152	"	"	"	"	
"	Bellevue-Hopewell	153	"	"	"	"	
"	Lafayette	154	"	"	"	"	

APR 7 1932

County	Secondary State Highway		Class of Work				
	Name	No.					
Washington	Nehalem	102	Eng.	Maint.	Const.	Reconst.	Betterment
"	Hillsboro-Woodburn	140	"	"	"	"	"
"	Beaverton-Aurora	141	"	"	"	"	"
"	Farmington	142	"	"	"	"	"
Union	Weston-Elgin	330	"	"	"	"	"
"	Medical Springs	340	"	"	"	"	"
"	Starkey	341	"	"	"	"	"
"	Cove	342	"	"	"	"	"
Polk	Salem-Dayton	150	"	"	"	"	"
"	Kings Valley	190	"	"	"	"	"
"	Dallas-Kings Valley	191	"	"	"	"	"
"	Dallas-Coast	192	"	"	"	"	"
"	Independence	193	"	"	"	"	"
Multnomah	Swift (North Portland)	120	"	"	"	"	"
Morrow	Wasco-Heppner	300	"	"	"	"	"
"	Lexington-Echo	320	"	"	"	"	"
"	Heppner-Spray	321	"	"	"	"	"
Marion	Hillsboro-Woodburn	140	"	"	"	"	"
"	Beaverton-Aurora	141	"	"	"	"	"
"	Cascade	160	"	"	"	"	"
"	Woodburn-Mt. Hood Loop	161	"	"	"	"	"
"	North Santiam	162	"	"	"	"	"
"	Silver Creek Falls	163	"	"	"	"	"
Lincoln	Eddyville-Blodgett	180	"	"	"	"	"
"	Siletz	181	"	"	"	"	"
Linn	Corvallis-East Side	210	"	"	"	"	"
"	Albany-Lyons	211	"	"	"	"	"
"	Halsey-Sweet Home	212	"	"	"	"	"
Lake	Yellowstone Cut-off	430	"	"	"	"	"
"	Warner	431	"	"	"	"	"
Jackson	Tiller-Trail	230	"	"	"	"	"
"	Little Butte	270	"	"	"	"	"
"	Sam's Valley	271	"	"	"	"	"
"	Medford-Provolt	272	"	"	"	"	"
Hood River	Interstate Bridge	280	"	"	"	"	"
"	Hood River	281	"	"	"	"	"
Douglas	Tiller-Trail	230	"	"	"	"	"
"	Elkton-Sutherlin	231	"	"	"	"	"
Clackamas	Beaverton-Aurora	141	"	"	"	"	"
"	Cascade	160	"	"	"	"	"
"	Woodburn-Mt. Hood Loop	161	"	"	"	"	"
Benton	Eddyville-Blodgett	180	"	"	"	"	"
"	Kings Valley	190	"	"	"	"	"
"	Territorial	200	"	"	"	"	"
"	Alsea-Deadwood	201	"	"	"	"	"

The resolutions were accepted by the unanimous vote of the Commission and ordered filed in the records of the State Highway Department.

APR 7 1932

4/7/32
A letter was presented from the Automobile Club of Southern California inquiring as to the attitude of the people of Oregon on the Public Lands bill now before Congress, which proposes to turn over to the states the remaining vacant and unreserved public domain. No action taken on this matter by the Commission.

Letters were presented from Coles Valley Grange No. 727, Umpqua, Oregon, Astoria Kiwanis Club, and from Paul C. Bates, Portland, advocating the use of timber in the construction of highway bridges and trestles. A letter was also presented from the Independence Chamber of Commerce enclosing a resolution adopted by that organization recommending the designation as a state highway of the road extending from Salem northerly to a connection with the West Side Pacific Highway near Dayton on the west side of the Willamette River. No action was taken by the Commission on these communications.

The Commission adjourned at 10:20 o'clock P. M. to reconvene in Room 570 Multnomah County Courthouse at 10:00 o'clock A. M. on the following day.

Portland, Oregon, April 8, 1932

The State Highway Commission reconvened in Room 570, Multnomah County Courthouse at 10:00 o'clock A. M. Present were:

Leslie M. Scott, Chairman
E. B. Aldrich, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Attorney
H. B. Glaisyer, Secretary

The Commission entered into a general discussion of the question of log hauling on state highways with representatives of the timber and allied industries and with representatives of the Department of State Police. Present in behalf of the Department of State Police were Captain Wayne M. Gurdane and Lieutenant R. C. Williams; others present taking part in the discussion were Fred C. Walters, President, Walters-Bushong Lumber Co., Eugene; Lee Joyner, Manager, Logging Equipment Co., Portland; E. C. Simmons, Ford dealer, Portland; Fred Reed, Aetna Casualty & Insurance Co., Portland; C. J. Powell, Ford Motor Co., Portland; A. N. Klees, Gebhardt-Klees Lumber Co., Grand Ronde.

The Chairman explained that the indiscriminate use of the highways of the state for the hauling of logs by truck is costing the state a large sum of money each year for maintenance and repair expense and it is with the idea in mind of reducing this expense that the Commission is now considering a change in policy with respect to the granting of log hauling permits so that the state's investment in its highways may be preserved.

There followed a general discussion of the matter. Mr. Joyner expressed as his opinion that loads should be limited to not more than 25,000

4/8/32
pounds and that the use of heavy duty trucks would be less damaging to the roads than light trucks. It was also his thought that the speed at which the truck is driven is responsible to a large degree for the damage to the road. He advocated a maximum speed of 20 miles per hour for loaded trucks and 30 miles per hour for empty trucks and stated that he has found that it is overspeeding that ruins the logging equipment that is sold by his company.

Mr. Walters stated that his company has found by experience that the light trucks are less damaging to the roads than the heavy trucks. He advocated a reduction in the allowable load limits, leaving it up to the mill operator to regulate the loads and to see that the orders are enforced. If the log hauler does not load within the limits, then his services should be dispensed with immediately. He agreed that the speed of the trucks should be reduced, but it was his thought that a maximum speed of 30 miles per hour for empty trucks is too low, it being his idea that if the allowable loads and the speed of the loaded trucks are reduced, then the hauler should be permitted to drive his empty truck as fast as the trucks engaged in other classes of business are driven.

The Chairman informed the group that the Commission has found it necessary to reduce both speed and load limits because of the serious damage that is being done to the highways and that announcement of the Commission's policy with respect thereto is now being made, which is to the effect that the log hauling permits of those who violate the provisions of the statutes and the rules and regulations adopted by the State Highway Commission will be immediately revoked when knowledge of this comes to the attention of the Commission.

Lieutenant Williams and Captain Gurdane of the State Police Department were asked to state their views on this matter. Each stated that he has found that excessive weights and speeds are the most destructive to the highways. They also stated that in their opinion log hauling is more damaging to the highways than freight hauling and that the speeding, unloaded truck is more damaging than the slower moving, loaded one.

Mr. Simmons appealed for the continuance of log hauling operations on state highways, but advocated the reduction of load and speed limits and the revocation of the permit of the operator in the event that he violates the rules of the State Highway Commission.

Other speakers were C. J. Powell, representing the Ford Motor Company, Portland, and A. N. Klees, of Gebhardt-Klees Lumber Company, Grand Ronde.

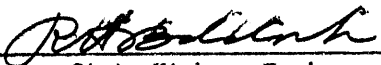
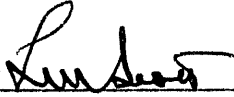
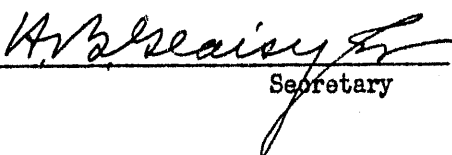
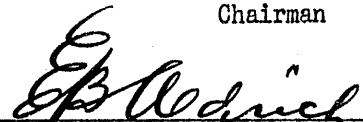

After further discussion, the Chairman asked those present to cooperate with the Commission while the new rules and regulations are being prepared and, at the suggestion of Commissioner Aldrich, instructed the Engineer to confer with the operators in the making of these regulations.

4/22/32

At this time the Commission conferred with representatives of the Bureau of Public Roads as to the type and design of the pavement that it is proposed to use in reconstructing the Salem north section of the Pacific Highway in Marion County, this being a Federal aid project in which the Government is interested. Government officials present were: W. H. Lynch, District Engineer, and T. M. Davis, Senior Highway Engineer of the Bureau of Public Roads. Also present was George W. Buck, Roadmaster for Multnomah County. Several alternate types were considered, viz.: full width concrete, Amiesite, a patented type pavement, Warrenite, also a patented type pavement, non-skid wearing surface developed by the Oregon Highway Engineers, with and without concrete shoulders.

After a full discussion of this matter, it was decided to call for bids on the following alternate types: (1) Widen pavement to 20 feet with asphaltic concrete with non-skid top; (2) Widen pavement to 20 feet with cement concrete shoulders and resurface center 16 feet with non-skid asphaltic concrete. It was decided to try out a test section from one-quarter to one-half mile in length, involving the use of a patented type of asphaltic concrete pavement known as Amiesite.

There being no further business to come before the Commission at this time, the meeting was adjourned at 12:45 o'clock P. M.

 State Highway Engineer	 Chairman
 Secretary	 Commissioner
	 Commissioner

Salem, Oregon, April 22, 1932

The State Highway Commission met in special session in Room 503 State Office Building, at 2:45 o'clock P. M. to discuss the proposed rules and regulations for the control of truck hauling of logs and piling on state highways with representatives of the timber, trucking and allied industries. Present were:

Leslie M. Scott, Chairman
 E. B. Aldrich, Commissioner
 Carl G. Washburne, Commissioner
 R. H. Baldock, State Highway Engineer
 H. B. Glaisyer, Secretary

APR 22 1932

4/22/32

Present and speaking in the interests of the timber owners, saw-mills and logging operators were: Senator F. M. Franciscovich, attorney, Astoria; F. C. Walters of Walters-Bushong Lumber Company, Eugene; D. J. Puckett, Keno; Eugene R. McCornack, Wren, and Senator S. M. Garland, Lebanon. Also included in the group were about 25 non-participating members.

Chairman Scott stated that a great amount of damage is now being done to the state highways by reason of the indiscriminate trucking of logs over them and that the object of the meeting was to formulate rules and regulations whereby the state's investment in its highways may be preserved. He asked those present to select a spokesman or spokesmen to present their views, whereupon Mr. Fred C. Walters of Walters-Bushong Lumber Company, Eugene, and Senator F. M. Franciscovich, Astoria, were chosen.

The Chairman then asked the State Highway Engineer to make a statement outlining the ideas of the Commission with respect to this matter.

The Engineer stated that it was not the intention of the Commission to discourage an industry that plays so important a part in the development of the northwest and particularly the State of Oregon, but the Commission is faced with an ever increasing number of requests for permits to carry on log hauling operations on state highways, and on account of the damage that these operations do to the highways, it has been found necessary to provide more stringent regulations in order to preserve the highway investment. He further stated that it was his opinion that most of the damage is being done by the overloading and speeding of trucks beyond the statutory limits and, in order to correct the present abuse of the highways, it is proposed to add the following clauses to those now included in log hauling permits:

1. No logs, timber and/or piling shall be hauled over and upon or across said highway having an over-all length in excess of thirty (30) feet.

2. The overhanging or unsupported length of any log, timber and/or piling shall not extend for a greater length beyond the last point of support than fifteen (15) per cent of the total length of such log, timber and/or piling.

3. No vehicle being operated and engaged in hauling logs, timber and/or piling under the terms of this permit shall be operated at a greater speed than twenty-five (25) miles per hour when loaded, or partially loaded, with logs, timber and/or piling, or at a greater speed than thirty-five (35) miles per hour when carrying no such load.

4. The right is hereby reserved by the State Highway Commission, without liability for damages or injury, to revise, alter or modify any of the terms of this permit,

APR 22 1932

4/22/32

including revisions or modifications of the permissible load limits and speed limits, upon twelve (12) hours' notice to the permittee, and to cancel and revoke this permit upon twenty-four (24) hours' notice to the permittee.

He later added that "In recognition of the fact that loads do more damage to highways that are not covered with hard surface pavements, motor vehicles shall not be operated upon this class of highway with an axle weight of more than 14,000 pounds".

In explanation of the fourth clause, the Engineer stated that experience has shown that the assessing of fines does not stop the practice of overloading and driving at excessive speeds, but that the revoking of permits has been found to be very effective; therefore, the Commission has expressed its purpose to revoke the permit of the permittee upon the presentation of evidence from the Department of State Police that the permittee has committed violations of the established rules and regulations.

Mr. Walters stated that an organization known as the "Oregon Mill and Truck Operators' Association" was perfected at the Marion Hotel, Salem, this day, composed of representatives from nearly all of the important logging points throughout the state of Oregon. It is not the object of this association, he stated, to dictate to the State Highway Commission what it should do in this matter but to cooperate with the Commission in its effort to stop the overloading and speeding of logging trucks on the state highways to the end that the operation of these trucks, especially the small ones, will not be precluded. He further stated that the lumber industry has had to face a falling market to such an extent that if the Commission reduces the present weight per inch of tire the small and medium sized trucks will be forced to quit operating. Mr. Walters then presented the Commission with copies of a notice which, he stated, has been adopted by the Association and is to be posted at the various mills. The observance of this notice it is thought will help to protect the highways from unnecessary abuse.

Mr. Walters also presented the following brief and copies of the resolutions adopted by the Oregon Mill and Truck Operators' Association at its morning session, which were read at his request by Eugene R. McCornack, Secretary of the Association:

"I assumed the responsibility of calling you gentlemen here after attending a hearing of the State Highway Commission in Portland April 9th, at which time I felt that the mills and truck men were not prepared nor in sufficient numbers to present their case. It was very apparent that the state highway commission faced a serious road problem. Highways in many places are not standing the traffic and as you know, the State highway commission have authority to regulate only log trucks as to speed and load limits. All other vehicles including the heavy freight trucks come under acts of the legislature over which they have but little if any control. Therefore, when a road breaks down and logs are being hauled over this road their only recourse is to operate on

the log truck owners. This, of course should be remedied at the next meeting of the legislature and we should see that supervision of all trucks whether logging or freighting regarding their speed and load limits is placed where it belongs; namely, under the control of the state highway commission who build and maintain our state highways and know what they are capable of standing. However, that is another problem and for a later date.

"At present we are confronted with laws as they exist and damage is being done the state roads in many places. Money is very scarce for repair work or proper policing. Reports given the highway commission are to the effect that most of this damage is being done by overloading and speeding and with a very limited police force it is nearly impossible to catch offenders and when caught a small fine or revoking of permits will not repair the damage done. These methods have been tried and failed and now unless we as a group of men dependent upon the use of log and lumber trucks for our very existence have some definite plans and a program of our own, and are willing to organize ourselves in the proper form to execute these plans and program to the end that by our assistance and co-operation with the state highway commission and county courts so that the damage being done and attributed to log trucks speeding and overloading is actually stopped, then we may expect the state highway commission and county courts to use their only alternative left and that is to cut the speed and load limits on our trucks to such a point that the average violator will do but little damage even when violating the laws.

"It is useless to say that any cuts in present speeds or weights per one-inch of rubber, especially on the smaller sized trucks carrying around thirty inches of rubber per axle would on present low priced operations simply put the trucks and mills and all depending on both industries completely out of the going. This is only a rough, short, draft of the picture.

"However, the state highway commission have given us this further chance to present our case. We are fortunate in having a state highway commission, composed of very fine broad-minded business men. They realize the importance of our industry to the state, also its critical condition at this time. They also realize their responsibility to the rest of the people using the roads.

"Now, as stated, I feel we must submit a general program today that we will stand by, details can be worked out later. Our time is very short for proper discussion of many things we might do that would help. Since our company asked you to meet here today the writer feels the responsibility to suggest for your approval a few things we should do at once, or before our hearing with the commission at 1:00 P. M.

"We should, in my opinion organize a state wide association here and now, and give it a name, the Oregon Mill and Truck Operators Association, having a president, vice president and secretary-treasurer with a reasonable number of directors, say eleven; the officers to be elected by the directors and the directors to be empowered to act for the association between regular meetings of the association etc. and subject to call by the president for a directors meeting at any time important subjects come up; and seven directors including the president and secretary to constitute a quorum.

"I would like to further suggest as possibly one of the most important parts of this organization that the directors be authorized to divide the state in districts as best they see fit and appoint a district committeeman for each of these districts, his duty being to organize in his district a local unit of the state organization patterned after state unit and subject to its authority and by-laws. The object of these local or district units would be deal direct with the district problems such as road conditions, proper contacts with county courts and state police, posting of caution notices by employers of trucks and in general to promote a spirit of co-operation in protecting the roads from unlawful damage by truck operations. The district committeeman should attend all meetings of his district unit and be notified of all regular association or director meetings and be eligible to attend and present any district matters he sees fit before either director or association meetings.

"It is my hope that if we can, right now, devote our short time allowed to perfecting an organization, something along the above outline that we will find we have made a very definite step towards getting in a much stronger position than we can fully realize at the present time. We will not only be working for the good of the highways and ourselves but we will have a means of contact with the builders and custodians of the state and county roads and I am certain these people will give more attention and be better satisfied to deal with an organized body rather than with scattered individuals where a program of co-operation is impossible.

"Now, if you see fit to endorse my view, we can proceed to organize and elect directors now, then after attending the hearing, we can again meet and go into all further details and discussions necessary.

"Respectfully submitted for your approval

"F. C. Walters
"of Walters-Bushong Lumber Co.
"Eugene Oregon"

"A resolution covering Exhibit 'A', being a form of

APR 22 1932

organization proposed in writing by F. C. Walters of the Walters-Bushong Lumber Co. of Eugene, under date of April 22, 1932 to form a state organization known as the Oregon Mill and Truck Operators Association with regional district units etc.

"Therefore, we as representatives of both mills and log trucking interests assembled in Salem this 22nd day of April, 1932, do hereby resolve to form this state wide organization and give the same our very best efforts to make it successful in every way."

"Be it resolved by the Oregon Mill and Truck Operators Association, that we adopt the following form of notice:

"Due to damage being done state and county highways by truck men violating speed and load limits, your industry and ours face a grave danger.

"The State Highway Commission and the County Courts have the authority and are entrusted with the duty of protecting the roads from unlawful abuse by log trucks and they are going to act. (See Oregon Journal, April 9th, Oregonian, April 10th), and county commissioners of any county.

"The truck men alone, by strictly complying with the trucking laws can possibly prevent any cuts in speed and load limits. You doubtless realize if such cuts are made during present low priced operating conditions that all owners of the smaller and more sensible sized log trucks will be unable to continue operation, this will not only put yourselves out of employment but also a large number of woods and mill men.

"Therefore, we as mill operators, depending on log trucks for logs and foreseeing the seriousness of the situation, regard it our duty to ask you from time to time to furnish us certified weights of any truck loads of logs we may think exceeds state or county weight limits and should you insist on violating these weight and speed limits, we will be compelled to stop further delivery of logs by your trucks to our mill."

"and have the same posted in conspicuous places at mill docks, landings etc. where all truck users may read its contents, and be given an active part and opportunity to co-operate with state and county officials in protecting the roads from unlawful and unnecessary abuse."

"Be it resolved by the Oregon Mill and Truck Operators Association, that it is their wish to have the state and county courts adopt a standard of weights per board foot log scale covering if necessary both old growth, fine grained timber and also second growth coarse grained timber.

APR 22 1932

4/22/32

"The railroads have adopted weight per board foot standards for use where scale weights are difficult to obtain and all mill or truck operators can furnish reliable data by having their trucks weighed both loaded and empty, using the net weight of logs thereon to be divided by actual board feet, log scale of logs forming the truck load at time of weighing.

"Our reason for asking the adoption of a weight unit per board foot log scale of truck loads is to first, furnish a means whereby a truck operator can fairly determine the weight he is allowed to carry at loading point. He can scale logs there but such points invariably have no weight scale facility and while a fair average weight per board foot log scale can be determined as above stated. It is found in practice that logs in the same locality will vary somewhat in relative weights as compared with other logs of same size and in the absence of a standard weight per foot log scale the operator is liable to be unconsciously overloaded and possibly be penalized.

"Further, by the adoption of a weight standard the truck operator would have no possible alibi when weighed up by state or county officials and found overloaded. We do not ask to waive road or scale weight as a constant check on board footage weight neither do we object to a different weight standard for different localities and class of timber should this be found necessary.

"However, we do respectfully ask you to please give this matter your consideration as we feel confident it will greatly assist in protecting careful operators and removing willful violators."

Senator Franciscovich stated that the organization known as the "Oregon Mill and Truck Operators' Association" has two objectives: first, to show on behalf of the logging interests that they wish to live up to the laws regulating the operations of logging trucks on the highways of the state with no intent or desire to violate any of them; and secondly, to recommend that the load weights be determined by log scale rather than by actual weighing. The use of a log scale to determine the weight, he stated, will permit the logger who is operating in the woods to judge more closely the weight of the load that is being put on the truck. He further stated that the interests he represented are willing to comply with the present laws regulating log hauling on highways, but if changes are made, as suggested by the State Highway Engineer, the log haulers will be put out of business. He further stated that it would be more fair for the Commission to adopt a resolution prohibiting all log hauling on the state highways rather than to limit the loads and speeds to such an extent that the truck men will be ruled off the road.

Chairman Scott called attention to the fact that it is necessary at times of the year for the Commission to order reductions in the allowable loads that may be transported over the highways since the roads when wet, and especially when the frost is leaving, will not support the weights that

they will support in the dry season. It was his opinion that the Commission cannot refuse to recognize that condition and must reserve the right to revoke a permit, to reduce the load and speed limits and, if necessary, to close the roads to traffic in order to protect them from damage. He asked the logging industry to cooperate with the Commission to its utmost to make for a moderate use of the highways, because if this is not done, he stated, it will result either in the destruction of the highways, or the people of the state will refuse to allow logs to be hauled over them since they were not constructed for that purpose.

Senator Franciscovich agreed with the Chairman that the load limits should be reduced under seasonal conditions but added that the permittee should be assured that these will be returned to the statutory limits as soon as the seasonal conditions have returned to normalcy.

Mr. Walters concurred with Senator Franciscovich in this matter and asked the Commission to limit its reduced orders to only those highways where conditions are such that reduced limits are required for their protection.

Mr. Puckett presented the following petition signed by representatives of the logging and lumber industries in Klamath County:

"We, the undersigned residents of Klamath County, petition the Oregon State Highway Commission to refrain from any further discrimination against log and lumber trucking on the highways of Oregon. Our community is dependent to a large degree on the logging and lumbering industry and we feel that that industry should be allowed the same weights and speed allowed other users of trucks on the Oregon state highways. It is not our intention to ask the Oregon State Highway Commission to allow the state highways to be abused but it would be a very serious handicap to general business conditions if permits for log and lumber hauling were revoked at this time." (46 signatures)

At the request of the Chairman, the Attorney gave the following statement relative to the legal authority of the State Highway Commission to regulate ordinary traffic, trucks and logging trucks on state highways: "The Legislature prescribed the weights and the limits and the conditions for most motor vehicles. For the moment we are thinking simply of trucks. It has fixed the weight and the maximum speed both as to axle and a train of vehicles for ordinary commodities and has left nothing for the Commission to say with regard to that operation except that if there is a particular state highway that is being damaged by the movement over that highway of any kind of traffic and the Commission is of the opinion that to preserve that road through some season or because it may have got into a condition that any kind of traffic would damage it, the Commission can issue an order and can further limit the weight of any vehicle that may go over that road, and can limit the speed of the vehicles for the period fixed in the order by the Commission. That is because the road itself

will not stand and applies to all traffic. When it came to fixing the provision of traffic that involves the moving of trucks, the law said that no trucks could haul logs without getting a permit from the Commission and said that the Commission could fix any limitation to protect the highway in that kind of traffic."

Mr. McCornack read an editorial from the Eugene Register-Guard, issue of April 10, 1932, under the heading "Trucks, Highways, Jobs, Etc." in which, among other things the editor states that "The Highway Commission has shown a very reasonable attitude toward this situation", and "Truckers will be unwise if they fail to cooperate in reforms which are necessary to protect highway investment and highway safety in this state."

Senator Garland spoke against a reduction of load and speed limits that will bar the logging trucks from the highways, his appeal being in behalf of the men now employed in the timber and in the sawmills who would be thrown out of employment if the logging trucks were regulated off the roads. It was his thought that the providing of employment is more important than saving the roads.

Ray Conway, representative of the Oregon State Motor Association, who was present, stated that it was his thought that the Highway Commission and its Engineer should provide and place in effect regulations that will adequately protect the highways. Also, if an operator violates these regulations he should be cautioned and in the event that he violates them habitually, then he should be denied the privilege of earning his daily bread at the expense of the other motorists.

The following statement was thereupon made by Chairman Scott: "The Commission has decided tentatively and for a test for experimental purposes over the next sixty days to apply a rigid enforcement of present regulations as to speed, which is limited to 35 miles; as to length of truck and trailer, which is 65 feet; as to weight maximum 17,000 pounds axle load for our paved highways and 16,000 pounds axle load for unpaved. We will try this for the next sixty days, which is approximately until July 1, when all of the present permits will expire. If at the end of this test period we find that these regulations have to be more severely and rigidly amended for the protection of our highways, that this Commission will then do. The State Police will be called upon to cooperate to the utmost in the enforcement of these regulations and any violation of these regulations will work an immediate forfeiture of the permit. The Commission has unanimously decided to make this test period over the next sixty days. It is very necessary that all of you representing the log hauling industry, the logging industry and the lumber industry shall cooperate to the utmost for the strict enforcement and protection of these highways. Otherwise the regulations will have to be severely amended for the protection of the interests of the people who pay for these highways for other purposes than log hauling."


A rising vote of thanks was given the Commission and its engineering staff by the delegation.

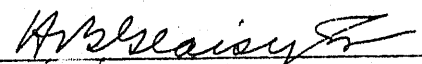
APR 22 1932

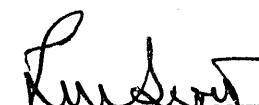
The Engineer explained to those present that only those highways that are hard surfaced with black top or concrete pavement will be considered as paved highways--oiled highways do not come in this class.

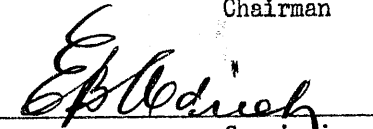
The Oregon Mill and Truck Operators' Association presented its "Records of Organization--Salem, Oregon, Apr. 22, 1932" to the Commission with the request that they be returned to the Secretary of the Association after copies have been made. Request approved by the Commission.

No further business coming before the Commission, the meeting was adjourned at 4:45 o'clock P. M.


State Highway Engineer


Secretary


Chairman


Commissioner


Commissioner

Portland, Oregon, April 27, 1932

At the call of the Chairman, the State Highway Commission met in special session at 6:00 o'clock P. M. in Room 209, Imperial Hotel. Present were:

Leslie M. Scott, Chairman
E. B. Aldrich, Commissioner
Carl G. Washburne, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Attorney
H. B. Glaisyer, Secretary

The Commission discussed the matter of including in its contracts for highway and bridge construction a clause to penalize contractors for failure to start and to complete their projects within the time limit specified in the provisions of the contract. The Engineer stated that the insertion of such a clause will be an advantage to the State and recommended that this be done. Whereupon, and after a further discussion, motion was made by Commissioner Washburne that a per diem penalty clause be included in the provisions of future highway construction contracts to provide that contractors will be penalized if they do not commence the work awarded them within the time limit specified. Motion was duly seconded by Commissioner Aldrich and declared by the Chairman to have carried by unanimous vote.

APR 27 1932

Consideration was then given by the Commission to the amount that contractors should be penalized for failure to start their projects within the time limit specified. It was decided by the Commission, by unanimous vote, that a per diem penalty of from \$50 to \$100 should be charged against the contractor and it was left to the Engineer's discretion to determine the exact amount.

Frank T. Morgan of Nyssa, Oregon, appeared before the Commission in behalf of the City of Nyssa and renewed its previous request that the State Highway Commission assume the balance of the obligation of this city in the cost of construction of the bridge over the Snake River at Nyssa, amounting to \$3,000. He presented a brief prepared by A. R. Millar, Recorder of the City of Nyssa, in which it was explained that the City is without funds to pay this indebtedness, which is due on May 1, 1932, because of the failure of the bank in which it had its deposit, and also in which the State is asked to pay this balance because the bridge is now the property of the State, is on a state highway, interstate in character, and for some years has been maintained by the State as a state highway bridge.

Chairman Scott informed Mr. Morgan that personally he would like to accommodate the City by assuming this obligation, but it was his thought that it was not proper to do so, looking at it from a state-wide viewpoint. It was the thought of Commissioner Aldrich that the assumption of this debt will establish a bad precedent for the Commission to follow. In reply to Commissioner Aldrich's inquiry as to why Malheur County cannot pay this claim, Mr. Morgan stated that the County's funds are obligated to pay off county bonds and for other purposes. After further discussion, the Chairman informed Mr. Morgan that the Commission will consider this matter further and will give him a definite answer tomorrow evening.

Fred R. Goddard, County Judge of Klamath County, and R. E. Bradbury, Klamath Falls, member of the Klamath County Unemployment Relief Committee, were present and asked the Commission to continue its unemployment relief work in Klamath County. Judge Goddard stated that the unemployment situation in Klamath County is growing more serious and that people who have heretofore had a small reserve fund to support themselves are now calling on the county for work to provide them with the bare necessities of life. The people want work, he stated, not charity.

Chairman Scott made the following statement: "The situation is that we need more funds than are now available to pay out on contract work that we have programmed for this year. We do not know where these funds are coming from. We have bonds due and payable this fall and more than \$1,000,000 to pay out for secondary state highways; also, there is a possibility that we will lose some of our revenue by the threatened reduction in license fees. It now appears that it will be necessary to issue more bonds to meet our current obligations and it is thought that the people of the state are opposed to more bond issues. If the emergency work is continued in Klamath County, it will be necessary to continue it all over the state. The Commission has not taken this action by its own volition, but has been forced to it simply because of lack of revenue." Speaking of contract highway work, he stated, "We believe

that the summer work by contract should afford some unemployment relief. We do not think that public highway funds should be diverted to relief and charity any more than has been done and there is no more reason why highway funds should be used for this purpose than any other state funds. There is a trust implied in one, the same as in the other." He further explained that the Commission is not starting any big new project, but is confining itself to the construction of the uncompleted gaps in existing highways and to betterment work. He informed the delegates that their request must be declined no matter how much the Commissioners would personally like to assist them.

In reply to a further plea of Judge Goddard, Chairman Scott called attention to the fact that the Commission has recently contracted the construction of the Merrill-Malin Section of The Dalles-California Highway at a cost of \$102,297.50, which represents about 12½% of the State's money that will be available for new construction this season.

Mr. Bradbury stated that the county is facing a serious economic problem with more than 1,000 men listed in their unemployment register; also that the construction of the Merrill-Malin Section and the oiling of the Klamath Falls-Lakeview Highway could better have been deferred until later and the money appropriated for these projects expended for further unemployment relief. It was his thought that the highway between Merrill and Malin could have been put in a satisfactory condition by patching rather than by reconstructing in its entirety. Judge Goddard did not agree with Mr. Bradbury in this statement. There followed a general discussion of the matter in which the Commissioners expressed themselves as follows:

Chairman Scott: "I think what you gentlemen have said here tonight will influence us greatly in spending any more money in Klamath County for oiling the Klamath Falls-Lakeview Highway." Commissioner Washburne: "We have given more time and consideration to the matter of the construction of the Merrill-Malin Section than to any other project and consented to do this work only after a personal inspection was made on the ground. This is not a Federal aid highway and we, therefore, lost Federal aid funds by so doing. Now it seems that we were wrong in authorizing the project, according to Mr. Bradbury's statement." Commissioner Aldrich: "The highway funds are provided by the motorists to build roads and not for unemployment relief. The people will be taken care of--we do it in Umatilla County where conditions are worse than in any other county of the state. We cannot sell \$1,000,000 bonds every three months; the people will not stand for it and it would spoil the credit of the State."

Chairman Scott then informed the delegates that the Commission has reached its limit in supplying unemployment relief funds; to go farther will require the sale of additional bonds which the people will not approve and in retaliation may vote a \$3.00 license fee which will ruin the credit of the State.

Parks Engineer S. H. Boardman, who was present, reported that he conferred with Senator Chas. K. Spaulding, former State Highway Commissioner,

4/27/32

relative to the purchase of the 120 acre tract belonging to Frank Chella of Silverton, adjoining the Silver Falls State Park in Marion County, and that Senator Spaulding agreed to sign the voucher in payment of the purchase price (\$8,000) provided that the present Highway Commission will also sign it. The Chairman and Commissioner Washburne both stated that they had inspected this tract and agreed that it is needed to complete the park area. In reply to the inquiry of the Chairman, the Attorney stated that he believed that the Commission is justified in acquiring this area for the State inasmuch as the purchase was approved by the unanimous vote of the former Commission and the deed has been recorded. Thereupon, motion was made by Commissioner Washburne that the expenditure of \$8,000 for the purchase of this area be approved, provided the voucher is also signed by the members of the former Highway Commission, which incurred the original obligation. Motion seconded by Commissioner Aldrich and declared by the Chairman to have carried by unanimous vote.

The Parks Engineer reported on his examination of the area included in the wye at the junction of the Pacific and McKenzie Highways at Springfield. He stated that to improve this area by filling in with good loam, the planting of grass seed and a few shrubs, and by the construction of a concrete curb around the tract, as requested by Mrs. Honeyman, Eugene, Chairman of the Roadside Committee of the Oregon Federation of Garden Clubs, will cost approximately \$500.00. He further reported that the Lions Club of Springfield has stated that it will take care of the property after it has been improved by the State, and Mr. Kirkwood, who owns a greenhouse directly across the highway from the area in question, has agreed to provide water for the tract free of cost. Commissioner Washburne stated that he thought the Commission should do nothing here unless satisfactory arrangements are first made for the upkeep of the property. He suggested that the Attorney prepare a suitable agreement with the Lions Club to provide for the upkeep of the area and that this be submitted to the Lions Club for acceptance. Suggestion approved by the Chairman and Commissioner Aldrich and declared by the Chairman to be the order of the Commission by unanimous vote.

The Parks Engineer reported on the matter of granting concession rights at Emigrant Park on the Old Oregon Trail in Umatilla County. He stated that two previous attempts have been made to operate concessions in this park, both of which resulted in failures on account of lack of patronage. He recommended against the granting of a concession at this time. Recommendation approved by the unanimous vote of the Commission.

Consideration was given by the Commission to a letter received by the Parks Engineer from Wm. Einzig, Secretary of the Board of Control, in which request was made that Mr. Boardman confer with the Superintendent of Champoeg Park and arrange to make additional improvements in this park area. The Parks Engineer explained that the former Highway Commission expended about \$600 in 1931 in cleaning up this park under his supervision, but he hesitated to continue this work without the approval of the present Commission, because this particular park is not one of those controlled by the State Highway Commission but is under the jurisdiction of the Board of Control and is being maintained by legislative appropriation. After further discussion, the

Attorney and the Engineer were instructed to reply to Mr. Einzig's letter to the effect that the State Highway Commission does not wish to assume any liability in connection with this park, which is now under the jurisdiction of the Board of Control and is being maintained by direct legislative appropriation.

The Parks Engineer made a temporary report on the matter of acquisition of timber strips adjacent to the Crater Lake Highway in Jackson County. He stated that there are about 500 acres of timber land involved here that should be preserved for their scenic beauty. These lands, he stated, are in private ownership and cannot be purchased for less than \$50 per acre, or a total of more than \$25,000, which he believed is prohibitive. He further stated that there is a possibility that this timber may be acquired by effecting an exchange for an equivalent amount of timber under the control of the Department of Interior on the Oregon and California land grant lands that have reverted in the Government. A full report on this matter will be made at a later date.

Chairman Scott reported that he had been interviewed by Allen Lewis, former owner of Ecola Park in Clatsop County, regarding the use of the buildings located on this property. He stated that Mr. Lewis desires the use of the house during the year 1932 without cost, in accordance with the terms of the sale to the State, and also desires its use in 1933 for which he is willing to pay a reasonable rental charge. The Chairman also reported that it is Mr. Lewis' thought that a number of trails and roadways should be constructed throughout the park and that the Commission should continue the services of his former caretaker, John Garrity, to look after this property. After some discussion, the matter was referred to the Engineer for a report.

The Secretary reported that notice has been received from the U. S. Department of Interior that the petition of the former State Highway Commission for the acquisition of 80 acres of land lying adjacent to the Klamath Falls-Lakeview Highway in Klamath County and described as the south one-half of the northwest quarter of Section 34, Township 37 South, Range 11 East, Willamette Meridian, has been approved and that the State may either acquire this area outright by purchase for the sum of \$200.00, or may lease it at the rate of \$10.00 per year. He explained that this is a timbered area in public ownership and is being acquired under the provisions of the Recreational Act of Congress, dated June 14, 1926. The Commission by unanimous vote decided to lease the property at the price quoted, \$10.00 per year, with the privilege of buying it outright later if it is so desired.

The Commission at this time considered the minutes of the meeting held April 6, 7 and 8, 1932. Reports as follows were rendered on matters contained therein:

Request of C. O. Garrett, Glendale, that new bridge over Cow Creek on the Pacific Highway in Douglas County be covered to prolong the life of the structure. The Engineer reported that he did not believe

the covering of this bridge is justified because it is a temporary structure built on temporary alignment and will have to be replaced later when the highway is reconstructed to modern standards. Report approved by the Commission.

Removal of snow from the Crater Lake Highway at the west entrance to Crater Lake Park: The Engineer reported that the revised estimate of cost for removing this snow is \$750.00, considering that the park officials will perform two days' work outside of the park boundary to reimburse the State for performing like service to open up the east entrance. The Chairman reported that he had approved the removal of the snow from the west entrance to this park upon receipt of information that the County Court of Jackson County had agreed to pay for the gasoline, oil and the services of one man to operate the snow plow and that the Superintendent of the Park had agreed to assist by working the park snow plow from the east side, without cost to the State, until it met the state plow coming in from the west side, notwithstanding the fact that this may take it outside the park boundary. Thereupon, motion was made by Commissioner Washburne that the action of the Chairman be approved. The motion was duly seconded by Commissioner Aldrich and declared by the Chairman to have carried.

Dump nuisance at east approach to the Interstate Bridge on the Columbia River at Vancouver, Washington: The Engineer reported that investigation reveals that signs forbidding the dumping of refuse on this site were erected more than a year ago and it appeared to him that the abatement of this nuisance is more properly a problem for the State Police to solve by a stricter enforcement of the laws than it is for action by the Highway Commission. For this reason, he stated, he has referred the matter to the Superintendent of the State Police. The Commission approved the report and action taken by the Engineer and instructed the Secretary to convey this information to Mrs. Honeyman, Eugene, Chairman of the Roadside Committee of the Oregon Federation of Garden Clubs.

The Commission at this time discussed the accident insurance rates recently established by the State Industrial Accident Commission. Motion was made by Commissioner Washburne that the Engineer investigate these rates and compare them with the rates of private companies. Motion seconded by Commissioner Aldrich and declared by the Chairman to have carried unanimously.

Purchase of a mud jack to raise sunken pavement: The Engineer reported that he had received a communication from the L. A. Snow Co., in which it states its willingness to furnish one of its machines for demonstration purposes on the Canyon Road (Tualatin Valley Highway) provided the State will furnish a truck and a couple of men to assist in the work. He requested authority to provide the truck and the men, which, he estimated, would cost about \$25.00 or \$30.00 per day. After due consideration, motion was made by Commissioner Washburne that the Engineer be authorized to arrange for the demonstration of this mud jack and to pay the expense of a truck and the men required to give it a fair trial, the work to be done under his personal supervision. Motion seconded by Commissioner Aldrich and declared by the Chairman to have carried by unanimous vote.

Consideration was given by the Commission to the request of the County Court of Lane County for the construction of the Cheshire-Harpole School Section of the Siuslaw Highway. The Engineer reported that the estimated cost of the construction of this section is \$50,000, of which the County has agreed to pay 50%. Also, the Commission has about \$415,000 available for construction purposes over and above the amount so far obligated for this year's work. This has accumulated, he stated, by reason of the low prices that have been received for projects contracted so far this year and by reason of personnel and salary reductions. It was the decision of the Commission that this project should be contracted this year. Whereupon, motion was made by Commissioner Aldrich that the construction of the Cheshire-Harpole School Section of the Siuslaw Highway be approved for construction this season and that it be advertised for bids to be received at the next meeting, provided Lane County agrees to pay 50% of the construction costs. Motion was duly seconded by Commissioner Washburne and declared by the Chairman to have carried by unanimous vote.

The Commission at this time set 10:00 o'clock A. M., Wednesday, May 18, 1932, as the date for the next meeting to be held in Portland, Oregon.

Request of Harold Jungck, Portland, that earth slide material which is being removed from the Canyon Road be used to fill low spots in front of his property on this road: The Engineer reported that his investigation reveals that Mr. Jungck is more interested in the construction of a rock wall in front of his property to prevent the recurrence of slides than he is in the disposal of the slide material. He, therefore, recommended against the improvement because of its cost, estimated at \$900.00, and also because it is likely other property owners in the vicinity will request like improvements in front of their properties, which will eventually run into an enormous amount of money. He further stated that there is a possibility that it may be necessary to widen the right of way of this highway at some future date in which case the rock walls will interfere and the State would have to reconstruct them if they were destroyed. Report approved by the Commission and the Secretary was instructed to inform Mr. Jungck that it is necessary to decline his request.

Complaint of Samuel C. Dick, Astoria, regarding actions of C. L. Gardiner, right of way buyer, in negotiations for right of way for widening the Oregon Coast Highway between Astoria and Seaside: The Engineer reported that investigation shows that Mr. Gardiner made no promises to Mr. Dick regarding the purchase of additional right of way for widening the highway at this point other than to inquire of Mr. Dick if it would be possible for the State to acquire land from him in the event that it was needed later for the improvement of this highway. He further stated that he was informed by Mr. Gardiner that the moving of the flowers and shrubs by Mr. Dick was done purely in anticipation of selling the property to the State, and not as a result of direct negotiations. The Engineer also stated that the Oregon Coast Highway is now 80 feet wide in front of the property joining the Dick property and it would be desirable to widen it in front of the Dick property if the land required can be purchased from

Mr. Dick at a reasonable price. The Engineer's report was accepted by the Commission and ordered filed. The matter of widening the highway in front of the Dick property was deferred by the Commission to the next meeting. The Engineer was instructed to prepare a map showing the Dick property and the highway in front of and adjacent thereto for the use of the Commission in its study of the matter.

The Secretary presented the application of Lieutenant Carlton F. Bond of the U. S. Army Air Corps, Vancouver, for permission to use the ocean beach at Cannon Beach and Ecola Park as landing fields for army airplanes. After some discussion in which the Commissioners expressed their disapproval of the designation as airplane landing fields of beach areas where beach traffic is congested as it is at these points, the matter was referred by the Commission to the Attorney for further investigation and full report.

The Commission discussed the matter of purchase of right of way for the improvement of the Lower Columbia River Highway in the vicinity of Burlington, Multnomah County. The Engineer reported that Mr. Rose, right of way buyer, contacted Mr. Harry Elbon who informed him that he would not sell his property, required for this improvement, for less than \$4,000. The Chairman reported that he interviewed Mr. Scritsmier, President of the Highway Home Company, concerning the purchase of the extra right of way required across the lands of that company but was unable to get him to reduce his previous offer to less than \$19,000. After further discussion, it was decided to institute condemnation proceedings to acquire the extra right of way required for this improvement. The Commission, by unanimous vote, instructed the Attorney to proceed with the condemnation suit in accordance with the decision agreed upon at the last meeting.

The Secretary presented a communication from G. B. McCluskey, City Attorney of Toledo, requesting a letter from the State Highway Commission to the effect that the Commission will not require the City to purchase additional right of way for the contemplated widening of the Corvallis-Newport Highway through their city until a further demand is made therefor by the Commission. Request approved by the Commission and the Secretary was instructed to write such a letter to the City of Toledo.

Regarding the employment of a publicity man: The Engineer recommended against the employment of a man in this capacity at the present time on account of the expense involved; also, because he thought that publicity matters can very well be handled by members of the present organization and by the Commissioners personally. No action taken by the Commission on this matter.

The Engineer recommended that the previous request of County Judge M. R. Biggs of Crook County that county engineering work in Crook County be performed by one of the state highway department engineers be denied because of the inconvenience that would be caused thereby. He stated that the engineering work on secondary state highways in that county will be performed by engineers of this department and that instructions have been given to that effect to Division Engineer K. D. Lytle, Bend. Recommendation approved by the Commission.

APR 27 1932

The Commission considered the resolution adopted and submitted by the Lake County Court requesting the Commission to perform the following highway work in Lake County: (1) oil the Lapine-East Forest Boundary Section of the Fremont Highway; (2) resurvey the Drews Valley Section of the Klamath Falls-Lakeview Highway; (3) resurvey the Lakeview-White Rock Section of the Fremont Highway; (4) allocate future funds that may be appropriated to Oregon by virtue of the provisions of the Oddie-Colton Act to the completion of the Lakeview-Burns Highway. The Engineer was instructed by the Commission to write the Lake County Court to the effect that the Commission finds that it is unable to comply with the request at the present time.

Motion was then made, duly seconded and carried unanimously, that the minutes of the meeting of the State Highway Commission for April 6, 7 and 8, 1932, be approved as read.

The Commission adjourned at 11:15 o'clock P. M. to reconvene at 8:00 o'clock A. M. on the following day in the same room.

Portland, Oregon, April 23, 1932

The State Highway Commission reconvened at 8:00 o'clock A. M. in Room 209 Imperial Hotel. Present were:

Leslie M. Scott, Chairman
E. B. Aldrich, Commissioner
Carl G. Washburne, Commissioner
R. H. Baldock, State Highway Engineer
H. B. Glaisyer, Secretary

Also present were J. M. Devers, Attorney for the Commission, and T. M. Davis, representing the U. S. Bureau of Public Roads.

County Judge Guy Boyington of Clatsop County appeared before the Commission and urged the early construction of the Hug Point-Neahkahnie Mountain Section of the Cannon Beach-Neahkahnie Mountain Road, the route designated by the former State Highway Commission as the alternate route for the Oregon Coast Highway between Seaside and Nehalem Bay. He stated that this highway is now either completed or under contract for construction as far south as Hug Point, but between this point and the Tillamook County line no road exists except the beach between Hug Point and Arch Cape. He asked that preference be given to this project, which he estimated will cost about \$200,000, over the construction of either the Wilson River Highway or the proposed short highway from Portland to the sea over the northern route.

The Engineer stated that his estimate of the cost to construct this section from Hug Point south to the north end of the grading project completed by Tillamook County in 1928, a distance of about 6.4 miles, is approximately \$400,000 and that to construct from Arch Cape (south end of the beach road in Clatsop County) to the Tillamook County grading, a

APR 28 1932

distance of about 4.5 miles, is approximately \$300,000. The matter was discussed at considerable length but a decision was deferred until later when it was thought the County Court of Tillamook County will appear to be heard on the same matter. However, it was tentatively agreed by all that when this project is constructed the County and the State will join in the construction costs on the basis of 50% county funds and 50% state funds.

Judge Boyington also requested the Commission to authorize the oiling of the Cannon Beach Road this season in the event that the construction of the highway south of Hug Point is not undertaken. He suggested that the unobligated portion of the \$25,000 contribution that the County makes to the State annually as cooperation in the cost of constructing the Cannon Beach-Neahkahnie Mountain Road amounting to about \$15,000, be applied to this work. Matter deferred by the Commission until later.

The Commission adjourned at 9:30 o'clock A. M. to conduct its regularly scheduled meeting to be held in Multnomah County Courthouse at 10:00 o'clock A. M. this day.

The State Highway Commission reconvened in Room 570 Multnomah County Courthouse at 10:00 o'clock A. M. with all members, the State Highway Engineer and the Secretary present.

Bids as follows were opened for highway construction projects in accordance with previously published notice:

WEST SIDE PACIFIC HIGHWAY
BENTON COUNTY SECTION
OREGON-WASHINGTON HIGHWAY
ADAMS-MILTON SECTION
BITUMINOUS PAVEMENT PLANING

J. C. Compton	\$18,750.00
W. C. Carpenter	20,250.00

PACIFIC HIGHWAY
NEW ERA-CANBY SECTION - GRADING

Fisher Bros.	\$30,723.40
Cochran Construction Co.	32,335.00
Wm. Endicott	32,831.00
John Slotte & Co.	32,969.50
Kern & Kibbe	33,880.00
Roy L. Houck	33,900.50
S. H. Newell & Co.	33,927.50
Gilbert & Goodwin	34,043.20
Dennis Construction Co.	34,548.50
Fred Christensen, Inc.	35,533.80
Fred H. Slate	35,698.00
Liesch & Tofte	35,753.00
Washburn & Hall	36,510.50

Cont'd

APR 28 1932

New Era-Canby Section - cont'd

Meyers Contract Co.	\$36,687.00
Theodore Arenz	36,697.20
J. A. Lyons	36,937.00
I. L. Young	38,038.22
Johnston, Hanson & Johnston	38,207.20
H. G. Johnson	38,453.50
Portland Sand & Gravel Co.	38,979.50
Joplin & Eldon	39,062.00
Earl L. McNutt	40,304.00
Edlefsen-Weygandt Co.	42,989.50
E. L. Gates	43,167.00
P. L. Crooks & Co., Inc.	43,752.00
A. C. Greenwood Co., Inc.	44,796.40
The United Contracting Co.	46,714.00
W. H. Puckett Co.	49,074.00
Jacobsen-Jensen Co.	49,234.00

OREGON COAST HIGHWAY
BERRY CREEK-FLORENCE SECTION - BITUMINOUS MACADAM AND OILING

Alternate "A" Alternate "B"

J. C. Compton	\$22,339.00	
J. F. Forbes	22,700.00	
F. J. Kernan	25,189.90	\$16,065.00
Theodore Arenz	26,177.50	
The United Contracting Co.	28,450.00	

McKENZIE HIGHWAY
HENDRICKS BRIDGE-SOUTH FORK BRIDGE SECTION
BITUMINOUS MACADAM AND OILING

Alternate "A" Alternate "B"

J. C. Compton	\$34,442.50	
J. F. Forbes	35,770.50	
F. J. Kernan	36,148.00	\$23,260.00
Theodore Arenz	41,645.00	
Joplin & Eldon	42,377.50	28,712.50
The United Contracting Co.	43,260.00	

COLUMBIA RIVER HIGHWAY
HEPPNER JUNCTION-UMATILLA COUNTY LINE SECTION
FURNISHING CRUSHED ROCK IN STOCK PILES

Schmeer & Williams	\$12,786.00
Hart Construction Co.	13,680.00
S. H. Newell & Co.	14,790.00

Cont'd

APR 28 1932

Heppner Junction-Umatilla County Line Section - cont'd

H. G. Johnson	\$15,410.00
I. L. Young	15,995.00
Portland Sand & Gravel Co.	16,315.00
J. S. Risley	16,450.00
Lyon & Price	16,702.00

SALMON RIVER HIGHWAY
BOYER-VALLEY JUNCTION SECTION
McMINNVILLE-TILLAMOOK HIGHWAY
DOLPH-SHERIDAN SECTION
BITUMINOUS MACADAM AND OILING

	Alternate "1"	Alternate "2"
Wren & Greenough	\$136,765.00	
A. Milne	137,381.55	\$120,736.40
C. L. Camp	140,268.10	124,507.40
A. C. Greenwood Co., Inc.		125,632.00
H. G. Johnson		127,665.00
Washburn & Hall	141,057.00	
Joplin & Eldon	146,078.75	128,032.50
Theodore Arenz	160,240.00	

OLD OREGON TRAIL
PENDLETON-EMIGRANT HILL SECTION
GRADE WIDENING, RESURFACING AND BITUMINOUS MACADAM

	Alternate "A"	Alternate "B"
Standard Asphalt Paving Co.	\$74,117.00	
Washburn & Hall	75,747.00	
J. F. Forbes	79,604.40	
J. C. Compton	80,890.00	
West Contract Co.	81,531.00	\$66,789.00
Dunn & Baker	82,871.50	
March Construction Co.	85,191.00	69,811.00
The United Contracting Co.	87,441.00	
Schmeer & Williams	88,122.40	72,483.00
Wren & Greenough	91,995.00	
Lyon & Price		71,161.50

SANTIAM HIGHWAY
TROUT CREEK-SODA FORK SECTION - GRADING

	Alternate "1"	Alternate "2"
Johnson Brothers Company	\$61,537.50	\$60,318.00
Cochran Construction Co.	65,017.00	63,812.00
Wm. Endicott	65,299.50	64,601.50

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APR 28 1932

Trout Creek-Soda Fork Section - cont'd

	Alternate "1"	Alternate "2"
Kern & Kibbe	\$73,502.00	\$72,518.50
Johnston, Hanson & Johnston	74,037.50	73,439.00
A. C. Greenwood Co., Inc.	74,643.50	74,108.00
Washburn & Hall	74,645.00	73,386.90
Clarence Young	74,730.00	73,765.00
J. A. Lyons	75,660.00	74,407.50
Liesch & Tofte	78,204.50	77,458.00
S. H. Newell & Co.	79,087.00	77,783.00
Portland Sand & Gravel Co.	79,336.50	78,208.00
Slate Construction Co.	80,805.00	80,070.00
Earl L. McNutt	81,609.50	81,150.00
H. G. Johnson	82,727.50	82,263.50
F. L. Odom & C. A. DuRette	84,029.00	
W. H. Puckett Co.	86,769.50	86,445.00
Wren & Greenough	86,797.50	85,760.00
Joplin & Eldon	87,230.50	86,372.00
I. L. Young	88,045.00	88,644.50
E. L. Gates	89,413.00	88,177.50
Meyers Contract Co.	91,147.00	89,874.50
F. C. Dillard	96,724.00	95,975.00
Parker-Schram Co.	99,200.00	97,915.00
P. L. Crooks & Co., Inc.	108,340.00	107,375.00

COLUMBIA RIVER HIGHWAY
DESCHUTES RIVER TUNNEL SECTION - ROADBED WIDENING

P. L. Crooks & Co., Inc.	\$11,760.00
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OLD OREGON TRAIL
THREE BRIDGES ON DURKEE-GALES SECTION

R. H. Jones	\$3,481.00
A. Ritchie & Co.	3,662.00
Tom Lillebo	3,710.20
Horn & Robson	3,940.50
Lilly & Kelly	3,950.00
A. C. Greenwood Co., Inc.	4,579.00
Gabbey & McNeil	4,827.00

UMPQUA HIGHWAY
BRIDGE OVER PARADISE CREEK

Tom Lillebo	\$15,206.00
Barham Bros.	15,769.50
Liesch & Tofte	15,835.50
F. L. Odom & C. A. Du Rette	16,460.00
R. H. Jones	16,890.00

Cont'd

APR 28 1932

Bridge over Paradise Creek - cont'd

C. A. Catching	\$17,055.00
O. N. Pierce	17,475.00
J. F. Johnston	17,760.00
C. J. Montag	17,975.00
Lindstrom & Feigenson	18,165.00
Clackamas Construction Co.	18,985.00
A. C. Greenwood Co., Inc.	19,040.00
Geo. B. Sedgwick	19,965.00
I. L. Young	24,958.00

OREGON COAST HIGHWAY
FURNISHING FERRY SERVICE ACROSS ALSEA RIVER AT WALDPOR

Per Month

Roosevelt Highway Ferry Co.	\$1,640.00
Gunnell Bros.	1,847.08
Orth Mathiot	1,898.00
Slate & Slate	1,905.00
J. S. Middleton	2,200.00

NORTH PORTLAND ROAD (SECONDARY STATE HIGHWAY NO. 120)
BRIDGE OVER O.-W. R. R. & N. CO. RAILWAY TRACKS

Barham Bros.	\$8,709.50
R. H. Jones	8,896.50
F. L. Odom & C. A. DuRette	9,174.50
Lindstrom & Feigenson	9,812.00
O. N. Pierce	9,996.10
Gilpin Construction Co.	10,253.50
Geo. B. Sedgwick	10,643.00
Parker-Schram Co.	11,328.00
E. F. Balgemann	11,396.00
Clackamas Construction Co.	12,280.50
I. L. Young	14,076.00

COLUMBIA RIVER HIGHWAY
WIDENING DILLON OVERCROSSING

Barham Bros.	\$11,251.60
F. L. Odom & C. A. DuRette	12,720.00
Lindstrom & Feigenson	12,787.00
Clackamas Construction Co.	12,865.50
R. H. Jones	13,044.00
C. J. Montag	13,791.00
Tom Lillebo	16,074.00

MALHEUR, HARNEY AND GRANT COUNTIES
150 MILES AERIAL SURVEY - JUNTURA-BURNS AND DALE-LONG CREEK

Sawyer Photo Service, Inc.	\$1,191.75
Intermountain Aerial Surveys, Inc.	2,178.00
W. C. Brubaker	2,300.00

The Chairman announced that the awards of contracts will be made at 5:00 o'clock P. M. this day in this room.

The Commission adjourned at 12:30 o'clock P. M. to reconvene at 2:00 o'clock P. M. this day in the same room.

The State Highway Commission reconvened at 2:00 o'clock P. M. in Room 570 Multnomah County Courthouse with all members, the State Highway Engineer and the Secretary present.

Bids were received and opened for the purchase of all or any part of \$172,000 Oregon state highway bonds, being the bonds remaining unsold of the million dollar issue of short term bonds authorized by the State Highway Commission pursuant to its resolution of March 3, 1932 of which \$828,000 were sold on March 16, 1932. After due consideration of the bids received, the Commission approved the sale of the bonds by unanimous vote. Thereupon the following resolution covering the matter was offered by Commissioner Washburne, who moved its adoption:

WHEREAS, at a meeting of the State Highway Commission held March 3, 1932, a resolution was regularly adopted, directing that bids be invited for the purchase of all or any part of One Million Dollars par value of the bonds authorized under the provisions of Section 44-801 to Section 44-810, being Chapter 8, Oregon Code 1930, and

WHEREAS, as a result of said call for bids, bids were received on March 16, 1932 and there was sold by the Commission of said authorized issue bonds in the sum of Eight Hundred Twenty Eight Thousand Dollars (\$828,000), the remaining One Hundred Seventy Two Thousand Dollars (\$172,000) in bonds being unsold at that time because of a lack of bidders, and

WHEREAS, thereafter at a meeting of the State Highway Commission held April 6, 1932, a resolution was regularly adopted directing that bids be invited for the purchase of all or any part of One Hundred Seventy Two Thousand Dollars (\$172,000) par value of the bonds authorized under the provisions of Section 44-801 to 44-810, inclusive, being Chapter 8, Oregon Code 1930, said \$172,000 in bonds being the balance of said \$1,000,000 issue, and

WHEREAS, said resolution authorized the invitation and receipt of sealed bids for the purchase of such bonds, which said sealed bids were to be received at Multnomah County Courthouse, Portland, Oregon, at two o'clock P. M. on the 28th day of April, 1932;

and further directed that said bids should be opened by the Commission in Multnomah County Courthouse, Portland, Oregon, at a meeting to be held at said place at the hour of two o'clock P. M. on the 28th day of April, 1932, and

WHEREAS, said 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: Daily Journal of Commerce, Morning Oregonian and Oregon Journal, each published at Portland, Oregon, and The Bond Buyer, published in New York City, and

WHEREAS, said resolution required each bid to be accompanied by a certified check for five per centum of the par value of the bonds and further required that said bonds be dated April 1, 1932, bearing interest from said date, and required the bidders to pay the amount of their bid, with accrued interest to be added thereto from April 1, 1932, until the date of the payment of the purchase price, and that the full purchase price from the sale of such bonds shall be payable upon the delivery of said bonds, and that an opinion be secured from Storey, Thorndike, Palmer & Dodge, attorneys of Boston, Massachusetts, showing the validity of such bond issue as a prerequisite to issuance thereof; and further provided 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 further provided that bids be received for all or any part of the One Hundred Seventy Two Thousand Dollars (\$172,000) par value of said bonds, and

WHEREAS, notice of such sale was duly given by the Secretary of the State Highway Commission as required by said resolution, by publication thereof in the above named publications, proof of which publication has been filed in the form of affidavits and now is before this Commission and the same has been duly considered, and

WHEREAS, the State Highway Commission of the State of Oregon is now at this time, to wit: at the hour of two o'clock P. M. of the 28th day of April, 1932, sitting in regular session in Room 570 Multnomah County Courthouse, Portland, Oregon, all members present and participating, and

WHEREAS, pursuant to said resolution and published notice the following bids for specified amounts of said bonds have been received by the State Highway Commission, and have now at this time been opened publicly in the presence of the Commission and duly filed, to wit:

Bidder	Par Value of Bonds	Interest Rate	Amount of Bid
The First National Bank of Portland	\$37,000	6% per annum	\$37,130.98 plus accrued int.
	10,000	6% per annum	10,026.20 plus accrued int.
	50,000	6% per annum	50,015.00 plus accrued int.
	75,000	6% per annum	75,000.00 plus accrued int.
Blankenship, Gould & Keeler	15,000	6% per annum	15,000.00 plus accrued int.
The Bank of California	6,000	6% per annum	6,000.00 plus accrued int.
J. D. Leonard	5,000	6% per annum	5,000.00 plus accrued int.
M. L. Holzman	2,000	6% per annum	2,000.00 plus accrued int.

APR 28 1932

each of which said proposals or bids was accompanied by a certified check in the amount of five per centum of the par value of the amount of the bond for which the respective bid was submitted, as required by said resolution and published notice, and each of which proposals and bids was based upon an interest rate of six per centum per annum on the par value for the specified amount of such bonds for which the bid was submitted, and

WHEREAS, each of the said respective proposals and bids of The First National Bank of Portland, Blankenship, Gould & Keeler, The Bank of California, J. D. Leonard and M. L. Holzman, was and is the lowest rate of interest bid for the respective amounts of the said bonds as shown above, and therefore the most satisfactory bids received for said bonds, and

WHEREAS, each of the said bids was and is in accordance with the requirements of the said resolution of the State Highway Commission and the notice published for the receiving of bids and sale of said bonds, and

WHEREAS, the total amount of the bids received in accordance with the requirements of the said resolution of the State Highway Commission and the notice published for the receiving of bids and the sale of said bonds was and is in the sum of Two Hundred Thousand Dollars (\$200,000) while the total amount of the par value of the bonds provided for and proposed to be sold was and is in the sum of One Hundred Seventy Two Thousand Dollars (\$172,000), leaving a balance of Twenty Eight Thousand Dollars (\$28,000) par value of said bonds for which bids have been received but which said bonds are not available for sale, and

WHEREAS, The First National Bank of Portland submitted a bid for Ninety Seven Thousand Dollars (\$97,000) of par value of said bonds at a premium, and the balance of the bids submitted were based upon par value of said bonds, and

WHEREAS, the State Highway Commission finds that it is and will be to the best interests and advantage of the State of Oregon to sell the said Ninety Seven Thousand Dollars (\$97,000) worth of said bonds at the premium prices bid and to pro rate the balance of said bonds among the respective bidders submitting bids at par value for said bonds, NOW, THEREFORE,

BE IT RESOLVED, that the said bids be and they hereby are accepted in the respective amounts of par values of bonds of the State of Oregon authorized under Sections 44-801 to 44-810, inclusive, being Chapter 8, Oregon Code 1930, as follows, to wit:

Bidder	Par Value of Bonds	Interest Rate	Amount of Bid
The First National Bank of Portland	\$37,000	6% per annum	\$37,130.98 plus accrued int.
	10,000	6% per annum	10,026.20 plus accrued int.
	50,000	6% per annum	50,015.00 plus accrued int.
	54,000	6% per annum	54,000.00 plus accrued int.
Blankenship, Gould & Keeler	11,000	6% per annum	11,000.00 plus accrued int.

APR 28 1932

4/24/32

The Bank of California	\$5,000	6% per annum	\$5,000.00 plus accrued int.
J. D. Leonard	4,000	6% per annum	4,000.00 plus accrued int.
M. L. Holzman	1,000	6% per annum	1,000.00 plus accrued int.

BE IT FURTHER RESOLVED, that the Secretary of the State Highway Commission be and he hereby is authorized, empowered and directed to cause to be lithographed and printed one hundred seventy-two (172) One Thousand Dollar (\$1,000) bonds bearing interest at the rate of six per centum per annum, each of said bonds to have attached thereto one interest coupon payable October 1, 1932, said bonds to mature and become due and payable on the first day of October, 1932, said bonds to be designated as Series No. 3 and numbered 9909 to 10080, both numbers inclusive, and that the form of said bond shall be the form of bond approved by the Attorney General on October 24, 1931, until the purchase price therefor has been paid.

BE IT FURTHER RESOLVED, that the Governor, Secretary of State and State Treasurer be and they hereby are requested to sign the said bonds as required by law, and that the Secretary of this Commission be and he hereby is directed to print the facsimile signature of each of said officers upon the coupon attached to each of such bonds.

BE IT FURTHER RESOLVED, that the Secretary of this Commission be and he hereby is instructed to request Storey, Thorndike, 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 is favorable, that said transaction be consummated by the exchange of said bonds for the purchase price thereof with accrued interest thereon, and that the said proceeds and bonds 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 coupon of each 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 a form heretofore adopted by the State Highway Commission and that they be non-registered bonds.

The motion was duly seconded by Commissioner Aldrich and was declared by the Chairman to have carried unanimously.

L. P. Harmon of Harmon & Tittle, highway contractors to whom the former State Highway Commission awarded the contract for the grading of the Gate Creek-Nimrod Section of the McKenzie Highway in Lane County, contract No. 1278, appeared before the Commission and asked that consideration be given to their claims for additional compensation arising out of this contract. Matter referred by the Commission to the Engineer for investigation and report.

J. J. Tobin, Mayor of Newport, Oregon, was present and urged the Commission to take over and maintain the county road extending from the Oregon Coast Highway to the state park known as "Devil's Punch Bowl" at Otter Rock in Lincoln County, a distance of about 2275 feet, and to erect an appropriate sign at the junction of the highway and the county road directing tourists to this park. The Chairman informed Mr. Tobin that the road to the park is not on the state highway system; hence, the Commission cannot legally expend state money for its improvement. However, if Lincoln County will accept this road as one of its secondary state highways, the State Highway Commission will maintain it with secondary state highway funds and will put up an appropriate sign as requested. Commissioners Aldrich and Washburne concurred with the Chairman in this matter. The Chairman also informed Mr. Tobin that it is the desire of the Commission to cooperate in local improvements such as this, but it must have local cooperation. In connection with this matter, the Secretary presented letters from N. H. Sherwood, G. Jones and J. C. Snyder of Otter Rock, and a petition signed by property owners of Road District No. 6, Otter Rock, requesting the Commission to take over and improve this road. These communications were ordered filed in the records of the department. Upon motion, which was duly seconded and carried by unanimous vote, the Engineer was instructed to investigate the park premises and was authorized to take whatever precautionary measures he finds necessary to protect the general public.

Merle Pfost, President, Intermountain Aerial Surveys, Inc., Boise, Idaho, appeared before the Commission at this time and presented samples of his company's work in support of the bid submitted by it at the morning session for the making of aerial surveys of the Juntura-Burns Section of the Central Oregon Highway and the Range-Long Creek Section of the Pendleton-John Day Highway. The Commission deferred making a decision in this matter until a statement was received from the low bidder, Sawyer Photo Service, Inc., Portland. The Engineer was instructed to request Sawyer Photo Service, Inc. to present samples of its work and submit its qualifications. Appearing later in the interests of Sawyer Photo Service, Inc. were Harold J. Graves and James Clark. They stated that Mr. Sawyer is not prepared to furnish samples of his aerial photograph work at this time but will gladly do so if the Commission will allow him a few days to go into the air and take some pictures. They explained that Mr. Sawyer is well qualified to do aerial photography, having had several years' experience under the direct supervision of Capt. Erickson while connected with the U. S. Army Air Corps at San Diego, California. The reason that samples of this work cannot be furnished, they stated, is because the rules of the Army strictly prohibit the use of its photographs for civilian purposes. They also stated that they have all the equipment necessary to do the work of the Commission in accordance with its requirements. After due deliberation, the Chairman stated that the Commission has decided to reject the low bid of Sawyer Photo Service, Inc. and award the contract to the second low bidder, Intermountain Aerial Surveys, Inc., Boise, Idaho, because the Commission has not been convinced of the sufficiency of the equipment and the experience of the low bidder. He informed the representatives of Sawyer Photo Service, Inc. that this decision is made without prejudice against Mr. Sawyer, but on account of the lack of evidence that he can render the service that the Commission requires.

4/28/32

and because the Commission cannot wait for Mr. Sawyer to furnish this evidence, it being necessary to rush this work to early completion.

County Judge Guy Boyington and County Commissioners Wm. Larson and Jas. Elliott of Clatsop County appeared before the Commission in the interests of the Cannon Beach-Neahkahnie Mountain Road. Action on this matter was again deferred by the Commission until the next meeting to permit the County Court of Tillamook County, which is also interested in this improvement, to be present and join in the discussion; also to allow the Engineer time in which to prepare an estimate of the cost of constructing on the new alignment through Arch Cape.

Request was also made by the Clatsop County Court for the oiling of the road leading from the Oregon Coast Highway into Camp Clatsop, about 400 yards in length, for the benefit of the Oregon National Guard. The Engineer stated that this road is neither a state highway nor a secondary state highway; hence state funds cannot be expended in its improvement. He suggested that it be designated as a secondary state highway and that secondary funds be used for the oiling, but the County Court objected to this because its secondary funds have been obligated for this year. After further discussion the Commission informed the Court that the State Highway Department will oil this road if the Oregon National Guard will pay the costs incident thereto.

The Clatsop County Court repeated its request for the oiling of the Cannon Beach Road about five miles in length, and suggested that the cost thereof be paid out of the \$25,000 contribution which Clatsop County makes to the State each year, in accordance with its agreement with the former State Highway Commission, provided the Commission decides not to do any construction work south of Arch Cape this season. The Engineer stated that about three miles of the Cannon Beach Road have been constructed to state highway standards and he estimated that it will cost approximately \$10,000 to recondition the balance and to oil as requested by the County Court. The Chairman informed the Court that the Commission will look this project over in the near future and in the meantime the matter will be referred to the Engineer for further information.

Commissioner Washburne presented a letter directed to him by Dan Johnston, attorney of Eugene, in behalf of W. H. Nichols, also of that city, in which the Commission was requested to construct an approach roadway to Mr. Nichols' garage, situate adjacent to the McKenzie Highway at what is known as Rock House grade. Mr. Johnston stated in his letter that Harmon & Tittle, highway contractors who constructed the highway in front of Mr. Nichols' property, agreed to build a satisfactory driveway to his garage and did fill in some large rock and loose earth, but left the driveway in such a condition that it cannot be used. He asked that this be remedied at once. The matter was referred by the Commission to the Engineer for investigation and report.

A petition signed by B. B. Helfrich of Vida and other property owners and residents of the McKenzie River district was filed with the Commission. They requested that the McKenzie Pass Section of the McKenzie Highway be cleared of snow and opened to travel as soon as possible. The request was

denied by the Commission and the Secretary was instructed to inform the petitioners that the Commission has no funds at the present time for this purpose; also, if the Commission should undertake to open up this highway it would expect to receive local cooperation in the cost thereof.

The State Highway Engineer requested authority to advertise for bids for the paving of Elk Creek Tunnel, situate on the Umpqua Highway near Elkton. He stated that the estimated cost of paving this tunnel with bituminous macadam is \$4,300 and with cement concrete about \$10,000. He recommended the concrete type of pavement because of the deteriorating effect the dampness in the tunnel would have on the bituminous type, and also because the concrete type would be much safer for traffic. He explained that Douglas County is cooperating to the extent of 25% in the cost of this construction. After due deliberation by the Commissioners, a motion was made by Commissioner Washburne that the Engineer be authorized to construct a concrete pavement throughout the length of this tunnel and to advertise this project for bids to be received at the next meeting. Motion was duly seconded by Commissioner Aldrich and was declared by the Chairman to have carried by unanimous vote.

The Engineer asked for authority to erect Port Orford cedar mile posts along the right of way of the Klamath Falls-Lakeview Highway, the cost of which, he stated, will be about \$2.50 per post, or a total of about \$225.00. He stated that mile posts are used to very good advantage for reference purposes in connection with the designation of maintenance sections, etc. Motion was made by Commissioner Washburne that the Engineer be authorized to erect mile posts as requested. It was duly seconded by Commissioner Aldrich and carried by unanimous vote.

A letter was received from Crow's Pacific Coast Lumber Digest in which the Commission was asked to consider the use of wood in the construction of the bridges for which bids were received at the morning session. Action in this matter was deferred by the Commission until later in the session.

Consideration was given by the Commission to the suggestion of the Engineer that the working day of maintenance and shop crews be shortened to seven hours. He stated that in adopting a seven-hour day a saving of not less than \$50,000 per year will be effected, and asked for authority to put this schedule into effect about the first of June or July when the spring maintenance work is completed. Motion was made by Commissioner Aldrich that the Commission approve a seven-hour work day for maintenance and shop crews as suggested by the Engineer and that he be authorized to put this into effect at his discretion. The motion was duly seconded by Commissioner Washburne and declared by the Chairman to have carried by unanimous vote.

The Engineer reported that he planned on eliminating three patrol crews next month which will result in a saving to the State of about \$25,000 per annum. Motion was made by Commissioner Aldrich and seconded by Commissioner Washburne that the State Highway Engineer be authorized to discontinue the services of three patrol gangs at his discretion. Motion was declared

4/28/32

by the Chairman to have carried by unanimous vote.

The Engineer stated that there accumulates at the various highway shops from time to time a lot of old and used equipment, materials and supplies which are no longer needed by the department. He suggested that a Board of Survey consisting of three members; viz., one Commissioner, the Equipment Engineer and the State Highway Engineer, be appointed to condemn and sell such equipment, materials and supplies to the bidder submitting the highest bid therefor. After due consideration, motion was made by Commissioner Washburne that such a board be created and that, for the purpose of advertising such equipment for sale, it be authorized to proceed with the making of a preliminary inventory and appraisal of the equipment, materials and supplies that are no longer needed. Motion was duly seconded by Commissioner Aldrich and declared by the Chairman to have carried by unanimous vote.

The Engineer then reported that there is excess oiling equipment on hand at the state highway shops, valued at about \$13,000, which will not be needed hereafter by the State Highway Department because the oiling work, for the most part, is now being done by contract. He recommended that this equipment be advertised for sale, bids to be received at the next meeting. Upon motion of Commissioner Washburne which was duly seconded by Commissioner Aldrich and declared by the Chairman to have carried by unanimous vote, the Engineer was authorized to advertise for sale the above mentioned oiling equipment.

The Commission was informed by the Engineer that Mr. J. W. Lewis, Superintendent of the State Flax Industry at the Penitentiary, wishes to purchase one of the Highway Department's old trucks for use around the State Flax Plant. He stated that a suitable truck is available at the Salem highway shops and recommended its sale to the State Penitentiary at \$150.00. The Attorney advised the Commission that it has the legal authority to sell this truck without advertising for bids and, at the request of the Commission, he read the statute covering this point. Thereupon, the following resolution covering this matter was introduced by Commissioner Washburne who moved its adoption:

WHEREAS, pursuant to the provisions of Section 44-144, Oregon Code 1930, the Highway Commission is vested with authority to sell, exchange or dispose of any obsolete, worn out, or otherwise unsuitable equipment that the Commission may have on hand, when, in its judgment, such sale and disposition is to the financial benefit of the State, and

WHEREAS, the Highway Commission has on hand a certain truck, which for purposes of identification is described as a 1½ ton Packard truck, the motor number of which is #107900, highway department number 657, and which said truck was procured from the Federal Government in 1922 as a part of the war equipment made available to the several states, and

WHEREAS, in the judgment of the Highway Commission, said truck is in such worn out, deteriorated condition, and is so obsolete as to be unsuitable for further use by the State of Oregon by

its State Highway Department, and

WHEREAS, the Oregon State Penitentiary has offered to purchase said truck and pay therefor the sum of \$150.00, and

WHEREAS, in the judgment of the Commission, the acceptance of said offer and the sale and disposition of said truck for the said sum of \$150.00 will be, and is, in the interests of public policy, and for the financial benefit of the State,

THEREFORE, BE IT RESOLVED, that the offer of the Oregon State Penitentiary, in the sum of \$150.00, for said truck be, and said offer hereby is, accepted,

BE IT FURTHER RESOLVED, that the State Highway Engineer be, and he hereby is, instructed and directed to deliver the said truck to the Oregon State Penitentiary, and accept therefor, in full payment thereof, the said sum of \$150.00,

BE IT FURTHER RESOLVED, that said Engineer be, and he hereby is, instructed and directed to pay said sum of \$150.00 to the State Treasurer to the credit of the state highway fund, and file with said Treasurer a complete report of said sale, together with a copy of this resolution,

BE IT FURTHER RESOLVED, that the Secretary of this Commission be, and he hereby is, instructed to enter this resolution in the minutes of the Commission.

Motion was duly seconded by Commissioner Aldrich and carried unanimously.

A communication was presented from the County Court of Morrow County in which the Commission was requested to allocate Federal forest road monies that may be available, to the construction of the Hardman-Chapin Creek Section of the Heppner-Spray Highway. The Secretary was instructed by the Commission to inform the County Court that all of the forest highway funds have been pledged for this year, but that its petition will be considered this fall at the joint conference with the representatives of the Bureau of Public Roads and the Forest Service for the programming of forest highway funds for next year.

The Secretary presented a copy of a resolution adopted by Keno Grange No. 719, Klamath County, in which the State Highway Commission was requested to designate as a secondary state highway the county road extending from the Green Springs Highway at Keno southerly to the California state line near Dorris, California. The Secretary was instructed to acknowledge receipt of the resolution and to inform the Grange that the request for this designation must be initiated by the Klamath County Court.

A letter was presented from the County Court of Lincoln County in which the Commission was asked to approve the following described extension

4/28/32

of the Siletz Market Road No. 2 in Lincoln County: Beginning at the north end of the Siletz Market Road No. 2 at Cedar Creek, and extending north and north-westerly along the Siletz River to a junction with the Oregon Coast Highway at or near Kernville in Lincoln County. The Engineer recommended that the County Court's request be granted. Thereupon, motion was made by Commissioner Aldrich, duly seconded by Commissioner Washburne, and carried by unanimous vote, that the extension of Siletz Market Road No. 2 be approved as requested.

A letter was presented from the Hood River Chamber of Commerce in which request was made for the removal of ice and snow on the Mt. Hood Highway so that the entire length of the highway will be open to traffic. The Engineer submitted an estimate showing that it will take about seventeen days and will cost about \$2,400 to open up this highway. It was the decision of the Commission that the removal of the snow at this time is premature, but that action will be taken at a more opportune time if local cooperation is provided. A similar decision was rendered in connection with the requests for the removal of snow at McKenzie Pass on the McKenzie Highway.

The Secretary presented a letter from M. Peterson, Grand Ronde, in which request was made for the construction of a footpath along the right of way of the McMinnville-Tillamook Highway at Grand Ronde for the benefit of school children and other pedestrians. The Commission decided that it cannot very well undertake the construction of footpaths for one community without doing it for all. However, there is no objection to the local authorities constructing their own; also, permits for the construction of footpaths along the highways will be granted upon request, provided they are built in accordance with instructions from the State Highway Engineer and are maintained at the sole cost and expense of the permittee. A similar decision was rendered in connection with the petitions of West Hills Unit, American Legion, and the United Presbyterian Church, Multnomah, for the construction of a footpath along the West Side Pacific Highway near the West Portland School in Multnomah County.

A letter was presented from Gordon Shaw, Portland, Oregon representative of the Amateur Bicycle League of America, requesting a permit to conduct bicycle races on the highways of Oregon. The Secretary was instructed to refer this matter to the Department of State Police for appropriate action.

The Commission at this time reconsidered the matter of granting permits for the use of the ocean beach for aircraft landing fields. It was decided to grant permits of this kind only when the Commission is fully convinced that it will be to the best interests of the public. It was the thought of the Commission that at no time should a permit be granted for the use of the beach at Cannon Beach for this purpose.

A letter was presented from the Newport Chamber of Commerce and the Newport Lions Club, requesting the early completion of the unfinished sections of the Oregon Coast Highway. No action was taken on these requests since the Commission is now doing all that it can to open this highway to travel.

The Secretary presented a letter, directed to Governor Julius L. Meier by Ecola Hotel, in which request is made for the oiling of the Cannon

Beach Road before the beach season begins. The Engineer reported that the road from Cannon Beach Junction to Cannon Beach is in condition to receive an oil treatment, but this is not true of the main street in Cannon Beach and the road southerly therefrom. The Commission decided to look this project over personally before making a decision.

A petition was presented from property owners, businessmen and citizens of Reedsport, in which the Commission was requested to designate Fourteenth Street, instead of Fifteenth Street, in that town, as the connecting street between the state highway and Rainbow Plaza for the routing of traffic to the state ferry slip at the foot of Rainbow Plaza. The Engineer stated that the route now in use is on Fifteenth Street. He recommended the continuance of the Fifteenth Street route because it will provide a more direct connection to the Umpqua Highway for traffic going to Scottsburg and Drain. The matter was referred to the Engineer to ascertain the reason why this change to Fourteenth Street is being asked by the people of Reedsport.

The Secretary presented a permit from the City of Reedsport by which the State of Oregon, acting through its State Highway Commission, is granted permission "to construct, operate and maintain a ferry slip at the junction of Rainbow Plaza and the west bank of the Umpqua River in Reedsport, Oregon." This permit was accepted by the unanimous vote of the Commission and ordered filed in the records of the State Highway Department.

The Commission at this time discussed the claim of Edward M. Cousin and Cora M. Cousin, his wife, Portland, for extra right of way purchased by the State from them for the widening and improving of the Pacific Highway between Oswego and Portland. The following resolution regarding this matter was adopted by the unanimous vote of the Commission:

WHEREAS, in connection with the further improvement of the Pacific Highway near Oswego it was deemed by the Highway Commission necessary that there be acquired from Edward M. Cousin and Cora M. Cousin for right of way purposes certain real property, and

WHEREAS, the Highway Commission was unable, after extended negotiations, to reach a satisfactory agreement with said owners, and, therefore, on recommendation of the Attorney, and after the adoption of the formal and necessary resolution, a condemnation proceeding was instituted for the purpose of appropriating for public purposes the real property desired, and which was described in the complaint, and

WHEREAS, it now appears that a compromise settlement has been accomplished, as a result of which the said owners have deeded to the State of Oregon certain real property described in the deed, and have quitclaimed to the State of Oregon certain other property described in said quitclaim deed, and have executed and delivered to the State a release acknowledging full settlement of all claims for damages and releasing the State from any further

4/28/32

claim as a result of the appropriation of said properties for right of way purposes, which conveyances and release have been made by the owners of said property and delivered to the State in consideration of the payment by the State of the sum of \$1750.00, and

WHEREAS, it now appears, that said instruments should be accepted and properly recorded in the deed records of Clackamas County, and thereafter filed with the records of the Highway Commission,

THEREFORE, BE IT RESOLVED that the foregoing settlement be approved, that the warranty deed, the quitclaim deed and the instrument of release be accepted and placed of record in the deed records of Clackamas County, and thereafter filed with the records of the Highway Commission,

BE IT FURTHER RESOLVED, that a voucher be prepared and approved by the Commission calling for the payment of the said sum of \$1750.00 to the said grantors, and that said voucher be then put through for payment in the regular way,

BE IT FURTHER RESOLVED that the Secretary be instructed to record this resolution in the minutes of the Commission.

Consideration was given by the Commission to the claim of Hood River County in the sum of \$100, for advancing the cost of acquiring extra right of way from V. T. Beauregard for the widening of the Mt. Hood Highway, about one-half mile east of Hood River. It was explained to the Commission that this extra right of way was purchased by the County at the request of the former Highway Commission, in accordance with the terms of an agreement between the former Commission and the County Court whereby the County agreed to pay three-fourths of the cost and the State one-fourth. For the sake of convenience, the County advanced the State's share, \$100, and now asks to be reimbursed in conformance with the previous understanding. It was also explained that the deed has been delivered to the State, that the title is clear, and all taxes have been paid. Thereupon, motion was made by Commissioner Washburne that the County's claim for reimbursement in the sum of \$100 be approved for payment. Motion duly seconded by Commissioner Aldrich and declared by the Chairman to have carried by unanimous vote.

The Secretary presented the report of the Engineer relative to the planting of rose bushes along the right of way of the Pacific Highway between Portland and Salem by the Women's Advertising Club of Portland. The Commission offered no objections to the planting of roses along this section of highway.

At 5:00 o'clock P. M. the Chairman announced the following awards of contracts for which bids were received and opened at the morning session, the awards having previously received the unanimous approval of the Commission:

Roadbed widening of Deschutes River Tunnel Section of the Columbia River Highway in Wasco County. The only bid submitted for this work is that

of P. L. Crooks & Co., Inc., Portland, at \$11,760.00, which bid is considerably in excess of the Engineer's estimate. Mr. Crooks, who was present, stated that their bid included the construction of a timber shed for the protection of traffic and is based on their experience in this kind of work. The Engineer recommended, inasmuch as only one bid was received, that it be rejected and the project readvertised, bids to be received at the next meeting. The Engineer's recommendation was approved by the unanimous vote of the Commission.

Benton County and Adams-Milton Sections of the West Side Pacific and Oregon-Washington Highways in Benton and Umatilla Counties, 32.5 miles of bituminous pavement planing. The low bid is that of J. C. Compton of McMinnville at \$18,750.00. The second low bid is that of W. C. Carpenter of Los Angeles at \$20,250.00. The contract is awarded to J. C. Compton, the low bidder, at his bid of \$18,750.00.

Grading of the New Era-Canby Section of the Pacific Highway in Clackamas County. The low bid is that of Fisher Bros., Oregon City, at \$30,723.40. The second low bid is that of Cochran Construction Co., of Spray, at \$32,335.00. The contract is awarded to Fisher Bros., the low bidders, at their bid price of \$30,723.40.

Bituminous wearing surface and oil mat surface treatment, Berry Creek-Florence Section of the Oregon Coast Highway in Lane County. The low bid is that of J. C. Compton of McMinnville on Alternate "A" at \$22,339.00; no bid on Alternate "B". The second low bid is that of J. F. Forbes of Olympia on Alternate "A" at \$22,700.00; no bid on Alternate "B". The contract is awarded to the low bidder, J. C. Compton, at his bid of \$22,339.00 on Alternate "A".

Bituminous macadam and oiling of Hendricks Bridge-South Fork Bridge Section of the McKenzie Highway in Lane County. The low bid is that of J. C. Compton of McMinnville on Alternate "A" at \$34,442.50; no bid on Alternate "B". The second low bid is that of J. F. Forbes of Olympia on Alternate "A" at \$35,770.50; no bid on Alternate "B". The low bid being that of J. C. Compton at \$34,442.50 on Alternate "A", the contract is awarded to Mr. Compton at that figure.

Furnishing crushed rock for Heppner Junction-Umatilla County Line Section of the Columbia River Highway in Morrow and Gilliam Counties. The low bid is that of Schmeer & Williams of Portland at \$12,766.00. The second low bid is that of Hart Construction Co. of La Grande at \$13,680.00. The contract is awarded to Schmeer & Williams, the low bidders, at the bid submitted, \$12,766.00.

Bituminous macadam and oiling of the Boyer-Valley Junction Section of the Salmon River Highway and Dolph-Sheridan Section of the McMinnville-Tillamook Highway in Polk and Yamhill Counties. The low bid is that of Wren & Greenough of Portland on Alternate "1" at \$136,765.00; Alternate "2" no bid. The second low bid is that of A. Milne of Portland on Alternate "1" at \$137,381.55, and Alternate "2", \$120,736.40. The low bid being that of

Wren & Greenough at \$136,765.00 on Alternate "1", the contract is awarded to that company at that figure.

Grade widening, resurfacing and bituminous macadam of the Pendleton-Emigrant Hill Section of the Old Oregon Trail in Umatilla County. The low bid is that of Standard Asphalt Paving Co. of Spokane at \$74,117.00 for Alternate "A"; no bid on Alternate "B". The second low bid is that of Washburn & Hall of Portland at \$75,747.00 for Alternate "A"; no bid on Alternate "B". The low bid being that of Standard Asphalt Paving Co. at \$74,117.00 on Alternate "A", the contract is awarded to that company at that figure.

Grading of the Trout Creek-Soda Fork Section of Santiam Highway in Linn County. The low bid is that of Johnson Brothers Company of Klamath Falls at \$60,318.00 on Alternate "2" and \$61,537.50 on Alternate "1". The second low bid is that of Cochran Construction Co. of Spray at \$63,812.00 for Alternate "2" and \$65,017.00 for Alternate "1". The contract is awarded to Johnson Brothers Company on its bid of \$60,318.00 for Alternate "2".

Aerial surveys between Juntura and Burns on the Central Oregon Highway, and between Dale and Long Creek on the Pendleton-John Day Highway in Malheur, Harney and Grant Counties. The low bid is that of Sawyer Photo Service, Inc. of Portland, at \$1,191.75. The second low bid is that of Intermountain Aerial Surveys, Inc. of Boise, at \$2,178.00. The third low bid is that of W. C. Brubaker, Portland, at \$2,300.00. After due consideration the Commission is not convinced of the sufficiency of the equipment and service of the low bidder, Sawyer Photo Service, Inc. for this work; therefore, the Commission is awarding the contract to the second low bidder, Intermountain Aerial Surveys, Inc. at \$2,178.00.

Three bridges on the Durkee-Gales Section of the Old Oregon Trail in Baker County. The low bid is that of R. H. Jones of Baker at \$3,481.00. The second low bid is that of A. Ritchie & Co., also of Baker, at \$3,662.00. The contract is awarded to R. H. Jones, who is the low bidder, at \$3,481.00.

Bridge over Paradise Creek on the Umpqua Highway in Douglas County. The low bid is that of Tom Lillebo of Reedsport at \$15,206.00. The second low bid is that of Barham Bros. of Salem at \$15,769.50. The contract is awarded to Tom Lillebo, the low bidder, at his bid price of \$15,206.00.

Furnishing ferry service across Alsea River at Waldport in Lincoln County for one year, beginning June 1, 1932 and ending May 31, 1933. The low bid is that of Roosevelt Highway Ferry Co. of Newport at \$1,640.00 per month. The second low bid is that of Gunnell Bros. of Marshfield at \$1,847.08 per month. The contract is awarded to the Roosevelt Highway Ferry Co. at its bid price of \$1,640.00 per month.

Bridge over O.-W. R. R. & N. Co. railway tracks on the North Portland Road (Secondary State Highway No. 120), near the north limits of Portland, Multnomah County. The low bid is that of Barham Bros. of Salem at \$8,709.50. The second low bid is that of R. H. Jones of Baker at \$8,896.50. The contract is awarded to Barham Bros., the low bidders, at \$8,709.50.

Widen concrete bridge over the O.-W. R. R. & N. Co. railway tracks at Dillon on the Columbia River Highway in Wasco County. The low bid submitted is that of Barham Bros. of Salem at \$11,251.60. The second low bidder is F. L. Odom and C. A. DuRette of Salem at \$12,720.00. The Commission accepts the low bid of Barham Bros. at \$11,251.60 and awards the contract to them.

Consideration was given by the Commission at this time to the matter of reconstruction of the Salem North Section of the Pacific Highway, which project is on the Commission's program for construction in 1932. The following resolution, instructing the Engineer to make the necessary surveys for this improvement and instructing the Attorney to negotiate for and acquire the necessary rights of way, was offered by Commissioner Washburne, who moved its adoption:

WHEREAS, that certain state highway known and designated as State Highway No. 1, and otherwise known as the Pacific Highway, was originally constructed along a route or alignment which followed generally the route and alignment of the old county road, and

WHEREAS, the present alignment of said highway involves many sharp curves, abrupt depressions and changes in grade, and other imperfections in alignment and roadbed which in the opinion of the Commission are hazardous and impose upon the general traveling public unnecessary inconveniences, and

WHEREAS, the Highway Commission has heretofore declared its purpose to improve said highway by widening and leveling the grade, eliminating sharp curves and otherwise straightening and improving said alignment, and

WHEREAS, in order to effect such improvement in alignment and roadbed it has been found necessary to procure at various places along said route additional rights of way, THEREFORE,

BE IT RESOLVED, that the State Highway Engineer be and he hereby is instructed to make all necessary surveys for the purpose of determining the extent and quantity of rights of way needed for said improvement, and said Engineer is instructed to furnish the Commission's attorney with all facts, surveys and other data necessary to enable said attorney to procure such additional rights of way.

BE IT FURTHER RESOLVED, that the attorney be and he hereby is instructed to do and perform all things required by law for the accomplishment and acquisition of said rights of way and to negotiate with the owners of the respective properties for the acquisition of the same.

Motion was duly seconded by Commissioner Aldrich and declared by the Chairman to have carried by unanimous vote.

Consideration was given by the Commission to the matter of carrying private insurance on state property in the custody of the State Highway Department. The Attorney stated that a legal question has been raised by William Einzig, Secretary of the State Board of Control, as to whether the State Highway Commission has the right to carry private insurance and pay the premiums therefor out of the state highway funds. He further reported that the Attorney General, in a similar case of the State Industrial Accident Commission, has given his opinion that this cannot be done. Figures were given by the Attorney showing that the premiums paid during 1931 for private insurance amounted to approximately \$35,335 and that losses which were paid by the insurance companies totalled about \$9,943. In view of these figures, he questioned the advisability of continuing to carry private insurance on state highway property, assuming that the percentage of loss per year would be no greater than that for the year 1931. The Attorney inquired whether the Commission desires to continue this kind of insurance, provided further investigation discloses that sufficient protection cannot be secured from the State under the provisions of the State Restoration Act. After further discussion, the Commission referred the matter to the Attorney for further information and a complete report.

The Engineer reported that pursuant to the authority granted him by the State Highway Commission at the meeting held on March 17, 1932, he has placed reduced load limit signs on the following secondary state highway bridges:

Owyhee River Bridge on Secondary Highway No. 450, near Adrian in Malheur County--combined weight of load and vehicle restricted to 6 tons.

SNAKE River Bridge (known as the Big Bend Bridge) on Secondary State Highway No. 452, near Adrian in Malheur County--combined weight of load and vehicle restricted to 8 tons.

Motion was made by Commissioner Washburne, duly seconded by Commissioner Aldrich, that the action of the Engineer in placing reduced load limits on the above mentioned bridges be approved. The Chairman declared the motion carried by unanimous vote.

The Engineer reported that he has made the following awards of contracts which were referred to him at previous meetings with power to act:

Furnish ferry service across the Umpqua River at Reedsport in Douglas County from May 16, 1932 to May 15, 1934, for which bids were received on March 16. Contract awarded to the Umpqua River Navigation Co. of Gardiner at its bid price of \$1,800.00 per month.

Furnish ferry service across the Siuslaw River at Florence in Lane

County from May 16, 1932 to May 15, 1934, for which bids were received on March 16. Contract awarded to Coos Bay Ferry Co. & Colter Bros. of Astoria at their bid price of \$1,500.00 per month.

Hot Lake-Union Section of the Old Oregon Trail in Union County, 4.92 miles of bituminous macadam construction, bids opened on April 7, 1932. Contract awarded to J. C. Compton of McMinnville at his bid price of \$21,615.00 on Alternate "A".

Dillon-Biggs Section of the Columbia River Highway in Wasco and Sherman Counties, 11.10 miles of bituminous macadam construction, bids opened on April 7, 1932. Contract awarded to Dunn & Baker of Klamath Falls at their bid price of \$44,765.50 on Alternate "A".

Motion was made by Commissioner Washburne that the awards of the contracts, as made by the Engineer, be confirmed. Motion was duly seconded by Commissioner Aldrich and declared by the Chairman to have carried by the unanimous vote of the Commission.

The Engineer reported that Contract No. 1264 with Wren & Greenough for the construction of a highway roadbed and tunnel on the Elk Creek Tunnel Section of the Umpqua Highway in Douglas County was completed on March 2, 1932, in accordance with the requirements of the contract or modifications thereof, and that said job is now ready for acceptance and final payment. Therefore, the following resolution was offered and adopted by the unanimous vote of the Commission:

WHEREAS, the Engineer has reported that State Highway Commission contract No. 1264, with Wren & Greenough, for the construction of a highway roadbed and tunnel on the Elk Creek Tunnel Section of the Umpqua Highway in Douglas County, has been completed according to the terms and provisions of the said contract, and that said job is now ready for acceptance and final payment:

NOW, THEREFORE, BE IT RESOLVED, that the work covered by said Highway Contract No. 1264 be declared completed according to the terms of the said contract, and said job is hereby accepted and the Engineer is hereby instructed to prepare the final estimate for payment.

The following requests for extensions of time within which to complete highway contracts were presented to the Commission:

C. A. Catching, contract No. 1316 for the construction of a bridge over Cow Creek on the Pacific Highway near Glendale in Douglas County, requested an extension of time of sixty days to May 31, 1932. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the unanimous vote of the Commission.

J. F. Johnston, contract No. 1322 for the reconstruction of the south approach to the overcrossing over the Southern Pacific railway tracks

at Comstock on the Pacific Highway in Douglas County, requested an extension of time of 45 days to June 15, 1932. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the unanimous vote of the Commission.

The Attorney reported that, in accordance with previous instructions, he had conferred with Mr. Laber regarding the matter of securing an extension of time to permit the State to fulfill its part of the agreement covering the acquisition of right of way for the proposed improvement of the Columbia River Highway through the town of Cascade Locks in Hood River County. He stated that Mr. Laber is willing to modify the provisions of the original agreement to provide extra time for the moving of the buildings that now occupy the new right of way and will submit the detailed modifications in writing at a later date for the acceptance of the Commission. The Attorney's report was accepted by the unanimous vote of the Commission and the Attorney was instructed to confer further with Mr. Laber to work out the details of the proposed modified agreement.

The Commission adjourned at 5:15 o'clock P. M. to reconvene at 6:30 o'clock P. M. this day in the Imperial Hotel.

The State Highway Commission reconvened at 6:30 o'clock P. M. in Room 205 Imperial Hotel, with all Commissioners, State Highway Engineer and the Secretary present. Also present were J. M. Devers, Attorney, and W. H. Lynch, District Engineer of the U. S. Bureau of Public Roads.

The following communications were presented to the Commission by the Secretary:

Letter from the Chairman of the Highway Committee of the Minnesota House of Representatives requesting the names and addresses of the owners of "tourist cabins" in the State of Oregon. The request was denied because of the loss of time and expense involved in securing this data.

Letter from Redwood Empire Association transmitting a copy of a "Master Schedule of Recommendations Affecting the Redwood Empire System of State and Federal Highways", which calls attention to the necessity for the early reconstruction of the Hayes Hill Section of the Redwood Highway and the three mile section of this highway north of the California-Oregon state line in Josephine County. Action on this matter was deferred.

Letter from Baker County Chamber of Commerce supporting the Lakeview Chamber of Commerce and other organizations in their desire to secure a state highway extending from Burns in Harney County to Lakeview in Lake County, and thence to the California state line; also requesting that the construction of this highway be financed from funds secured from the Government under the provisions of the Oddie-Colton Act. Action on this matter was deferred until it is known how much, if any, funds will be available to Oregon under this Act.

Letters from U. L. Upson, representing Uptown Portland Association

and Northwest Oregon Development Association, requesting a more equitable distribution of state highway funds with particular reference to the five northwest counties. No action was taken by the Commission.

Resolution adopted by the Oregon Manufacturers' Association, commending the Commission for the action taken in favoring the use of domestic manufactured steel as opposed to foreign made steel in state highway contracts. Resolution accepted by the Commission with thanks and ordered filed.

Letter from Joseph Commercial Club urging the Commission to extend the Wallowa Lake Highway from Joseph, the present terminus, to the resort at the head of Wallowa Lake, a distance of about six or seven miles. The Engineer stated that this district is now served by a fair county road and while it is not constructed on proper grade lines, it is surfaced and serves very well for the amount of traffic that it now carries. After due consideration, the request was denied. The Secretary was instructed to inform the Club that this project is not in the Commission's program for this year; therefore, it is necessary to decline its request because there are no funds for this purpose.

Letter from Southeast Portland Lumber Co., objecting to any change being made in the present rules and regulations governing the truck hauling of logs and piling on state highways. The Secretary was instructed to acknowledge receipt of this communication and inform the writer thereof that the State Highway Engineer is making an investigation to determine, if possible, the amount of damage that is done to the highways by reason of the trucking of logs thereon. Also, that no change will be made in the present regulations until this investigation is complete, which will be about July 1, 1932.

George B. Herington, Executive Secretary, Portland Chapter, Associated General Contractors of America, and Wm. H. Feigenson of Lindstrom & Feigenson, contractors to whom the State Highway Commission awarded the contract for the construction of the bridge over the Clackamas River on the East Portland-Oregon City Highway in Clackamas County, appeared before the Commission at this time and discussed the newly established rates published by the State Industrial Accident Commission and the effect that these will have on highway construction projects. They stated that the acceptance of the new rates will create an unjustified hardship on contractors who have bid on work under the old rates and now find that their insurance has been increased in some instances as high as 60%. They asked the Commission to assist them in securing relief from this situation, if possible. Mr. Feigenson stated that because of this insurance rate increase his company stands to lose about \$4,000 in connection with the Clackamas River bridge contract, which they secured at a low figure prior to the announcement of the new insurance rates by the State Industrial Accident Commission. After further discussion, during which Mr. Herington and Mr. Feigenson were informed that the Commission can give them no direct relief in this matter, the Attorney was instructed to confer with the members of the State Industrial Accident Commission and ascertain whether arrangements can be

effected with that Commission for the retention of the old insurance rates in connection with highway contracts that were awarded by the State Highway Commission prior to the announcement of the new insurance rates.

Frank Morgan, Nyssa, reappeared before the Commission regarding the request of the City of Nyssa that the State Highway Commission assume the balance of that city's indebtedness for the construction of the bridge over the Snake River at Nyssa, amounting to \$3,000. He was informed by the Chairman that the Commission has decided after due deliberation that it can not legally assume this obligation; therefore, it is necessary to decline the request.

The Engineer inquired as to whether or not he should include in his plans for the improvement of the Salem North Section of the Pacific Highway provisions for the construction of berms 5 feet wide on each side of the highway to be used for future footpath construction. He stated that on account of the narrowness of the present right of way, material is lacking with which to construct the berms and if the Commission wishes provision made for them, it will be necessary to borrow dirt for this purpose, which will increase the cost of the project about two or three thousand dollars. He recommended the construction of a berm five feet wide on only one side of the highway for the time being. After due consideration of the matter, the Engineer's recommendation was approved by the Commission and he was instructed to provide for the construction of only one berm 5 feet wide at this time. Motion to that effect was made, duly seconded and carried by the unanimous vote of the Commission.

The State Highway Engineer requested authority to install a merit and demerit system in the state highway organization for state force construction employees similar to the systems now in use by the various railroad companies. It was his thought that the installation of such a system would maintain a greater efficiency among the employees of the department and would act as a safeguard to the general public and to the Commission. After a full discussion of the matter, motion was made by Commissioner Washburne that the Engineer's plan for a merit and demerit system be approved and that he be authorized to install and put into effect such a system at his discretion. Motion was duly seconded by Commissioner Aldrich and declared by the Chairman to have carried by unanimous vote.

The Engineer discussed with the Commission the matter of making payments for secondary state highway work. The Attorney advised that the law recites nothing about the lapse in payment of secondary highway funds to the counties, but it does recite that the Commission must spend each year in the respective counties an amount equal to that which would be raised by a one mill levy in those counties. It was his thought that if the Commission obligates the expenditure of such amounts during any one year, the legal requirements will have been satisfied and the actual expenditures may then be made the following year.

The Engineer also asked for instructions concerning the furnishing of engineering service to the counties in connection with market road

work. He stated that a situation exists in Yamhill County whereby the County Clerk will not honor vouchers for the payment of market road work unless the voucher bears the endorsement of the State Market Road Engineer. Due to the fact that the State Market Road Department was recently discontinued in the department reorganization, the question now arises who is to approve these vouchers. The Attorney stated that the old market road law required that bills incurred in connection with market road work should be signed by the Market Road Engineer; however, the new law creating the system of secondary state highways does not include such a requirement. Therefore, in his opinion, the approving of the market road vouchers is a matter that should be worked out by the respective county courts, unless the State Highway Commission wishes to pay the expense of a resident engineer to do this. No action was taken by the State Highway Commission on this matter.

The Commission at this time discussed the matter of truck hauling of logs and piling on the Mt. Hood Highway. The Chairman read a letter from Martin Lennartz, Gresham, to Governor Meier, concerning this matter, in which objection was made to the ruling of the Commission prohibiting the trucking of logs and piling on this highway. The Chairman stated that he had talked to two men in the adjoining room about this during the dinner hour and that he had told them he would present the matter to the Governor, but up to July 1, 1932, the engineers will continue their investigations to determine what, if any, damage is being done to the highways throughout the state by reason of this class of operation. Commissioners Aldrich and Washburne approved the action taken by the Chairman in this matter. It was decided by unanimous vote of the Commission that hereafter the permittee to whom a log hauling permit is issued shall be required to furnish public liability insurance in the sum of \$10,000/\$20,000 for each truck that he operates in this class of service.

The Commission at this time adjourned to Room 209 Imperial Hotel and continued its consideration of highway department matters.

The Engineer reported that he received a letter some time ago from Wm. Einzig, Secretary of the Board of Control, notifying him of the schedule of prices that has been adopted by the Board of Control for state employees to follow in incurring state expense for board and lodging. According to this schedule, he stated, the Board will approve expense accounts for hotel room with bath up to \$2.50 per day. He further stated that, since the receipt of Mr. Einzig's notice, he received another from W. W. Ridehalgh, Supervisor of Transportation, of the Board of Control, listing certain hotels throughout the state where room and bath may be secured for \$2.00 per day and stating that expense accounts exceeding this amount for these items will not be approved. In view of the fact that he has already circulated a letter of instructions to department employees in conformity with the notice received from the Secretary of the Board of Control and also because of the uncertainty as to the source from which official instruction of this kind should come, he now asks the Commission for advice to guide his actions in the future. The Attorney stated that the State Highway Commission has legal authority to fix its own rules.

After due deliberation, the Chairman suggested that the Engineer follow up his previous circular letter with another advising employees that the Board of Control has notified all state departments that a hotel room with bath may be obtained at \$2.00 per day, if the employee will inform the hotel management that he is a state employee, and ask the employee to do this in the interests of economy. The suggestion was approved by Commissioner Washburne and carried by unanimous vote of the Commission.

The Engineer presented a chart showing the department's estimate of receipts and requirements for the current year in graphic form. He stated that there is a possibility that the department will be somewhat financially embarrassed about July 1 if a moratorium on the collection of motor vehicle license fees is declared, as has been indicated by newspaper accounts. The Chairman stated that he would interview the Governor on the following day concerning this matter.

The Engineer reported that the County Court of Yamhill County desires to have the State Highway Commission advertise for bids for the completion of the bridge over the South Yamhill River and also for the construction of a short trestle near this bridge on Secondary State Highway No. 153, between Amity and Bellevue. The bridge over the South Yamhill River, he stated, consists of a 120-foot steel span with eight 19-foot trestle bents, and the entire cost of the two structures will amount to about \$9,800, which will be paid for from the secondary state highway funds apportioned to Yamhill County. Motion was made, duly seconded, and declared by the Chairman to have carried unanimously, that the request of the Yamhill County Court be approved upon receipt by the Commission of a proper petition from the Court.

Authority was requested by the Engineer to widen and reconstruct the existing bridge over Fulton Canyon on the Columbia River Highway in Sherman County estimated to cost about \$2,800. He stated that this is necessary because the highway has been straightened at this point throwing the bridge slightly out of alignment. After due consideration, motion was made by Commissioner Washburne, duly seconded by Commissioner Aldrich and declared by the Chairman to have carried by unanimous vote, that the Engineer be authorized to advertise this project for bids to be received at the next meeting.

J. H. Woodcock, Maupin, appeared before the Commission and volunteered to assist the Engineer in making the reconnaissance survey of the proposed highway extending from Mitchell on the Ochoco Highway in Wheeler County northwesterly to Antelope in Wasco County. He stated that he is well acquainted with this part of the state, having lived there for many years, and offered his services without cost to the State. The Commission accepted Mr. Woodcock's offer with thanks, and instructed the Engineer to get in touch with Mr. Woodcock before making this survey.

The Engineer requested instructions as to whether he should continue the use of "Gasco Road Binder" in connection with highway surfacing work. He stated that this is a local product, manufactured by the Portland Gas & Coke Co., Portland, and has been used by the department for the past six years. However, last year the company was notified that the Highway Department would

be unable to use any more of this product unless the price were reduced. He explained that while the cost of "Gasco Road Binder" is less per ton than asphalt, it is more costly when measured by the gallon, being two mills more per gallon than asphalt, or about \$300 on the basis of a 150,000 gallon purchase. He further explained that this material can be used to good advantage in some localities, especially during the winter months. After further discussion, the Commission instructed the Engineer to negotiate with the Portland Gas & Coke Co. and ascertain if it will reduce its price for this material.

Instructions were requested by the Engineer as to whether or not he should provide for the service of a caretaker at Lava River Caves Park adjacent to The Dalles-California Highway south of Bend during the coming tourist season as has been done in previous years. He explained that this is a state park and the Lava River Caves located therein are quite an attraction to tourists because they are considered a geological phenomenon, and it has heretofore been one of the duties of the caretaker to act as a guide to tourists who may wish to inspect them. For his services the caretaker has received the sum of \$50.00 per month from the State Highway Department; the balance of his compensation he receives from the rental of small lanterns to tourists for their use in inspecting the caves. After due consideration, the Commission by unanimous vote authorized the Engineer to employ a caretaker for this park during the months of June, July and August, 1932, at a salary of not to exceed \$50.00 per month.

Consideration was given by the Commission to the matter of erecting markers at the ends of each Federal aid project so that these sections upon which Federal cooperation has been secured may be more easily identified. W. H. Lynch, District Engineer, Bureau of Public Roads, who was present, recommended that this be done and suggested the erection of signs or posts with appropriate wording for this purpose. This plan was also recommended by the State Highway Engineer. After due consideration, motion was made by Commissioner Washburne that the Engineer be authorized to erect an appropriate marker at each end of each Federal aid project for identification purposes. Motion was duly seconded by Commissioner Aldrich and declared by the Chairman to have carried by unanimous vote.

A telegram was presented from the Klamath County Chamber of Commerce requesting the continuance of the Commission's highway unemployment relief work in that county. The Secretary was instructed to reply that the Commission finds it necessary to decline its request because of the lack of funds for this purpose.

The Commission discussed the arrangements for the Rogue River Bridge Dedication ceremonies to be held at Gold Beach on May 28, 1932. The Engineer was instructed to invite Mr. H. B. Van Duzer, former Chairman of the State Highway Commission, to make the presentation speech; if Mr. Van Duzer is unable to attend, then the Engineer is to see that this invitation is extended to former State Highway Commissioner C. E. Gates of Medford.

A resolution was presented from the Gresham Berry Growers, Inc., endorsing the action taken by the State Highway Commission in discontinuing the emergency hand labor highway work which has been carried on during the last few months as an unemployment relief measure. The Secretary was instructed by the Commission to acknowledge receipt of this communication and to thank the Gresham Berry Growers, Inc. for its expression.

The Engineer reported that he has had under consideration for some time past the adoption of a system of identifying state highways by numbers rather than by name as is now being done. He stated that the number system is now used in most of the states and in Canada, and reports indicate that it has proved very advantageous. It has also proved very satisfactory in Oregon where it is now in use along the state highways that have been designated as U. S. Highway Routes, and it was his recommendation that the system be extended to include all of the state highways not so designated. A design of a marker to be used in connection with this system was presented by the Engineer for inspection. He believed the design, which is in the shape of the Oregon shield, to be appropriate and recommended its use. After due deliberation, the Commission voted unanimously to adopt a numbered system of state highways as recommended by the Engineer, and also by unanimous vote approved the design of the highway marker which he submitted. The Engineer was authorized by the Commission to proceed with the erection of signs, constructed in conformity with this design, as necessity demands.

The Chairman at this time announced that a committee has been appointed by Governor Meier to be known as the Motor Vehicle License Fee Revision Committee, which is to act in an advisory capacity with the State Highway Commission in the study of the proposed revision of the present schedule of motor vehicle license fees. Members of this Committee are: T. R. Conway, Secretary of the Committee; Dr. E. B. McDaniel, Portland; Ralph Hamilton, Portland; Ben Osborne, Portland; A. B. Robertson, Condon; R. W. Sawyer, Bend; B. E. Harder, Medford; Lafe Compton, Coquille; J. E. Smith, Salem, and M. C. Glover, Eagle Creek; also, Governor Julius L. Meier and members of the State Highway Commission. The Chairman stated that it was proposed to pay the expenses incurred by the members of this Committee in the performance of their duties out of the state highway funds. After due consideration of this matter, the following resolution covering the matter was introduced and was adopted by the unanimous vote of the Commission:

WHEREAS, there has been appointed by Honorable Julius L. Meier, Governor of Oregon, a committee whose duties and functions are to study, investigate and assemble facts and statistics affecting the revenues now provided by law for the redemption of the interest and principal on state or county indebtedness created for the purpose of constructing and maintaining public highways, and

WHEREAS, there is persistent effort and a general demand for a reduction in the motor vehicle license fees, from which source is derived much of the revenues provided for the payment of said bonded indebtedness, and

WHEREAS, the services of such committee which will result in the assembling and analysis of facts and data relative to highway finance and highway indebtedness will be of inestimable value to the Highway Commission in connection with any determination and adoption of a program of highway construction, betterment and maintenance,

WHEREAS, it is the judgment of the Commission that without such information and knowledge the Commission cannot formulate a program of highway construction, betterment and maintenance covering a period of years, nor can the Commission intelligently inform the Governor of the State or members of the Legislature with respect to future financial requirements,

WHEREAS, it appears that such service is of sufficient value to the Highway Commission in making it possible for the Commission to more effectively and efficiently discharge its official duties and responsibilities to warrant the payment out of highway funds of the necessary traveling and clerical expenses incurred by said committee in the performance of said work and the assembling and analysis of said information and data,

THEREFORE, BE IT RESOLVED by the Highway Commission that vouchers properly prepared and duly verified, calling for the payment of the necessary traveling expenses and necessary clerical hire incurred by the members of the aforesaid committee, be approved and authorized for payment by the Highway Commission.

(Note: The Attorney later advised that he has been unable to find any statute or authority of law to which he can point as authority for the payment of claims authorized by the Commission by the foregoing resolution.)

A letter was presented by the Secretary from Lake County Chamber of Commerce, in which the State Highway Commission was requested to erect appropriate signs on the Fremont Highway at the summit of Picture Rock Pass between Silver Lake and Summer Lake valleys designating the elevation of this point and directing tourists to the Indian writings on the rocks near by; also, that appropriate signs be placed on the Fremont and Lakeview-Burns Highways designating the approximate places where General Fremont crossed these highways on his journey south in the year 1843; also, that appropriate signs be erected on the Lakeview-Warner Valley Secondary State Highway, directing tourists to the antelope herds upon Hart Mountain. After deliberation and upon recommendation of the Engineer, the request of the Lake County Chamber of Commerce was approved by the unanimous vote of the Commission. The Engineer was authorized to erect such signs as are necessary on state and secondary highways at the expense of the State.

Consideration was given by the Commission to the type of pavement to be used for the construction of the Salem North Section of the Pacific

Highway in Marion County. The Engineer stated that among other types that have been considered for this project is the patented pavement known as Amiesite. It was his thought that this type of pavement is better than other types of patented pavements, but he did not believe that its non-skid qualities were any better than those of the type developed by the Oregon highway engineers. He further reported that the Attorney General's opinion has been secured relative to the use of this patented pavement in state highway construction as required by law, and that the owners of the Amiesite patents have signified that they will not include a royalty charge in the bids submitted by them for the laying of this type of pavement on state highways. It was the decision of the Commission that the Amiesite type of pavement should not be included as an alternate in calling for bids on this project.

The Engineer submitted a list of preferred construction projects for the approval of the Commission. After due consideration, the Commission approved the following projects by unanimous vote and authorized the Engineer to advertise them for bids to be received at the next meeting, which is to be held May 18:

	Estimated Cost	State's Share	Federal Aid	County's Share
<u>Pacific Highway</u>				
Salem-Brooks Section				
9.0 miles regrade & pave	\$150,000	\$ 81,000	\$ 69,000	\$ - - -
Bridge over Santiam River at Jefferson	150,000	60,000	90,000	- - -
<u>Oregon Coast Highway</u>				
Neahkahnie-Arch Cape Sec.				
2.0 miles grading	60,000	10,000	- - -	50,000
Newport-Waldport Sec.				
13.0 mi. bit. macadam	55,900	22,350	33,550	- - -
Yachats-Lane Co. Line				
2.87 miles oiling	4,300	4,300	- - -	- - -
Newport P. O.-Ferry Landing				
1.0 mile bit. macadam	2,200	2,200	- - -	- - -
<u>Columbia River Highway</u>				
Dillon Overcrossing, Wasco County, grade approaches	70,000	37,000	33,000	- - -
Sand Sta.-Wash. State Line				
9.0 miles grade and gravel topping	270,000	108,000	162,000	- - -
<u>Siuslaw Highway</u>				
Cheshire-Harpole School Section, 2.3 miles grading	50,000	25,000	- - -	- - -
<u>Corvallis-Newport Highway</u>				
Pioneer Mt.-Eddyville				
10.0 miles bit. macadam	33,500	13,400	20,100	- - -
Newport-Toledo Section				
2.6 miles bit. macadam	3,500	3,500	- - -	- - -

APR 28 1932

	Estimated Cost	State's Share	Federal Aid	County's Share
<u>The Dalles-California Highway</u>				
Terrebonne-Redmond Sec.				
5.0 miles road mix surf.	\$ 25,000	\$ 10,000	\$ 15,000	\$ - - -
<u>Ochoco Highway</u>				
Mitchell-Grant Co. Line Sec.				
9.63 miles oiling	20,000	17,000	3,000	- - -
<u>East Portland-Oregon City Hwy.</u>				
Abernethy Creek Bridge				
Bridge structure	25,000	25,000	- - -	- - -
Overflow channel trestle	15,000	6,000	9,000	- - -
<u>Umpqua Highway</u>				
Reedsport-Scottsburg Sec.				
3 bridge structures over Koepke Slough, Hinsdale Creek and Dean Creek	17,000	6,800	10,200	- - -

With respect to the proposed paving of the Multnomah County Line-Middleton Section of the West Side Pacific Highway, which was included in the Engineer's list of preferred projects, the Commission voted to defer the paving of this section this year; however, it was decided to give an oil treatment to the Onion Flat bridge approaches and the Middleton Line Change so that they can be used by the traffic in the meantime. The Commission also voted to defer the construction of shoulders along the St. Helens-Scappoose Section of the Lower Columbia River Highway in Columbia County until a definite type of improvement has been determined upon for this section.

The Commission having under consideration the matter of an agreement with Clackamas County covering the subject of acquisition of rights of way for the construction of the new alignment of the Pacific Highway between New Era and Canby, Commissioner Washburne moved and Commissioner Aldrich seconded the adoption of the following resolution, which motion was by the chair declared unanimously carried:

WHEREAS, it appears that Clackamas County at its sole cost and expense procured properties required by the Highway Commission for rights of way in connection with the construction of the new alignment of the Pacific Highway between Canby and New Era, and

WHEREAS, the said County, after negotiating with other property owners and taking options for rights of way through certain properties, failed and neglected, because of a lack of funds, to exercise said options, and, therefore, failed and neglected to acquire said rights of way, and

WHEREAS, because of said failure and neglect on the part of the County it became necessary for the State to acquire said rights of way, which rights of way were acquired by the State Highway Commission, the compensation paid therefor being

APR 28 1932

the compensation agreed upon between the said County and the respective owners, and

WHEREAS, an agreement has now been reached with said County whereby Clackamas County agrees to reimburse the State for such expenditures, which said agreement has been approved as to form by the Attorney, and as to content by the Engineer, and is now before the Commission for execution,

WHEREAS, it is the judgment of the Commission that said agreement should be executed by the Commission for and on behalf of the State,

THEREFORE, BE IT RESOLVED, that said agreement be approved and executed by the Highway Commission for and on behalf of the State of Oregon,

BE IT FURTHER RESOLVED, that the Secretary of the Commission be, and he hereby is, instructed to transmit to Clackamas County a duly signed and executed copy of the same, and file an original and duly executed copy in the records and files of the Commission at Salem, Oregon,

BE IT FURTHER RESOLVED, that the Secretary be, and he hereby is, instructed to record this resolution in the minutes of the Commission as of April 28, 1932.

The Commission adjourned at eleven o'clock P. M. to reconvene at 8:30 o'clock A. M. the following day.

Portland, Oregon, April 29, 1932

The State Highway Commission reconvened at 8:30 o'clock A. M. in Room 209, Imperial Hotel, with all members, State Highway Engineer, Attorney and the Secretary present.

Edwin E. Mayer, Secretary, Sawyer Photo Service, Inc., low bidder for the aerial photograph work for which bids were opened on the previous day, appeared before the Commission and protested the award of this contract to the Intermountain Aerial Surveys, Inc., the second low bidder. He stated that his company is the largest firm in the northwest and the second largest on the Pacific Coast engaged in the aerial photograph business and it considers that the Commission has done it an injustice by not awarding to it this contract.

Commissioner Washburne informed Mr. Mayer that the work the Commission has at this time is very important and it is necessary to have it completed at an early date. For this reason the Commission did not feel justified in awarding the contract to his company because it had so little information regarding his company's equipment, ability and experience. The Chairman stated that award of the contract has been made and it is now too late to change it.

He assured Mr. Mayer, however, that the action of the Commission should not be taken as a discrimination against his company, but it was simply a case of not being convinced that his company had the equipment and experience to do the work in accordance with the Commission's requirements. He asked Mr. Mayer to furnish samples of his company's photograph work and proof of the sufficiency of its equipment for the Commission's guidance in awarding future contracts of a similar nature and added that the Commission prefers to give its work to Oregon firms, if possible.

The Engineer stated that the present contract is only for a small portion of the aerial work that the Commission expects to have in the future, and suggested that Mr. Mayer submit his samples as soon as possible so that the Commission can decide on his company's qualifications before any further work is advertised. This Mr. Mayer agreed to do. He was further informed that his company may expect to receive fair consideration on all future aerial photograph work.

A delegation representing the Northwest Oregon Development Association, headed by Senator Wm. F. Woodward, Portland, President, appeared before the Commission at 10:00 o'clock A. M., and urged the immediate construction of portions of the Wilson River Highway and of the proposed short road from Portland to the sea. Senator Woodward submitted a brief which, he stated, was adopted unanimously at a meeting of the Association on the previous day. In support of this written statement oral arguments were presented by the following members of the delegation in addition to those presented by Senator Woodward: Loyal M. Graham, Forest Grove; H. T. Botts, Tillamook; Ed Wist, President, Columbia County Commercial Club, Scappoose; George W. Moyer, Portland; Arthur M. Churchill, Portland; Senator Joe Dunne, Portland; Representative H. T. Hurd, Seaside, and Samuel B. Lawrence, Beaverton.

Senator Woodward plead for the immediate construction of the roads as an unemployment relief measure, stating that the unemployment situation in Portland and Multnomah County is very serious and a burden that the city and county are unable to carry alone. It is their thought, he stated, that favorable action by the Commission at this time will aid greatly in forestalling threatened labor demonstrations. He advocated the sale of bonds, if necessary, to do the work. The Northwest Oregon Development Association, he stated, is willing to leave the selection of routes to the Highway Commission's best judgment, but they want construction started now and drawn to a rapid conclusion.

Mr. Graham also spoke for the construction of these roads as an unemployment relief measure and recommended the sale of bonds for this purpose. It was his opinion that Portland and Multnomah County should not be required to carry the full load of the unemployment relief in this territory. He suggested that the Commission award numerous small contracts for clearing and grubbing work on which hand labor methods can be employed to advantage.

Mr. Botts spoke for the early construction of the Wilson River Highway from a commercial standpoint. He stated that Tillamook County, being a timbered county, depends to a very large extent upon the taxes collected

4/29/32

on the timber to finance the county. This timber, he stated, is being rapidly cut off and the county is, therefore, being deprived of the taxes from this source, making it necessary for the county to look to its agricultural lands and beach areas as future sources of county funds. It was his thought that the construction of the Wilson River Highway would create other sources of income for the county.

He further stated that the construction of this road will realize great savings in transportation costs between Tillamook and the markets east of the Coast Range of mountains, and the people of Portland will likewise be greatly benefited by the shortening of the distance to Tillamook over existing routes. He stated that he did not favor the sale of additional bonds as a general rule, but believed that the Commission would be justified in doing so at this time to relieve the unemployment burden and to take advantage of present low construction costs.

In reply to the speakers, the Chairman stated that the problem confronting the State Highway Commission is threefold, involving financing, engineering and the selecting of a route.

He informed the delegation that the Commission cannot assume any additional large obligations without selling additional bonds and this will involve the State's credit, which is undesirable. The Commission, he stated, feels that it is its duty to keep the credit of the State in good standing. He explained that large sums of money have been diverted by law from the state highway fund, leaving only about \$2,000,000 for construction purposes this year, which must be applied to the completion of existing projects rather than for the starting of new ones. He called attention to the present agitation for reduced license fees, and questioned the advisability of increasing the bonded indebtedness of the State in face of a threatened shortage of revenues on this account.

Concerning the engineering work, the Chairman informed the delegation that the Commission has now nearly 100 men in the field employed in making surveys of the various proposed short routes and that they are exerting every effort to secure the detailed information required to make a proper selection. He further stated that it is his intention to walk over each route and give each his personal inspection. Concerning the old survey of the Wilson River route, he stated that this was made a number of years ago and is not now up to the standards of the present time; hence it is necessary to make revisions. Regarding the selection of the route for the proposed short road to the sea, he stated that he believed the Commission is familiar with the needs of each of the counties through which the alternate routes extend, but the Commission does not know which route the people of Portland prefer. Before a definite decision is made, every condition must be fully considered. The engineering problem is a very serious one and the cost of construction will be immense, varying, of course, for the different routes. Consideration must be given to the local features such as soil conditions, development of the country through which the route extends, also the agricultural and scenic possibilities must not be overlooked. He further stated that the people of Portland should be regarded first in the matter of selection of a route;

APR 29 1932

however, the Commission will not be unmindful of local interests that must also be served. He thanked the speakers for their expressions and the spirit in which they were given.

Senator Woodward then informed the Chairman that his remarks have been very illuminating and, in view of these, the members of the Association would have nothing more to say. However, inasmuch as some of the members have come a considerable distance to attend this meeting, he asked that they be permitted to make a few remarks. This was granted.

Representative H. T. Hurd asked the Commission to designate and construct a short road to the sea along the route that would serve the greatest number of people.

Ed Wist spoke for the designation and construction of the Scappoose-Vernonia-Hamlet route. He stated that the right of way costs along this route would be less expensive and much of the right of way would be given to the State free of cost. He further stated that the adoption and construction of this route will provide a state highway for about 5,000 people in the Nehalem Valley who at the present time are without access to a state highway. He advocated the construction of a high type of road so that it will not be necessary to reconstruct it at a later date and urged the early designation of the route so as to enable the Columbia County Court to make its selection of secondary state highways.

In support of his previous arguments, Senator Woodward stated that the State Highway Commission has constructed not one mile of state highways in Multnomah County, but in the past fifteen years this county has contributed 44% of the funds that have gone into the state highway fund. It was his belief that Multnomah County is entitled to more of the state highway funds for the following reasons: Multnomah County contains 45% of the population of the state. It has 45% of the total automobile registration. The county represents 45% of the total assessed valuation of the state and has only 6% of the total state highway mileage within its borders.

Commissioner Aldrich inquired whether the construction of highways in other parts of the state has been of benefit to Portland and Multnomah County to which Senator Woodward replied in the affirmative.

Mr. Moyer stated that he represented Multnomah Highways Committee and that it wishes a more equitable distribution of state highway funds in Multnomah County, especially in connection with the proposed Fourth Street project. He spoke against the adoption of the Canyon Road-Tigard route as the entrance of the proposed new state highway from the Willamette Valley into Portland from the southwest. He gave figures purporting to show the amounts of monies that have been contributed to the state highway fund by Multnomah County, and criticized the Commission for expending these funds in isolated parts of the state, such as for the construction of the bridge over the Rogue River at Gold Beach in Curry County on which, he stated, approximately \$350,000 of Multnomah County's funds were expended. Commissioner Washburne informed Mr. Moyer that the Gold Beach bridge was

APR 29 1932

constructed as a Federal aid project in cooperation with the Federal government and that the cost thereof was paid for the most part with government funds. He also informed Mr. Moyer that Portland's share of the State's contribution, figured on a percentage basis, amounts to approximately \$90,000 instead of \$350,000 as he stated.

In reply to Mr. Moyer, the Chairman stated that the State Highway Commission is without authority to construct city streets; that the funds in the hands of the State Highway Commission have been provided for the construction of state highways and it is the policy of the present Commission to refrain from building roads within city limits. He further stated that the proposed Fourth Street highway involves the construction of approximately three miles of highway within the city limits of Portland which is a very expensive proposition, being estimated by the City Engineer of Portland at approximately \$800,000, and is about three times the estimated cost of the substitute route by way of Canyon Road. He further stated that should the Commission at this time proceed with the construction of the Fourth Street Highway within the city limits of Portland, a precedent would be established which would have to be followed in all of the cities and towns of the state if requests were received for similar construction. He further informed Mr. Moyer that the law, as enacted by the 1931 legislature permitting the State Highway Commission to construct highways within boundaries of cities, was not intended to include the construction of streets in cities as large as Portland, but was simply to make it possible to provide modern improvements through the small towns that were not financially able to construct their city streets to state highway standards.

Mr. Churchill stated that he was opposed to the issuance of additional highway bonds unless it is necessary to do this in order to match the Federal aid monies. He further stated that he believed it is the sentiment of the people of Multnomah County that the selection of the route for the proposed short road to the sea should be left entirely with the State Highway Commission.

The Chairman informed the group that it is possible for the State Highway Commission to secure Federal aid for the construction of only one of the proposed highways from Portland to the sea, which will amount to about \$18,500 per mile--the State will have to put up the balance. He also stated that the Commission is of the opinion that it is sound business practice to issue additional bonds if this is necessary to secure Federal aid appropriation, but that it is not sound business practice to issue bonds for the continuance of unemployment relief work.

Senator Dunne stated that the people in the state, particularly those residing in Multnomah County, have lost considerable faith in the State Highway Commission and gave it as his opinion that this can be largely restored if the Commission will hurry the construction of these roads. He also stated that he believed the people will approve a bond issue for this purpose. As to the selection of the route for the proposed short road to the sea, he said this should be left entirely in the hands of the State Highway Commissioners who were well qualified to make the selection. Referring to the bill passed by the 1931 legislature authorizing the Highway Commission

to spend state funds on city streets that are state highway routes, he stated that it was not intended to take care of situations in cities the size of Portland but was simply to aid the smaller towns.

The Commission adjourned at 12:15 P. M. to reconvene in the same room at 1:30 P. M. this day.

The State Highway Commission reconvened at 1:30 o'clock P. M. in Room 209 Imperial Hotel. Present were:

Leslie M. Scott, Chairman
E. B. Aldrich, Commissioner
R. H. Baldock, State Highway Engineer
H. B. Glaisyer, Secretary

A delegation consisting of L. L. Crawford, _____ Manning, Jock Vanderzanden, John McGraw, John Muerer and Chas. Kessler of Banks appeared before the Commission and urged the designation of the Wolf Creek route as the route for the proposed short road from Portland to the sea and also requested the designation as a secondary state highway of the county road extending northerly from Buxton in Washington County to Vernonia in Columbia County.

The Chairman informed the delegation that it was his intention to make a personal inspection of a portion of the Wolf Creek route on the following day and, if possible, he will also inspect the proposed secondary highway which it intersects. He suggested that the delegation confer with the County Courts of Columbia and Washington Counties with respect to the designation of the secondary state highway because it is necessary that secondary road designations be initiated by the county courts.

Mr. Vanderzanden volunteered the information that the sentiment in his locality is favorable to the present State Highway Commission, but is against the issuance of additional highway bonds except those required to match Federal aid funds.

A delegation from Columbia County consisting of T. B. Mills and J. N. Miller, County Commissioners, F. D. McPherson and J. H. Bush of Vernonia was present and urged the Commission to adopt the Scappoose-Vernonia-Hamlet route as the route for the proposed short highway from Portland to the sea. They stated that this route will be much cheaper to construct and the cost of the right of way will be much less than that along the other proposed routes. Also, the secondary highways of Columbia and Washington Counties will fit better into a highway constructed along this route than along the Wolf Creek route. They called the Commission's attention to a probable location along Humbug Creek between Elsie and Hamlet Junction, the use of which, they stated, will shorten the distance between these points by about three miles and will provide cheaper construction. They asked the early designation of the proposed short road to the sea so that they can proceed with the designation of their secondary state highway system. The Chairman informed the delegation that the engineers are making

a thorough investigation of all the alternate routes for this highway and the designation will be made as soon as possible after complete data are assembled.

M. T. Bates, Gaston, appeared before the Commission and requested that he be granted a permit to truck logs and long piling on the Lower Columbia River Highway between the Cornelius Pass Road and Holbrook in Multnomah County, a distance of about 100 yards. He stated that he expected to use two or three trucks in this service and that each will make from two to three round trips each day. After due consideration, the Commission granted Mr. Bates' request subject to the following conditions, which are in addition to those included in the Commission's standard log hauling permit form: (1) Hauling equipment must be properly licensed in the State of Oregon and must be equipped with pneumatic tired wheels; (2) two flagmen must be provided at the points of ingress to and egress from the highway to stop and warn traffic of danger; (3) public liability insurance in the sum of \$10,000/\$20,000 must be carried on each truck operated in this service. The Secretary was instructed to grant Mr. Bates a temporary permit to proceed with his log hauling operations as soon as he has complied with department requirements.

The following communications were presented to the Commission:

Letter from Ex-Governor Oswald West, Portland, requesting information regarding log hauling on state highways. Letter referred to the Engineer for reply.

Letter from Blaine Hallock, Baker, recommending the Intermountain Aerial Surveys, Inc., of Boise, Idaho, as being well qualified and equipped to perform the Commission's aerial survey work. Letter referred to the Engineer for reply.

Letter from Fraternal Order of Eagles, Klamath Falls Aerie 2090, opposing the discontinuance of state highway relief work and urgently requesting its continuation by hand labor methods as long as present conditions exist. The Secretary was instructed to reply by saying that the Commission cannot continue its unemployment relief work because of the lack of funds for this purpose.

Letter from F. D. Macpherson, Vernonia, in behalf of the Vernonia Road Committee, directed to the Chairman requesting a hearing to discuss the merits of the Vernonia route which is one of those being considered for the route of the proposed short road to the sea. The Secretary was instructed to acknowledge receipt of the letter and to inform Mr. Macpherson that his request will be granted in the near future, the time and place to be set later.

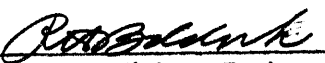
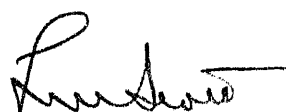
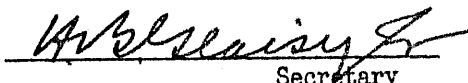
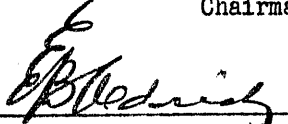

The Commission at this time approved and signed numerous highway department contracts and vouchers including the following agreements:

Agreement with the County Court of Linn County providing for the improvement of the Santiam Highway in Linn County by grading the Trout Creek-Upper Soda Creek Section approximately 3.6 miles in length and by clearing this highway between Upper Soda Creek and a point about two miles easterly

thereof, said work to be done on a cooperative basis of 25% county funds and 75% state funds.

Agreement with the County Court of Clatsop County providing for the improvement of the Vesper Section of the Nehalem Highway (Secondary State Highway No. 102) in Clatsop County consisting of approximately 2.5 miles of grading, 4.1 miles of rock surfacing, furnishing 1,000 cu. yds. of broken stone for maintenance purposes and the construction of six bridges on this highway. By the terms of said agreement the State is to pay the cost of said work up to the amount of the county's share of the secondary highway funds for 1932, the balance of the cost to be paid direct by the County in installments as estimates are presented for this purpose.

There being no further business to come before the Commission at this time, the meeting was declared adjourned at 5:15 o'clock P. M.

	
State Highway Engineer	Chairman
	
Secretary	Commissioner
	
	Commissioner

Portland, Oregon, May 17, 1932

The State Highway Commission met in special session at eight o'clock P. M. in Room 8-A, Multnomah Hotel. Present were:

Leslie M. Scott, Chairman
 E. B. Aldrich, Commissioner
 Carl G. Washburne, Commissioner
 R. H. Baldock, State Highway Engineer
 J. M. Devers, Attorney
 H. B. Glaisyer, Secretary

County Judge C. P. Barnard and County Commissioner O. E. Crowe of Lane County appeared before the Commission and urged the Commission to extend the limits of the proposed construction of the Siuslaw Highway east of Cheshire easterly about two miles from Harpole School so as to provide a connection with the Prairie Road between Junction City and Eugene. They offered, in behalf of Lane County, cooperation to the extent of 50% of the construction costs which the Engineer estimated will amount to approximately

5/17/32

\$20,000 for the additional two miles.

After a full discussion of the matter in which consideration was given to the status of Lane County's present indebtedness to the State for highway work performed in that county under the terms of a previous agreement and with the assurance of Judge Barnard that the County can and will pay its share of the cost of the additional improvement, the Commission decided to extend the limits of the proposed improvement to the Prairie Road as requested. Motion was thereupon made by Commissioner Washburne that the previous order of the Commission authorizing the construction of the Cheshire-Harpole School Section of the Siuslaw Highway be amended to include the construction of the two-mile section between Harpole School and Prairie Road. Motion was duly seconded by Commissioner Aldrich and declared by the Chairman to have received a unanimous vote. The Attorney was instructed by the Commission to prepare an agreement with Lane County to provide for the payment of the construction costs on a cooperative basis of 50% county funds and 50% state funds.

Sam Murray, Chief Engineer, and H. A. Roberts, Assistant Engineer, O.-W. R. R. & N. Co., appeared before the Commission regarding six proposed highway encroachments on railroad property along the Durkee-Gales Section of the Old Oregon Trail in Baker County, the reconstruction of which is now under way. After a full discussion in which each encroachment was given individual consideration, all were approved by Mr. Murray and he informed the Commission that he will recommend to his superiors that all be allowed and that they be covered by the usual formal easement.

Mr. Murray also discussed with the Commission the matter of the proposed grade separation of the railroad and the highway on the Wallula Cut-off Section of the Columbia River Highway at Umatilla. It was explained that two methods have been considered for this grade separation, one by raising the highway grade and constructing an overhead crossing structure which will cost about \$46,000, the other by depressing the railroad grade line, rearranging the railroad tracks to conform thereto, and constructing a lower overhead crossing structure, the estimated cost of which is about \$35,000. It was agreed by all that it would be better construction to provide for this improvement by depressing the railroad tracks. It was also mutually agreed that the cost of construction should be divided equally 50% by the railroad company and 50% by the State.

A delegation from Klamath, Lake and Lane Counties, consisting of County Judge C. P. Barnard and County Commissioner O. E. Crowe, Lane County; County Judge Fred Reynolds and County Commissioner W. B. Snider, Lake County; Eugene Kelty, Klamath Falls; Ed Turnbull and E. G. Harlan, Eugene, appeared before the Commission in the interests of the Willamette Highway. They asked the construction of another section of this highway this year and that plans be made for its completion as soon as practicable. They stated that the construction of this highway will provide the shortest possible route from Portland to Crater Lake, Klamath Falls, and other south central Oregon points and to Weed, California, and is on the route of a highway that the state of California is developing between the Pacific Highway and Klamath Falls. They also spoke for this highway from the commercial standpoint, stating that the

construction of this highway will provide an all-year route between the Willamette Valley and the counties of south central Oregon free from snow, and will greatly increase the exchange of products between these points which is now retarded on account of transportation difficulties. A brief was filed in support of the oral arguments presented.

The Chairman stated that the Commission has had the construction of this highway under consideration but it has been unable to arrange for its construction because of lack of funds. However, the Commission will make a personal inspection of this highway sometime this summer. There followed a general discussion of highway matters covering the entire state.

The delegation then requested that the newly constructed bridge over Cape Creek on the Oregon Coast Highway near Heceta in Lane County be named the "H. B. Van Duzer Bridge" in honor of the former Chairman of the State Highway Commission. This matter was referred to Commissioner Washburne for a decision.

Consideration was given by the Commission to the matter of snow removal on the McKenzie and Mt. Hood Highways. The Engineer reported that it will cost approximately \$2,500 to open up the McKenzie Highway if the work is started on May 23; however, if the work is deferred and the snow allowed to melt through natural means it will save the State about \$500.00 each week that the work is put off. He estimated that it will take about two weeks to remove the snow from this highway if the work is started about June 1. Concerning the Mt. Hood Highway, he reported that his estimate of cost to open this highway is about \$1,500 and that the State will save about \$300 each week the work is deferred and the snow allowed to melt through natural means.

In reply to the inquiry of the Chairman as to whether Lane County will cooperate in the cost of removing the snow from the McKenzie Highway, Judge Barnard stated that this is a state highway and they have no funds for this purpose. Further consideration concerning this matter was deferred by the Commission until the next meeting. The Engineer was instructed by the Commission to prepare a close estimate of the cost of removing the snow from each of these highways for consideration at that time.

County Judge Reynolds and Commissioner Snider asked that the Lapine-Silver Lake Section of the Fremont Highway be given a temporary oil treatment to allay the dust nuisance. They stated that this section is now graded to state standards but is unsurfaced and therefore very dusty and an inconvenience to travel. The Engineer stated that this section should be surfaced before it is oiled in order to get a satisfactory job. A temporary surface, he stated, using desert gravel will cost from \$5,000 to \$6,000 per mile and the total cost of surfacing and oiling the entire 40 miles will be from \$250,000 to \$333,000. The Chairman explained that the Commission is without funds to do this work now but will bear it in mind for the future.

Judge Reynolds then asked the Commission to approve an expenditure of \$4,000 or \$5,000 for a continuation of the betterment work on the Fremont

5/17/32

Highway north of Lakeview which was started by the Commission last winter as an unemployment relief project. This work, he stated, consists mostly of widening and straightening and the constructing of embankments which can be done by machines. He offered the use of the county's power shovel and three trucks for this work free of cost, provided the State will furnish the labor, gas and oil required and will return the county equipment in as good condition as it was when it went on the job. At the suggestion of Commissioner Washburne, the Engineer was instructed by the Commission to look over the project and inspect the county's equipment and report his findings at the next meeting--a decision will then be given.

Judge Reynolds asked the Commission to give consideration to the matter of preservation of the timber along the Bly Mountain Section of the Klamath Falls-Lakeview Highway. He stated that this timber, which is traversed by the highway for about $2\frac{1}{2}$ miles, is about to be logged off by the owners and that a logging railroad has already been constructed into the territory for this purpose. It was his thought that the Commission should do something to preserve this scenic asset. The Parks Engineer who was present stated that he has been working on this matter for some time past, and to acquire desirable strips on each side of the highway will cost from \$15,000 to \$17,000. Most of the timber, he stated, is in private ownership, some being owned by Indians who will not sell; also, some of the timber is on what is known as tribal land and cannot be purchased, but it was his thought that arrangements can be made for the selective cutting of the timber which will satisfy the State's requirements. He also reported that a similar condition obtains at Quartz Mountain on this highway where the timber through which the highway extends is in private ownership but is not owned by Indians. The owners of this timber, he stated, are willing to exchange their holdings for public lands of equal value if this can be done. He further stated that he has been working on this matter for some time with the Forest Service and that a bill is now before Congress which, if it passes, will make it possible to effect this exchange. The Chairman informed Judge Reynolds that the Commission would very much like to preserve the timber along this highway, but it is without funds at the present time to purchase it.

Commissioner Snider at this time spoke to the Commission about the claim of Lake County that the State is indebted to the County for expenditures made by the County for highway construction work in accordance with the provisions of a previous cooperative agreement. Action on this matter was deferred by the Commission until the following day when former State Highway Engineer Roy A. Klein will be present.

J. J. Tranchell and Ashby Dickson, Portland, representing the Highway Form Company, appeared before the Commission in the interests of the Company's product, a white vitrified clay marker, which they claimed may be used as forms in constructing pavements and as traffic guides. They asked the Commission to experiment with this on a short section of the Pacific Highway north of Salem in connection with the improvement contemplated there for which bids are to be opened on the following day. They stated that the cost of widening black top pavement two feet on each side, using their forms to hold the pavement, will be about \$5,507 per mile, while that for widening

black top pavement by constructing concrete shoulders on each side will be about \$8,336 per mile, or a saving of \$829 per mile if the "Highway Form" is used. In reply to the inquiry of the Chairman, Mr. Tranchell stated that new pavements constructed with the use of the "Highway Form" will cost \$1,283 more per mile than those constructed without this form. The Engineer stated that he believed in experimentation as a rule and encouraged it when it looked logical; however, in the present instance he did not think that the Highway Form Company's product would prove satisfactory; therefore, he recommended against its use. He further stated that if the Commission so desires, he will arrange for the installation of about 200 feet of the forms on the Salem North project if the contract is awarded for widening with black top pavement and the contractor has no objections to trying it out.

T. M. Davis, Engineer of the Bureau of Public Roads, who was present, stated that the Government will not approve these forms for Federal aid until they have been passed by its research department.

The Commission adjourned at 11:30 o'clock P. M. to reconvene at 8:30 o'clock A. M. the following day in the same room.

Portland, Oregon, May 18, 1932

The State Highway Commission reconvened at 8:30 o'clock A. M. in Room 8-A, Multnomah Hotel. Present were:

Leslie M. Scott, Chairman
E. B. Aldrich, Commissioner
Carl G. Washburne, Commissioner
R. H. Baldock, State Highway Engineer
H. B. Glaisyer, Secretary

The Commission discussed the status of Lane County's indebtedness to the State for state highway construction work performed in that county under cooperative agreement between the County and the State, with the view of determining whether or not the action taken by the Commission on the previous evening in authorizing the construction of the Harpole School-Prairie Road Section of the Siuslaw Highway should be rescinded. After a full discussion of the matter and in view of the fact that Lane County is paying off its indebtedness at the rate of about \$105,000 annually by the assignment of its share of the motor vehicle license fees and transportation fees, it was decided to make no alterations in the present plans to construct the four mile unit between Cheshire and the Prairie Road.

Consideration was given by the Commission to the matter of acquiring the right of way for widening and straightening the Lower Columbia River Highway across the property of the Highway Home Company near Burlington in Multnomah County. The Chairman reported that he interviewed the owners of this property and they have agreed to accept the sum of \$18,500 for the land required, which is \$500 less than their previous offer. He

stated that Mr. Scritsmeyer, Manager of the Highway Home Company, said that this company would be willing to accept the sum of \$14,500 for the land taken from this company, but in order to protect some of the contract buyers of their property they must hold to the last offer of \$18,500. It was decided to defer further discussion on this matter until the afternoon session when Mr. Rose, right of way buyer, will be present.

The Engineer reported that some disgruntled workmen who were engaged in clearing work on the McNutt contract for the grading of the Paradise Creek-Elkton Section of the Umpqua Highway in Douglas County have complained to the State Labor Commissioner, C. H. Gram, that Mr. McNutt has not paid them enough for the work performed under their subcontract and that Mr. Gram has threatened suit to collect additional compensation from the contractor. He explained that these men were hired by the contractor from Portland and the agreement was that they were to fell the trees and cut them into cordwood for \$1.50 per cord; also, they were to receive a lump sum of \$100.00 for clearing out underbrush and tree tops after the logs had been cut into cordwood. On account of bad weather conditions the men made no money under their subcontract; however, when they left the job the contractor gave each man \$10.00 and furnished them all transportation back to Portland. After due consideration of the matter and it appearing to the Commission that the claims of the workmen were without merit and did not involve the State, the Commission decided to offer no objection to the State Labor Commissioner's suit to secure additional compensation from the contractor. The Engineer was instructed to furnish the State Labor Commissioner with a statement of the time put in by these men on this job and other information that he may request.

The Commission then discussed the advisability of inserting a minimum wage clause in all highway contracts. W. H. Lynch, District Engineer for the Bureau of Public Roads, who was present, stated that he believed that a living wage clause should be provided in all contracts; also, that the Bureau of Public Roads will recognize such a clause in contracts involving Federal aid. The State Highway Engineer stated his willingness to insert a clause of that kind in contracts henceforth if the Commission so desires; however, it was his thought that the minimum wage specified should be low enough so as not to entice labor away from other activities by reason of higher rates of pay. He stated that an investigation of the wages paid by some of the contractors on current work reveals that the prevailing rates for common labor range from 31½ cents to 50 cents per hour and suggested that a minimum wage of 30 cents per hour be adopted in the event that the Commission decides to include a minimum wage clause in its future contracts. No action was taken by the Commission on this matter.

Consideration was given by the Commission to the matter of employment of Oregon labor on the contract for the construction of the Sand Station-Washington State Line Section of the Columbia River Highway (Wallula Cut-off) in Umatilla County which was the subject of a communication from M. N. Jenkins, Chairman, Umatilla Good Roads Association. The Engineer reported that a provision for the employment of local labor is now being included in all state highway contracts, including those involving Federal aid, and that instructions have been given to the field engineers to enforce this provision rigidly and to submit weekly reports covering this feature. Report approved by the Commission.

MAY 18 1932

The Commission discussed secondary state highway matters, with special reference to the Heppner-Condon Section of the Wasco-Heppner Secondary State Highway No. 300. The Engineer reported that his estimate of the cost to construct the Morrow County portion of this project is about \$56,000 and that to construct the Gilliam County portion is about \$91,000--considering the amount of secondary highway funds available to these counties for the current year, it will take about 7½ years to complete the project. It was his thought that the secondary highway funds for any one county should not be tied up in any one project for a longer period of time than two years. It was also his thought that no secondary highway project should be approved until it had been thoroughly investigated and an estimate of cost prepared. He suggested that a letter be written to each County Court explaining the provisions of the secondary highway law and how it is interpreted by the State Highway Commission. Suggestion approved by the Commission. The Commission considered a form of agreement prepared by the Attorney to cover the construction of the Heppner-Condon Section of Secondary State Highway No. 300 (Wasco-Heppner) but action thereon was deferred until a later meeting which is to be held at Arlington on May 24, 1932.

The Commission adjourned at 9:55 o'clock A. M. to conduct its regularly scheduled meeting at 10:00 A. M. this day in the Assembly Room, Multnomah Hotel.

The State Highway Commission reconvened in the Assembly Room, Multnomah Hotel, at 10:00 o'clock A. M. with all members, the State Highway Engineer and the Secretary present.

Bids as follows were opened on highway construction projects in accordance with previously published notice:

UMPQUA, OREGON COAST AND SECONDARY HIGHWAY NO. 260
BITUMINOUS MACADAM PROJECT NO. 11
COOS, CURRY, DOUGLAS AND JOSEPHINE COUNTIES

	Alternate "A"	Alternate "B"
J. F. Forbes	\$70,035.20	\$
F. J. Kernan	75,865.75	
The United Contracting Co.	76,519.25	
J. C. Compton	79,242.50	
A. Milne	84,708.00	

THE DALLES-CALIFORNIA AND OCHOCO HIGHWAYS
OILING PROJECT NO. 10
DESCHUTES AND WHEELER COUNTIES

	Alternate "A"	Alternate "B"
J. F. Forbes	\$42,595.20	\$
J. C. Compton	47,690.00	
Dunn & Baker	46,551.50	
The United Contracting Co.	59,397.00	

MAY 18 1932

5/18/32

UMPQUA HIGHWAY
ELK CREEK TUNNEL - CONCRETE PAVEMENT

F. L. Odom & C. A. DuRette	\$ 6,924.50
Liesch & Tofte	7,105.00
Oscar Storaasli	7,601.00
Hargreaves & Lindsay	7,727.40
Tom Lillebo	8,447.00
Theodore Arenz	8,463.00
C. J. Montag	8,492.50
Jacobsen-Jensen Co.	8,525.00
O. N. Pierce	8,945.00
Stien Bros.	9,176.00
Dunn & Baker	9,534.00
C. A. Catching	9,709.50
F. C. Dillard	14,443.00

CORVALLIS-NEWPORT, OREGON COAST AND ALSEA HIGHWAYS
BITUMINOUS MACADAM PROJECT NO. 8

	Alternate "A"	Alternate "B"
J. C. Compton	\$82,576.50	\$
Washburn & Hall	88,378.00	
F. J. Kernan	89,063.94	
Wren & Greenough	93,114.00	
A. Milne	97,169.40	
The United Contracting Co.	98,016.50	
Theodore Arenz	98,112.00	

PACIFIC HIGHWAY
BROOKS-SALEM SECTION - GRADE WIDENING AND PAVING

	Alternate "A"	Alternate "B"	Alternate "C"
West Contract Co.	\$127,455.00	\$136,383.00	\$
Kern & Kibbe, Inc.	132,224.50	137,893.50	162,464.50
Theodore Arenz	136,790.00	141,210.50	161,219.00
L. O. Herrold	145,403.00		
Parker-Schram Co.	149,458.00		
J. C. Compton	154,637.50		
The United Contracting Co.	163,630.80		
I. L. Young	175,547.50	187,191.50	208,551.00

COLUMBIA RIVER HIGHWAY
SAND STATION-WASHINGTON STATE LINE SECTION - GRADING

	Project "A"	Project "B"
	Concrete Pipe	Corr. Iron Pipe
Columbia River Power & Investment Co.	\$ 61,705.00	\$ 61,385.00

Cont'd

MAY 18 1932

Sand Station-Washington State Line Section - cont'd

	Project "A"	Project "B"	
		Concrete Pipe	Corr. Iron Pipe
S. H. Newell & Co.	\$143,213.00	\$ 63,350.00	\$ 62,760.00
J. A. Terteling & Sons	149,905.00	64,225.00	63,425.00
James Crick	153,219.00	75,360.00	75,145.00
Max J. Kuney Co.	146,095.00	74,750.00	73,530.00
Tony Marrazzo		75,735.00	74,360.00
Kern & Kibbe, Inc.	164,229.50	77,150.00	77,020.00
Liesch & Tofte	182,919.00	77,435.00	75,860.00
Myers & Goulter	169,621.00	78,880.00	78,285.00
Clifton & Applegate	148,546.00	80,300.00	80,100.00
W. H. Puckett Co.	170,838.00	80,635.00	80,845.00
Cochran Construction Co.		81,150.00	80,800.00
Fred H. Slate		81,910.00	81,910.00
A. C. Greenwood Co., Inc.	190,436.00	82,163.00	81,183.00
Joplin & Eldon	176,863.00	84,585.00	83,630.00
Wm. Endicott		85,355.00	84,915.00
Sullivan & Doyle	224,562.50	85,610.00	84,585.00
General Construction Co.	178,487.50	87,430.00	86,660.00
J. A. Lyons	189,200.00	90,730.00	90,275.00
Haas, Doughty & Jones	224,300.00	91,500.00	89,100.00
Wren & Greenough	191,980.00	91,570.00	91,220.00
P. L. Crooks & Co., Inc.	223,190.00	91,810.00	91,060.00
Washburn & Hall	227,637.50	92,090.00	91,045.00
H. G. Johnson		92,420.00	92,065.00
Siems Spokane Co.	216,821.50	99,990.00	99,215.00
Portland Sand & Gravel Co.		100,430.00	100,330.00
Sam Orino	190,012.00	101,170.00	100,000.00
Dunn & Baker	282,033.00	102,675.00	102,675.00

Both Projects with Reduction

	Concrete Pipe	Corr. Iron Pipe
S. H. Newell & Co.	\$203,563.00	\$202,973.00
J. A. Terteling & Sons	210,130.00	209,330.00
James Crick	228,579.00	228,364.00
Max J. Kuney Co.	214,845.00	213,625.00
Kern & Kibbe, Inc.	237,239.50	237,109.50
Liesch & Tofte	260,354.00	258,779.00
Myers & Goulter	244,501.00	243,906.00
Clifton & Applegate	228,846.00	228,646.00
W. H. Puckett Co.	245,473.00	245,683.00
A. C. Greenwood Co., Inc.	272,599.00	271,619.00
Joplin & Eldon	257,448.00	256,493.00
Sullivan & Doyle	300,172.50	299,147.50
General Construction Co.	259,917.50	259,147.50

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MAY 18 1932

5/19/32

Sand Station-Washington State Line Section - cont'd
Concrete Pipe

J. A. Lyons	\$279,930.00
Haas, Doughty & Jones	315,800.00
Wren & Greenough	283,550.00
P. L. Crooks & Co., Inc.	300,000.00
Washburn & Hall	319,727.50
Siems Spokane Co.	316,811.50
Sam Orino	286,182.00
Dunn & Baker	382,708.00

Corr. Iron Pipe

\$279,475.00
313,400.00
283,200.00
299,250.00
318,682.50
316,036.50
285,012.00
382,708.00

COLUMBIA RIVER HIGHWAY
DILLON SECTION - GRADING

Clifton & Applegate	\$19,832.00
J. A. Terteling & Sons	20,965.00
S. H. Newell & Co.	21,139.00
O. N. Pierce	21,887.00
Fred Christensen, Inc.	22,179.00
A. C. Greenwood Co., Inc.	23,079.50
Liesch & Tofte	23,266.50
Kern & Kibbe, Inc.	24,063.50
Joplin & Eldon	25,160.00
Washburn & Hall	25,251.00
W. H. Puckett Co.	25,511.00
Schmeer & Williams	25,996.00
J. A. Lyons	27,065.50
Edlefsen-Weygandt Co.	27,103.60
I. L. Young	27,789.00
Fred H. Slate	27,880.00
F. L. Odom & C. A. Du Rette	28,525.00
Johnston, Hanson & Johnston	28,591.50
Dunn & Baker	28,783.00
Portland Sand & Gravel Co.	31,053.00
A. Milne	31,136.00
P. L. Crooks & Co., Inc.	32,710.00
Johnson Contract Co.	35,056.00
The United Contracting Co.	42,064.00

COLUMBIA RIVER HIGHWAY
DESCHUTES RIVER TUNNEL SECTION - WIDENING

S. H. Newell & Co.	\$5,760.00
Joplin & Eldon	6,000.00
Liesch & Tofte	6,000.00
Portland Dredging Co.	6,540.00
Sullivan & Doyle	6,900.00
C. C. Kelley	7,080.00
A. Gentemann	7,176.00
A. C. Greenwood Co., Inc.	7,200.00

Cont'd

Deschutes River Tunnel Section - cont'd

W. H. Puckett Co.	\$7,200.00
Knute Lien	7,200.00
Kelly & Sullivan Construction Co., Inc.	7,980.00
Fred Christensen, Inc.	8,100.00
Clifton & Applegate	8,160.00
J. E. Moore	8,220.00
A. Milne	8,280.00
Dunn & Baker	8,280.00
Portland Sand & Gravel Co.	8,400.00
F. L. Odom & C. A. Du Rette	8,400.00
J. C. Papin	8,640.00
Roscoe H. Jones	8,700.00
Theodore Arenz	9,180.00
The United Contracting Co.	9,600.00
Johnson Contract Co.	10,020.00
P. L. Crooks & Co., Inc.	11,760.00

PACIFIC HIGHWAY
SANTIAM RIVER BRIDGE AT JEFFERSON

Clackamas Construction Co. and Liesch & Tofte	\$102,660.00
F. L. Odom & C. A. Du Rette	103,685.00
The Gilpin Construction Co.	113,990.00
Pacific Bridge Co.	114,805.00
John K. Holt	119,160.00
F. J. Kernan	122,777.00
Parker-Schram Co.	123,810.00
McRae Bros.	152,110.00

COLUMBIA RIVER HIGHWAY
WIDEN EXISTING BRIDGE OVER FULTON CANYON

O. N. Pierce	\$2,362.00
R. H. Jones	2,616.00
Barham Bros.	2,771.50
George B. Sedgwick	2,843.40

The Chairman announced that the awards of contracts will be made at 5:30 o'clock P. M. this day in this room.

The Commission adjourned at 1:00 o'clock P. M. to reconvene at 1:45 o'clock P. M. this day in the same room.

The State Highway Commission reconvened at 2:00 o'clock P. M. in the Assembly Room, Multnomah Hotel, with all members, the State Highway Engineer and the Secretary present.

County Judge Fred Reynolds and County Commissioner W. B. Snider of Lake County reappeared before the State Highway Commission relative to Lake

5/18/32

County's claim for credit in connection with the highway construction work performed in that county under cooperative agreement with the State Highway Commission. Judge Reynolds stated that they have discussed this matter with Mr. Roy A. Klein, former State Highway Engineer, and as a result have reduced the amount of their claim to \$20,862.81. They asked the Commission to give Lake County credit for this amount on additional state highway construction work in that County.

Former State Highway Engineer Roy A. Klein, who was present at the request of the Commission, was at this time asked by the Chairman to give his version of this matter. Mr. Klein stated that consideration of the claim of Lake County may be approached from three different angles, viz.:

First, by totaling the amounts expended by the State, County and Government for highway construction purposes in Lake County and assuming that the County is to cooperate to the extent of 25% of this total, which is the theory upon which Lake County is basing its claim. Under this plan, he stated, the State would be indebted to the County in the sum of \$20,862.81.

Second, if the costs of construction on the Klamath Falls-Lakeview and Fremont Highways, prior to 1925, are totaled and the County is given credit on the individual projects as provided in the minutes, then the result will show that the County is indebted to the State in the sum of \$21,753.29.

Third, if the Fremont Highway projects, prior to 1925, and the Klamath Falls-Lakeview projects are considered closed, in accordance with the agreements set out in the minutes, then there will remain only the Fremont Highway projects, subsequent to 1925, to be considered. Excluding the Picture Rock Pass grading and the Silver Lake-Picture Rock Pass surfacing, because these were paid for almost entirely from Federal and State funds as emergency and unemployment relief projects, and considering those remaining on the basis of 25% County, 50% State funds, according to agreements, then the County will be indebted to the State in the amount of \$2,653.87.

Mr. Klein submitted the following report to substantiate his statements:

Report for Commission as to Status of Cooperative Agreements
with Lake County, 1919 to 1932, inclusive,
on Fremont and Klamath Falls-Lakeview Highways

(a) If the costs of all construction projects on both highways are added together, with the payments by each, the following will show the present status:

	Total	County	State and Government
Klamath Falls-Lakeview	\$ 532,949.26	\$137,413.93	\$ 395,535.33
Fremont (Prior to 1925)	480,784.83	158,635.69	322,149.14
Fremont (Since 1925)	<u>451,334.90</u>	<u>91,080.43</u>	<u>360,254.47</u>
Totals	\$1,465,068.99	\$387,130.05	\$1,077,938.94

If it should be decided that Lake County is entitled to credit for all over 1/4 cooperation on above totals, the figure is 1/4 of \$1,465,068.99 equals \$366,267.24 subtracted from \$387,130.05 gives a balance of \$20,862.81 as the credit which should be allowed Lake County.

(b) If the costs of the construction projects on the Klamath Falls-Lakeview Highway and the Fremont Highway prior to 1925 are set up on the basis of payments heretofore made on the individual projects as provided in the minutes, the following will show the present status:

	Total	County	State and Government
Klamath Falls-Lakeview	\$ 532,949.26	\$137,413.93	\$395,535.33
Fremont (Prior to 1925)	<u>480,784.83</u>	<u>158,635.69</u>	<u>322,149.14</u>
Totals	\$1,013,734.09	\$296,049.62	\$717,684.47
Percent	100%	29.2%	70.8%

Considering the work done on the Fremont Highway since 1925, including the grading of the Picture Rock Pass Section and the surfacing of the Silver Lake-Picture Rock Pass, the following shows the division of costs:

	Total	County	State and Government
Fremont (Since 1925)	\$451,334.90	\$91,080.43	\$360,254.47

If considered on a 25% cooperative basis by Lake County
1/4 of \$451,334.90 equals \$112,833.72
Less amount paid 91,080.43

Amount due State from County \$ 21,753.29

(c) If in considering the Lake County cooperative account the Fremont Highway projects prior to 1925 and Klamath Falls-Lakeview Highway projects are considered closed out in accordance with the agreements set out in the minutes, there are left only the Fremont Highway projects subsequent to 1925. These have been agreed upon on a 25% County-75% State basis, except that no agreement was reached as to the Picture Rock Pass grading (\$58,617.68) and Silver Lake-Picture Rock Pass surfacing (estimate \$17,780.00). The former was paid for almost entirely with Federal aid funds as an emergency project, the latter as a day labor unemployment relief project. If these two projects are not included in the totals of the cooperative projects, the following statement will illustrate the present status:

Total Cost	\$374,937.22
Lake County Share 25%	\$93,734.30
Amount Paid in by Lake Co.	<u>91,080.43</u>
Amount of Shortage Lake Co. at 25% rate	\$ 2,653.87

5/13/32

As a matter of information, the final construction costs of the Fremont Highway to date are divided as follows:

Total	County	State and Government
\$932,119.73	\$249,716.09	\$682,403.61
100%	26.8%	73.2%

The above figures do not include surveys or construction engineering, as that is paid entirely by the State. On the other hand, the cost of right of way is paid entirely by the County. The construction costs of the Lakeview-Burns project have not been included as that is under a separate agreement. No cooperation was asked of Lake County on the Central Oregon Highway.

The report was accepted by the Commission and ordered filed in the department's records.

The Chairman informed Judge Reynolds and Commissioner Snider that in view of the report made by Mr. Klein it appears that the County has no claim against the State and it was his belief that previous agreements with the County and State should be terminated and that future construction work in the County should be undertaken under new arrangements. He further informed them that in connection with future highway construction work in Lake County the Commission will proceed with the utmost generosity and good will toward the County. Commissioners Aldrich and Washburne concurred with the Chairman in this matter.

E. G. Harlan, Manager of the Eugene Chamber of Commerce, representing the Oregon Pacific Highway Association, was present and requested the Commission to make a definite decision relative to the elimination of the bottle neck situation on the Pacific Highway through the Siskiyou Mountains in Jackson County. He asked the Commission to authorize a survey to determine a definite location for this section of highway for the benefit of the people residing there who wish to make improvements, which cannot be made satisfactorily under present conditions. The Chairman informed Mr. Harlan that the Commission is short of funds and is not in a position to reconstruct this section of the highway in the near future. Highway standards, he stated, are changing very rapidly and if a location survey were to be made now, the probabilities are that changes would be necessary before money became available to perform the construction. It was his thought that it would be better to defer the making of a survey until the Commission is ready to proceed with the reconstruction work.

County Judge I. M. Schannep and Commissioners J. O. Hales and R. E. Bean of Umatilla County appeared before the Commission and requested that Umatilla County be reimbursed in the sum of approximately \$18,000 for monies advanced by the County to carry on emergency unemployment relief work on secondary highways during the past winter months. They stated that the expenditures were made under arrangements with the former State Highway Commission and it was their understanding that the State would reimburse the County therefor about the first of June. The State Highway Engineer confirmed the statements

of the Umatilla County Court and informed the Court that its claim for reimbursement will be approved for payment if they will submit properly endorsed bills covering these expenditures.

The County Court of Umatilla County also requested that provisions be made for the use of labor from Umatilla County in connection with the construction of the Sand Station-Washington State Line Section of the Columbia River Highway (Wallula Cut-off), for which bids were opened at the morning session. The Court was informed by the Engineer that provisions for the employment of Oregon labor will be included in the contract and, in addition, instructions will be given to the engineer in charge of the project to see that these are rigidly enforced and he will be required to submit weekly reports regarding this feature.

The Umatilla County Court discussed with the Commission the matter of the construction of the Cold Springs Highway. They stated that this is a state highway, but the State has spent no money thereon except for the surveys, while the County has expended for construction purposes approximately \$290,000 exclusive of the amounts expended for right of way. They were unable to state the exact amount of money expended for right of way, but stated that if investigation reveals that the cost of the right of way and the cost of the surveys are about equal, then they will expect the State to expend for surfacing this road an amount equal to that already spent by the County for construction purposes, which is about \$290,000. They also requested that this road be placed on the Federal highway system. The Chairman replied that it is not possible to make this road a Federal aid highway because there is insufficient mileage remaining for this purpose. He also stated that the surfacing of the highway is not on the program for the current year but will be considered in the budget for 1933, and that the County will then be given credit for expenditures already made on the basis of 50% county funds, 50% state funds. Commissioners Aldrich and Washburne concurred with the Chairman in this statement. The Chairman requested the County Court to submit a detailed statement of expenditures that it has made in connection with the construction of this highway.

The County Court also asked the Commission for further construction work on the Pendleton-John Day Highway with particular reference to the Ukiah-Dale Section which is now under contract for grading and which, they stated, will be completed about July 1. It was explained by the Engineer that the surfacing of this section is now on this year's program as a forest highway project but that the contract for construction cannot be awarded until Congress makes an appropriation to provide the money therefor. The Engineer also stated that he expects to place an engineering party in the field within the next six weeks to complete the survey between Dale and Long Creek and that it will be his recommendation that the construction of this section be placed on the program for 1933.

Mr. M. H. Abbey, Secretary of the Roosevelt Highway Ferry Company to whom the Commission awarded the contract on April 28, 1932 for the furnishing of ferry service across the Alsea River at Waldport, appeared before the Commission relative to a discrepancy in the proposal submitted by him for

5/18/32

this service. Mr. Abbey explained that the unit price given in this proposal should be \$1,550 per month instead of \$1,505 per month, and that he used \$1,550 as the unit in arriving at the total for the period. He asked the Commission to allow the higher figure because, he stated, the lower figure is a mistake and he cannot perform the service for the lesser amount. The Engineer stated that the unit figure given in the proposal of Mr. Abbey was \$1,505; however, investigation shows that Mr. Abbey used a unit price of \$1,550 in making his extensions. Therefore, it appeared to him that Mr. Abbey really intended to use the higher unit figure. After due consideration of the matter, the Commission approved the award of the contract to Roosevelt Highway Ferry Company at \$1,550 per month since this bid was still the low bid submitted for this service.

County Commissioner Jos. Whitlock of Deschutes County and Mr. George H. Brewster appeared before the Commission and requested the oiling of the newly surfaced section of the Santiam Highway between Sisters and Suttle Lake, a distance of approximately 13 miles. They asked that the state oiling crew which is now working in this vicinity be authorized to do this work. The Engineer stated that it will cost about \$1,500 per mile or a total of about \$20,000 to oil this section. He further stated that this work is not budgeted for this year, and since the surfacing has just been completed a much better oiling job can be done if it is allowed to compact for a while under traffic. County Commissioner Whitlock then asked the Commission to give the County credit for expenditures made by the County for the grading of this section of highway. After due consideration, the Chairman informed Mr. Whitlock that his request will be considered by the Commission if he will furnish the Commission with a detailed statement of expenditures made by the County for this work.

Mr. C. H. Miller, Dufur, was present in the interests of the proposed secondary state highway extending from Dufur in a northwesterly direction to a connection with the Mt. Hood Highway. The Engineer stated that he has been unable as yet to make a reconnaissance survey of this proposed road on account of the snow conditions existing there. It was his thought these will improve so that the survey can be made about the middle of June.

Mr. H. C. French, inspector of the Oregon State Board of Aeronautics appeared before the Commission in behalf of Lt. Carlton F. Bond, Commanding Officer, Pearson Field, Vancouver, Washington, who has requested permits for the use of the ocean beach at Camp Clatsop and Ecola Beach for airplane landing fields during the Oregon National Guard Encampment. Mr. French stated that the U. S. Army will be responsible for the protection of the public while these areas are being used as aircraft landing fields. He further stated it was his belief that Government airplanes may land on the beach areas at any time or any place that they see fit, without liability, notwithstanding that permits so to do have not been secured previously from the Oregon State Highway Commission as required by the Oregon statutes. The Attorney concurred with Mr. French in this statement. After a further discussion of this matter, the Commission decided to take no action at this time with respect to Lt. Bond's application.

Messrs. C. C. Reynolds and R. L. Forster of Yachats appeared before the Commission and requested that they be allowed to continue to remove sand from the ocean beach about a mile north of Yachats in Lincoln County. Mr. Reynolds stated that he is in the road material business and for some time past has taken sand from the ocean beach at this point for commercial purposes, and that it has just recently come to his attention that some of the people of Yachats object to his doing this because they think it is interfering with the spawning of smelt. It was his opinion that the removal of this sand did not interfere with the smelt spawning and he, therefore, asked the Commission to permit him to continue his business in which he has quite a large investment in the way of bunkers, etc.

Messrs. Perry Mitchell and H. D. Clements of Yachats, representing the Yachats Booster Club, appeared before the Commission and opposed the granting of any special privileges to Mr. Reynolds because, they stated, it is ruining the smelt industry, which is quite an attraction for tourists. They also stated that they would have no objection to Mr. Reynolds' taking the sand from this beach were it not for the fact that it is interfering with the smelt and is driving them elsewhere to spawn. They explained that the sand Mr. Reynolds is taking is a coarse sand, known as smelt sand, and that when this is removed it is replaced with ordinary gray beach sand which the smelt do not like. They also stated that this is the only place in Oregon, with the exception of two small deposits at Ten Mile Creek in Lane County, where there are deposits of smelt sand and it is for this reason that they urged the Commission to take whatever action is necessary to prevent the ruination of this attraction and to preserve it for the benefit of the general public.

The Attorney quoted two sections of the Oregon statutes to show that the shore of the ocean is designated as a public highway and, therefore, comes under the jurisdiction of the State Highway Commission.

The Chairman stated that he wishes to secure additional information concerning this matter, both legal and piscatorial, before he will vote to put a man out of business. After a further discussion, motion was regularly made, duly seconded and carried by the unanimous vote of the Commission, that the State Fish Commission be requested to furnish the State Highway Commission with expert information as to the part that this sand has in the propagation of smelt; whether it is necessary in the propagation of this fish and whether the removal of the smelt sand from this relatively short stretch of beach would make any difference in their propagation. The Commission also decided to ask the Oregon State College and the University of Oregon to furnish additional data concerning this matter.

Mr. Reynolds stated that he has a few small orders for sand that he would like to fill and requested permission to undertake these. He agreed to be very sparing in the removal of the sand until a definite decision has been rendered in connection with the matter discussed. Mr. Mitchell stated that he had no objection to Mr. Reynolds' doing this.

A petition signed by members of the Yachats Booster Club and

5/18/32

residents of south Lincoln County and territory adjacent thereto was presented by Mr. Mitchell. The petitioners asked the Commission to hasten the construction of a highway bridge across Alsea Bay at the point already designated or at any other point that the State Highway Commission may choose that will best suit the motoring public. The Commission accepted the petition and ordered it filed in the records of the department.

L. G. Fiske, Lloyd L. Corey and W. R. Collins of Portland appeared before the Commission and requested that the permits that were previously issued to Mr. Collins and two other operators, authorizing them to haul logs on the Mt. Hood Highway, which permits were revoked because of overloading, be restored to them so that they could continue their operations as this is their only means of livelihood. Mr. Fiske stated that he is interested in this matter because he furnished tires for the trucks and the understanding was that they were to be paid for from the receipts of the log hauling operations. Mr. Corey stated that he is the owner of the timber which was being hauled and is interested from that standpoint. A strong plea was made for the Commission to rescind the action previously taken, but the request was denied. The Chairman explained that the Commission must protect the highways, and the restoring of these permits now will nullify the action previously taken by the Commission with respect to this class of operation. He further stated that as far as he is concerned, if the operators will show their good intentions by installing a set of scales with which to weigh the loads before coming on a highway and these scales prove to be satisfactory to the Commission, then, after the lapse of a sufficient time for these gentlemen to realize that they violated the law, consideration will be given to their request that the permits be restored. Commissioner Aldrich called attention to the fact that the Commission's Engineer is now conducting an investigation which will end about July 1, to determine the amount of damage that is being done to the highways by reason of log hauling operations. It was his thought that it would be establishing a very dangerous precedent if the Commission should now overlook the action previously taken in ordering this investigation which, he stated, is being made at the request of the Oregon Mill & Truck Operators' Association. Mr. A. J. Dwyer of the Southeast Portland Lumber Company, who was present, stated that it will be necessary for him to close his mill if log hauling operations are stopped on the Mt. Hood Highway, which will throw about 150 men out of employment. After a further discussion of the matter the Commission decided to make no alterations in its present plans for the time being.

County Judge J. M. King of Jefferson County was present and requested the construction of a short section of the Madras-Prineville Secondary State Highway No. 360 extending from the Crook County line northwesterly about two miles. He stated that the location survey for this section has already been made and the County has men and equipment ready to place on this work as soon as the Commission approves the construction. He also stated that the Crook County end of this road has already been constructed. Judge King was informed by the Commission that a decision on his request will be given him later. It was arranged that he should meet with the Commission at 9:30 o'clock A. M. on the following day in the Imperial Hotel. (Judge King's request was granted by the Chairman on the following day.)

At 5:30 o'clock P. M. the Chairman announced the following awards of contracts for which bids were opened at the morning session, the awards having been authorized previously by the unanimous vote of the Commission:

Bituminous Macadam Project No. 11 in Coos, Curry, Douglas and Josephine Counties. The low bid is that of J. F. Forbes, Olympia, at \$70,035.20 on Alternate "A"; the second low bid is that of F. J. Kernan, Portland, at \$75,865.75 also on Alternate "A". The award of this contract will be held pending the consummation of arrangements with the County Court of Josephine County which is cooperating in the cost of the work.

Oiling Project No. 10 in Deschutes and Wheeler Counties. The low bid is that of J. F. Forbes, Olympia, at \$42,595.20 on Alternate "A"; the second low bid is that of J. C. Compton, McMinnville, at \$47,690.00 also on Alternate "A". The contract is awarded to J. F. Forbes, the low bidder, at his bid price of \$42,595.20.

Paving Elk Creek Tunnel on the Umpqua Highway west of Drain in Douglas County. The low bidder is Odom & Du Rette, Salem, at \$6,924.00; the next low bidder is Liesch & Tofte, Marshfield, at \$7,105.00. The award is made to the low bidder, Odom & Du Rette, at their bid of \$6,924.00.

Bituminous macadam project No. 8, Corvallis-Newport, Oregon Coast and Alsea Highways in Lincoln County. The low bidder is J. C. Compton, McMinnville, at \$82,576.50 on Alternate "A"; the next low bidder is Washburn & Hall, Portland, at \$88,376.00 also on Alternate "A". The award is made to the low bidder, J. C. Compton, at his bid of \$82,576.50.

Widening and paving Brooks-Salem Section of the Pacific Highway in Marion County. The low bid is that of West Contract Company, Portland, at \$127,455.00 on Alternate "A" and \$136,383.00 on Alternate "B"; the next low bid is that of Kern & Kibbe, Inc., Portland, at \$132,224.50 on Alternate "A", \$137,893.50 on Alternate "B" and \$162,464.50 on Alternate "C". The award is made to the low bidder, West Contract Company, at its bid of \$127,455.00 on Alternate "A".

Grading Sand Station-Washington State Line Section of the Columbia River Highway in Umatilla County. The low bid on Project "A" is that of S. H. Newell & Co., Portland, at \$143,213.00; the next low bid on Project "A" is that of J. A. Terteling & Sons, Spokane, at \$149,905.00. The low bid on Project "B" is that of Columbia River Power & Investment Co., Stevenson, Washington, at \$61,385.00, using corrugated iron pipe; the next low bid on Project "B" is that of S. H. Newell & Co., Portland, at \$62,760.00, using corrugated iron pipe; the third low bid on Project "B" is that of J. A. Terteling & Sons, Spokane, at \$63,425.00, using corrugated iron pipe; the low combination bid for both projects is that of S. H. Newell & Co., Portland, at \$202,973.00, using corrugated iron pipe; the next low combination bid for both projects is that of J. A. Terteling & Sons, Spokane, at \$209,330.00, using corrugated iron pipe. The award of the contract is made to S. H. Newell & Co., on its combination bid of \$202,973.00, the lowest submitted, using corrugated iron pipe.

Grading the Dillon Section of the Columbia River Highway in Wasco County. The low bidder is Clifton & Applegate, Spokane, at \$19,832.00; the next low bidder is J. A. Terteling & Sons, Spokane, at \$20,965.00. The contract is awarded to the low bidder, Clifton & Applegate, at their bid of \$19,832.00.

Widening Deschutes River Tunnel Section of the Columbia River Highway in Wasco County. The low bid is that of S. H. Newell & Co., Portland, at \$5,760.00; the next low bid is that of Joplin & Eldon, Portland, at \$6,000.00. The contract is awarded to the low bidder, S. H. Newell & Co., at its bid of \$5,760.00.

Bridge over the Santiam River on the Pacific Highway at Jefferson, Marion and Linn Counties. The low bid is that of Clackamas Construction Co., Oregon City, and Liesch & Tofte, Marshfield, at \$102,660.00; the next low bid is that of Odom & Du Rette, Salem, at \$103,685.00. This project involves Federal aid; therefore, the award of the contract will be held pending the approval of the U. S. Bureau of Public Roads.

Widening Fulton Canyon Bridge on the Columbia River Highway in Sherman County. The low bidder is O. N. Pierce, Portland, at \$2,362.00; the next low bidder is R. H. Jones, Baker, at \$2,616.00; the contract is awarded to O. N. Pierce, the low bidder, at his bid price of \$2,362.00.

The following bids were received for the purchase of oiling equipment:

Item	West Con- tract Co.	G. F. Jung- wirth	A. Theo. Milne	Standard Fee- Arenz	J. C. naughty Comp-
					Paving Co.Mach.Co.ton
1 Oil Distrib. & Truck					
2 Oil Distrib. & Truck			\$795+		
3 Retort		\$850	350+	\$750	
4 Boiler					
5 Boiler	\$600*	)Only			
6 Boiler	600**	)One			
7 Boiler	600***	)Wanted	200+		
8 Boiler				\$100	
9 Boiler				100	
10 Street Sweeper	240*	)			\$100
11 Street Sweeper	220****	)Only			
12 Street Sweeper	220***	)One			
13 Street Sweeper	230**	)Wanted			100
14 Tender Trailer	810*	)Only	300+		
15 Tender Trailer	800**	)Two			
16 Tender Trailer	790***	)Wanted			
17 Fuel Oil Trailer	300*	)Only	150+		
18 Fuel Oil Trailer	280**	)One			
19 Fuel Oil Trailer	280***	)Wanted			
20 Loaders					250

MAY 18 1932

Item	West Con- tract Co.	G. F. Jung- wirth	A. Theo. Milne	Standard Fee- Arenz	J. C. naughty Comp-
					Paving Co.Mach.Co.ton
21 Loaders					
22 Loaders					
23 Wheel Type Tractor					
24 Wheel Type Tractor					
25 Wheel Type Tractor			\$100		
* First Choice					
** Second Choice					
*** Third Choice					
**** Fourth Choice					
+ Bid contingent on award of Bituminous Macadam Project No. 8.					

The Commission awards the sale of this equipment to the following bidders at the prices bid:

Item No.	Article	Name of Bidder	Amount of Bid
3	Retort	A. Milne	\$ 850.00
5	Boiler	West Contract Co.	600.00
10	Street Sweeper	West Contract Co.	240.00
13	Street Sweeper	J. C. Compton	100.00
14	Tender Trailer	West Contract Co.	810.00
15	Tender Trailer	West Contract Co.	800.00
17	Fuel Oil Trailer	West Contract Co.	300.00

The Commission rejects all bids received for the purchase of the balance of the equipment advertised.

The Engineer reported that the Highway Department of the State of California is conducting experimental work in connection with the settling of embankments preparatory to the construction of concrete pavement thereon. He stated that these investigations will be of value in connection with Oregon highway work and recommended that Construction Engineer H. G. Smith be authorized to go to Sacramento, California to interview the California highway officials and to secure information concerning these experiments. After due consideration, motion was made by Commissioner Washburne that Construction Engineer Smith be authorized to go to Sacramento to secure the information desired by the Engineer and that the expense therefor be paid out of state highway funds. Motion was duly seconded by Commissioner Aldrich and declared by the Chairman to have received a unanimous vote.

The Commission considered the expense accounts of R. H. Baldock, State Highway Engineer, and Roy A. Klein, former State Highway Engineer, which were incurred by them while in attendance at the annual meeting of the Western Association of State Highway Officials in San Francisco on July 10, 11 and 12, 1931, as representatives of the Oregon State Highway Commission. The Secretary explained that this expense was incurred while Mr. Klein was State Highway Engineer and Mr. Baldock was Assistant State Highway Engineer

MAY 18 1932

under authority granted by the former Commission at a meeting held on June 25, 1931. The expense incurred by Mr. Klein was \$75.25 and that incurred by Mr. Baldock was \$30.77, the difference being accounted for by the fact that Mr. Baldock made the trip in the private car of a friend. It was further explained by the Secretary that reimbursement to Mr. Klein and Mr. Baldock was approved by two former Highway Commissions but that the personnel of these Commissions changed before the travel authorizations were executed and for that reason the accounts were now being presented to the Commission for its consideration. The Commission also considered the matter of reimbursing Mr. Baldock for expense incurred by him in attendance at a meeting held in Spokane on January 14-16, 1932 to discuss the standardization of asphalts used in highway construction. This expense, the Secretary stated, amounted to \$9.35 and was incurred under authority granted by the former State Highway Commission. After due consideration, motion was made by Commissioner Washburne that each of the engineers be reimbursed for the full amount of his claim. Motion was duly seconded by Commissioner Aldrich and declared by the Chairman to have received a unanimous vote.

Dr. Charles A. Lamkin of Hillsboro appeared before the Commission and asked the Commission to authorize a survey of the Base Line Route between Portland and Hillsboro and to consider this route as a possible unit of the proposed short road from Portland to the sea on the same basis as the present Tualatin Valley Highway and the north route extending from Portland across the northern part of Washington County through Banks. He stated that the people of Hillsboro feel that, inasmuch as their city is the county seat and that they have offered considerable in the way of right of way, they are entitled to this consideration. He explained that 80% of a right of way 100 feet wide has been arranged for along this section and that this will be presented to the State without cost. He gave it as his opinion that increased distance should not be a deciding factor in the selection of a route because the distance from Portland to Banks via this route will be only about one mile longer than by the direct route from Multnomah county line to Banks. It was also his opinion that the cost of right of way between Hillsboro and Banks will be much less expensive than via the other route because this route parallels the P. R. & N. Railroad and will not cut up high priced farm properties as will the other. The Chairman informed Dr. Lamkin that if the Base Line route is selected, it will preclude the construction of the tangent route across the northerly portion of Washington County; also that the Commission is doing everything possible to shorten the distance from Portland to the sea since that is what the people of Portland desire; therefore, the Commission is exercising all of its ingenuity in making the surveys in order to save every possible mile. Concerning the relationship between the proposed Base Line route and the existing Tualatin Valley Highway, he stated that if the Base Line route is selected it will be necessary to abandon any project of widening the present highway. The State Highway Engineer called attention to the fact that investigations are being made of a proposed route up Scoggins Creek which, if selected, will route traffic through Hillsboro and Forest Grove. The Secretary presented a letter from L. C. Kramien, Hillsboro, to Governor Meier and by him referred to the State Highway Commission, urging the adoption of the Base Line route as the eastern link of the proposed short road from Portland to the sea and requesting that a survey of this route be made at an

early date. No action taken by the Commission on this request.

The Commission adjourned at 7:00 o'clock P. M. to reconvene at 8:00 o'clock P. M. this day in Room 8-A, Multnomah Hotel.

The State Highway Commission reconvened in Room 8-A, Multnomah Hotel, at 8:00 o'clock P. M., with all members, State Highway Engineer, the Attorney and the Secretary present.

In accordance with previous arrangements the County Courts of Clatsop and Tillamook Counties appeared before the Commission to discuss matters pertaining to the Cannon Beach-Neahkahnie Mountain Road, the alternate route for the Oregon Coast Highway between Cannon Beach Junction and Nehalem Bay. Present from Clatsop County were County Judge Guy Boyington and Commissioners Wm. Larson and Jas. Elliott; from Tillamook County were County Judge F. A. Beltz and Commissioners Frank L. Owens and Ed. H. Lindsey.

The County Courts requested the early construction of the Hug Point-Neahkahnie Mountain Section of this highway and asked the Commission to assure them that this work will be started before winter so that it may be used to help relieve the unemployment situation, which indications point will exist at that time. They called attention to the fact that both counties are now contributing \$25,000 annually for the construction of this highway but they feel that they cannot continue to contribute unless construction of this section is undertaken soon.

The Engineer stated that his estimate of cost to construct this section of highway is about \$750,000, which will have to be paid wholly out of state funds if it is contracted now. He further stated that there is a probability that Federal aid may be secured for this work in which event the cost to the State will be reduced and in addition the work can be completed sooner. He called attention to the fact that the State is now behind in the collection of Federal aid in the sum of \$800,000 and that it seems unwise to obligate state funds alone for this project when there are other places where this money can be spent advantageously and in connection with which Government cooperation can be secured. He also stated that no definite decision can be given until the selection of a route for the proposed short road from Portland to the sea has been made which he thought will be about July of this year. The Chairman stated that surveys of the various proposed routes are being pushed as much as possible. In reply to the inquiry of Judge Beltz as to whether or not assurance can be given that work will start before winter, the Chairman stated that this will depend, to a large extent, on whether or not Federal aid can be secured. After further discussion the County Courts of both counties agreed that it will be better to defer construction of this unit until the matter of Federal aid has been definitely determined.

County Commissioner Lindsey of Tillamook County asked the Commission to consider the Twin Bridge-Mohler route in its study of the various routes proposed for the short road from Portland to the sea. He stated that this route which extends from the Wolf Creek route at Twin Bridge about

9 miles east of Elsie to the Oregon Coast Highway at Mohler, will provide a short road from Portland to the Tillamook beaches that will be no longer than the Wilson River route and will cost much less to construct. The Chairman replied that the Commission has this proposed route under consideration along with others.

The matter of right of way for the Cannon Beach-Neahkahnie Mountain road was discussed. Judge Boyington stated that the Clatsop County Court is ready at any time to adopt its resolution to acquire the right of way required in Clatsop County and suggested that they be permitted to do this now since it will take about two months to do it properly. The Engineer stated that the surveys for this section are complete but he wants to check the location on the ground before he gives it his final approval. Arrangements were made for the Chairman and the Engineer to make this inspection trip during the next week. Judge Boyington then inquired as to whether or not the Commission will expect the County to pay the cost of right of way damages along the revised alignment over and above what they would have cost had the "Burns" survey been adopted by the Commission. He stated that the revised location is about one mile shorter than the Burns location and the cost of construction will be correspondingly less than via the Burns location; therefore, it was his thought that it would be only fair for the State to assume the extra expense in view of the fact that the County has paid out considerable money for the survey made by Burns. It was his thought that the extra cost of the right of way will not exceed the amount expended by the County for the Burns survey, which is about \$12,000. After considerable discussion it was agreed that Clatsop County shall acquire the right of way required for the improvement in Clatsop County on the revised alignment and pay for the same up to \$12,000, the State to pay the balance. Also, it was agreed that Tillamook County shall acquire the right of way required for the improvement in Tillamook County and pay for the same up to \$5,000 (estimated by Judge Beltz to be the amount paid by the County for the Burns survey in that County), the State to pay the balance, with the understanding that Tillamook County will not be required to make its expenditures until 1933. This arrangement was approved by the unanimous vote of both County Courts and the State Highway Commission. The Attorney was instructed by the Commission to prepare a form of contract between the State Highway Commission and the County Courts of Clatsop and Tillamook Counties in conformance with this arrangement.

In a further discussion of this matter, the Engineer stated that it is uncertain as to when this project can be started, but it is his intention to include it in the five-year program that he is now preparing. Judge Boyington stated that the Clatsop County Court feels that it cannot tie up the county funds to cooperate in this work unless the State will do likewise.

The Commission discussed with the Clatsop County Court the matter of surfacing the Cannon Beach Road between Cannon Beach Junction and Cannon Beach. It was mutually agreed that the State shall expend the sum of \$1,000.00 on the crushing of rock for this improvement and in return the County will pay the cost of maintaining the highway between Cannon Beach and Hug Point until this section has been given an oil treatment, plans for which, the Engineer stated, are included in the program for 1933.

Consideration was given by the Commission to the purchase of right of way for the improvement of the Lower Columbia River Highway in Multnomah County across the lands of Harry R. Elbon. Chas. Rose, right of way buyer for the Commission, who was present, reported that Mr. Elbon owns about 2.2 acres of land at this place which he purchased in 1931 for the sum of \$5,250 and that he now demands \$4,000 for the portion needed by the State totaling about one acre. He further stated that the Highway Home Company which sold this land to Mr. Elbon has agreed to assume \$500 of this expense; which will leave the balance, \$3,500, for the State to pay. He recommended against the purchase at this price. After due consideration the Commission decided to let the courts set a value on this property. The Attorney was authorized by the unanimous vote of the Commission to offer Mr. Elbon and the Highway Home Company the sum of \$10,000 for their holdings that are required by the State for this improvement and to institute condemnation proceedings for its acquisition in the event that this offer is rejected.

The Commission at this time set 10:00 o'clock A. M., Thursday, June 9, 1932 as the date for the next meeting to be held in Portland and authorized the Engineer to advertise the following projects for bids to be received at that meeting:

Highway & Section	County	Type of Work	Length in Mi.	Estimated Total Cost	State's Share	Government's Share
<u>Oregon Coast</u>						
Kilchis River-Till.	Tillamook	Paving	2.75	\$70,000	\$28,000	\$42,000
<u>Oregon-Washington</u>						
Adams-Milton	Umatilla	Pavement Widening	18.00	60,000	24,000	36,000
<u>The Dalles-California</u>						
Modoc Point-Barclay	Klamath	Surface & oil	1.30	13,000	5,000	8,000
Klamath Falls-Terminal City	"	Paving	2.08	50,000	25,000	25,000
<u>Oil Project No. 12</u>						
<u>West Side Pacific</u>						
Polk Co. Line-Lewisburg	Benton	Non-skid	4.90			
Corvallis-Lane Co. Line	Benton	Non-skid	8.60	18,000	18,000	- - -
Clow Corner-Monmouth	Polk	Pave. wid.	2.80	11,000	4,000	7,000
Monroe-Junction City	Benton	Miller's Slough Bridge		20,000	8,000	12,000
<u>Pacific Highway</u>						
Tangent-Shedd	Linn	Pave. wid.	2.35	8,000	4,000	4,000
<u>Umpqua Highway</u>						
Scottsburg-Paradise Creek	Douglas	Gravel Topping	11.30	30,000	12,000	18,000
Readsport-Scottsburg	"	3 bridg.		17,000	7,000	10,000

Highway & Section	County	Type of Work	Length in Mi.	Estimated Total Cost	State's Share	Government's Share
<u>Siuslaw Highway</u>						
Cheshire-Prairie Rd. Lane		Grading & bridges	4.00	\$70,000	\$35,000	County \$35,000 ✓
<u>Oil Project No. 9</u>						
<u>Oregon Coast</u>						
Beaver-Hebo	Till.	Bit. mac.	2.00	6,000	6,000	----- ✓
Otis-Siletz River	Lincoln	Oiling	11.50	17,000	7,000	10,000
Tillamook Co. Line-Otis	"	Oiling	8.00	12,000	12,000	-----
<u>Columbia River</u>						
Wallula Cut-off Sec.	Umatilla	O'Xing Struct.		35,000	14,000	21,000 ✓
Oneonta Tunnel Sec.	Multnomah	Tunnel Lining		3,000	3,000	----- ✓
Sand Sta.-Wash. St. Line	Umatilla	2 bridges		8,000	3,000	5,000 ✓
<u>Tualatin Valley</u>						
Portland-Hillsboro	Washington	Trestle over Dawson Creek		5,200	5,200	----- ✓
<u>East Portland-Oregon City</u>						
Oregon City-Gladstone	Clackamas	Bridge over Abernethy Creek		25,000	25,000	----- ✓

The Engineer reported that frequently, when state construction crews are working in the vicinity of small cities and towns, he is asked by the city officials to authorize the crew to perform work such as pavement patching, etc., on city streets that are not used as state highways. He stated that the practice in the past has been to accommodate the city by doing the work requested, provided it will not interfere greatly with the state work and the city will guarantee to pay the entire cost thereof. He requested instructions as to whether or not he should continue this practice. After due deliberation, the Commission instructed the Engineer to continue the practice that has been carried on in the past regarding this matter.

Consideration was given by the Commission to the matter of acquiring the following recreation areas from the U. S. Government under the provisions of the Recreational Act of June 14, 1926, petitions for which were filed with the Department of Interior under instructions of the former Highway Commission:

1. Casey tract, consisting of 80 acres of land, lying adjacent to the Crater Lake Highway and the Rogue River in Section 33, T. 33 S. R. 1 E. W. M., Jackson County.

The Engineer reported that the Government has appraised this tract and has fixed a price of \$275.00 for purchase outright, or \$13.75 annually for lease privileges. The Commission decided to lease this tract for a period of twenty years at the fixed annual rental charge of \$13.75 with the option to purchase

later at the appraisal value of \$275.00.

2. Tract of 200 acres lying adjacent to the Umpqua Highway at the site of the Elk Creek tunnel west of Drain and situate in Sec. 15, T. 22 S. R. 7 W. W. M., Douglas County.

The Engineer reported that the Government's appraisal has been made and the purchase price fixed at \$3,745.00; however, it may be leased from the Government at an annual rental charge of \$187.25. Action as to whether or not this area should be acquired was deferred at the request of the Chairman so that he can view the tract before a decision is made.

3. Tract of 120 acres lying adjacent to the Siuslaw Highway a short distance west of Triangle Lake, being situate in Sec. 19, T. 16 S. R. 7 W. W. M., Lane County.

The Engineer stated that the Government's appraisal of this property reveals that this area may be purchased for the sum of \$1,100.00, or it may be leased at an annual rental charge of \$55.00. The Commission decided to lease the property from the Government at an annual charge of \$55.00 with option to purchase later at the appraised value of \$1,100.00. "Application for lease of Public Lands" was signed by the Commission on that basis.

4. Loon Lake tract, consisting of 57.49 acres of land lying adjacent to Loon Lake and Loon Lake Market Road, 6 miles south of the Umpqua Highway, being situate in Sec. 1, T. 23 S. R. 10 W. W. M., Douglas County.

The Engineer stated that the Government has appraised this tract and fixed the purchase price at \$128.78, or it may be leased at an annual rental charge of \$6.44. The Commission decided to lease the property at the annual rate of \$6.44 with option to purchase later at the appraisal value of \$128.78 if it is so desired. The "Application for lease of Public Lands" was signed by the Commission on that basis.

The Commission discussed the matter of installing scales for checking and weighing heavy loads that are transported over state highways. It was decided to purchase and install two sets of these scales. The Engineer was instructed to investigate and determine a proper location for each set and to secure bids for furnishing and installing them.

The following resolution regarding the acquisition of rights of way required for the improvement of the Pacific Highway across the lands of George A. Ramp north of Salem in Marion County was adopted by the unanimous vote of the Commission:

WHEREAS, the State Highway Commission is by law authorized and directed to lay out, locate, designate, construct, improve and maintain a system of state highways in the State of Oregon, and

5/18/32

WHEREAS, the State Highway Commission has heretofore duly considered and adopted the location of the Pacific Highway, otherwise known as State Highway No. 1, extending north from the city of Salem, and has heretofore and does hereby adopt a revised location over, across and through the property of George A. Ramp, a portion of which property required for right of way purposes is hereinafter definitely described, and

WHEREAS, in the permanent location, improvement, construction and maintenance of said highways, and particularly that portion of State Highway No. 1 in Marion County, Oregon, 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 land hereinafter described, which land is to be used for right of way purposes, to-wit:

A parcel of land in the Harvey Smith D.L.C. No. 66 in the NE $\frac{1}{4}$ of Section 17 and the NW $\frac{1}{4}$ of the NW $\frac{1}{4}$ of Section 16, T. 6 S., R. 2 W., W. M.; said parcel being a portion of the property conveyed to George A. Ramp by that certain deed recorded in Book 103 at Page 344, Deed Records of Marion County, Oregon; said parcel of land being more particularly described as follows:

Beginning at the intersection of the north line of said Harvey Smith D.L.C. with the 1931 relocated center line of the Pacific Highway, said point being N. 88° 15' E. 572.3 feet from the northwest corner of said Section 16, and said point also being at Engineer's relocated center line Station 387+98; thence N. 88° 15' E. along the north line of said D.L.C. No. 66, 46.1 feet to a point which is 40.0 feet southeasterly from (and measured at right angles to) said highway center line; thence southwesterly parallel to said center line as follows: S. 28° 01 $\frac{1}{2}$ ' W. 407.1 feet, thence on a 2905.0 foot radius curve right (the long chord of which bears S. 30° 30 $\frac{1}{4}$ ' W.) 251.4 feet, and thence S. 32° 59' W. 1527.1 feet to the south line of said George A. Ramp property; thence N. 79° 02' W. along said south property line 43.1 feet to the present established center line of the Pacific Highway; thence N. 32° 59' E. along said established center line 459.0 feet to an intersection with the west line of said Harvey Smith D. L. C.; thence N. 0° 18' W. along said D. L. C. line 72.9 feet to a point which is 40.0 feet northwesterly from (and measured at right angles to) said established highway center line; thence northeasterly parallel to said relocated highway center line as follows: N. 32° 59' E. 1023.4 feet, thence on a 2825.0 foot radius curve left (the long chord of which bears N. 30° 30 $\frac{1}{4}$ ' E.) 244.4 feet, and thence N. 28° 01 $\frac{1}{2}$ ' E. 361.3 feet to the north line of said D. L. C. No. 66; thence N. 88° 15' E. along said north line 46.1 feet to the point of beginning; containing, exclusive of present existing rights of way, 0.98 acre.

Excepting from the above described parcel of land that portion lying within the present public rights 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 parcel of land be procured for right of way purposes in the building of said highway, and

WHEREAS, under and by virtue of the provisions of Section 44-131 Oregon Code 1930, as amended, Marion 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 the said land, although requested so to do by the State Highway Commission,

THEREFORE, BE IT RESOLVED, that the State Highway Commission shall 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 hereby further declare that the said land is 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 parcel of land be and the same are 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 and with the tenants, if any there be, 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 following resolution regarding the acquisition of property required for the widening and improving of the Lower Columbia River Highway across the lands of the Holbrook Estate near Linnton in Multnomah County was adopted by the unanimous vote of the Commission:

WHEREAS, the former Highway Commission authorized the acquisition of approximately 7.65 acres of land from the Holbrook Estate for use in connection with the widening of the Lower Columbia River Highway in Multnomah County, and

WHEREAS, it appears that pursuant to said authorization said property has been acquired at an agreed purchase price of \$5,306.25,

WHEREAS, the voucher calling for the payment of said purchase price is now before the Commission for approval, and

WHEREAS, it appears that said purchase has been approved by the State Highway Engineer and the title to the said property has been passed upon and approved by the Attorney for the Commission and it, therefore, appearing that said purchase should be consummated by the payment of the consideration therefor,

THEREFORE, BE IT RESOLVED, that the voucher calling for the payment of the agreed purchase price of the property acquired from the Holbrook Estate for right of way for the widening of the Lower Columbia River Highway in Multnomah County be, and said voucher and purchase are, hereby approved and qualified for payment out of state highway funds.

BE IT FURTHER RESOLVED, that the Secretary of the Highway Commission be, and he hereby is, authorized to accept the deed conveying said property to the State of Oregon and cause said deed to be properly recorded in the deed records of Multnomah County and thereafter filed with the Secretary of State as required by law.

The Commission signed an agreement with the Southern Pacific Company for an exchange of lands to provide right of way for the improvement of the Pacific Highway between Canemah and New Era in Clackamas County. The following resolution relative thereto was adopted by the Commission by unanimous vote:

WHEREAS, it appears that pursuant to the provisions of law, and in harmony with an agreement with the State Highway Commission, the Southern Pacific Company appropriated for railroad purposes portions of the right of way of the Pacific Highway south of Oregon City and between Canemah and New Era, and in lieu thereof provided and made available to the state additional right of way, and

WHEREAS, it appears that the said highway has been constructed over and upon said new alignment, the cost of said alteration or charge having been paid by the Southern Pacific Company, and

WHEREAS, it appears that an order has been made by the Commission approving and accepting the parcels of land acquired by the Southern Pacific Company and conveyed to the state for right of way purposes, and authorizing the vacation for right of way purposes of the parcel of land appropriated and now occupied by the Southern Pacific Company, which said order bears date of May 18th, 1932, and bears the signatures of Chairman L. M. Scott and of

Commissioner Carl G. Washburne, which signatures are attested by H. B. Glaisyer, Secretary, and

WHEREAS, it appears that said order which includes the descriptions of the parcels of land appropriated by the railroad company and the parcels of land acquired by the railroad company and conveyed to the State of Oregon, and likewise includes blue prints of said several parcels of land and said alignment, and all of which makes said order too voluminous to be entered in the minutes of the Commission,

THEREFORE, it is hereby ordered that by this reference said order is hereby made a part of the records and minutes of the Highway Commission to the same effect as if written herein and the Secretary is instructed to file said order in the records and files of the Commission.

The Engineer reported that the County Court of Union County wishes to purchase one of the department's used McMillan frescoes for \$500.00 and agrees to pay for it at the rate of \$50.00 per month up to December 10, 1932, when it will pay the balance due; also the Morrow County Court wishes to purchase one of the department's old graders for \$25.00. He stated that this equipment is obsolete and nearly worn out and is of very little value to the department. It was his recommendation that it be sold to the counties at the amounts offered. Recommendation approved by the unanimous vote of the Commission.

The Engineer reported that in connection with the operation of the ferry across the Rogue River at Gold Beach it was necessary to purchase a thirty-six horsepower gasoline launch. On account of the completion of the bridge across the river at this point the launch is no longer needed, therefore, authority was requested to advertise it for sale. After due consideration the Commission authorized the Engineer to advertise for bids for the purchase of this launch, "Vaga", at the next meeting.

The Engineer reported that there are a lot of materials, supplies and used equipment on hand at the department's shops at Klamath Falls that are of no further value to the department and requested authority to advertise this material, etc., for sale, bids to be received at the next meeting. Request approved by the Commission with the understanding that the Engineer will first have the material appraised by the Board of Survey. He was instructed to advertise this sale through the local papers as well as through the usual channels.

The Engineer requested authority to advertise for bids for the construction of a 240 foot extension to the Highway Department maintenance building at Klamath Falls, the estimated cost of which is \$3,000. He stated that this is required to properly house the equipment which is to be stored at that place. Request granted by the Commission by unanimous vote.

5/13/32

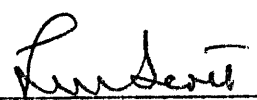
The Engineer requested authority to widen and improve a short section of the Oregon Coast Highway (Inland Route) in Clatsop County near the Clatsop-Tillamook County line, estimated to cost about \$2,000. Request granted by the unanimous vote of the Commission.

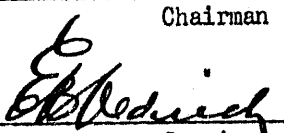
Consideration was given by the Commission to the request of the State Fair Board that the Commission's claim for truck rental, amounting to \$124.24, be cancelled. The Engineer stated that one of the department's trucks was rented to the Fair Board for use around the state fair grounds with the understanding that the Fair Board would pay a reasonable rental charge and the cost of operation. He recommended against the cancellation of the obligation. Recommendation approved by the Commission.

The Commission adjourned at 11:30 o'clock P. M.


State Highway Engineer


Secretary


Chairman


Commissioner


Commissioner

Arlington, Oregon, May 24, 1932

The State Highway Commission met in special session in the City Council Chambers at 8:30 o'clock A. M. to discuss secondary state highway matters with the County Courts of Wasco, Sherman, Gilliam and Morrow Counties. Present were:

Leslie M. Scott, Chairman
E. B. Aldrich, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Attorney
H. B. Glaisyer, Secretary

The County Courts were represented by the following: Wasco County: F. L. Phipps, County Judge; Geo. Chamberlain and L. B. Kelley, County Commissioners, and Christ Fauerso, County Engineer. Sherman County: Geo. Potter, County Judge; A. A. Dunlap and P. C. Axtell, County Commissioners, and Homer S. Wall, County Engineer. Gilliam County: J. D. Burnas, County Judge; Lloyd E. Smith and J. M. Hong, County Commissioners, and H. Tamblyn, County Engineer. Morrow County: Wm. T. Campbell, County Judge; Geo. N. Peck and Geo. A. Bleakman, County Commissioners, and H. Tamblyn, County Engineer.

MAY 24 1932

The Chairman explained that the object of the meeting was to discuss the secondary state highway laws and arrive at a clearer understanding of the provisions thereof to enable the County Courts and the Commission to carry out the intent of the law with the greatest harmony and efficiency; also, to provide a definite construction program for the expenditure of secondary state highway funds. He called attention to the fact that these funds are state highway funds and it is required by statute that they be disbursed by the State Highway Commission; also, that the law requires that the roads designated as secondary state highways shall be intercounty in character.

At the request of the Chairman the Secretary read the following letter, bearing date of May 23, 1932, written by the Engineer and directed "To All Members of the County Courts, Department Heads and Division Engineers", in which were contained the observations of the Attorney with respect to his construction of the secondary state highway law and the authority of the State Highway Commission in connection therewith:

"In response to my request for a statement or an analysis and construction of law by which there was created secondary state highways, and in which law there is declared the authority of the Highway Commission with respect to the designation, selection, improvement and maintenance of secondary state highways, Mr. Devers has submitted the following observations for your guidance:

"Some confusion prevails largely because of a misconception of the meaning or purpose of the act of the Legislature making possible a system of secondary state highways. The real trouble is due to a failure, I believe, to distinguish between the market road law as originally written and as it now exists after the passage of the secondary state highway act.

"The original market road law directed the State Tax Commission to include each year in the state levy of taxes a levy of one mill on the dollar of the total valuation of the taxable property of the state, which tax was to be collected as other state taxes are collected and paid to the State Treasurer and by him held as part of the state highway fund. The total of such tax was designated as the state market road appropriation, and this appropriation was allocated to the several counties by the State Highway Commission on the basis of the assessed valuation of the county.

"The State's appropriation together with the county's appropriation, which was provided by the county by a special levy, was then disbursed by the county court in the construction of market roads but under the supervision of the State Highway Commission.

MAY 24 1932

"The Act of 1931, which is known as the secondary state highway act, repealed the provisions of the market road law under which the state levy was made and thus left for market road construction only such funds as the counties themselves may make available by levy for such purpose. In the repeal of that section of the market road law which provided for the state levy, all taxable property in the state was relieved of the tax burden to the extent of that one mill levy.

"The Legislature then provided for a system of secondary highways. The particular highways which are to comprise that system are to be selected in the several counties by mutual agreement between the County Court and the State Highway Commission.

"The construction, maintenance and repair of secondary state highways, including bridges, is a financial obligation of the state or a joint obligation of the county and the state upon mutual agreement.

"In the selection of these secondary state highways, it is provided by law that the Commission shall give consideration to, and shall select, such market roads or other county roads or routes as will contribute to and best promote the completion of an adequate and connected system of secondary highways, intercounty in character but nevertheless correlated with the state highway system.

"The funds expended by the State Highway Commission in the construction, maintenance or repair of secondary state highways are state highway funds. The amount of such funds which the Highway Commission is obligated by the terms of the statute to expend each year in each county is such a sum of money as would be produced by a one mill levy on the taxable property of the county.

"Aside from the foregoing general observations the statute contains the following specific and, I believe, mandatory directions to the State Highway Commission:

"1. The construction or maintenance of secondary state highways may be done by any of the following methods:

"(a) By the county court with its own forces, if it so elects and notifies the Commission to that effect. However, no payments shall be made for work so performed, prior to the written authority of the State Highway Commission covering such work.

"(b) By the State Highway Commission as a result of a call for bids and an award to the lowest or best responsible bidder.

"(c) By the State with its own forces in the event the county does not elect to do the work with its own forces, and in the further event that no satisfactory bid was received by the state.

"2. Explanation of methods. If the county elects to do the work with its own forces it must enter into a written agreement with the state and must perform the work pursuant to plans and specifications prepared by the State Highway Commission, or, if prepared by the county, then approved by the State Highway Commission. The compensation paid the county must be computed on the basis of the actual cost, not to exceed the unit price employed by the Commission in estimating the cost of the work. In other words, the county, if it elects to do the work with its own forces, becomes the contractor, and is to be paid by the state on monthly estimates of the cost of the work supported by original receipted pay rolls and vouchers, which cost shall not exceed the estimate based on the unit prices as approved by the State Highway Commission.

"No work can be done on secondary state highways by the county, or by an independent contractor, unless the same is done pursuant to a written agreement between the state and the county or the state and the independent contractor. All rules and requirements with respect to subcontracts would prevail in the event the county elects to do the work with its own forces.

"Under the old market road law the state's contribution was paid to the county and the county then disbursed such funds under the supervision of the State Highway Commission, but under the Secondary Highway act, all funds must be disbursed in precisely the same way as are funds expended under the original state highway act.

"3. All bridge work on secondary state highways is to be done pursuant to the same methods and covered by the same statutory restrictions and regulations that now govern the construction or maintenance of bridges on primary or regular state highways.

"4. All plans and specifications for the construction, repair or maintenance of secondary state highways, including bridges, must be prepared by the Highway Commission, or if prepared by the county, approved by the Highway Commission.

"5. All work of whatever kind or character on secondary state highways must be performed under the supervision and control of the State Highway Commission.

"6. Counties are permitted to spend their market road fund, or a portion of it, on secondary state highways, but such funds must be disbursed and the work in connection with which said funds are disbursed must be done under the supervision and control

5/24/32

of the State Highway Commission. In other words, after highways have been selected and designated as secondary state highways by mutual agreement between the county and the Commission then the construction, maintenance and repair of such highways falls under the same procedure and must respond to exactly the same requirements as the regular state highways.

"17. Section 6 of the secondary highway act provides that "Rights of way for such secondary state highways shall be procured by the counties".

"18. The provisions of the old market road law, other than the two sections pertaining to the state levy which were repealed, are still in effect, and the secondary highway act provides that "Nothing in this act shall preclude or deny to any county the right to levy taxes for market road construction and/or repair, nor shall anything herein preclude such county from spending such funds in cooperation with the state on secondary state highways or in the construction of other market roads exclusively under the jurisdiction of the county".

"19. The secondary highway act contemplates that in the selection of secondary state highways the highways selected as secondary highways shall be intercounty in character, and shall be correlated with the state highway system. It is, therefore, contemplated that a secondary highway in one county shall, so far as practicable or possible, connect with a secondary highway in an adjoining county so as to complete a system. This provision of the law, therefore, suggests the necessity of constructing these secondary highways so as to furnish vehicular communication between counties.

"10. Under the old market road law the county suggests and recommends the particular roads for, and the order of improvement, while under the secondary state highway system the Commission has full control over the type and character of improvement to be applied to any particular road and the order in which such roads shall be improved, and likewise the section of a particular highway which is to be improved. In other words, the mileage of state highways has been increased to the extent of the mileage constituting the secondary highway system and both the original mileage and the secondary mileage are state highways, and are all subject to the same statutory restrictions, privileges and regulations.

"11. Compensation to the county for work done with its own forces shall be the basis of the actual cost of such work, provided, however, that in no event shall such cost be in excess of the cost estimated by the State Highway Commission.

"12. No work on secondary state highways shall be commenced or prosecuted by any county until a written agreement between the county and the state has been prepared and executed."

Opportunity was then given to those present to ask questions concerning the provisions of the secondary state highway law and the Engineer's letter.

County Judge Phipps, Wasco County: Referring to paragraph No. 6 on page 2 of the Engineer's letter, "Does the county's market road money that is spent on secondary state highways have to be disbursed by the State Highway Commission?" Attorney Devers replied that it is not essential that the county market road money be disbursed by the State Highway Commission direct; however, it must be expended in conformity with the provisions of an agreement between the County and the Commission, and no work shall be commenced by any county until such written agreement has been prepared and executed.

County Engineer H. Tambllyn of Gilliam and Morrow Counties: Referring to paragraph No. 11 on page 4 of the Engineer's letter, "According to this paragraph the State Highway Commission shall estimate the cost of any project and the County must meet that estimate--is that correct?" The Engineer replied that the counties have the privilege to enter into contracts to do the work with county forces, if they so desire; if the county road forces are not well organized, there is a possibility that the County will spend more money for the work than is necessary. For that reason it is required that the State Highway Commission shall set the unit price by estimates and shall assume control. He further stated that he thought the law did not contemplate that the counties should secure a profit on this work.

County Judge Phipps: "Concerning the purchase of right of way, can the counties use county funds derived from other sources for the purchase of right of way for secondary state highways?" The Attorney replied that it was his thought that the counties may use any fund for this purpose as is now done in the purchase of right of way for main state highways.

The Commission next conferred with the County Courts of Gilliam and Morrow Counties regarding the programming of the secondary state highway funds of those counties, which amount to \$12,468.06 and \$14,293.25 respectively for the year 1932. The Chairman stated that on account of the limited amount of funds available it will be necessary to concentrate the funds so as not to spread construction work on any one project over a long period of years. The following secondary state highways in these counties were deemed most important and were discussed at considerable length:

Secondary State Highway No. 300, Wasco-Condon-Heppner
Secondary State Highway No. 321, Heppner-Spray

It was proposed by majority vote of both Gilliam and Morrow County Courts that all of the secondary highway funds of both counties for the year of 1932 should be allocated to the construction of the Condon-Heppner Section of Wasco-Condon-Heppner Secondary State Highway No. 300. The Engineer stated that his estimate to complete the construction of the Gilliam County

5/24/32

end of this unit (requiring 9.0 miles grading, 12.0 miles surfacing and bridges) is about \$91,000.00 and will take all of Gilliam County's secondary highway funds for a period of seven years; and that to complete the Morrow County end (requiring 7.5 miles of grading and surfacing) is about \$56,250.00 and will take about four years to construct, using all of Morrow County's secondary highway funds. To his inquiry as to whether or not the counties will enter into an agreement with the State to put all of their secondary highway funds into the construction of this road for the next two years, Judge Burns replied in the affirmative for the County Court of Gilliam County and added that they planned to augment their secondary highway funds with county funds derived from other sources so as to advance completion of the project. Judge Campbell of Morrow County stated that the Morrow County Court now has a three year gentlemen's agreement with the Bureau of Public Roads to complete the Heppner-Hardman Section of the Heppner-Spray Road about six miles in length, which the County Court can not avoid; however, if the State will permit the County to spend about \$3,500 this year for the construction of a temporary talus surface on this section, Morrow County will then agree to apply the balance of its secondary highway funds for the next two years toward the construction of the Heppner-Condon Road. County Commissioner Bleakman of Morrow County objected to the allocation of Morrow County's secondary highway funds for more than one year to the construction of the Heppner-Condon Road.

After further discussion during which Commissioner Aldrich stated that he believed the State should not embarrass or interfere with Morrow County in its gentlemen's agreement with the Bureau of Public Roads for the completion of the Heppner-Spray Road, it was agreed that all of the secondary state highway funds of Gilliam County for the next three years shall be concentrated on the construction of the Condon-Morrow County Line Section of the Wasco-Condon-Heppner Secondary State Highway No. 300 and that \$3,500 of the secondary state highway funds of Morrow County for 1932 shall be allocated to the surfacing of the McKinney Creek Section of the Heppner-Spray Road with talus and the balance of Morrow County's secondary state highway funds for the next three years shall be concentrated on the construction of the Heppner-Gilliam County Line Section of the Wasco-Condon-Heppner Secondary State Highway No. 300. Commissioner G. A. Bleakman of Morrow County offered the only objection to this arrangement of funds. Also the Gilliam County Court agreed to provide market road funds in the sum of not to exceed \$100.00 per mile to maintain the secondary state highways in Gilliam County during this period with the proviso that if market road funds are not available for this purpose in 1935, then the maintenance costs for that year shall be paid from the secondary state highway funds of that county. The Morrow County Court asked for further time in which to make its decision as to whether or not it will agree to maintain its secondary state highways with funds other than secondary highway funds. Later in this session, it agreed to provide market road funds in the sum of not to exceed \$75.00 per mile for three years to maintain its secondary state highway system.

The Attorney was instructed by the Commission to prepare a form of agreement between the State Highway Commission and the County Courts of Gilliam and Morrow Counties covering the matters mutually agreed upon at

this session with respect to the construction and maintenance of secondary state highways in those counties.

The Commission next conferred with the County Courts of Sherman and Wasco Counties regarding the programming of the secondary highway funds of those counties amounting to \$12,415.47 and \$23,830.16, respectively, for the year 1932.

Judge Potter of Sherman County stated their preference for the construction of the Condon-Wasco Section of Wasco-Heppner Secondary State Highway No. 300 and the completion of the Sherars Bridge Road, Secondary State Highway No. 290.

Judge Phipps of Wasco County stated that the County Court of that county has agreed with the Sherman County Court to spend some of its secondary road money on the Sherars Bridge Road, but it wishes also to provide some funds for the construction of the Shaniko-Fossil Road, Secondary State Highway No. 291. He also stated that the Wasco County Court has in mind the designation and construction of the road extending southwesterly from The Dalles up Mill Creek to a connection with the Mount Hood Highway. This road, he stated, is not now on the secondary highway system, but is an important road and they would like to have it so designated by the State Highway Commission.

After due consideration and discussion it was mutually agreed with the County Court of Wasco County that the secondary state highway funds of Wasco County for the years 1932, 1933 and 1934 shall be expended as follows: The sum of \$2,500.00 annually to provide for maintenance of secondary state highways in Wasco County at not to exceed \$100.00 per mile; the sum of \$10,000 during 1932 for the completion of the gap in the Shaniko-Fossil Road, Secondary State Highway No. 291; the sum of \$7,000.00 annually, or such sum as may be necessary to complete the Sherars Bridge Road, Secondary State Highway No. 290; the balance of its funds for the year 1932 to be held in reserve to pay the cost of the survey of the proposed secondary state highway extending from The Dalles to the Mount Hood Highway via Mill Creek, in the event that this road is designated a secondary state highway by the State Highway Commission, such survey to be made by one of the State Highway Commission's engineering crews.

Judge Phipps stated that it is the County's desire to cooperate with other counties in the construction of secondary state highways, but the people of his county want the Mill Creek Road constructed; if this road is designated as a secondary state highway, then the Wasco County Court will pledge some of the County's market road funds to provide for maintenance of its secondary state highway system so as to release all of its secondary highway funds for construction purposes.

It was agreed with the County Court of Sherman County that all of its secondary highway funds for the years 1933, 1934 and 1935, except the sum of \$2,000 of its 1933 allotment, which is to be expended on the improvement of the Cottonwood Grade Section of the Wasco-Condon-Heppner Road, shall

5/24/32

be expended on the Sherars Bridge Road, Secondary State Highway No. 290, after which time all secondary highway funds of that county shall be concentrated on the construction of the Wasco-Condon-Heppner Road, Secondary State Highway No. 300. The Sherman County Court also agreed to provide market road funds each year to pay for the maintenance of its secondary state highways at not to exceed \$100.00 per mile.

The Attorney was instructed to prepare an appropriate form of agreement with the Sherman and Wasco County Courts to cover the matters agreed upon at this conference.

The Commission adjourned at 12:00 o'clock M. to reconvene in the same room as soon as convenient after lunch.

The State Highway Commission reconvened in the Arlington City Council Chambers at 1:30 o'clock P. M. Present were: Leslie M. Scott, Chairman, E. B. Aldrich, Commissioner, R. H. Baldock, State Highway Engineer, J. M. Devers, Attorney, and H. B. Glaisyer, Secretary.

The Engineer suggested that the regular meeting previously scheduled for Thursday, June 9, 1932, for the receiving of bids for construction projects be postponed two weeks to Thursday, June 23, 1932, because of Federal aid matters in connection with some of the projects that should be completed before bids for these are opened. The Commissioners present, by unanimous vote, approved the suggestion of the Engineer and set Thursday, June 23, 1932, as the date for the next meeting for the receiving of bids on construction projects. The Commission decided to hold a special meeting in Portland on Thursday, June 9, 1932, to dispose of routine matters of the department.

The Engineer reported the receipt of two applications to haul logs over the Oregon Coast and Corvallis-Newport Highways between Taft and Toledo in Lincoln County. He stated that he hesitated to approve these applications because of the fact that the section of the Oregon Coast Highway over which the hauling is to be done is of light construction and will not stand the treatment that will be given it by these operations under statutory load limits. He suggested that the applications be approved subject to the provision that no axle weight shall exceed 10,000 pounds and that the permit shall expire on September 1, 1932. The Engineer's suggestion was approved by the unanimous vote of the Commissioners present.

The Engineer reported that, under authority previously granted him by the Commission, he has given the following instructions relative to the establishment of a seven hour work day for all shop employees:

"Effective June 1, all shop employes on an hourly basis will work on a seven-hour schedule, the hours being from 8 A. M. until 12 M. and from 1 P. M. until 4 P. M. except Saturday which will be a five-hour day starting at 8 A. M. and working until 1 P. M. making a total of forty hours worked per week.

MAY 24 1932

"Monthly employes will be expected to work their regular eight-hour shift as in the past."

Letter approved by the Commissioners present.

Consideration was given by the Commission to a letter from the City of Ashland, calling attention to the fact that its city streets which are used as state highway routes are in need of repair and requesting the State Highway Commission to cooperate in the repair of the same to the extent of fifty per cent of the cost, which is estimated at \$600.00. After due deliberation the request was denied by the Commission because the expenditure of state funds for the construction or maintenance of streets in cities the size of Ashland is contrary to its established policy.

The Engineer requested authority to advertise for bids to be received at the next meeting for the paving of the Tillamook-Kilchis River Section of the Oregon Coast Highway in Tillamook County, previously graded to state standards in 1931 and estimated to cost about \$56,750.00. He stated that the improvement contemplated involves construction work within the city limits of the city of Tillamook north of the intersection of Second Avenue East with First Street in conformance with an agreement dated January 8, 1931, between the former State Highway Commission and the City of Tillamook whereby the City of Tillamook is to purchase the necessary right of way estimated to cost \$15,750.00, and the State is to pay the construction costs estimated at \$25,600.00 of which \$5,750.00 represents the cost of work remaining to be done. He further stated that it is his intention to omit the paving of the short section near Hoquarton Slough where large fills have not yet reached their maximum settlement and to provide instead a rock surfacing which will be oiled for the time being by state forces, the estimated cost of which is less than \$2,000. After due deliberation the Commissioners present approved the agreement between the former State Highway Commission and the City of Tillamook and authorized the Engineer to advertise for bids to be received at the next meeting for the construction work contemplated thereunder. The Commissioners also approved the Engineer's plans for the complete improvement, which include the oiling of heavy fill sections near Hoquarton Slough and the reconstruction of about 3,000 feet of existing concrete pavement sixteen feet wide by adding a "double deck" concrete pavement 5 inches in thickness and widening to twenty feet.

The Engineer also requested authority to advertise for bids to be received at the next meeting for the relining of "Oneonta Tunnel" on the Columbia River Highway in Multnomah County. He stated that the present lining is in bad condition, test borings revealing that about 75% of the wood has been weakened by decay. He further stated that plans for the improvement of this highway at this point include a realignment which will eliminate the need for the tunnel. However, such an improvement will necessitate the shifting of the O.-W. R. R. & N. Co. tracks and will cost a large sum of money which will not be available in the immediate future, and something must be done to safeguard the public in the meantime. It was his thought that the relining of the existing tunnel, which he estimated

MAY 24 1932

5/24/32

will cost about \$2,400, is the economical thing to do at this time. The Commission approved the Engineer's request and authorized him to advertise this project for bids to be received at the next meeting.

The Secretary presented a letter from the attorney of the City of Hood River in which inquiry is made as to what policy the State Highway Commission has established relative to the power of a city to prohibit traffic of a certain class on a city street that has been designated as a state highway route. Letter referred by the Commission to the Attorney for reply.

The Engineer stated that the Board of County Commissioners of Multnomah County has requested plans for bridges to be constructed across Columbia Slough on the North Portland Road, Secondary State Highway No. 120, and also on Vancouver Avenue. He explained that it is necessary for the State Highway Commission to authorize these projects in order that permits for their construction may be secured from the U. S. War Department. After due consideration of the matter, the Engineer was instructed by the Commission to prepare plans for a bridge to be constructed over Columbia Slough on the North Portland Road and also for a bridge to be constructed over Columbia Slough on Vancouver Avenue, Portland, and submit the same to the U. S. War Department for approval.

A letter was presented from the National Automatic Sprinkler Company, requesting an extension of time to May 3, 1932 in which to complete its contract for the installation of an automatic sprinkler system for fire protection for state highway department shop buildings No. 3 and No. 4 at Salem, being State Highway Contract No. 1326. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

The Engineer reported that the following contracts for highway construction have been completed in accordance with the requirements of the respective contracts or modifications thereof and that said jobs are now ready for acceptance and final payment:

Contract No. 1282 with John K. Holt for the construction of a bridge over Cape Creek on the Oregon Coast Highway in Lane County, completed May 13, 1932.

Contract No. 1316 with C. A. Catching for the construction of a bridge over Cow Creek on the Pacific Highway near Glendale in Douglas County, completed April 30, 1932.

Contract No. 1326 with National Automatic Sprinkler Company for the installation of a sprinkling system in state highway department shop buildings No. 3 and No. 4 in Salem, completed May 3, 1932.

Therefore, the following resolution was offered and adopted by the unanimous vote of the Commissioners present:

WHEREAS, the Engineer has reported that State Highway Commission Contracts No. 1282 with John K. Holt for the construction of a bridge over Cape Creek on the Oregon Coast Highway in Lane County, and No. 1316 with C. A. Catching for the construction of a bridge over Cow Creek on the Pacific Highway near Glendale in Douglas County, and No. 1326 with National Automatic Sprinkler Company for the installation of a sprinkling system in state highway department shop buildings No. 3 and No. 4 in Salem have been completed according to the terms and provisions of the respective contracts and that said jobs are now ready for acceptance and final payment;

NOW, THEREFORE, BE IT RESOLVED that the work covered by the said Highway Contracts Nos. 1282, 1316 and 1326 be declared completed according to the terms of the respective contracts, and said jobs are hereby accepted and the Engineer is hereby instructed to prepare the final estimates for payment.

A resolution was presented by the Secretary from the County Court of Coos County in which said Court elects to perform the maintenance work with its own forces upon the following secondary state highways within Coos County for the period January 1, 1932 to February 15, 1932:

Cape Arago Road, Secondary State Highway No. 240
Coos River Road, Secondary State Highway No. 241
Powers Road, Secondary State Highway No. 242

Resolution approved by the Commission and ordered filed in the records of the highway department.

A second resolution adopted by the County Court of Coos County was presented by the Secretary in which the said County Court requests the State Highway Commission to perform the maintenance work and all other work in connection with secondary state highways Nos. 240, 241 and 242 within the borders of Coos County after February 15, 1932. Resolution was approved by the Commission and ordered filed in the records of the highway department.

Consideration was given by the Commission to the report of the Engineer on the status of the acquisition of timber strips for the preservation of the scenic effects along the right of way of the Crater Lake Highway near Prospect in Jackson County. The Engineer reported that to retain the scenic effect of the timber will require the purchase of strips about 500 feet in width on each side of the highway across the holdings of the Rogue River Timber Company for a distance of approximately 4.2 miles. He stated that there are 509 acres of land involved in this purchase and that the Rogue River Timber Company quotes a stumpage of 50,000 feet of timber to the acre and asks \$4.80 per thousand for this stumpage or a total of \$122,160.00 for the 509 acre tract. After due consideration, the Commission decided that the expenditure of such a large sum of money for this purpose is not justified at the present time.

The Commission adjourned at 3:00 o'clock P. M.

R. H. Baldock
State Highway Engineer

H. B. Glaisyer
Secretary

Leslie M. Scott
Chairman

E. B. Aldrich
Commissioner

Portland, Oregon, June 8, 1932

The State Highway Commission met in special session at 8:00 o'clock P. M. in Parlor "E", Green Room, Portland Hotel. Present were:

Leslie M. Scott, Chairman
E. B. Aldrich, Commissioner
Carl G. Washburne, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Attorney
H. B. Glaisyer, Secretary

County Judge I. M. Schanep and Commissioners J. O. Hales and R. E. Bean and former County Judge C. H. Marsh of Umatilla County appeared before the Commission in the interests of the Weston-Elgin Secondary State Highway No. 330. They stated that this is an important road and they are now constructing a five-mile section, but do not have funds available for the completion of the remaining unit, about 3.7 miles in length, which they estimated will cost about \$22,000. They asked the Commission to advance this amount to the County out of its share of the secondary state highway funds for 1933.

Chairman Scott informed the group that the State Highway Commission would like to accommodate the County in this matter but is unable to do so on account of the shortage of state highway funds and in order to comply with their request it would be necessary to sell additional bonds. He explained that the Commission is obligating expenditures for this year in the sum of about \$11,000,000 while its estimated revenue is only about \$9,000,000. The County Court then inquired as to whether the Commission will reimburse the County in 1933 out of secondary highway funds that may be available at that time for expenditures made now by the County on this road with other county funds. The Attorney advised the Commission that it can legally enter into an agreement with the County to that effect; however, since it is not known what amount, if any, of secondary highway funds will be available in 1933, the County will be taking a chance on being reimbursed for its expenditures. He explained that the next legislature may change the secondary highway law and might do away with the secondary highway funds in which event it would be impossible for the Commission to reimburse the County. Further consideration of this matter was terminated; however, later in the session, the

Umatilla County Court reappeared before the Commission and stated its willingness to proceed with the construction and completion of this highway this year with 1932 secondary highway funds augmented by other county funds and agreed to take the chance of being reimbursed by the State next year out of secondary state highway funds credited to Umatilla County if and as monies from that source become available. The Commission agreed to this arrangement and instructed the Attorney to prepare a form of agreement with the County along those lines.

The County Court renewed its previous request for the designation as a secondary state highway of the following described roads in Umatilla County, to wit: Beginning at a point on the Umatilla-Wallula Section of the Columbia River Highway near Cold Springs, thence southwesterly over the most practical route to a connection with the northerly end of the diagonal road leading to Hermiston, thence following said diagonal road in a southwesterly direction through the town of Hermiston and continuing in a westerly, southerly and southwesterly direction, along what is known locally as the Hermiston-Butter Creek Market Road, to the point where said market road connects with the Echo-Butter Creek Secondary State Highway at what is known as Gaylord Madison Ranch.

The Engineer stated that an investigation has been made of the route proposed by the County Court for this secondary state highway and it has been found to meet the requirements of the department. He, therefore, recommended that the request of the County Court be approved and that the road described be designated as a secondary state highway. The Engineer's recommendation was approved and adopted by the unanimous vote of the Commission subject to official confirmation by the County Court of Umatilla County.

Former County Judge C. H. Marsh of Umatilla County requested that the Pendleton-John Day and the Cold Springs Highways be placed on the Federal aid highway system in the event that the bill now pending in Congress, wherein provision is made for increasing the Federal aid mileage, becomes a law. He stated that distribution of the Federal aid mileage at present is 2,300 miles in Western Oregon and 900 miles in Eastern Oregon, whereas Eastern Oregon contains three-fifths of the total area of the state. He urged the Commission to place as large a mileage of these highways on the Federal aid highway system as is possible. The Chairman informed Judge Marsh that the Commission will give full consideration to his request at the proper time.

Vawter Crawford, Heppner, and the County Court of Morrow County, consisting of Judge Wm. T. Campbell and Commissioners Geo. N. Peck and Geo. A. Bleakman, appeared before the Commission regarding the allocation of the secondary highway funds of that county. Mr. Crawford acted as spokesman for the group. He stated that the County Court has reconsidered the action taken at the Arlington meeting held May 24, 1932 with respect to Morrow County's secondary highway funds and now desires these funds expended on the Heppner-Spray Secondary Highway No. 321 instead of on the Heppner-Condon Road, Secondary Highway No. 300, as originally programmed. He further

stated that there is now invested in the Heppner-Spray Road more than \$1,000,000 and the County can do nothing further with it without the use of its secondary highway funds. They are not opposed to the Heppner-Condon Road, but, he stated, they believe it possible for them to apply Morrow County's secondary highway funds for the next two years on the completion of the Heppner-Spray road and then construct the Heppner-Condon road and complete this road to the Gilliam County line just as soon as Gilliam County can complete its portion of this road. Commissioner Aldrich explained that the Morrow County Court believes that, inasmuch as the estimated cost of building the Gilliam County portion of this road is \$91,000 and that for the Morrow County portion is only \$56,000 they can surface the McKinney Creek Section of the Heppner-Spray Road, estimated to cost \$26,800, and still construct the Heppner-Condon Road to the county line as soon as Gilliam County can construct to the same point.

County Judge J. D. Burns of Gilliam County, who was present, was asked by the Commission to state his views of this matter. Judge Burns stated that while he could not speak for the Gilliam County Court, his personal feelings were not opposed to the change requested by the Morrow County Court. It was his thought that this was an engineering matter to be solved by the State Highway Department's engineers; however, he believed that the funds available should be expended where they will do the most good and be the most beneficial to the greatest number of people. After further discussion, it was mutually agreed between the State Highway Commission and the Morrow County Court that all of the secondary state highway funds allocated to Morrow County for 1932 and as much of its 1933 secondary highway funds as is necessary shall be expended on the Heppner-Spray Road, Secondary State Highway No. 321, to complete the surfacing between Heppner and Hardman; upon completion of the surfacing of this road to Hardman, the secondary highway funds of Morrow County shall then be applied to the construction of the Heppner-Condon Road, Secondary State Highway No. 300. It was also agreed that the arrangements previously made at the Arlington meeting, held on May 24, providing for the maintenance of secondary state highways in Morrow County, shall remain as agreed upon at that time; i. e., Morrow County is to maintain these highways with county funds other than secondary highway funds up to a maximum of \$75.00 per mile. The Attorney was instructed by the Commission to prepare a form of agreement to cover the new arrangement agreed upon with the Morrow County Court.

The Engineer reported that in accordance with instructions given by him, the engineers in charge of contract construction work now report to him each week relative to the contractors' forces. He stated that for the week ending June 4, 1932 the reports show that there was a total of 555 men employed by contractors on state highway work of whom only 21 were non-residents of Oregon. Report accepted by the Commission and ordered filed in the department records.

Consideration was given by the Commission to the request of the J. W. Sweeney Construction Company that a Board of Arbitrators be appointed to investigate its claims for additional compensation arising out of the contract awarded that company in 1925 for the grading of Unit No. 3, Burnt Hill-Chetco River Section of the Oregon Coast Highway in Curry County, contract No. 835. The request was declined by the Commission in view of the fact that this matter

had previously been passed upon by two former State Highway Commissions and the matter considered closed; however, at the suggestion of the Engineer, he (the Engineer) was instructed to write Mr. Sweeney and state that he knows nothing about this matter, it having originated long before his appointment as State Highway Engineer, but he will have the Construction Engineer review the claims and report to the Commission whether or not he deems them valid.

The Engineer reported on his examination of the alternate routes of the proposed new entrances of the West Side Pacific Highway into Portland, viz: the Fourth Street route along the abandoned Southern Pacific Railway right of way and Canyon Road-Tigard Route. He submitted comparative distances involved in both routes to common points within the city of Portland as follows: to Fourth and Sheridan Streets, via Fourth Street route, 9.61 miles, via Canyon Road-Tigard Route, 12.29 miles; to Fourth and Main Streets, via Fourth Street, 10.37 miles, via Canyon Road, 11.72 miles; to Broadway and Washington Streets, via Fourth Street, 10.83 miles, via Canyon Road, 11.86 miles; to Fourteenth and Jefferson Streets, via Fourth Street, 10.78 miles, via Canyon Road, 11.13 miles; to Nineteenth and Washington Streets, via Fourth Street, 11.41 miles, via Canyon Road, 11.24 miles. He also submitted comparative estimates of costs of the two routes, as follows: via Fourth Street and alternate "L" line, \$1,165,732.98; via Fourth Street and alternate "S" line, \$1,191,734.68; via Canyon Road-Tigard route, \$552,337.63. He explained that these estimates included the construction of pavements and treated timber bridges and that \$150,000 should be added to the estimates for the alternate routes via Fourth Street to provide for the construction of concrete bridges. He also stated that right of way costs are included in these estimates. After due consideration the Commission accepted the report and ordered same filed in the records of the department.

The Engineer reported that provision has not yet been made for the maintenance of the Lakeview-Burns Highway which has just been constructed, largely with funds furnished by the Federal government, under the terms of the Oddie-Colton Act. He stated that, under the provisions of the agreement with the Government, the State guarantees to take care of the maintenance; however, since this road is not on the primary state highway system, state highway funds cannot be expended thereon. He further stated that the secondary state highway funds of both Harney and Lake Counties have previously been allocated to the construction of other secondary highways, but there remains an unexpended balance of these funds in the hands of the Commission sufficient to take care of the maintenance of the Lakeview-Burns Highway which has also been designated as a secondary state highway. It was his thought that the counties should be restrained from doing further construction work on secondary highways with secondary highway funds so that the funds remaining may be applied to the maintenance of the Lakeview-Burns Highway.

The Attorney advised the Commission that it has the legal authority to expend the secondary highway funds on secondary highways as it chooses. After further consideration, the Engineer's suggestion was approved by the Commission and the Secretary was instructed to inform the County Courts of

Lake and Harney Counties as a matter of courtesy that the Commission has found it necessary to spend the secondary highway funds of those counties remaining in its hands for the maintenance of the Lakeview-Burns Highway and to request these counties to discontinue work on secondary highways because the Commission feels that it will not be able to reimburse them for these expenditures.

The Engineer requested authority to cooperate with the Oregon State College in an investigation of culvert pipe used in state highway construction work throughout the state to determine which type of pipe should be specified for the different localities. He stated that the general practice heretofore has been to specify corrugated iron pipe for projects in the eastern part of the state and concrete pipe in Western Oregon, but no effort has been made to determine which type was best suited. He further stated that the State College at Corvallis has a fine laboratory for testing purposes and the professor in charge, S. H. Graf, is particularly well qualified to conduct the tests. After due consideration, the Commission by unanimous vote authorized the Engineer to conduct the investigation of culvert pipe as requested.

The Engineer reported on the civic unemployment relief projects. He stated that all of the emergency work is now closed down, except one project on the Salmon River Highway that is more of a state force construction project than an emergency relief project. A check on the expenditures made in connection with several of these projects reveals that an average efficiency of about 45% has been secured. On the emergency work at the east city limits of Baker about 65% efficiency was secured; in other words, it cost the State about \$16,000 more to do this work by hand labor than it would have cost by contract. On the Redmond-Terrebonne work in Deschutes County, an efficiency of 45% was obtained, the cost to the State in this case being about \$36,000 more than if the work had been done by contract. On the Lower Columbia River Highway work at Linnton, Multnomah County, he stated the efficiency was about 37%, which indicates that the State lost about \$191,000 on this hand labor project. He further stated that, based on an efficiency of 45%, the emergency hand labor work carried on by the State Highway Commission during the winter of 1931-1932, amounting to about \$1,500,000, cost the State about \$825,000 more than it would have cost to do the same work by contract. As a remedy for this situation, he suggested that future unemployment relief work be done by contract, that the men be paid \$1.00 per day for a five-hour day at 20 cents per hour and that they be given continuous employment and charged by the contractor 50 cents per day for board. No action was taken by the Commission on this matter.

The Commission by unanimous vote at this time approved the minutes of the meetings of February 19, April 22 and 27, and May 24, 1932.

The Engineer reported that it has been the practice of the highway department in the past to carry insurance on its trucks, other equipment and storehouse supplies in private insurance companies. Recently some of these policies were renewed, but the Board of Control, upon the advice of the Attorney General, refused to allow the payment of the premium because it was ruled that this property should be covered by state insurance under the provisions of the State Restoration Act. He further reported that the Attorney

and the Equipment Engineer recently discussed this matter with Wm. Einzig, Secretary of the Board of Control, and it was agreed that policies which will expire between now and August 1, 1932 should be permitted to mature unless the unearned premium is a substantial amount, in which event they should be cancelled and the unearned premium collected. Also on policies which were renewed recently but upon which the premiums have not been paid and which policies were subsequently cancelled, the earned premiums should be considered for payment. He stated that he has issued instructions in accordance with this agreement and hereafter all of the state highway department property will be insured with the State. He presented two invoices covering payment of the earned premiums for two policies which were recently renewed but which have now been cancelled and asked instructions as to whether or not he should approve them for payment. Payment of these invoices was approved by the Commission. The Commission also decided to continue the insurance policies that are now in force until they expire, but from then on to carry the insurance with the State under the provisions of the State Restoration Act.

The Engineer reported that the City of Baker wishes to improve its city street that was designated by the former State Highway Commission as the new route for the entrance of the Old Oregon Trail into that city from the north, but they advise that they cannot go ahead with their proceedings until they know definitely whether or not the State intends to construct along the new alignment beyond the end of the City's proposed improvement. He stated that his estimate to grade the section in question is about \$16,000 and that to do the grading and construct a bituminous macadam wearing surface is about \$55,000; the estimated total cost of grading and constructing a concrete pavement is about \$75,000. It was his thought that if this project were approved by the Commission, the grading work should be done this year, but the surfacing work should be deferred until next year to allow the new grade to settle properly and then also this surfacing work can be included in the contract for the resurfacing of the adjacent sections of the present Old Oregon Trail both north and south of Baker, which work is on the Commission's tentative construction program for 1933. After due consideration, the Commission decided to defer action on this matter until the Commissioners have personally inspected the premises.

The Engineer stated that on account of the increased travel on the Salmon River Highway, it would be desirable to require all traffic entering this highway from the county road at New Grand Ronde to stop before coming on the highway. He, therefore, asked the Commission to declare this intersection a stop intersection and requested authority to erect "stop" signs on each side of the highway at that point. After due consideration, the Commission, by unanimous vote, declared the intersection of the Salmon River Highway and the county road at New Grand Ronde a "stop" intersection and authorized the Engineer to erect appropriate "stop" signs for the information of the public.

The Attorney reported that pursuant to previous instructions of the State Highway Commission he filed a condemnation complaint in the Circuit Court of Umatilla County to acquire several parcels of land that were required for right of way for the Wallula Cut-off Section of the Columbia River

Highway in Umatilla County. However, since the original complaint was filed, the alignment has been changed, making it necessary to acquire other and additional parcels of land and, therefore, it is now necessary that the complaint be amended. After due consideration of this matter, the following resolution with respect thereto was offered by Commissioner Aldrich who moved its adoption:

WHEREAS, the State Highway Commission heretofore, to-wit: On the 17th day of December, 1931, considered and regularly adopted a resolution declaring the necessity for the acquisition of certain property for right of way purposes, and authorizing J. M. Devers, Attorney for the Highway Commission and I. H. Van Winkle, Attorney General of Oregon, to negotiate with the owners of said property for the purpose of acquiring the same by purchase or by agreement, and, in the event of a failure to agree, then, said attorneys were authorized to institute and prosecute a condemnation action, and

WHEREAS, it appears that said property could not be acquired by agreement, and, therefore, it appears that a condemnation complaint was filed in the Circuit Court of the State of Oregon for Umatilla County, in which complaint was described the several parcels of property sought to be acquired by the state for right of way purposes, which said parcels of property were the same parcels described in said resolution, and

WHEREAS, since the filing of said complaint it has been found necessary by the Highway Commission to relocate portions of said highway, which said highway has been so relocated along and in harmony with a survey made by the State Highway Engineer and approved by the Highway Commission, and

WHEREAS, by reason of said change in location and alignment it has been found unnecessary to acquire certain parcels or parts of the lands described in said resolution and said complaint, and has been found necessary to acquire other and additional parcels of land, and, therefore, it is necessary that the said complaint be amended,

THEREFORE, BE IT RESOLVED by the Highway Commission that Parcels 3, 4 and 6 as described in said former resolution and in said complaint be omitted for the reason that the Highway Commission has found it unnecessary to acquire for right of way purposes the said parcels of land,

BE IT FURTHER RESOLVED, that the following parcels, to-wit:

Parcel 6.

All that part of the property of Enoch Pearson and Tillie Pearson, his wife, in Lots 1, 2 and 3 of Sec. 34, Lots 1, 2 and 3; the SE $\frac{1}{4}$ of the NW $\frac{1}{4}$ and the NE $\frac{1}{4}$ of the NE $\frac{1}{4}$ of Sec. 35 and Lot 1 of Sec. 26 in T. 6 N., R. 30 E., W. M., in Umatilla

County, included within the following description.

Beginning at a point on the west line of Lot 3 of Sec. 34, T. 6 N., R. 30 E., W. M., which point is 75 feet distant southerly, measured at right angles from engineer's station 774+26.3 of the Columbia River Highway survey, said point being 802.4 feet north and 1322.6 feet east of the SW corner of Sec. 34, T. 6 N., R. 30 E., W. M.; thence north along the west line of Lot 3 of Sec. 34, T. 6 N., R. 30 E., W. M., a distance of 46.0 feet to a point on the southerly right of way line of the Oregon Washington Railroad and Navigation Company; thence along said railroad right of way line as follows, N. 57° 36' E. a distance of 1270.0 feet; thence on a 1810.0 foot radius curve right (the long chord of which bears N. 61° 36' E.) a distance of 252.7 feet; thence N. 65° 36' E. a distance of 6813.0 feet (R. R. Map 6806.8 feet); thence on a 2010.0 foot radius curve left (the long chord of which bears N. 59° 30' E.) a distance of 428.0 feet (R. R. Map long chord bears N. 59° 29½' E. a distance of 428.5 feet); thence N. 55° 24' E. a distance of 1699.6 feet (R. R. Map 1699.3 feet) to a point on the east line of Sec. 26, T. 6 N., R. 30 E., W. M.; thence south along said east line a distance of 252.3 feet to a point which is 75 feet distant southerly, measured at right angles from engineer's station 877+76.1 of said highway survey, said point being approximately 76.4 feet north of the SE corner of Sec. 26, T. 6 N., R. 30 E., W. M.; thence on a line parallel with said highway center line as follows, on a 11,535.0 radius curve right (the long chord of which bears S. 58° 01' W.) a distance of 477.5 feet; thence S. 59° 12' W. a distance of 939.5 feet; thence on a 11,535.0 foot radius curve right (the long chord of which bears S. 62° 24½' W.) a distance of 1291.7 feet; thence S. 65° 37' W. a distance of 78.9 feet to a point which is 75 feet distant southerly, measured at right angles from engineer's station 850+00 of said highway survey; thence N. 24° 23' W. on a line at right angles to said station 850+00 a distance of 15 feet; thence S. 65° 37' W. along a line parallel with said highway center line a distance of 2545.6 feet to a point 60 feet distant southerly, measured at right angles from engineer's station 824+54.4; thence S. 24° 23' E. along a line at right angles to said station 824+54.4 a distance of 15 feet; thence on a line parallel with the center line of said highway as follows, on a 11,535.0 foot radius curve left (the long chord of which bears S. 65° 59½' W.) a distance of 645.8 feet; thence S. 62° 22' W. a distance of 904.4 feet to a point which is 75 feet distant southerly, measured at right angles from engineer's station 809+00 of said highway survey; thence N. 27° 38' W. along a line at right angles to said station 809+00 a distance of 25 feet; thence along a line parallel with the center line of said highway survey as follows: S. 62° 22' W. a distance of 835.5 feet; thence on a 5780.0 foot radius curve right (the long chord of which bears S. 65° 59½' W.) a distance of 731.3 feet; thence S. 69° 37' W. a distance of 606.4 feet; thence on

a 3770.0 foot radius curve left (the long chord of which bears S. 66° 22' W.) a distance of 427.6 feet to a point which is 50 feet distant southerly, measured at right angles from engineer's station 783+00 of said highway survey; thence S. 26° 53' E. along a line at right angles to said station 783+00 a distance of 25 feet; thence along a line parallel with the center line of said highway survey as follows, on a 3745.0 foot radius curve left (the long chord of which bears S. 59° 56' W.) a distance of 416.1 feet; thence S. 56° 45' W. a distance of 448.8 feet to the point of beginning, said parcel of land contains approximately 20.46 acres.

Parcel 7.

All that part of Lots 1 and 4 of Sec. 25 and Lot 1 of Sec. 24, T. 6 N., R. 30 E., W. M. and Lots 1, 2, 3, 4 and 5 of Sec. 19, T. 6 N., R. 31 E. W. M., in Umatilla County, included within a strip of land 125 feet in width, being 50 feet on the northerly side of center line and 75 feet on the southerly side of center line of the Columbia River Highway as surveyed over and across or adjacent to said property; which center line is located as follows:

Beginning at engineer's center line station 930+00, which station is 1554.2 feet south and 1473.1 feet west of the northeast corner of Sec. 25, T. 6 N., R. 30 E., W. M.; thence N. 51° 47' E. a distance of 246.5 feet; thence on a 3820.0 foot radius curve left (the long chord of which bears N. 45° 23½' E.) a distance of 1118.9 feet; thence N. 35° 00' E. a distance of 1910.9 feet; thence on a 2865.0 foot radius curve left (the long chord of which bears N. 26° 45½' E. a distance of 824.2 feet; thence N. 16° 31' E. a distance of 405.8 feet; thence on a 2292.0 foot radius curve right (the long chord of which bears N. 26° 33' E.) a distance of 642.7 feet; thence N. 34° 35' E. a distance of 1449.7 feet; thence on a 3820.0 foot radius curve left (the long chord of which bears N. 28° 38' E.) a distance of 793.3 feet; thence N. 22° 41' E. a distance of 308.0 feet to engineer's station 1007+00, which station is 4837.9 feet north and 2688.8 feet east of the southwest corner of Sec. 19, T. 6 N., R. 31 E., W. M.

The parcel of property to which this description applies contains approximately 20.83 acres.

be acquired in lieu of said Parcels 3, 4, and 6.

BE IT FURTHER RESOLVED, that said above described parcels of land be and they are hereby declared necessary for right of way purposes, and it is hereby declared that the acquisition of the same will be to the advantage of the State of Oregon for use in connection with the permanent construction, improvement and maintenance of said highway, and the Commission does further hereby declare the said lands are needed and are necessary for said purpose.

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 are included within the rights of way of said highway.

BE IT FURTHER RESOLVED, that an effort be made to agree with the owners and with the tenants, if any there be 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.

Motion was duly seconded by Commissioner Washburne and was declared by the Chairman to have received a unanimous vote.

The Attorney also reported that he believed it will be necessary to institute condemnation proceedings in behalf of Klamath County to acquire some of the land required for right of way for the improvement of the Merrill-Malin Section of The Dalles-California Highway which is now under contract. He requested authority to condemn this property, if that is found necessary. After due deliberation the following resolution covering the matter was introduced by Commissioner Washburne, who moved its adoption:

WHEREAS, the State Highway Commission is by law 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 heretofore duly considered and adopted the location of The Dalles-California Highway, otherwise known as State Highway No. 4, between Merrill and the California state line in Klamath County, and has heretofore and does hereby adopt a revised location for said highway over, across, and through the property of John Cacka and over, across, and through the property of Fred L. Pope and Dora O. Pope, husband and wife, between Merrill and Malin, and portions of said properties are required for right of way purposes and are hereinafter more definitely described, and

WHEREAS, in the permanent location, improvement, construction, and maintenance of said highways, and particularly that portion of said State Highway No. 4 between Merrill and the California state line in Klamath County, it has been found necessary and the State Highway Commission has and does hereby determine and declare that it is and will be 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, for right of way purposes the lands hereinafter described, to-wit:

JOHN CACKA

A strip of land 30.0 feet in width lying north of the center line of the Merrill-Malin section of The Dalles-California Highway, and more particularly described as follows:

Beginning at the west quarter corner of Section 12, Twp. 41 South, Range 11 East, W. M., Oregon, said point being the center line Station 1297+42.0 of the Merrill-Malin section of the aforesaid The Dalles-California Highway; running thence south $89^{\circ} 41\frac{1}{2}'$ east for a distance of 1339.0 feet to Station 1310+81.0; thence north 30 feet; thence north $89^{\circ} 41\frac{1}{2}'$ west for a distance of 1339.0 feet; thence south for a distance of 30 feet to the place of beginning, said parcel of land containing .922 acres, more or less.

FRED L. POPE and DORA O. POPE

A parcel of land lying in the North half of the Northeast quarter (NE $\frac{1}{4}$) of Section 9, Twp. 41 South, Range 11 East, W. M., and being a portion of that tract of land which was conveyed by that certain deed from J. Frank Adams, Sr., to Fred L. Pope recorded in Book 11, Page 339, of Klamath County Record of Deeds, the said parcel being described as follows:

Beginning at a point on the southerly right of way line of the present The Dalles-California Highway, 30.0 feet distant from (and measured at right angles to) the center line of said highway at engineer's station 1171+39.2; said point also being 31.6 feet south and 1426.9 feet west of the section corner common to sections 3, 4, 9 and 10, Twp. 41 South, Range 11 East, W. M.; thence south $89^{\circ} 46'$ East, along the southerly right of way line of said highway a distance of 139.6 feet, more or less; thence easterly on a 288.3 foot radius curve to the right (whose long chord bears south $77^{\circ} 24'$ East 123.5 feet) a distance of 124.4 feet; thence south $65^{\circ} 02'$ East, a distance of 139.6 feet; thence westerly on a 925.0 foot radius curve to the left (whose long chord bears north $77^{\circ} 24'$ West 396.2 feet) a distance of 399.3 feet to the point of beginning, containing 0.055 acres, more or less.

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 right of way purposes in the building of said highway, and

WHEREAS, under and by virtue of the provisions of Section 44-131, Oregon Code 1930, as amended, Klamath County is obligated to secure the above described parcels of land for right of way purposes, but said county has failed and neglected to acquire the said land, although requested so to do by the State Highway Commission,

THEREFORE, BE IT RESOLVED, that the State Highway Commission shall 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 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 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 and with the tenants, if any there be, 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 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 suits or actions as will be necessary and appropriate to acquire title to the said premises and all rights therein for the purposes herein stated.

Motion was duly seconded by Commissioner Aldrich and carried by unanimous vote.

The Engineer reported that the handrail on the Herman Creek bridge at Mile Post 47.68 on the Columbia River Highway in Hood River County has been demolished and that a temporary railing has been placed thereon pending the construction of a permanent handrail. He suggested that now was a good time to widen the bridge to 24-foot width by the addition of two sidewalks before the permanent handrail is constructed, and recommended that this work be included in the contract for the replacement of the handrail. He stated that the total estimated cost of sidewalks and handrail is about \$4,200, and requested authority to advertise this work for bids to be received at the next meeting. After due deliberation, the Commission approved the Engineer's recommendation and authorized him to advertise for bids for this work as he requested.

The Engineer reported that there is included in the betterment budget of the Bridge Department an item of \$2,060 to cover the cost of widening the concrete bridge at Mile Post 62.78 on the West Side Pacific Highway south of Rickreall in Polk County, the widening work to consist of the construction of two 4-foot sidewalks. Due to the fact that the estimated cost of this work exceeds \$2,000, it was his thought that it should be done by contract. He, therefore, requested authority to advertise this

project for bids to be received at the next meeting. After due consideration, the Commission by unanimous vote authorized the Engineer to advertise this project for bids to be received at the next meeting.

The Secretary presented a letter from E. S. Collins, Portland, directed to Leslie M. Scott, Chairman, in which Mr. Collins stated that he would be pleased to donate to the State the land required for right of way for the construction of the Oregon Coast Highway across his property, located at Short Sand Beach near Neahkahnie Mountain in Northern Tillamook County. The Chairman stated that he acknowledged receipt of this letter and thanked Mr. Collins for his generous offer. The reply of the Chairman was most heartily approved by Commissioners Aldrich and Washburne.

The Secretary reported that he had received a letter from M. T. Hoy, Master Fish Warden and Secretary of the State Fish Commission, relative to his inquiry concerning the propagation and spawning of smelt, which was the subject of controversy between certain citizens of Yachats. He stated that Mr. Hoy's report indicated that the State Fish Commission is in no position to pass upon this matter without first making a close examination of the smelt and the sands at Yachats during a continued run of the fish, also, the State Fish Commission will be glad to cooperate in this matter in any way possible. The Secretary also reported that he has requested information concerning this subject from the Oregon State College and the University of Oregon, as instructed by the Commission but as yet no reply has been received from either of these institutions.

Consideration was given by the Commission to the agreement with J. B. Laber for the acquisition of right of way for the improvement of the Columbia River Highway through the town of Cascade Locks in Hood River County. The Attorney stated that, acting upon instructions given him by the Commission, he interviewed Mr. Laber about securing an extension of time for the fulfillment of the terms of the agreement, inasmuch as it has been decided that the State is without funds to undertake this project this year, whereupon Mr. Laber and his attorney prepared and submitted to him for the approval of the Commission a modification of the agreement previously entered into by which the life of this agreement is extended for a period of one year. It was his thought, if the work contemplated at this point cannot be done this year, that there is no alternative but to agree to the extension. The Chairman stated that he was interviewed by a number of people from Cascade Locks who are opposed to the granting of an extension of time to Mr. Laber in which to do the work that he is obligated to do under the provisions of the agreement. After further discussion, action on this matter was deferred by the Commission until the following day when Mr. Laber will be present.

The Engineer reported on his investigations to determine the best locations for the two sets of scales that are to be installed for the weighing of trucks engaged in heavy hauling on state highways. He recommended the installation of one set of scales at the junction of the Pacific and McKenzie Highways in Lane County and the other at the tangent on the Columbia River Highway at Corbett in Multnomah County. After due consideration of this matter, the locations recommended by the Engineer were approved by the Commission

and the Engineer was authorized to secure bids for furnishing and installing scales at these locations. The Engineer was also authorized by the Commission to move the scales now situated adjacent to the Pacific Highway at Canemah in Clackamas County to a new location on a tangent about one mile farther south on this highway where its operation will present much less hazard to the traveling public.

The following resolution adopted by the Thirty-sixth Legislative Assembly, Oregon, 1931, naming the newly constructed bridge over the Rogue River at Gold Beach, Curry County, the "Isaac Lee Patterson Bridge" was approved by the State Highway Commission by unanimous vote:

"Whereas the late Governor Isaac Lee Patterson was greatly interested and aided in the promotion of the Roosevelt highway, and

"Whereas he was instrumental and took an active part in the project of the building of a bridge on said highway across the lower Rogue river, near Gold Beach, Curry county, state of Oregon; now therefore:

"BE IT RESOLVED BY THE HOUSE OF REPRESENTATIVES OF THE STATE OF OREGON, THE SENATE CONCURRING THEREIN:

"That the bridge across the lower Rogue river on the Roosevelt Coast highway near Gold Beach, Curry county, state of Oregon, be named and designated the Isaac Lee Patterson bridge and so dedicated by appropriate ceremonies."

The Secretary presented a letter, dated May 26, 1932, from Chas. C. Rose, right of way buyer for the Highway Department, recommending the payment of \$5,306.25 to the heirs of the Holbrook Estate for land required for the improvement of the Lower Columbia River Highway across their property in Multnomah County. He was instructed by the Commission to attach the letter to the voucher in favor of the Holbrook Estate.

The Secretary presented copies of resolutions adopted by the following County Courts relating to secondary state highway matters, viz.:

Washington County Court: Resolution requesting the State Highway Commission to grade and surface the Nehalem Highway (Secondary State Highway No. 102); also resolution requesting the State Highway Commission to grade and surface the Fanno Section of the Beaverton-Aurora Highway (Secondary State Highway No. 141) and the Rodgers Farm Section of the Hillsboro-Woodburn Highway (Secondary State Highway No. 140).

Jefferson County Court: Resolution requesting the State Highway Commission to do the necessary engineering work on the Warm Springs Highway (Secondary State Highway No. 360).

Curry County Court: Resolution requesting the State Highway

6/3/32

Commission to do all work required in connection with the engineering, construction, reconstruction and maintenance of Cape Blanco Market Road No. 11, (Secondary State Highway No. 250).

After due consideration of these resolutions and upon the recommendation of the Engineer, the Commission approved all of them by unanimous vote and ordered them filed in the records of the department.

The Engineer reported that an examination has been made of the route of the proposed secondary highway extending from a point on the Wallula Cut-off Section of the Columbia River Highway, near Cold Springs, south-westerly through Hermiston to the junction of the Hermiston-Butter Creek Market Road with the Echo-Butter Creek Secondary Highway, which matter was referred to him by the Commission at the meeting held on April 6. It was his recommendation that this route be designated as a secondary state highway in accordance with the request previously submitted by the Umatilla County Court. After due consideration of this matter, motion was made by Commissioner Aldrich that the recommendation of the Engineer be accepted and approved. Motion was duly seconded by Commissioner Washburne and declared by the Chairman to have received a unanimous vote.

A letter was presented from H. S. Murray, Freewater, Oregon, transmitting a petition signed by residents of Umapine and Freewater, Umatilla County, in which the State Highway Commission was requested to give consideration to the redesignation of a portion of the Sunnyside-Umapine Secondary State Highway No. 332 in that county. They requested that the highway be extended in a westerly and northwesterly direction from Umapine to the Washington state line and a connection with the road which joins the Washington state highway at Touchet, Washington. This matter was referred by the Commission to the Engineer for investigation and report.

The Engineer filed a report on the results of reconnaissance surveys conducted by him over the alternate routes proposed for the improvement of the West Side Pacific Highway between Middleton in Washington County, and Newberg in Yamhill County. The report was accepted by the State Highway Commission and was ordered filed in the department records.

A letter was presented from Frank H. Hilton, Portland, in which the Commission was asked to arrange for the construction of a comfort station near the Oregon Coast Highway on the north side of the Alsea Bay in Lincoln County. The request was denied by the Commission.

A letter was presented from the World War Veterans' State Aid Commission in which inquiry was made as to whether it would be possible to secure the services of some of the highway department engineers to make occasional surveys required by that Commission, for which they will agree to pay reasonable compensation. The State Highway Commission denied the request because its engineers are too busily engaged and do not have time to perform work for outside interests.

A letter was presented from D. P. Slater, Dallas, who has recently

completed a contract for the installation of a water works system for the City of Waldport in Lincoln County, in which he states that the contract has been completed and accepted by the City of Waldport, but before the City will release him from his obligation in connection therewith, he must furnish the City a certificate from the State Highway Commission stating that the state highway, on which a portion of the pipe line was constructed, has been restored to the satisfaction of the State Highway Commission in conformance with the provisions of the pipe line permit that the Commission granted the City to occupy the state highway. The Engineer reported that the work done by Mr. Slater on the highway at Waldport was performed in a satisfactory manner and he, therefore, recommended the granting of the certificate requested by Mr. Slater. After due consideration of the matter, the following resolution was introduced by Commissioner Washburne who moved its adoption:

WHEREAS, a permit was on the 16th day of February, 1932, issued to the City of Waldport, authorizing said city to install and construct a water pipe line upon, along and across the right of way of the Alsea and Oregon Coast Highways in Lincoln County between the south city limits of Waldport and Eckman Slough, which pipe line was to be laid and installed in harmony with specifications, provisions and terms set forth in said permit, and

WHEREAS, the State Highway Engineer has reported to the Commission that the said permittee has laid, installed and constructed said pipe line along said section of said highway, and in harmony with the provisions and conditions of said permit, and

WHEREAS, the said City of Waldport has requested a certificate to the effect that in the installation and construction of said pipe line the terms, provisions and conditions of said permit have been satisfied,

THEREFORE, BE IT RESOLVED, by the Highway Commission that on recommendation of the State Highway Engineer this Commission does hereby certify that the City of Waldport has complied with the terms, provisions, and conditions of the permit with respect to the installation and construction of said pipe line,

BE IT FURTHER RESOLVED, that nothing in this resolution shall be deemed and construed to relieve the City of Waldport from any obligation or responsibility with respect to the maintenance, operation, and use of said pipe line and with respect to the use and occupancy of said right of way for the maintenance thereon of said pipe line, but the terms and provisions of said permit, save and except with respect to the initial installation of said pipe line, shall remain in full force and effect.

Motion was duly seconded by Commissioner Aldrich and was declared by the Chairman to have carried by unanimous vote.

A letter was presented from Fred J. Porter, City Engineer, Corvallis, in which the Commission was requested to cooperate with the City in the cost of improving the intersection at Second and Van Buren Streets in that city by constructing a curb with longer radius and doing a little paving work. He stated that the City will pay for reconstructing the curb, but asks the State Highway Commission to assume the cost of paving between the existing pavement and the new curb line. The Engineer reported that the estimated cost of doing the paving work is about \$100. After due consideration, the request of the City of Corvallis was denied by the Commission.

A letter was presented from C. L. Gavin, City Attorney of The Dalles, in behalf of The Dalles City Council, in which the State Highway Commission was requested to take over and maintain that portion of the Columbia River Highway extending from the eastern city limits of The Dalles to the junction with East Second Street, commonly known as Brewery Grade, all of which lies within the city limits of The Dalles. The Engineer stated that this section of highway is narrow and its reconstruction will involve heavy rock excavation and the construction of an expensive retaining wall between the highway and the railroad. He recommended that the request be denied. After due consideration, the Commission approved the recommendation of the Engineer and instructed the Secretary to inform the city officials that the Commission finds it necessary to decline their request.

A letter was presented from Wells Gilbert, representing the Portland Garden Club, in which the State Highway Commission was requested to make certain improvements to the Pacific Highway, beginning at the county line south of the Riverview Cemetery and continuing south about 3,500 feet, in the interests of the beauty of the highway at this point. The Engineer stated that a certain amount of work should be done on this section of the highway, such as building up the shoulders and graveling the same, and daylighting some of the cuts. He estimated the cost of this work to be about \$1,500 and recommended that it be included in the budget for the year 1933. After due consideration of this matter, the request for the immediate improvement of this section of the highway was denied by the Commission.

A letter was presented from S. L. Damon, Captain Corps of Engineers, Office of the District Engineer, at Portland, Oregon, requesting approval by the State Highway Commission of a certain railroad bridge across Pony Slough near North Bend. The Engineer explained that while this structure was one carrying a private railway line and one in which the Highway Commission had no interest whatsoever, yet, nevertheless, Paragraph 12, Chapter 189 of the General Laws of Oregon, 1925, provides that "No bridge shall be constructed over or across any navigable water wholly or in part within this state or over lands lying between high and low water on any navigable stream within or forming the boundaries of this state unless and until the plans of such bridge and the elevation and clearance thereof shall be approved by the State Highway Commission".

In view of the apparent necessity for a perfunctory approval of these plans on the part of the Highway Commission in order to comply with the statute the Commission agreed to certify to the War Department the fact that they had no objection to the construction of this bridge.

A letter was presented from G. R. McClellan, Shaniko, Oregon, in which he expressed his desire to lease a portion of the Peter Skene Ogden Park at the south end of the Crooked River bridge in Jefferson County for the purpose of maintaining a service station and camp ground thereon. The request was denied by the Commission, it being contrary to the Commission's established policy.

A letter was presented from Senator W. E. Burke of Sherwood, requesting that the State Highway Commission assume the balance of the indebtedness of the Salmon River Highway Improvement District, amounting to \$125,000 in outstanding bonds. The request was denied by the Commission because it is without legal authority to assume obligations of this kind.

A letter was presented from L. M. Lepper, Vice President of the East Side Commercial Club, Portland, in which the State Highway Commission was urged to arrange for the early completion of the East Portland-Oregon City Highway. No action was taken by the Commission on this matter.

A letter was presented from the Klamath County Court, expressing its regrets that it is financially unable at this time to cooperate with the State Highway Commission in the cost of oiling the Klamath Falls-Lakeview Highway. The letter was ordered filed in the department records.

Letters were presented from John F. Conway, Portland, and Rey B. Early, Portland, directed to the Chairman, in which the State Highway Commission was urged to make provisions for the early construction of the alternate route of the Oregon Coast Highway along the coast line between Cannon Beach and Neahkahnie Mountain in Clatsop and Tillamook Counties. The Chairman stated that he replied to these communications to the effect that the Commission is without funds at the present time to provide for the early construction of this highway.

The Secretary reported that he had received a communication from the County Court of Yamhill County, requesting the Commission to advertise for bids for the construction of the Henderson bridge over the South Yamhill River on Secondary State Highway No. 153 between Amity and Bellevue. He stated that this communication was received in response to his request for the same, as instructed by the Commission at its meeting held on May 18. Communication was accepted by the Commission and ordered filed in the department records.

The Secretary presented a resolution adopted by the City Council of Waldport endorsing the plans of the State Highway Commission for the construction of a bridge across Alsea Bay at that city and pledging its support and aid to the engineers in their plans for the erection of this bridge. Resolution was accepted by the Commission and ordered filed in the records of the department.

6/2/32

A letter was presented from F. C. Walters, Eugene, directed to Mr. Leslie M. Scott, Chairman of the State Highway Commission, regarding proposed legislation to place the regulating of all trucks used on state highways under the control and supervision of the State Highway Commission, and referring to the bill proposed by the Highway Protective Association regarding this matter. After due consideration, the Commission referred this matter to the State Highway Engineer for report to be rendered at the next meeting, June 23.

The Secretary presented a resolution adopted by the Lincoln County Pomona Grange, in which the State Highway Commission was urged to give greater consideration to the use of timber in bridge construction than has been done in the past. The resolution was ordered filed in the records of the department.

A resolution was presented from the Hood River County Pomona Grange, opposing any major construction work on the Columbia River Highway as long as the present obsolete and injurious methods of valuation and assessment are not corrected. The resolution was ordered filed in the records of the department.

A letter was presented from C. R. Johnson, to whom the State Highway Commission awarded the contract for the grading of the Valley Falls-Pike Ranch Section of the Lakeview-Burns Highway in Lake County, contract No. 1305, in which request was made that the time for the completion of this contract be extended to July 15, 1932. The Engineer stated that Mr. Johnson has been very procrastinating in carrying on the construction work proposed under this contract, having completed only approximately 25% of the work up to December 12, 1932, when the time allotted for the work was half gone. He also stated that former State Highway Engineer Roy A. Klein called this matter to Mr. Johnson's attention and insisted that a larger force of men be placed on the work to insure the completion of the project within the time limit specified. On account of Mr. Johnson's dilatory tactics, the contract has not been completed within the time limit specified and the State has, therefore, been put to the expense of retaining an engineering crew on the project until the work is done. He recommended that the extension requested be granted, but that the contractor be penalized in the amount of the engineering costs that accrue on the project subsequent to May 31, 1932, which is the date of completion specified in the contract. Recommendation approved by the unanimous vote of the Commission.

The Engineer reported that the agreement with Josephine County covering the oiling of Secondary Highway No. 260 between the west city limits of Grants Pass and a point westerly therefrom a distance of 4.9 miles has been executed by the Josephine County Court. He, therefore, recommended that the contract for this work, which was included in Bituminous Macadam Project No. 11, for which bids were received by the Commission on May 18, 1932, be awarded to the low bidder, J. F. Forbes, Olympia, Washington, at his bid price of \$70,035.20 on Alternate "A" submitted at that time. After due consideration the Commission, by unanimous vote, approved the recommendation of the Engineer and awarded the contract for Bituminous Macadam Project No. 11 to J. F. Forbes at his bid price of \$70,035.20.

The Commission declined to approve the award of the contract for the

construction of the Santiam River bridge at Jefferson, Marion County, because the right of way for this project has not yet been acquired.

A letter was presented from the Springfield Chamber of Commerce, directed to Commissioner Washburne, in which the Commission was asked to complete the construction of the road extending from Mabel in Lane County to Holley in Linn County, as a secondary state highway. The Secretary was instructed to inform the Chamber of Commerce that this particular road is neither a primary state highway nor a secondary state highway. Therefore, the State Highway Commission is without authority to expend state monies thereon.

The Engineer reported that he has issued instructions to all highway department employees to keep their expense accounts incurred on state business within the limits set forth in the resolution adopted by the Board of Control on June 1, 1932 which are: breakfast 40 cents; lunch 50 cents; dinner 75 cents, and hotel room \$2.00 per day.

A letter was presented from the Newport Chamber of Commerce in which the Commission was requested to select a location across from the Government house or lighthouse keeper's dwelling for the proposed bridge across Yaquina Bay on the Oregon Coast Highway at Newport. No action taken by the Commission on this request.

A letter was presented from Wm. M. Hyde and others, citizens of Eagle Creek, requesting the Commission to reconsider the location adopted for the Woodburn-Mt. Hood Loop Secondary State Highway No. 161, between the end of the pavement at Eagle Creek and the top of Forrester Hill because, it was claimed, the present adopted location cuts up farm property badly, causing irreparable damage and injury to the owners. After due consideration, this matter was referred to the Engineer for investigation.

The Secretary presented a letter from the County Engineer of Wasco County, stating that snow conditions along the route of the proposed highway from The Dalles to the Mt. Hood Highway are now greatly improved and it will now be possible for the Commission to make its inspection trip at any time. The Secretary was instructed to inform the Wasco County Court that the Commission will be unable to inspect this proposed road until after Saturday, June 25, 1932, and will advise later when the exact date has been set.

The Secretary called attention to a letter of the Associated General Contractors of North America, directed to the State Industrial Accident Commission, in which protest was made against the increased rates for state accident insurance, recently adopted by that commission. The Attorney reported that he interviewed the members of the State Industrial Accident Commission, relative to the securing of a concession whereby contractors to whom highway contracts were awarded prior to the time the new rates were published, would be exempt from paying the increased rate, but the Accident Commission refused to grant such a concession.

6/8/32

The following report of the Attorney concerning the provisions of the law which authorizes the State Highway Commission to determine and declare the maximum speed of vehicles with respect to any bridge or viaduct and to reduce the weights and speeds on any particular highway or section of highway, was submitted by the secretary.

"There has been on the statute books for some time a provision of law which authorized the Highway Commission to determine and declare the maximum speed of vehicles with respect to any bridge or viaduct, which bridge or viaduct, in the opinion of the Commission, is not sufficiently stable and secure to withstand the statutory speed limit. There is a further provision of law which authorizes the Highway Commission to reduce the weights and speeds on any particular highway or section of highway that, in the judgment of the Commission, is being damaged by vehicles carrying the statutory weight or moving at the statutory speed limit.

"These statutes were either modified, or repealed and reenacted, by the legislature of 1931. Because of this fact there will arise, as there has already arisen in one instance, a question of the validity of the Commission's order made under a statute which has since been amended, or repealed and reenacted. I would, therefore, recommend that a new order be made by the Commission, covering bridges or highways which are now protected by orders made under the old law. If orders made under the old law are not effective, then manifestly one charged with the violation of the order could not be successfully prosecuted."

After due consideration of this report, the Commission referred the matter to the Attorney to prepare a new order or orders in conformance therewith.

A communication was presented from the Portland Realty Board, recommending the adoption of Front Street, Portland, as an arterial state highway route and its improvement with funds to be raised by joint agreement between the City of Portland, Multnomah County and the State, through its State Highway Commission. No action was taken by the Commission on this matter.

A letter was presented from the Attorney in which attention was called to the statute which says: "The Commission shall designate, construct, or cause to be constructed, a system of state highways within the state of Oregon, which shall be designated by number and by the point of beginning and the terminus thereof". It was the attorney's opinion that the Commission should adopt an official map, properly marked and designated, with a resolution of record properly identifying the map and adopting it as the official map, and that the Commission should pass a further resolution, definitely and legally adopting each highway. He stated that the adoption of these resolutions will be of assistance to him in connection with condemnation proceedings. After due consideration, the Commission referred this matter to the Attorney to prepare appropriate resolutions in conformance with the ideas expressed in his letter.

The Engineer reported that he had received another report from the Department of State Police relative to the dump nuisance near the Interstate Bridge. This report, he stated, indicates that the owner of the property on which the debris was deposited at first refused to do anything to abate this nuisance; later, however, he stated that he would be glad to file a complaint against anyone whom the police officers apprehended for dumping refuse on his property, also, that it was his intention immediately to attempt to make arrangements with the City of Portland to fill in the property and cover up the debris. After due consideration of the matter, it was the decision of the Commission that a letter should be written to the Department of State Police thanking them for the cooperation that they have given and requesting their further assistance in securing the permanent elimination of this dump nuisance.

The Commission adjourned at 12:15 o'clock A. M., June 9, 1932, to reconvene the same day in the same room at 9 o'clock A. M.

Portland, Oregon, June 9, 1932

The State Highway Commission reconvened in Parlor E, Green Room of the Portland Hotel, at 9 o'clock A. M., with all Commissioners, State Highway Engineer, Attorney and the Secretary present.

In accordance with previous arrangements, the County Courts of Jackson, Douglas and Klamath Counties appeared before the Commission to discuss secondary state highway matters in those counties. Appearing in behalf of the Jackson County Court were County Judge C. B. Lamkin, Commissioners John Barneburg and Victor Bursell, and County Engineer Paul B. Rynning; in behalf of Douglas County were County Judge W. S. Hamilton and Commissioners C. E. Logsdon and R. A. Busenbark; representing the Klamath County Court were County Judge Fred R. Goddard, Commissioners Silas Obenchain and C. R. Williams and County Engineer E. B. Henry.

The following secondary state highway matters of Jackson County were first discussed: No. 230, Tiller-Trail Road; No. 270, Little Butte Creek Road, and No. 271, Sam's Valley Road. The Chairman stated that it was his understanding that the Jackson County Court wishes to concentrate its funds for the year 1932 on the completion of the Sam's Valley Road and to provide a survey for the Little Butte Creek Road with the idea in mind that in 1933 its secondary state highway funds will be concentrated on the construction of the Little Butte Creek Road, and when that is completed, to concentrate then on the construction of the Tiller-Trail Road. Judge Lamkin stated that this is also the understanding of the County Court. He further stated that Jackson County considers the Little Butte Creek Road the most important from the county standpoint, but from a state-wide standpoint the Tiller-Trail Road is more important because it will shorten the distance from the north to Crater Lake about 55 miles and to Medford about 8 miles. The Engineer stated that the secondary state highway funds allocated to Jackson County for 1932 amount to \$43,000, of which \$6,775 has been obligated for maintenance purposes. After a further discussion,

6/9/32

it was mutually agreed between the Jackson County Court and the State Highway Commission that approximately \$30,000 of the County's secondary state highway funds for 1932 shall be concentrated on the construction and completion of the Sam's Valley Road, Secondary State Highway No. 271. Also, that the balance of the County's secondary highway funds for 1932 shall be expended on the Little Butte Creek Road to pay the cost of making a survey of this highway and to do a small amount of construction work. It was also mutually agreed that the secondary highway funds that may be allocated to Jackson County for the years 1933 and 1934 shall be concentrated on the construction of the Little Butte Creek Road. Motion to that effect was made by Commissioner Washburne and was seconded by Commissioner Aldrich. The Chairman declared the motion to have passed by a unanimous vote. The Attorney was instructed by the Commission to prepare a form of agreement with Jackson County to cover the program thus arranged for the expenditure of secondary state highway funds of Jackson County for 1932, 1933 and 1934.

The Jackson County Court then inquired about the road leading from Medford to the Oregon Caves via Ruch and Provolt. They stated that the Jackson County portion of this road is now graded, surfaced and oiled and there remains only about sixteen miles of construction in Josephine County to complete the project; the distance from Medford to the Oregon Caves, they stated, will then be only 40 miles whereas now it is 80 miles. They explained it was their desire at this time to arrange for an immediate survey of this section so that construction can go ahead without delay when money becomes available for this purpose and advised that it is their intention to take the matter up with the Forest Service officials since this road is on the forest highway system. The Chairman informed the members of the County Court that the Commission has no objections to their negotiating with the forest highway officials regarding this matter.

Consideration was next given by the Commission to secondary state highway matters of Douglas County. County Judge Hamilton stated that Douglas County's secondary highway funds for 1932 amount to \$42,300 of which about \$5,000 has already been allocated to construction work on the Elkton-Sutherlin Road (Secondary State Highway No. 231), \$11,745 has been allocated for maintenance purposes and \$1,516 for some widening work on the Tiller-Trail Road (Secondary State Highway No. 230), leaving a balance of \$24,030, which is available for other work. County Commissioner Busenbark stated that Douglas County is under agreement with the former State Highway Commission to expend \$35,000 in cooperation with the Government for the construction of the Tiller-Trail Road and that they have arranged to use county funds for this purpose, in the amount of \$15,000, and would like to apply secondary highway funds for the balance (\$20,000). He further stated that they have plans for the expenditure of the secondary highway funds for 1933, but will attempt to make them fit in with the wishes of the State Highway Commission. He suggested that inasmuch as the Jackson County portion of the Tiller-Trail Road is not completed, the surfacing of this section next year will be of little benefit; therefore, he recommended that the funds be applied to work on this highway west from Tiller, or between Drew and Tiller. He also requested the elimination of some of the dangerous places between Tiller and Canyonville and a survey to determine where the highway is to be built between Tiller and Drew.

On the Elkton-Sutherlin Road he suggested the allocation of some of the funds to eliminate the Kesterson Hill grade. After a full discussion of this matter, it was mutually agreed between the County Court and the Commission that the secondary state highway funds apportioned to Douglas County for 1932 should be allocated as follows: \$5,000 for construction of the Rocky Point Section of the Elkton-Sutherlin Road; \$20,000 for construction of the Elk Creek-Summit Section of the Tiller-Trail Road in cooperation with the Bureau of Public Roads; \$1,516 for minor betterment work, consisting of widening on the Tiller-Trail Road; \$11,745 for maintenance purposes and the balance to apply on the cost of making a survey of the Tiller-Drew Section of the Tiller-Trail Road. It was also mutually agreed that the County's secondary highway funds for 1933 shall be applied as follows: \$10,000 for the construction of the Kesterson Hill Section of the Elkton-Sutherlin Road; \$18,000 for the grading of the Tiller-Drew Section of the Tiller-Trail Road; \$3,000 for surveys on the Tiller-Trail Road west of Tiller, and about \$11,000 for maintenance purposes. It was also mutually agreed that the Douglas County secondary highway funds for 1934, except about \$11,000 which is to be set aside for maintenance purposes, shall be concentrated on the surfacing of the Drew-Canyonville Section of the Tiller-Trail Road. The Attorney was instructed by the Commission to prepare a form of agreement with the Douglas County Court to cover the arrangements agreed upon at this conference.

The Commission then discussed with the County Court of Klamath County secondary state highway matters of that county. County Judge Goddard stated the County Court's preference for the survey of the Midland Road leading from Klamath Falls to Weed, California (Secondary State Highway No. 420), the survey and construction of the Klamath Lake Road extending around the west side of Upper Klamath Lake (Secondary State Highway No. 421) and the oiling of the Chiloquin Road (Secondary State Highway No. 422). The Engineer reported that Klamath County's share of the secondary state highway funds for 1932 amounts to \$55,100 of which \$12,800 has been allocated for maintenance purposes, \$13,600 has already been expended by the County for unemployment relief on the Klamath Lake Road, and \$3,000 has already been expended by the County for ditch work on the Chiloquin Road, also an unemployment relief project, leaving a balance of \$25,700 unobligated and available for other work. After a full discussion, it was mutually agreed between the Klamath County Court and the State Highway Commission that the secondary state highway funds of Klamath County for the year 1932 shall be allocated as follows: \$12,800 for general maintenance purposes; \$10,000 for the survey of the Midland Road; \$13,600 for construction already completed on the Klamath Lake Road; \$3,000 for ditch work already completed on the Chiloquin Road, \$2,500 for surveys on the Klamath Lake Road; \$6,000 was tentatively allocated to the construction of a bridge on the Midland Road south of Midland. A definite set-up of funds for this bridge was deferred until the survey of this road has been made and it is known whether or not the existing bridge will be on the adopted alignment. It was thought that this bridge, with some repairs and reinforcements, may be utilized in the event that the surveys prove it to be on the proper alignment. The sum of \$3,600 was tentatively allocated to the oiling of the Chiloquin Road. A definite set-up for this work was

deferred until later, at the request of the County Court, to allow the Court time to determine whether or not there is more urgent need for this money elsewhere. The Attorney was instructed to prepare a form of agreement with the Klamath County Court to cover the arrangements agreed upon at this conference.

County Judge Fred Reynolds of Lake County appeared before the Commission and suggested that the following projects be placed on the Commission's proposed five-year construction program:

Fremont Highway -- oiling
Klamath Falls-Lakeview Highway -- reconstruct
to eliminate excess curvature
Klamath Falls-Lakeview Highway -- oiling
Lakeview-Burns Highway -- surfacing.

Judge Reynolds was informed by the Chairman that his suggestions will be given due consideration by the Commission in formulating its five-year program. The Chairman requested Judge Reynolds to submit his recommendations to the Commission in writing and he agreed to do this.

The Commission discussed with Judge Reynolds the matter of providing funds for the maintenance of the Lakeview-Burns Highway. In reply to the inquiry of the Chairman, Judge Reynolds stated that they have been expending their secondary highway funds for unemployment relief on the Warner Road (Adel to Plush) and on the Yellowstone Cut-off (Lakeview-Burns Road); also that all but about \$2,000 of these funds has been expended. The Engineer stated that the Commission is under obligation to the Government to maintain the Lakeview-Burns Highway and it is important that provision be made for this. He further stated that if the County's secondary highway funds have been obligated without providing for maintenance, then this should be rectified now while there remains an unexpended balance which can be used for this purpose. Judge Reynolds suggested that Lake County be given an advance payment of a portion of its share of the 1933 secondary highway funds, but was informed by the Chairman that this cannot be done because the Commission's obligations already exceed its revenues. After further discussion of this matter, the Secretary was instructed by the Commission to write the Lake County Court and request the cessation of further work on the Adel-Plush Road that will obligate the expenditure of additional secondary highway funds because the Commission finds it necessary to fulfill its obligation with the Government relative to the maintenance of the Lakeview-Burns Highway and will need the unexpended balance of Lake County's secondary highway funds (\$2,000) for this purpose. The Commission decided to maintain the Lakeview-Burns Highway with state forces and charge Lake County with its pro rata share of the total cost. Judge Reynolds agreed to this arrangement.

J. B. Laber, Cascade Locks, appeared before the Commission relative to his agreement with the former State Highway Commission for the acquisition of land required for the widening of the Columbia River Highway across his property in the town of Cascade Locks, Hood River County. He stated that in accordance with the provisions of the original agreement he is obligated to remove from the new highway right of way, on or before August 1, 1932, all buildings,

structures and other improvements, other than pole lines, so that the State may have free and uninterrupted use and occupancy of this right of way when it desires to make its improvements thereon. He further stated that he has since been informed by the Commission's Attorney that the State does not expect to spend any money in Cascade Locks this year and, therefore, requested an extension of time of one year for the performance of the agreement. Complying with the request of the Commission as expressed through its Attorney, he stated he had his attorney prepare a modification of the original agreement whereby performance of the contract was deferred until August 1, 1933. If this is accepted by the Commission then, he stated, he will pass the benefits along to his tenants and will not disturb anything, except what is mutually agreed upon; otherwise, he will start immediately to do the things required of him by the terms of the agreement. He explained that if he proceeded under the terms of the agreement and the State did not do its construction work through this town this year, as originally planned, his tenants will be very much discommoded. Mr. Laber called attention to one of the provisions of the original agreement whereby the State agreed to excavate 1,200 cu. yds. of dirt from his property abutting on the highway right of way to make it possible for cars to park off the highway in front of business houses. He said that he would like to have this dirt moved now so that the ground in front of buildings will be up to the grade of the highway after these buildings, which are now on the highway right of way, have been moved back and stated his willingness to have it moved at his own expense, provided the State will move an equal yardage of material for him later when it constructs through this town. After a full discussion of this matter, the Commission decided that it did not wish to enter into an agreement of this kind with Mr. Laber. In lieu thereof it was mutually agreed that the present agreement with Mr. Laber shall remain as is with the exception that the life of the agreement shall be extended for a period of one year. Motion was thereupon made by Commissioner Washburne and was duly seconded by Commissioner Aldrich, that no changes be made in the existing agreement between the Commission and Mr. Laber, except that the time within which the obligations of said agreement shall be fulfilled shall be extended for a period of one year to August 1, 1933. The Chairman declared the motion to have carried by unanimous vote.

County Commissioner R. A. Busenbark of Douglas County reappeared before the Commission relative to the Tiller-Trail Secondary State Highway. He stated that the County Court conferred with W. H. Lynch, District Engineer of the Bureau of Public Roads, regarding the construction of this road in Douglas County and learned from him that there is a possibility that the funds provided for the grading of this highway this year may not be sufficient to complete construction to the Jackson County line; therefore, it may become necessary to allocate a small amount of their 1933 secondary highway funds for this purpose. This was agreeable to the Commission.

The Commission signed a joint letter with W. H. Lynch, District Engineer of the Bureau of Public Roads, and F. V. Horton, Acting Regional Forester, directed to The Forester, Chief of Bureau, Washington, D. C., in which recommendation was made that the clearing of Section 24-D of the North Santiam Highway in Marion County be authorized with forest highway funds,

as was contemplated in the original program letter covering the allocation of these funds, which was approved by the Secretary of Agriculture on February 28, 1931, but which was inadvertently omitted from the program letter of June 16, 1931.

Consideration was given by the Commission to the request of E. N. Boylen, Pendleton, that he be given a lease to occupy the buildings and grounds at Sunset Inn Park site, situated adjacent to the Old Oregon Trail about 21 miles east of Pendleton in Umatilla County. It was explained that Mr. Boylen has about 30,000 acres of land under lease in this vicinity for sheep range and that he wants to use the main building at this park site for his headquarters, and some of the other buildings for other purposes; also, that he plans to operate a service station for the benefit of the traveling public as well as for himself. It was further explained that Mr. Boylen will agree to have his caretaker keep the ground in good condition to the satisfaction of the State Highway Commission. S. H. Boardman, Parks Engineer, who was present, stated that he talked to Mr. Boylen about this matter and also inspected the premises. It was his recommendation that the Commission grant a lease to Mr. Boylen. After due consideration, motion was made by Commissioner Washburne that a five-year lease be granted to Mr. Boylen for the use of this property at the rate of \$100.00 per year, with the understanding that Mr. Boylen shall maintain the property in a condition satisfactory to the Commission and that the lease shall be subject to cancellation at any time by the Commission without liability. Motion was duly seconded by Commissioner Aldrich and carried by unanimous vote. The Attorney was instructed by the Commission to prepare a form of lease in conformance therewith.

The Parks Engineer stated that he received an inquiry from Mr. J. E. Akey, Pendleton, who had charge of unemployment relief in that city during the past winter, as to whether or not the State Highway Commission will grant them permission to cut up the fallen trees and those that are beetle-eaten in the Blue Mountain Timber Reserve along the Old Oregon Trail in Umatilla County. He explained that Mr. Akey planned to cut up about 300 cords of wood for use in connection with unemployment relief work in Pendleton this coming winter. Upon motion of Commissioner Washburne which was duly seconded by Commissioner Aldrich and carried by unanimous vote, the request of Mr. Akey for permission to cut into cordwood the fallen and beetle-eaten trees along the Old Oregon Trail through the Blue Mountain Timber Reserve in Umatilla County was granted by the Commission.

The Parks Engineer reported that he interviewed Mr. E. W. Mersereau, who has charge of the timber along the Crater Lake Highway in Jackson County that the Highway Commission wishes to acquire by exchange for public lands of equal value, and was informed by Mr. Mersereau that he will consult the eastern bankers who hold the mortgage on this timber, to ascertain whether or not this timber can be released from the general mortgage so that it will be available for exchange if and when such an exchange is authorized by action of Congress.

The Chairman stated that he received a telegram from Senator Chas.

L. McNary informing him that the Senate passed Senate Bill 763, extending the provisions of the Forest Exchange Act to lands adjacent to National Forests in the State of Oregon. The Parks Engineer reported that he received a similar telegram from Mr. H. B. Van Duzer, former Chairman of the State Highway Commission, who is now in Washington, D. C.

Consideration was given by the Commission to the matter of acquiring land across the property of S. C. Dick for the widening of the Oregon Coast Highway about 8 miles north of Seaside, Clatsop County. The Engineer reported that C. L. Gardiner, right of way buyer, interviewed Mr. Dick regarding this matter and ascertained that Mr. Dick wants \$600 from the State for the area required (0.05 acres), \$10 of which represents the price agreed upon for the land, the balance being for the cost of moving his house, garage, and other incidentals. He requested instructions from the Commission because, he stated, the amount demanded by Mr. Dick is about \$200 more than he believes the State should pay. After due consideration of this matter, the Commission decided to defer its decision until it has consulted Mr. Gardiner relative thereto. The Secretary was instructed to ask Mr. Gardiner to be present at the afternoon session. (Note: Mr. Gardiner could not be reached so did not appear before the Commission at this session.)

The Attorney reported that he investigated the request of the City of Springfield that the Commission improve the wye connection formed by the junction of the Pacific and McKenzie Highways in Lane County and found that the city officials of Springfield will do all they can to help on this improvement, but they are without legal authority to enter into an agreement to obligate the city for something outside of the city limits; also, he has ascertained that the Springfield Lions Club, which is also interested in this matter, will assist so far as it is able, but does not have authority to enter into an agreement with respect thereto. He further reported that Mr. _____ Kirkland, who owns the greenhouse property across the highway from this area, will sign an agreement to furnish water for sprinkling purposes, etc., to keep the shrubbery trimmed and the grounds in good condition, provided the Commission will construct the curbs, plant the shrubbery and install the necessary pipe lines to connect with his water system. This matter was referred by the Commission to Commissioner Washburne and the Engineer for further investigation and report.

Consideration was given by the Commission to the matter of requiring log hauling permittees to purchase property damage insurance to cover their equipment in addition to purchasing liability insurance and furnishing the customary log hauling permit bond. The Attorney questioned the legal authority of the Commission to make such a requirement. After further discussion of the matter, action was deferred by the Commission until the next meeting to be held on June 23. The Engineer was instructed to report on this matter at that time.

County Commissioners James Elliott and William Larson of Clatsop County were present and inquired whether the Commission has adopted a definite location for that portion of the alternate route of the Oregon

Coast Highway (Cannon Beach-Neahkahnie Mountain Road) south of Arch Cape in Clatsop County. They were informed by the Chairman that the engineers are still working on the plans.

The Commission adjourned at 12:00 o'clock noon to reconvene at 2:00 o'clock P. M. this day in the same room.

The State Highway Commission reconvened at 2:00 o'clock P. M. in Parlor "E", Green Room, Portland Hotel, with all members, State Highway Engineer, Attorney and the Secretary present.

An inquiry was received from the Willamette Hauling Company, Portland, requesting information relative to the granting of permits to transport heavy equipment over state highways, the weight of which equipment exceeds the statutory limits. Matter referred by the Commission to the Engineer.

County Commissioners J. N. Miller and T. B. Mills and County Engineer L. R. Chandler of Columbia County appeared before the Commission relative to secondary state highway matters and requested the Commission to designate as secondary state highways the following roads or routes in Columbia County:

1. Nehalem Highway, Market Road No. 4, in its entire length from the Clatsop County line to the Washington County line, 33.7 miles in length.
2. Mist-Clatskanie Market Road No. 3, 12.4 miles in length.
3. A route beginning at a point on the Nehalem Highway about 8.5 miles north of Vernonia, thence following the Rainier-Apiary extension survey a distance of approximately 7.6 miles, connecting by the most feasible route with the present Pittsburg-St. Helens Market Road No. 1 at a point approximately 7.0 miles west of St. Helens, thence along the said Pittsburg-St. Helens Market Road, with possible revisions, to a connection with the Columbia River Highway at St. Helens, a distance of approximately 22.5 miles.

They stated their preference for the designation and construction of the Nehalem Highway and the Mist-Clatskanie Road in the order named.

It was explained to the County Commissioners that the Nehalem Highway (Market Road No. 4), which they have recommended as a secondary state highway, does not connect with the secondary highway system of Washington County at the county line, the designation in Washington County being via the road extending north from Buxton and connecting with Market Road No. 5 in Columbia County, whereas the route they recommend passes through Mist and connects with the Washington County road extending north from the town of Timber which road is not a secondary highway. After further discussion, and at the suggestion of the Engineer, it was decided to defer action on this matter until the next meeting, June 23, 1932. The Commission instructed the Engineer to make an investigation of all of the routes proposed by the

Columbia County Court to be designated as secondary state highways in that county and to make a report at the next meeting on the first two mentioned, giving special attention to the connection with the Washington County secondary highway at the county line south of Vernonia. It was decided to defer action on the third route mentioned until a later date since this route passes through a section not now served by a good road and will require a more thorough study.

In accordance with previous arrangement, representatives of the Public Relations Committee of the Civic Emergency Committee of Portland appeared before the Commission and urged the Commission to continue its unemployment relief projects in Multnomah County which were recently closed down. Committee members present were: Aaron Frank, Chairman, Dan J. Malarkey, John Zehntbauer, Frank H. Ransom and Worth W. Caldwell.

Mr. Frank stated that the unemployment situation existing in the state of Oregon at the present time is more serious than it has ever been before in the history of the state, and he warned the State Highway Commission that it has the responsibility to see that this condition is taken care of. He urged the Commission to take action immediately before it is too late to avoid serious demonstrations by those who are out of work. He further stated that the Committee that he represents has worked hard and long to relieve the condition in Multnomah County and has endeavored to handle the situation without resorting to commercialism, personalities and politics, however, the task is too great for them to handle alone and they must secure assistance from the State. Concerning the number of men out of work in Multnomah County, he stated that they have registered at the present time 13,000 men with dependents and that the number is increasing daily, 252 new registrants having been listed during the past week. For these men, he stated, they have only 900 jobs available to furnish them with work, which is far from enough, notwithstanding the fact that the men are being rotated on the basis of one week's work in every six weeks, for which they receive only the small sum of \$24.00. He urged the Commission to continue the state highway relief work which was started last winter and furnish employment to the extent of at least one-half as many jobs for the men as were furnished at that time. Speaking of efficiency that can be secured by hand-labor work, he stated that this feature should not be considered at a time of emergency such as now exists.

Mr. Malarkey confirmed the statements made by Mr. Frank and added that the supplying of jobs for the unemployed is not a matter of personal feeling, but is simply an act of human kindness to provide food and shelter for those in distress. The problem, he stated, is one that Multnomah County should not be required to solve alone, but the entire State should lend its assistance. This can be done, he stated, by creating public work. He called attention to the fact that the unemployment conditions at the present time are much worse than they were in 1930 when the former State Highway Commission inaugurated its unemployment relief work and added that if it was good policy for the state of Oregon, through its State Highway Commission, to spend some of its funds to take care of needy citizens at that time, it is a better policy and more proper to do so now. He suggested

6/9/32

that the Commission curtail some of its contract work and use the funds thus released to provide hand-labor work, and recommended the sale of additional bonds in the event that this is necessary.

Mr. Ransom stated that they were in hopes that seasonal work in the logging camps and the natural farm work would relieve the unemployment situation in Multnomah County to a large extent but this work has not materialized. He also urged the Commission to provide jobs for the unemployed of Multnomah County.

Mr. Zehntbauer and Mr. Caldwell also spoke in favor of additional unemployment relief work.

The Chairman replied to the group, stating that the financial difficulties and problems confronting the Commission are of a serious nature and that it will be necessary this year for the Commission to spend nearly 40% of its revenues to carry the existing debt, which at the present time exceeds \$30,000,000. He stated that the disbursements obligated this year, which include many old obligations, exceed the revenues of the State Highway Department by more than 120%. He further stated that the Commission cannot provide emergency relief without creating more debt and in order to do this it will be necessary to sell additional bonds. This, he stated, is something that the Commissioners wish to avoid because they accepted their offices during a period of retrenchment and economy and pledged themselves to minimize indebtedness as much as possible. He also stated that the Commission has contract obligations for this year totaling nearly \$4,000,000 and that it was the intention of the Commission to provide the maximum amount of employment through that agency. He also called attention to the fact that the expenditures made by the Commission for unemployment relief during the past two winters, which totals about \$2,500,000, has reduced the amount of current revenues which otherwise would have been available to the Commission to meet its obligations. Attention was also called to the fact that revenues provided from the sale of gasoline and license fees on automotive vehicles are shrinking and it is necessary for the Commission to consider that feature before incurring an additional bond debt which must be paid off with funds secured from these sources. Furthermore, if the State Highway Commission should decide to spend additional funds for unemployment relief in Multnomah County, it would have to do the same thing in all of the other counties in the state, which would involve an expenditure between \$400,000 and \$500,000 each month, which is a very serious undertaking in view of the Commission's present financial status.

County Judge Fred R. Goddard of Klamath County, who was present, was asked to make a few remarks concerning unemployment conditions in Klamath County. He stated that they have 1,600 men with dependents registered with their committee. Four hundred fifty people are being fed from their commissary and, in addition, the County Court is expending more than \$1,500 per month in cash for relief work. He further stated that the unemployment situation in Klamath County is similar to that in Multnomah County. Their's is an industrial community and the State's help is badly needed. Unless this is given, it is likely that a very serious condition will exist this coming winter.

Commissioner Aldrich stated that the situation in the agricultural counties is also very serious and while it may be necessary to look at these districts from a little different angle, nevertheless, the situation is very far from pleasant.

County Judge I. M. Schanep of Umatilla County, who was present, was asked to make a few remarks about conditions in his county. He stated that they have about 715 men registered with their committee, all of whom have dependents and that unemployment conditions at the present time are no better than they were during the past winter. They have about 25 or 30 men asking for work each day and are taking care of these men as best they can by rotating them on highway construction work. He stated that on account of low prices of wheat, the farmers are not hiring labor but are exchanging work, thus cutting down expense. The same is true, he stated, in the irrigated districts.

County Commissioner Victor Bursell of Jackson County stated that the unemployment situation in that county is just as bad as it was during the past winter, there being 2,200 men registered with their committee at the present time. He stated that it was the committee's opinion that it is the duty of the Federal government first to relieve this situation, then the State and finally for the county and other local organizations to lend assistance so far as they are able. He further stated that Jackson County has levied a one mill tax for road tax for the special purpose of providing unemployment relief.

Mr. J. C. Ainsworth, former Chairman of the State Highway Commission, was present in the interests of the Fourth Street project. He stated that he did not represent any particular group. He explained that it was his understanding that neither the City of Portland nor Multnomah County can spend its unemployment relief funds on this project unless and until it is recognized by the State Highway Commission. He urged the Commission to recognize this fact and somehow to arrange so that the City and County can spend their monies on that project.

Olaf Laurgaard, City Engineer of Portland, speaking as an individual, also urged the Commission to recognize the Fourth Street project because at present the Portland Civic Emergency Committee and the City Council are at a loss to know whether or not they should proceed to acquire the necessary right of way for this project.

David S. Stearns of Portland also spoke in favor of the recognition of the Fourth Street project.

The Chairman called attention to the fact that the wages paid by the State Highway Commission for emergency labor during the past winter were \$3.00 per day, but that objection has been filed by some of the County Courts because they think that this rate is too high. Some of the counties reported that they are paying \$1.50 per day, others \$2.00 per day. In reply to the statement of the Chairman, Mr. Frank stated that his committee is not concerned with the rate of pay as long as the men receive at least

6/9/32

\$24.00 every six weeks.

After a further discussion of this matter, the Chairman thanked the group for their appearance and stated that full consideration will be given by the Commission to the matters presented.

The Commission discussed the advisability of continuing its call for bids to be received at the next meeting, June 23rd, for projects that were approved and ordered advertised at its meeting held on May 18, 1932. After due consideration, motion was made by Commissioner Washburne that the Commission continue its advertisement and receive bids on these projects in accordance with the Commission's original plan and that the Engineer be authorized to include the following projects in this advertisement:

Remove old steel bridge and trestle across Wahanna Creek on the Oregon Coast Highway near Seaside in Clatsop County;

Grade and surface Rodgers Farm Section of Secondary State Highway No. 140 and Fanno Section of Secondary State Highway No. 141 in Washington County;

Construct bridge over the Santiam River on a county road near Mehama in Marion and Linn Counties, a county project to be paid for direct by the county courts of those counties.

Motion was duly seconded and carried over the dissenting vote of the Chairman.

The Commission signed numerous vouchers, permits and other documents, including the following:

Agreement with Josephine County Court to cover the oiling of a portion of secondary state highway No. 260 in Josephine County beginning at the west city limits of Grants Pass and extending westerly for a distance of 4.9 miles.

Agreement with Carl Nyberg and the United States Fidelity and Guaranty Company, his bondsman, covering extra compensation to be paid to Mr. Nyberg for additional work required in connection with state highway contract No. 1338, awarded to Mr. Nyberg for the construction of the Durkee-Gales Section of the Old Oregon Trail in Baker County.

Agreement with Jones-Scott Company covering the acquisition of right of way across the property of this company for the construction of the Sand Station-Washington State Line Section of the Columbia River Highway in Umatilla County.

Agreement with the Lane County Court providing for cooperation in the cost of constructing the Cheshire-Prairie Road Section of the Siuslaw Highway in Lane County.

Agreement with Earl C. Frost, owner of Wisteria Farm Inn, situated

JUN 9 1932

adjacent to the Mt. Hood Highway in Sec. 26, T. 2 S. R. 5 E., W. M., Clackamas County, whereby Mr. Frost is granted permission to use a portion of the right of way of the Mt. Hood Highway on which to construct a private driveway and entrance to his property.

There being no further business to come before the Commission, the meeting was adjourned at 6:00 o'clock P. M.

Leslie M. Scott
Chairman

E. B. Aldrich
Commissioner

Carl G. Washburne
Commissioner

R. H. Baldock
State Highway Engineer

J. M. Devers
Attorney

H. B. Claisyer
Secretary

Portland, Oregon, June 22, 1932

The State Highway Commission met in special session in Room "E", Green Room, Portland Hotel, at 2:30 o'clock P. M. Present were:

Leslie M. Scott, Chairman
E. B. Aldrich, Commissioner
Carl G. Washburne, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Attorney
H. B. Claisyer, Secretary

In accordance with previous arrangement, a delegation consisting of representatives of Multnomah County, City of Portland and the Portland Civic Emergency Committee appeared before the Commission in the interests of the proposed Fourth Street state highway entrance into Portland over the abandoned Southern Pacific railway right of way. Representing the City of Portland were A. L. Barbur, Commissioner, and Olaf Laurgaard, City Engineer; representing Multnomah County were County Commissioners Frank Shull and Grant Phegley, and County Roadmaster Geo. W. Buck; representing the Portland Civic Emergency Committee were Aaron Frank, Dan Malarkey and W. W. Caldwell.

The portion of this proposed improvement within the city limits of Portland was first discussed. City Engineer Laurgaard stated that the latest estimate of the cost of this unit, 3.1 miles in length, is the one made and submitted to the State Highway Commission in April amounting to \$744,882, of which \$200,000 represents the estimated cost of right of way. Since this estimate was prepared, he stated, the Civic Emergency Committee has financed the excavation of about 61,000 cubic yards of material at a

JUN 22 1932

cost of approximately 50 cents per cubic yard, leaving a balance of about \$709,319 to complete the project, of which, according to his understanding of the provisions of the agreement with the former Highway Commission, \$200,000, the estimated cost of the right of way, is to be paid by the City of Portland and the balance, \$509,319, representing construction costs, 10% for contingencies and 6% for engineering supervision, is to be paid by the State. He explained that the estimate for right of way is based on acquiring a strip of land 100 feet wide from Fourth and Sheridan Streets to the city limits along the abandoned Southern Pacific railway right of way and that for construction is based on grading a roadbed 70 feet wide to provide for two lanes of pavement, each 20 feet in width, with a ten-foot strip between, and reconstructing two timber trestles with new creosoted timber at an estimated cost of \$76,000, including 10% for contingencies and 6% for engineering. He gave it as his opinion that the third timber trestle at Fourth and Sheridan Streets is not needed and that this depression can be filled in with material excavated from other points along the line of the proposed improvement. He advocated the reconstruction of the trestles with timber because of the saving in cost over concrete structures and the estimated long life of treated timber where ample protection is provided against loss by fire such as is afforded by the City's water system.

In reply to the inquiry of the Chairman, Mr. Laurgaard stated that the City is asking the State to pay the balance of the total construction costs, estimated at \$509,319 plus \$150,000 for concrete bridge structures, if the Commission decides to use concrete instead of timber, and in addition thereto the State is to reimburse the City for \$12,000 advanced by the City for truck hire, etc., under the provisions of the four-party agreement between the City of Portland, Multnomah County, the Civic Emergency Committee and the former State Highway Commission. The total cost to the State, he stated, including \$18,000 already paid by the State for truck hire, etc. will be about \$689,319, or, if it is decided to build timber structures, then the cost to the State will be about \$539,319. The State Highway Engineer stated that his estimate of cost of this work, exclusive of right of way, based on current contractors' prices and the use of timber in the trestles, is about \$500,000.

The Chairman inquired as to how the City expects to finance the acquisition of the right of way, to which Mr. Laurgaard replied that the City plans to take care of this item by assessing the property abutting on the proposed improvement. He requested the Commission to make an early decision with respect to the project so that proceedings may be started now to acquire this right of way which, in the ordinary course of events, he stated, will take about nine months unless the property owners sign waivers. He reported that a temporary easement for right of way has been secured across the lands of the Ralston people so that work for 100 men for a month or two may be provided on short notice.

The portion of this project outside of the Portland city limits was next discussed. The State Highway Engineer reported that estimates have been prepared for two alternate routes, the "S" line and the "L" line. The "S" line, he stated, is the shorter of the two and has less curvature, but will

cost more to build than the "L" line, the estimated cost of the "S" line being \$536,000, including \$136,000 for right of way, and that for the "L" line being \$510,000 of which \$102,000 is for right of way. The Chairman submitted the following summary of costs based on the estimates presented by the City and County Engineers:

Cost of city portion	\$739,000	less right of way	\$200,000	=	\$539,000
Cost of county portion "S" route	536,000	"	"	"	136,000 = 400,000
" " " " "L" "	510,000	"	"	"	102,000 = 408,000
Total Cost, via "S" "	1,275,000	"	"	"	336,000 = 939,000
" " " "L" "	1,249,000	"	"	"	302,000 = 947,000
" " Tigard-Canyon Road "	552,000	"	"	"	70,000 = 482,000

The Chairman at this time explained that he has been advised by his attorneys that the State Highway Commission has no valid contract covering the improvement of the proposed Fourth Street Highway and that the expenditure of state funds by the Commission therefor will be done at the personal peril of the individual members of the Commission. However, he added, this can be adjusted by a friendly suit in court. To the inquiry of Mr. Shull as "what is the basis of that opinion", he replied that Fourth Street within the Portland city limits has not been designated a state highway route by any official action of any State Highway Commission and that the four-party agreement covering this proposed improvement was signed by only two members of the former State Highway Commission. Further, the resolution designating the extension of Fourth Street outside of the Portland city limits as a state highway, which the records show was adopted by the unanimous vote of the Commission, is disputed by former State Highway Commissioner Chas. K. Spaulding and, in any event, this resolution does not provide Fourth Street as a connecting highway link. He further stated that if this matter is taken into Court and the Court decides that the State Highway Commission should construct the Fourth Street Highway, then the Commission will not oppose it and if the four-party agreement needs no validating action of the present Commission it will stand; otherwise, the subject will have to be reopened. He also stated that he believed the present State Highway Commission is ready to propose the reopening of this matter if that is desired by the delegation, or, if it is preferred, will stand upon the present agreement. If it is preferred that the matter be reopened, then the Commission will consider doing so on the basis that a portion of the construction costs shall be borne by the City of Portland. From a state-wide point of view, he stated, it is the opinion of this Commission that if the matter is reopened the expenditure of state funds in the sum of \$947,000 for this improvement is not in justice to the rest of the State and will not be to the State's best interests. He further explained that it has long been the established policy of the State Highway Commission not to undertake expensive construction projects without some financial cooperation from the other parties interested in the improvement.

Mr. Malarkey stated that the other parties to the four-party agreement entered into this agreement because the former State Highway Commission agreed to pay the cost of truck hire, materials and supplies which the City and the County were unable to pay on account of the provisions of their bond sale. It was his thought that the present Commission should

6/22/32

accept the obligation of the former Commission and suggested that perhaps the best way would be to press the matter in court for a determination.

The Chairman reiterated that the present Highway Commission is not trying to repudiate a valid contract, but it is the thought of the members that they should protect themselves and the State against a contract that may not be valid. At his request, Attorney Devers stated that a determination by the Court can be secured speedily by presenting the matter to a judge to pass upon under the provisions of the declaratory act. In this way, he stated, it might be possible to secure a decision within a week or ten days. Mr. Barbur stated it was his personal opinion that this procedure is satisfactory; however, he could not speak for the other four members of the Portland City Council.

Mr. Frank inquired as to how much of the \$552,000 estimated cost of the Tigard-Canyon Road, including right of way, will go to the unemployed. He was informed by the State Highway Engineer that the total estimated construction cost based on contract machine labor, less the right of way expense, is approximately \$482,000, of which approximately thirty per cent or \$150,000 will go to labor. If the work were done by hand labor, about seventy-five per cent of the expenditure would be placed in the pockets of the unemployed. He further stated that it will cost about twice as much to construct by hand-labor methods as by machine methods; in other words, work that could be done for approximately \$480,000 by contract would cost not less than \$1,000,000 by day labor based on a wage scale of \$3.00 per day. If the Commission reduced the wage scale to \$1.50 per day, which has been considered, he stated that it might be possible to reduce the cost in conformity thereto to about \$550,000, of which about \$400,000 would then be paid direct to the laborers. However, due to the fact that the greater portion of the above cost is for pavement which would not be done until later, these items could not be considered as a basis for emergency unemployment relief this fall and winter; therefore, based on the grading only, the cost by contract will amount to approximately \$110,000, of which about \$35,000 would represent the labor charge. On the other hand, if the work was performed by hand labor on the basis of \$3.00 per day, the cost would be not less than \$250,000 of which approximately \$200,000 would be paid for labor. This sum, he stated, would be correspondingly reduced if smaller wages were paid.

On further inquiry by Mr. Frank as to similar costs with reference to the construction of the Fourth Street line, the State Highway Engineer advised that the estimated cost for completion, exclusive of right of way and exclusive of pavement and structures; that is, the grading only, if performed by contract, would amount to approximately \$330,000, of which about \$100,000 would represent the labor charge. On the other hand, if this were performed by hand labor, the estimated cost would amount to about \$900,000, of which about \$650,000 would represent the direct labor charge. The above costs for contract work, he explained, are based upon current contract prices and the hand-labor costs upon reports of the city and county in performing similar work last winter; also all hand-labor costs are hard to estimate and are purely a function of the efficiency of the labor and the wage paid.

NOTE: The State Highway Engineer stated at the outset of his remarks, in reply to Mr. Frank's inquiry, that the estimates given were all based on contract machine costs and in an attempt to convert these into costs based on hand labor, certain errors were made in the computations which have been corrected for this record.

Mr. Laurgaard called attention to the provisions of the four-party agreement whereby the former State Highway Commission agreed to expend the sum of \$90,000 on this project in 1931 and 1932. Of this amount, he stated, \$18,000 has already been paid by the State for truck hire, materials, etc., and the City has advanced for the State about \$12,000 additional, leaving a balance of about \$60,000. It was his thought that if the State will agree to pay this balance, then the City will be in a position to proceed with and possibly complete the grading work within the city limits with funds provided by the Civic Emergency Committee. He also explained that if the State contributes the sum of \$90,000 this year, as per the agreement, and the Civic Emergency Committee pays for the grading work, a saving will accrue to the State amounting to about \$136,500, based on contract prices, leaving the State's obligation within the city limits about \$498,382.

The Chairman inquired as to whether or not the City and County will do all of the grading work to which Mr. Frank and Mr. Malarkey replied that the Civic Emergency Committee will agree to appropriate an amount that it thinks is sufficient to do this work--the State Highway Commission to set the amount.

Mr. Shull stated that it was the feeling of the Board of County Commissioners of Multnomah County that the present State Highway Commission should carry out the agreement made by the former Commission, which agreement, he stated, was made in good faith by all of the parties thereto. He was informed by the Chairman that the present Commission will proceed under the provisions of that agreement if the Courts will uphold it.

Mr. Phegley stated that Multnomah County has no funds available for procuring the necessary right of way outside of the Portland city limits and asked the Commission to advance the amount required, estimated at \$150,000, with the understanding that the County, through the Civic Emergency Committee, will expend an equal amount for grading work and will budget the amount next year to repay the Committee.

In reply to the inquiry of the Chairman as to whether or not the Commission can loan money to the County, the Attorney stated that there is a statute that allows the State to advance monies to the counties to assist in building state highways, but he has always taken the stand that the Commission cannot lend beyond the constitutional limit. The burden of obtaining the right of way, he stated, is put on the counties by law; if the counties fail to acquire it, then the State may get it, either by condemnation or agreement, and may charge the cost thereof to the counties. In the present instance, he stated, if the County is financially unable to get the right of way, then the State can either get it and charge it against the

County, or it may enter into an agreement with the County whereby the State secures the right of way and the County pays for the grading work, assuming that the cost of the grading equals the cost of the right of way. He recommended against entering into an agreement whereby the State advances the cost of the right of way with the understanding that the County will reimburse in cash if the right of way costs exceed the constitutional debt limit.

After further discussion of this matter, the Commission instructed the Attorney to look further into the legal status of the question and confer with the Attorney General with respect thereto. Also, the Engineer was instructed to confer with City Engineer Laurgaard and County Roadmaster Buck relative to engineering features. A meeting of these engineers was thereupon arranged for Saturday A. M., June 25, 1932, in the office of Mr. Laurgaard in the City Hall.

The Commission adjourned at 5:15 o'clock P. M. to reconvene at 7:30 o'clock P. M. this day in the same room.

The State Highway Commission reconvened in Parlor "E", Green Room, Portland Hotel, at 7:30 o'clock P. M., with all members, State Highway Engineer, Attorney and the Secretary present.

The Commission by unanimous vote approved the minutes of the meetings held May 17 and 18 and June 8 and 9, 1932.

The Engineer reported that the condition of the Willamette Highway between a point 15 miles east of Lowell and Oakridge, where reduced load limits have been in effect during the past several months, has improved to such an extent that the load restrictions are no longer required. He, therefore, recommended the lifting of these restrictions as of July 1, 1932. Recommendation approved by the Commission.

The Commission at this time set Friday, July 1, 1932, Salem, as the date and the place for the meeting with the Oregon Mill and Truck Operators' Association to discuss log hauling on state highways.

Mr. James Ford, Reedsport, member of the Port of Umpqua Commission, appeared before the State Highway Commission regarding the improvement of the channel used by the Umpqua River ferry, which provides ferry service between Reedsport and Gardiner. He stated that this is an artificial channel and the portion between the ferry landing on the north side of the river and the main river channel is filling up badly and at certain stages of the tide each day the ferry boat is forced to use a much longer and indirect route to reach the deep water in the main river because of insufficient water in the artificial channel. Furthermore, it now develops that there is insufficient water in the indirect route to carry the ferry boat with a full load at certain times; therefore, unless some dredging work is done, there will be times when the ferry cannot operate at all. The estimated cost of dredging the artificial channel, he stated, is \$2,000, of which the State is asked to contribute fifty per cent or \$1,000, the balance to be paid by the Port of Umpqua which will also furnish and prepare the dredge and other equipment estimated to

cost about \$3,000. The immediate need of this improvement, he stated, has been caused by the opening of the Oregon Coast Highway to travel, necessitating the use of larger and deeper draft boats in this channel; therefore, it was their thought that the State should cooperate in the cost of providing uninterrupted ferry service. The Chairman stated that it was his thought that it is the duty of the Port of Umpqua to dredge this channel, that the State has done its share by supplying free ferry service. He informed Mr. Ford that the Highway Commission's finances are not in the best of condition and that if the Commission should decide to cooperate in this improvement it will be necessary to sell additional bonds to secure the funds therefor.

The Engineer stated that the State has done a small amount of dredging work near the ferry landings at Waldport, Coos Bay and Newport, but the contracts for ferry service at these points do not contemplate keeping the channels open. He agreed with Mr. Ford that ferry service will be held up if the low-water period happens to come during the hours when the ferry is operating and gave it as his opinion that, in view of the fact that the channel is used by the state ferry as well as by other river traffic, the State should join with the Port of Umpqua in keeping the channel open. He suggested that the State pay \$500 toward the cost of the dredging operations and the Port of Umpqua assume the balance, \$1,500. The Chairman approved the suggestion of the Engineer as to the division of the cost and informed Mr. Ford that the Commission is willing to join in this work up to a total of \$500.00. After further discussion of this matter, a definite decision was deferred until the next meeting, which is to be held in Salem on Friday, July 1, 1932, at which time the Port of Umpqua is to advise whether or not it will accept the offer made by the Chairman.

The Engineer reported on the cost of carrying the Highway Department accident insurance with the State Industrial Accident Commission. He stated that the State Highway Commission paid \$80,000 to the State Industrial Accident Commission in 1931 for this service, and in 1932 the Commission will pay for the same service about \$97,000 under the new rates recently published by the State Industrial Accident Commission, also to carry the same insurance in private insurance companies will cost about \$94,000. The Commission decided to continue the insurance with the State Industrial Accident Commission as in the past.

The Engineer reported that an examination has been made of the various routes that the County Court of Columbia County has requested be designated as secondary highways in that county. He recommended the designation of the Mist-Clatskanie Road and the Nehalem Highway extending from the Clatsop County line near Birkenfeld, through Mist and Vernonia to a connection with the secondary highway in Washington County extending north from Buxton. He also recommended that the designation of the road extending from Vernonia easterly to St. Helens be deferred until he has made a further examination of this route. A decision in this matter was deferred by the Commission until the following day when the Columbia County Court will be present.

A delegation consisting of County Judge P. A. Retrum and County

Commissioners R. W. Shaw and Geo. L. Yokom of Grant County, County Judge R. J. Williams of Harney County, John Porter and John Carter, Long Creek, Felix Johnson, Susanville, and A. R. Jones, John Day, appeared before the Commission in the interests of the Pendleton-John Day Highway. Mr. Yokom acted as spokesman for the group. They asked for the early completion of the Ukiah-Long Creek Section of the Pendleton-John Day Highway and requested that this highway be placed on the Federal aid system. They also requested that the roads extending from John Day to Burns and from Burns to Lakeview be designated as state highways, and that these also be designated as Federal aid highways. They were informed by the Engineer that the surfacing of the Ukiah-Dale Section of the Pendleton-John Day Highway is on this year's construction program as a forest road project and that it is the intention of the Bureau of Public Roads to advertise this project for bids as soon as funds therefor are appropriated by Congress. He further informed the group that the Dale-Range Section of this highway has been surveyed by the engineers of the Forest Service and that the engineers of the State Highway Department are conducting a survey of the Range-Long Creek Section. The Chairman explained that insufficient Federal aid mileage remains to apply on the Pendleton-John Day Highway at this time. There is a bill before Congress at the present time, he stated, which includes a provision for increasing the Federal aid mileage, but until this bill becomes a law, it will be impossible to designate this road as a Federal aid highway. He assured them that their request will be given full consideration at the proper time.

The County Court of Grant County then discussed with the Commission secondary state highway matters in Grant County. They asked that the road extending northerly from John Day about six miles to a connection with the Pendleton-John Day Highway near Little Beech Creek be designated as a secondary state highway so they can expend Grant County's secondary highway funds thereon and thus provide a direct connection between the Pendleton-John Day Highway and the secondary state highway extending south from John Day to Burns. The present connection, they stated, is at Mt. Vernon. They were informed by the Engineer that this route has already been adopted as the route of the primary state highway; therefore, it cannot be designated as a secondary state highway. They also asked the designation as secondary state highways of the road extending westerly from Austin down the Middle Fork of the John Day River to a connection with the Pendleton-John Day Highway and the road extending from Kimberly on the John Day Highway easterly to Long Creek on the Pendleton-John Day Highway. After a full discussion of this matter, the Engineer was instructed by the Commission to make reconnaissance surveys of each of these roads and report his findings later.

W. W. Stevens, County Commissioner of Union County, was present in the interests of the Weston-Elgin Road, Secondary State Highway No. 330, in Union County. He stated that Union County has market road funds available which they would like to spend on this road but cannot do so until they know what location has been adopted for the forest road section. W. H. Lynch, District Engineer of the Bureau of Public Roads, who was present, informed Mr. Stevens that the survey of the forest road section easterly from Toll Gate near the Umatilla County line will be made this year provided funds for this purpose are appropriated by Congress and further stated that if Union

County wishes to spend its funds on this road prior to the completion of this survey by the Bureau of Public Roads' engineers, he will be glad to cooperate and will send an engineer to Union County to assist in the determination of a point for the connection of the forest and county sections.

County Judge R. J. Williams of Harney County reappeared before the Commission relative to the maintenance of the Lakeview-Burns Highway in Harney County. He stated that they received notification from the State Highway Engineer that a portion of their secondary highway money is to be used for the maintenance of this highway, but this does not fit in with their plans because they wish to spend their secondary money elsewhere. The Engineer explained that the law requires that provision shall be made for the maintenance of secondary state highways and since the Harney County Court has made no such provision therefor from other county funds, it is necessary to use the county's secondary highway funds for this purpose.

Judge Williams then asked the Commission to reimburse Harney County for expenditures made last winter for construction and maintenance on secondary state highways with market road funds. He was informed by the Commission that the State cannot reimburse the County for expenditures made for construction purposes but reimbursement will be made for expenditures made for maintenance purposes, provided the County will submit detailed statements of these properly endorsed.

C. L. Gardiner, right of way buyer for the Highway Department, appeared before the Commission by request, with respect to the acquisition of right of way for the improvement of the Bertha-Beaverton Highway through the subdivision known as Glencullen in Multnomah County. He stated that the improvement for which this right of way is being acquired is one of the unemployment relief projects started last winter by the former State Highway Commission and on account of the emergency then existing it was necessary for the emergency crews to start work before the right of way could be obtained. It was his thought that the prices asked for the property by the various owners are not exorbitant and he recommended payment of the respective amounts asked. After due consideration of the matter, the following resolution covering the matter was adopted by the unanimous vote of the Commission:

WHEREAS, pursuant to the decision and order of the former members of the Oregon State Highway Commission a section of the Bertha-Beaverton State Highway was improved by the widening of the roadbed, the elimination and modification of curves and other improvements, which said road work was accomplished as a part of and in connection with the emergency relief measures, and

WHEREAS, in order to accomplish said work it was necessary to acquire additional rights of way, and

WHEREAS, it appears that the right to encroach upon some of the private properties required for right of way

6/22/32

purposes was obtained from the owners of such properties and immediate possession taken, and options were obtained covering all of the properties incorporated within the new right of way, which options were exercised by the Commission, but in connection with which transaction payment of the compensation due the several property owners was not made, and

WHEREAS, there is now before this Commission for approval vouchers calling for the payment of the compensation stipulated in the said several options, the names of the respective owners and the amounts due each being as follows:

NAME	LAND	DAMAGES	TOTAL
Elizabeth Kerrigan	\$ 96.00	\$ -	\$ 96.00
GlenCullen Realty Co.	600.00	-	600.00
Otto Dimbat	270.00	54.00	324.00
John E. Longnecker	213.00	727.50	940.50
Dominic Bencich	187.00	12.75	199.75
Multnomah Realty Co.	750.00	-	750.00
Multnomah Realty Co.	366.00	1,185.00	1,551.00
Multnomah Realty Co.	487.50	160.00	647.50
Atlas Corporation	10.00	140.00	150.00
Fred W. Heller	500.00	-	500.00
Harry Toresen	540.00	355.00	895.00
Inez DeLashmutt	3,727.80	545.00	4,272.80
Arthur Gentemann	130.00	95.00	225.00
Charles Lehmann	791.00	-	791.00
J. W. Cullen	1,780.00	-	1,780.00
Walter Holdorf	45.00	-	45.00
Elizabeth Fuhrer	335.00	267.00	602.00
G. F. Wardin	845.25	275.00	1,120.25
Debe Estate	300.00	-	300.00
E. T. Hibbard	750.00	-	750.00
William Dills	640.00	310.00	1,150.00
S. F. Nutting	700.00	-	700.00
Totals	\$14,062.55	\$4,326.25	\$18,389.80

WHEREAS, it now appears that said vouchers should be approved for payment in order to complete the transaction authorized by the former Commission,

THEREFORE, BE IT RESOLVED by the Highway Commission, all members being present and participating, that the above enumerated claims be approved and the vouchers calling for the payment thereof be endorsed by the Highway Commission.

BE IT FURTHER RESOLVED, that the Secretary of the Commission be and he hereby is instructed to enter in the minutes of the Commission this resolution.

JUN 22 1932

The Parks Engineer presented a deed from Mr. and Mrs. Louis I. Simpson, Marshfield, by which there is conveyed to the State as a gift the following described tract of land to be known as "Cape Arago Park", situate along the ocean shore line at Cape Arago about 20 miles south of Marshfield:

Lots 1 and 2 in Section 19 and the north half of the north-west quarter of Section 20, all in T. 26 S., R. 14 W. W. M., and containing about 134 acres, in Coos County, Oregon.

The Commission accepted the deed with thanks and by unanimous vote accepted the following resolution with respect thereto:

WHEREAS, L. J. SIMPSON and LELA G. SIMPSON of Marshfield, Oregon, have donated to the State of Oregon for public park purposes to be known as Cape Arago Park the following described property, to-wit:

Lots 1 and 2 in Section 19 and the North one-half (N $\frac{1}{2}$) of the Northwest quarter (NW $\frac{1}{4}$) of Section 20, Twp. 26 South, Range 14 West, Willamette Meridian, Coos County, Oregon, containing 134 acres,

and

WHEREAS, the conveyance of said property by said grantors to the State of Oregon has been made by deed, which deed has been presented to the State Highway Commission for acceptance, and

WHEREAS, it appears that said deed and said property should be accepted by the State Highway Commission for and on behalf of the State of Oregon,

NOW THEREFORE, BE IT RESOLVED by the State Highway Commission, all members being present and participating, that the deed executed by L. J. Simpson and Lela G. Simpson conveying to the State of Oregon for public park purposes the above described property be and the same together with the property described therein hereby is accepted by the State Highway Commission for and on behalf of the State of Oregon.

BE IT FURTHER RESOLVED, that the Highway Commission does hereby express its sincere thanks and appreciation for this splendid gift and valuable property made available to the general public through the generosity of Mr. and Mrs. Simpson.

BE IT FURTHER RESOLVED, that a formal certificate be prepared on which shall be placed the signatures of the Highway Commission, the Governor and the Secretary of State,

JUN 22 1932

and that said certificate be presented to Mr. and Mrs. Simpson in recognition of their generosity.

The Parks Engineer was instructed to prepare a certificate acknowledging the gift for presentation to the donors.

The Engineer reported that no standard wage scale has as yet been adopted for county employes working on secondary state highways; neither has a standard rate been established for the rental of county equipment that is used on these highways. He requested instructions as to whether or not he should make an attempt to standardize these rates. After due consideration, motion was made by Commissioner Washburne that the Engineer be instructed to make a further study of this matter and report his recommendations later. Motion was duly seconded by Commissioner Aldrich and carried by unanimous vote.

Consideration was given by the Commission to a map of the state highway system prepared by the Engineer on which the various routes of travel throughout the state were designated by number rather than by name. The Engineer explained that the method of designating highway routes by number is used by nearly all of the states in the Union and is declared to be a practical and successful method. He recommended the adoption of this system in Oregon and of the numbers shown on the map. After due consideration, motion was made by Commissioner Washburne and duly seconded by Commissioner Aldrich, that the Engineer's recommendation be approved. The Chairman declared the motion carried by unanimous vote. Thereupon the following resolution covering the matter was introduced and carried by the unanimous vote of the Commission:

WHEREAS, the Engineer submitted to the Highway Commission, with a recommendation that the same be adopted, a plan of highway route numbers for the major highways of the state, which said plan includes as major highways all of the primary highways and in addition thereto some of the more important secondary highways, and

WHEREAS, it appears from said report and recommendation of the Engineer that from time to time it will be necessary to add new routes to said plan or system as from time to time may be deemed advisable, and

WHEREAS, it appears to the Highway Commission that the designation of the highways of the state by route numbers as proposed in said plan will be of advantage and will contribute to the convenience of the traveling public,

THEREFORE, BE IT RESOLVED by the Highway Commission, all members being present and participating, that the said plan of route numbers for highways as proposed by the Engineer be and the same hereby is adopted, which said highways and the route numbers given thereto are as follows:

EAST AND WEST HIGHWAYS

Route #2 - route of the so called "short route to the sea" as may be designated by the State Highway Commission.

Route #6 - beginning at a junction with U. S. 101 in Tillamook and following the Wilson River Highway to Portland by such route as may be designated by the State Highway Commission.

Route #10 - beginning at a junction with Oregon #6 at Beaverton and following the route of the Bertha-Beaverton Highway to a junction with U. S. 99W at Bertha.

Route #14 - beginning at a junction with U. S. 101 at Hebo and following the route of the McMinnville-Tillamook Highway to a junction with Oregon #18 at Valley Junction.

Route #18 - beginning at a junction with U. S. 101 near Otis and following the routes of the Salmon River and McMinnville-Tillamook Highways to a junction with U. S. 99W south of McMinnville.

Route #22 - beginning at a junction with Oregon #18 at Wallace Bridge and following the route of secondary highway #192 and the Salem-Dallas Highway to a junction with U. S. 99E at Salem.

Route #26 - beginning at a junction with U. S. 101 at Newport and following the routes of the Corvallis-Newport and Albany-Corvallis Highways to a junction with U. S. 99E at Albany.

Route #34 - beginning at a junction with U. S. 101 at Waldport and following the route of the Alsea Highway to a junction with Oregon #26 near Philomath.

Route #38 - beginning at a junction with U. S. 101 at Reedsport and following the route of the Umpqua Highway to a junction with U. S. 99 at Drain.

Route #42 - beginning at a junction with U. S. 101 at Coquille and following the route of the Coos Bay-Roseburg Highway to a junction with U. S. 99 at Coos Junction.

Route #46 - beginning at a junction with U. S. 199 near Kerby and following the route of the Oregon Caves Highway to the Oregon Caves.

Route #50 - beginning at Portland and following the route of the Mt. Hood Highway to a junction with the Wapinitia Highway near Government Camp; thence following the route of the Wapinitia Highway to a junction with The Dalles-California Highway north of Maupin; thence on The Dalles-California Highway south to a junction with U. S. 97.

Route #54 - beginning at a junction with U. S. 99E in Albany and

following the route of the Santiam Highway to a junction with U. S. 28; thence on the route of the McKenzie-Bend Highway to a junction with U. S. 97 north of Bend; thence south on the route of U. S. 97 (The Dalles-California Highway) to a junction with the Central Oregon Highway in Bend; thence east on the Central Oregon Highway to a junction with U. S. 28 in Vale.

Route #58 - beginning at a junction with U. S. 99 in Goshen and following the route of the Willamette Highway as may be approved by the State Highway Commission to a junction with U. S. 97 near Crescent.

Route #62 - beginning at a junction with U. S. 99 in Medford and following the route of the Crater Lake Highway to a junction with U. S. 97 at Old Fort Klamath.

Route #66 - beginning at a junction with U. S. 99 south of Ashland and following the route of the Green Springs Highway to Klamath Falls; thence east from Klamath Falls on the route of The Dalles-California Highway to a junction with the Klamath Falls-Lakeview Highway; thence east on the Klamath Falls-Lakeview Highway to a junction with Oregon #11 at Lakeview.

Route #70 - beginning at a junction with Oregon #66 at Dairy and following the route of the Dairy-Bonanza Highway to Bonanza.

Route #74 - beginning at a junction with U. S. 30 at Willow Creek and following the route of the Oregon-Washington Highway to a junction with Oregon #11 at Nye.

Route #78 - beginning at a junction with Oregon #54 at Burns and following the route of the Burns-Crane Highway to Crane.

Route #82 - beginning at a junction with U. S. 30 in La Grande and following the route of the Wallowa Lake Highway to Joseph.

Route #86 - beginning at a junction with U. S. 30 in Baker and following the route of the Baker-Cornucopia Highway to Cornucopia.

Route #90 - beginning at a junction with U. S. 30 and following the route of the Payette Spur to the Oregon-Idaho state line near Payette.

NORTH AND SOUTH HIGHWAYS

Route #3 - beginning at Flora and following the route of the Flora-Enterprise Highway to a junction with Oregon #82 at Enterprise.

Route #7 - beginning at a junction with U. S. 30 in Baker and following the route of the Baker-Unity Highway to a junction with U. S. 28 near Unity.

Route #11 - beginning at the Oregon-Washington state line south of Walla Walla and following the route of the Oregon-Washington Highway through Pendleton to a junction with the Pendleton-John Day Highway at Nye; thence

south on the route of the Pendleton-John Day Highway to John Day; thence following the route of secondary highway 400 to a junction with Oregon #54 at Burns; thence following the route of the Central Oregon Highway (Oregon #54) to a junction with secondary highway 430; thence south on the route of secondary highway 430 to a junction with the Fremont Highway near Valley Falls; thence south on the route of the Fremont Highway to the Oregon-California state line.

Route #15 - beginning at a junction with U. S. 730 at Cold Springs and following the Pendleton-Cold Springs Highway to a junction with U. S. 30 at Pendleton.

Route #19 - beginning at a junction with U. S. 30 at Arlington and following the route of the John Day Highway to a junction with the Ochoco Highway (U. S. 28).

Route #23 - beginning at a junction with U. S. 30 at Seuferts and following the route of The Dalles-California Highway to a junction with the Wapinitia Highway (Oregon #50).

Route #27 - beginning at a junction with U. S. 97 near Madras and following the route of secondary highway 360 to Prineville; thence on the route of the Crooked River Highway to a junction with Oregon #54.

Route #31 - beginning at a junction with U. S. 97 south of Lapine and following the route of the Fremont Highway to a junction with Oregon #11.

Route #35 - beginning at a junction with U. S. 30 near Hood River and following the route of the Mt. Hood Highway to a junction with Oregon #50 near Government Camp.

Route #39 - beginning at a junction with U. S. 97 at Klamath Falls and following the route of The Dalles-California Highway to the Oregon-California state line.

Route #43 - to be designated later. Should follow the route of the present Pacific Highway from Portland to Oregon City on the west side of the Willamette River.

Route #47 - to be designated later. Will include that section of the Tualatin Valley Highway from Forest Grove to a junction with U. S. 99W at St. Joseph.

BE IT FURTHER RESOLVED, that the Engineer be and he hereby is instructed to properly designate the highways enumerated above by placing thereon at such places or sites as will best serve the purpose sought to be accomplished the proper route number, which route number shall be permanently fastened to a post firmly imbedded or fixed in the ground.

BE IT FURTHER RESOLVED, that the Secretary of the Commission be

and he hereby is instructed to enter in the minutes of the Commission this resolution.

The Engineer stated that present indications are that the unemployment situation this coming winter will be very bad and it may be that the State Highway Department will be called upon to furnish employment as was done during the past winter. In order to be prepared for this emergency, he stated, he has outlined projects in all parts of the state suitable for hand-labor work, all of which are included in the tentative five-year construction program. He submitted a map on which was shown the various projects tentatively selected for this purpose and asked the Commission to approve the projects shown thereon so that he can proceed with the making of plans and arrangements now so that the projects will be ready for construction when needed, without unnecessary delay. He explained that these projects represent an expenditure of \$4,000,000, which will provide work for 9,000 men for 300 days at a daily wage of \$1.50; or at \$2.00 per day, this work will provide employment for 7,000 men for 300 days; at \$3.00 per day 4,500 men can be given employment for 300 days, and at \$1.50 per day 13,500 men can be given employment for 200 days. Also, that to provide work for 45,000 men (the total registered with the employment committees during the past winter) at \$3.00 per day for 300 days will require an expenditure of \$40,500,000. After due consideration of this matter, motion was made by Commissioner Washburne that the Engineer's tentative list of unemployment relief projects be approved and that he be authorized to proceed with the preparation of plans for emergency construction as he requested. Motion was duly seconded by Commissioner Aldrich and was declared by the Chairman to have received a unanimous vote of the Commission.

The Engineer reported that the Federal aid highway mileage in the state of Oregon will be increased 418 miles in the event that the bill now before Congress, which includes a provision for increasing this mileage one per cent, becomes a law. This extra mileage, he stated, together with the 41 miles still unallotted under the old law totaling 459 miles, will then be available to apply on state highways not now on the Federal aid system. He submitted a map of the Oregon state highway system on which were shown certain highways that he recommended be designated as Federal aid highways in the event Congress passes the bill now before it increasing the Federal aid mileage. The Engineer's map was informally approved by the Commission, but no official action with respect thereto was taken.

The Engineer reported that the former State Highway Commission entered into an agreement with a man by the name of J. S. Greenwood for the lease of a small tract of land situated adjacent to the Mt. Hood Highway in Clackamas County upon which to store rock for the maintenance of this highway. This lease, he stated, was for the period of five years ending May 27, 1932, for which the Commission paid Mr. Greenwood the sum of \$25.00. Mr. Nehl, the present owner, is willing to renew this lease for one year, provided the State will construct for him a tennis court on one end of the property at an estimated cost of \$150.00. The Engineer further reported that a large quantity of rock still remains on this tract and to remove the rock will cost about \$150.00. He asked instructions from the Commission as to whether or not he should remove the rock from the premises or renew the lease with Mr. Nehl under his terms. He

recommended against the construction of a tennis court as the consideration for the renewal of the lease. After due consideration of this matter, the Commission instructed the Engineer to remove the rock from Mr. Nehl's premises, and further instructed the Attorney to do what is necessary to protect the State's interests against any claim that Mr. Nehl may feel he has against the State by reason of the State having neglected to turn his property over to him at the termination of the lease agreement.

The Engineer reported that satisfactory arrangements have been made for the purchase of a right of way for the improvement of the Pacific Highway at Jefferson, involving the construction of a bridge over the Santiam River at that place. Thereupon the Commission, by unanimous vote, approved the award of the contract for the construction of this bridge to the Clackamas Construction Company and Liesch & Tofte at their bid of \$102,660.00 submitted by them at the meeting held on May 18, 1932.

The Commission adjourned at 11:30 o'clock P. M., to reconvene at 9:00 o'clock A. M., the following day in the same room.

Portland, Oregon, June 23, 1932

The State Highway Commission reconvened in Parlor "E", Green Room, Portland Hotel, at 9:00 o'clock A. M., with all members, State Highway Engineer, the Attorney and the Secretary present.

Chas. Rose, right of way buyer for the Commission, was also present and discussed with the Commission the matter of acquiring right of way for the improvement of the Lower Columbia River Highway in the town of Burlington, Multnomah County. The Commission took no definite action with regard to this matter.

There followed a general informal discussion of various other matters pertaining to the State Highway Department, including unemployment relief and the acquisition of rights of way and leases for various purposes, but no official action was taken on any of these matters.

At 9:55 o'clock A. M. the Commission adjourned to the Grillroom in the Portland Hotel to conduct its regularly scheduled meeting at 10:00 o'clock A. M. this day.

The State Highway Commission reconvened at 10:00 o'clock A. M. this day in the Grillroom, Portland Hotel, with all members, the State Highway Engineer, the Attorney and the Secretary present.

Bids on highway construction projects were opened in accordance with previously published notice as follows:

6/23/32

UMPQUA HIGHWAY
SCOTTSBURG-PARADISE CREEK SECTION - SURFACING

Portland Sand & Gravel Co.	\$18,737.00
Berke Bros., Inc.	20,317.50
H. G. Johnson	21,381.00
I. L. Young	21,501.50
Liesch & Tofte	22,965.00
Dennis Construction Co.	24,437.50
Interstate Construction Co.	24,993.00
Arthur Gentemann	25,457.00
Peart Bros.	26,682.00
F. C. Dillard	27,040.00
A. C. Greenwood Co., Inc.	27,230.00
Edlefsen-Weygandt Co.	27,572.00
A. Milne	28,742.50
Meyers Contract Co.	28,745.00
F. J. Kernan	28,950.00
Kern & Kibbe, Inc.	29,940.00
Joplin & Eldon	30,342.50
The United Contracting Co.	31,217.50
Morrison Trucking Co.	31,963.00

THE DALLES-CALIFORNIA HIGHWAY
TERMINAL CITY-KLAMATH FALLS SECTION - PAVING

Dunn & Baker	\$54,525.50
Theo. Arenz	54,660.00
Oregon Bridge & Dredging Co.	63,272.00
Kern & Kibbe, Inc.	64,838.00

SIUSLAW HIGHWAY
CHESHIRE-PRAIRIE ROAD SECTION - GRADING

Jacobsen-Jensen Co.	\$15,680.00
S. H. Newell & Co.	16,272.00
O. N. Pierce	16,285.00
Meyers Contract Co.	17,380.00
Dennis Construction Co.	17,440.00
Union Engineering Co.	17,560.00
Liesch & Tofte	18,083.00
E. L. Gates	18,239.00
Parker-Schram Co.	18,460.00
Berke Bros., Inc.	18,683.00
Kern & Kibbe, Inc.	18,790.00
Earl L. McNutt	19,545.00
Fred Christensen, Inc.	19,970.00
Wm. Endicott	20,121.00
Joplin & Eldon	20,145.00
A. C. Greenwood Co., Inc.	20,595.00
The United Contracting Co.	20,763.00

Cont'd

JUN 23 1932

Cheshire-Prairie Road Section - cont'd

Guy F. Pyle	\$21,860.00
Slate Construction Co.	22,007.00
Portland Sand & Gravel Co.	22,265.00
Dunn & Baker	24,970.00
J. A. Lyons	25,070.00

OREGON COAST AND SALMON RIVER HIGHWAYS
OILING PROJECT NO. 9

	Using Asphalt	Using Tar
J. C. Compton	\$25,487.50	\$27,582.50
Wren & Greenough	25,887.50	27,597.50
F. J. Kernan	29,738.00	32,653.00
The United Contracting Co.	32,043.50	32,188.25
Northwest Roads Co.	36,176.50	

PACIFIC AND WEST SIDE PACIFIC HIGHWAYS
BITUMINOUS MACADAM PROJECT NO. 12

J. C. Compton	\$66,776.00
The United Contracting Co.	72,292.30
F. J. Kernan	79,116.00
A. Milne	86,193.10

OREGON COAST HIGHWAY
KILCHIS RIVER-TILLAMOOK SECTION - PAVING AND SURFACING

Theodore Arenz	\$50,905.00
Dolan Construction Co.	58,582.00
I. L. Young	60,198.00
The United Contracting Co.	63,113.00
Jacobsen-Jensen Co.	64,053.00
La Pointe Construction Co.	77,425.00

OREGON-WASHINGTON HIGHWAY
ADAMS-MILTON SECTION - PAVEMENT WIDENING AND RESURFACING

A. Milne	\$53,463.00
Dunn & Baker	54,954.50
F. J. Kernan	59,414.00
The United Contracting Co.	61,613.00
Northwest Roads Co.	65,035.20
J. C. Compton	66,452.00

JUN 23 1932

WASHINGTON COUNTY - SECONDARY HIGHWAYS NOS. 102, 140 AND 141
BEAVER CREEK, RODGERS FARM AND FANNO SECTIONS - GRADING AND SURFACING

Beaver Creek Section No. 1	All Conc. Pipe	All Corr. I. Pipe	Using Conc. Pipe in 72" Size	Using Corr. Iron Pipe in 72" Size
Treharne & Co.	\$11,629.66	\$11,849.56	\$11,690.06	\$11,789.16
C. A. Mills & Co.	12,834.30	12,923.60	12,923.60	12,834.30
Joplin & Eldon	14,855.50	14,908.50	14,963.50	14,800.50
C. U. Enstrom	15,334.00	15,414.00	15,392.00	15,356.00
J. A. Lyons	15,482.00	15,562.00	15,562.00	15,482.00
Fred Christensen, Inc.	16,038.00	16,038.00	16,038.00	16,038.00
G. L. Potts	18,433.40	18,574.90	18,316.40	18,691.90

Rodgers Farm Section No. 2	Conc. Pipe	Corr. I. Pipe
C. U. Enstrom	\$3,125.00	\$3,182.00
P. L. Read	3,340.00	3,445.00
C. A. Mills & Co.	3,433.50	3,486.50
Joplin & Eldon	3,670.00	3,750.00
J. A. Lyons	4,015.00	4,035.00
G. L. Potts	4,647.50	4,647.50
Fred Christensen, Inc.	5,105.00	5,105.00

Fanno Section No. 3	Conc. Pipe	Corr. I. Pipe
Berke Bros., Inc.	\$8,434.50	\$8,596.00
P. L. Read	9,605.50	9,886.00
Fred Christensen, Inc.	9,756.00	9,756.00
J. A. Lyons	10,094.00	10,094.00
Joplin & Eldon	10,320.00	10,483.00
G. L. Potts	11,086.00	11,086.00

Lump sum reductions for award of more than one section

	Sections No. 1 and 2	Sections No. 1 and 3	Sections No. 2 and 3	Sections No. 1, 2 & 3
Joplin & Eldon	\$ 100.00		\$ 50.00	\$ 250.00
Fred Christensen, Inc.		\$1,500.00	1,000.00	2,000.00

EAST PORTLAND-OREGON CITY HIGHWAY
BRIDGE OVER ABERNETHY CREEK

Odom & Du Rette	\$25,391.00
E. F. Balgemann	25,553.40
Lindstrom & Feigenson	25,720.00
Barham Bros.	26,031.00
Portland Dredging Co.	26,365.15
The Gilpin Construction Co.	28,268.75
Parker-Schram Co.	28,506.25
I. L. Young	31,174.00

OREGON COAST HIGHWAY
REMOVE OLD BRIDGE ACROSS WAHANNA CREEK

Clackamas Construction Company	\$ 185.00
R. G. Barnes	275.00
Union Bridge Company	345.00
John Slotte Co., Inc.	425.00
The Gilpin Construction Co.	428.00

SIUSLAW HIGHWAY
CHESHIRE-PRAIRIE ROAD SECTION - 17 BRIDGES

C. J. Montag	\$40,845.00
Tom Lillebo	41,759.00
Odom & Du Rette	42,417.50
O. N. Pierce	42,528.00
Ek and Lind	43,068.00
Alameda Construction Co.	43,169.00
Union Engineering Co.	43,752.20
Lindstrom & Feigenson	44,885.00
E. L. Gates	44,984.00
Liesch & Tofte	45,965.00
J. J. Badraun	50,251.00
Oregon Bridge & Dredging Co.	50,470.00
Parker-Schram Co.	51,187.75
The Gilpin Construction Co.	51,860.00
A. C. Greenwood Co., Inc.	58,786.00

MARION AND LINN COUNTIES - COUNTY ROAD
BRIDGE OVER SANTIAM RIVER AT MEHAMA

Clackamas Construction Co.	\$5,023.50
C. J. Montag	5,253.75
Odom & Du Rette	5,404.75
Lindstrom & Feigenson	5,570.50
Portland Bridge Co.	5,835.00
G. B. Sedgwick	5,890.00
Parker-Schram Co.	5,934.60
J. J. Badraun	5,910.00
Curtis Gardner	5,998.20

COLUMBIA RIVER HIGHWAY
UMATILLA OVERCROSSING

R. H. Jones	\$13,774.00
Barham Bros.	13,996.00
A. Ritchie & Co.	14,895.00
Lindstrom & Feigenson	14,935.00
Columbia Power & Investment Co.	15,000.00
I. L. Young	15,334.30
Clifton & Applegate	15,815.00

Cont'd

Umatilla Overcrossing - cont'd

Portland Dredging Co.	\$15,825.00
O. N. Pierce	18,195.00
Parker-Schram Co.	16,422.00
R. F. Nichol	18,715.00
Geo. B. Sedgwick	16,758.00

TUALATIN VALLEY HIGHWAY
BRIDGE OVER DAWSON CREEK

Western Bridge Construction Co.	\$6,058.00
Alameda Construction Co.	6,164.05
O. N. Pierce	6,253.00
Curtis Gardner	6,318.00
O. M. Olds	6,585.00
J. F. Johnston	6,769.00
P. L. Read	6,875.50
Clackamas Construction Co.	7,386.00
Union Bridge Company	7,414.00
Geo. B. Sedgwick	7,441.32
La Pointe Construction Co.	7,447.60
Lindstrom & Feigenson	7,595.00
The Gilpin Construction Co.	7,614.50
Parker-Schram Co.	7,954.75
Johnson, Uhlin, Nelson & Miller	7,997.57
E. F. Balgemann	8,208.55
Ek and Lind	8,300.50

YAMHILL COUNTY - SECONDARY HIGHWAY NO. 153
TWO BRIDGES BETWEEN AMITY AND BELLEVUE

	Alternate "B"	Alternate "A"
Burcham & Green	\$ 8,697.00	\$16,790.00
Alameda Construction Co.	8,897.00	17,084.00
J. F. Johnston	9,612.40	17,122.00
Odom & Du Rette	9,965.00	16,747.25
C. J. Montag	10,027.00	16,718.00
O. N. Pierce	10,127.00	19,749.00
Ek and Lind	10,159.00	16,852.00
Parker-Schram Co.	10,711.00	19,161.50
Geo. B. Sedgwick	10,721.40	18,894.00
Tom Lillebo	10,794.50	17,550.00
Portland Bridge Co.	11,030.00	
J. J. Badraun	11,054.00	19,019.00
The Gilpin Construction Co.	11,112.50	19,387.50
Curtis Gardner	11,148.00	19,122.00
F. J. Kernan	11,221.00	19,912.00
Lindstrom & Feigenson	11,272.00	18,156.00
A. G. Enright	13,229.00	21,930.00

KLAMATH FALLS
CORRUGATED IRON MAINTENANCE STORAGE BUILDING

Rollin R. Phelps	\$1,868.00
A. G. Enright	1,980.00
Smiley & Poole	1,986.25
E. W. McCall	2,024.83
Bayan & McGrath	2,025.73
E. P. Brosterhaus	2,031.00
C. C. Kelley	2,081.00
E. K. & E. M. Loosley	2,292.40
Sewell & Huls	2,337.00
Gus G. Johnson	2,400.00
Chas. D. Withers	2,428.00

COLUMBIA RIVER HIGHWAY
RELINING TUNNEL AT ONEONTA CREEK

Enquist Construction Co.	\$2,312.25
Beck & Mumpower	2,337.25
E. F. Balgemann	2,848.50
F. J. Gregoire	3,431.25
Ek and Lind	3,485.00
Peter Murphy	3,608.13
C. M. Hurlburt	3,880.00
Oregon Bridge & Dredging Co.	4,350.00
J. E. Moore	4,392.00
R. H. Jones	4,725.00
The Gilpin Construction Co.	7,350.00

The Chairman announced that the award of the contracts would be made at 5:00 o'clock P. M. this day in the same room.

The Commission adjourned at 1:30 o'clock P. M., to reconvene at 2:30 o'clock P. M. this day in the same room.

The State Highway Commission reconvened at 2:30 o'clock P. M. in the Grillroom, Portland Hotel, with all members, the State Highway Engineer, the Attorney and the Secretary present.

U. L. Upson, representing the Northwest Oregon Development Association, appeared before the Commission and urged the Commission to arrange its finances so as to provide for the early construction of the proposed short road from Portland to the sea. He stated that the people of the five northwest counties of the state believe that they are entitled to a greater consideration in the expenditure of state highway funds than they have received in the past and gave it as his opinion that, unless the present Commission accedes to the demands of the people of these counties, the \$3.00 license fee will surely be approved. The Chairman informed Mr. Upson that the State Highway Commission does not have funds at its disposal at this time to construct any of the short roads from Portland to the sea. He further stated

6/23/32

that surveys are now being conducted along the various proposed routes and that the Commission and the engineers are bending all of their efforts to complete these surveys as soon as possible so that an early selection of the route can be made. He also stated that no definite time can be set for the construction of any of the routes since this is contingent upon the action taken by Congress upon bills now pending, which provide for increased Federal aid funds and mileage. It is hoped, he stated, that Congress will pass some legislation that will provide additional federal funds for highway construction and an increase in the Federal aid highway mileage. Unless this is done, he stated, the construction of any of these proposed roads will have to be indefinitely delayed because they will then have to be constructed with state funds alone, which will be too great a burden on the State with the funds that are now available. Mr. Upson then asked that when money does become available that it be expended in the construction of these short roads from Portland to the sea rather than on roads in other sections of the state.

Mr. G. W. Moyer, Chairman of the Multnomah County Highway Committee, spoke for a more equitable distribution of state highway funds and endorsed the remarks made by Mr. Upson.

Mr. H. T. Botts, Tillamook, stated that petitions for a \$3.00 license fee are now being circulated and he expressed it as his opinion that there is great danger that this will pass if people are allowed to vote on the question. He urged the Commission to build the short road from Portland to the sea as soon as funds become available. It was his thought that bonds should be sold for this purpose, if that is necessary.

The Chairman explained that there is a strong urge in various parts of the state for funds to be used for unemployment relief purposes. If these funds are expended by the Commission in the five northwest counties for unemployment relief, he stated, then there will be a call for funds to be used for the same purpose from other parts of the state and the Commission does not have funds to do this. It was his thought that the sentiment throughout the state is in favor of the construction of the Wilson River Highway and one of the other short roads from Portland to the sea when funds become available.

County Commissioners W. S. Allan and Frank D. Sawyer and County Engineer H. W. Herring of Yamhill County appeared before the Commission and recommended that the Commission award the contract for the construction of the bridges over the Yamhill River on Secondary Highway No. 153 between Amity and Bellevue, for which bids were received at the morning session, to Burcham & Green at their bid price of \$8,697.00 on Alternate "B" for the untreated timber type of bridge. They stated that the untreated timber type of bridge is satisfactory to them and, if the contract is awarded for that type, about \$8,000 of secondary highway funds will be released for other purposes. After a full discussion of this matter, the Commission indicated to the Yamhill County Commissioners that it would follow their recommendation. Later, however, the Commission decided to hold the award of the contract pending further investigations.

County Judge David F. Graham of Malheur County was present and invited the Commission to attend the dedication of the Owyhee dam in Malheur

County on July 17. He also asked the Commission to designate the Central Oregon Highway east from Burns as a Federal aid highway in the event that the bill now before Congress, authorizing the increase of the Federal aid mileage, becomes a law, and further requested the Commission to expedite the construction of this highway from Juntura to Burns. He expressed his approval of the plans of the State Highway Commission to pay unemployment relief workers a daily wage of \$1.50.

E. W. McGraw, Banks, Washington County, appeared before the Commission and asked that due consideration be given to the tangent route from Multnomah County line to Banks in the selection of the eastern section of the proposed short road from Portland to the sea. He stated that the construction of the highway along this route will reduce the total distance from Portland to Banks from 29 miles to 22 miles, a saving of 7 miles, and will permit them to compete with Forest Grove in marketing their farm produce, including strawberries of which they have a large acreage. He further stated that the Washington County delegation did not appear before the State Highway Commission today with the Northwest Oregon Development Association with respect to a more equitable distribution of funds in the five northwest counties because it was not entirely in sympathy with the objects of that association.

The County Court of Linn County, consisting of Judge D. O. Woodworth and Commissioners H. A. Renninger and H. F. Warren, appeared before the Commission and asked that Linn County be awarded another contract for clearing work on the Santiam Highway to be used as an unemployment relief project during the coming winter. They requested a contract to clear and grub a section about 5½ miles in length estimated to cost about \$10,000. If awarded this contract, they stated, they will move their camp facilities at once from the present location near Cascadia to the site of the new contract, so that everything will be in readiness for the men to go to work this winter. It was their thought that a 5½-mile clearing and grubbing contract would keep the men busy until June, 1933. The Chairman informed the Court that the Commission has no funds available at this time to extend its present contract. This highway, he stated, is not on the Federal aid system, therefore, it would be necessary to use state funds alone for this purpose and, since all of the state funds that are available are being used to match Federal aid funds, it would mean selling additional bonds in order to carry out their wishes. After a further discussion of this matter, and at the suggestion of Mr. Washburne, definite action was deferred for further consideration.

In reply to the inquiry of Commissioner Washburne, Judge Woodworth stated that the County paid the men employed on emergency work last winter a wage of \$2.00 per day for eight hours' work; between sixty and seventy men were employed in the Santiam road camp at that wage and they were furnished good board for 75 cents per day.

In accordance with previous arrangement, the County Court of Columbia County, consisting of County Judge Wellington and Commissioners J. N. Miller and T. B. Mills, and County Engineer L. R. Chandler, appeared

before the Commission with respect to the designation of secondary state highways in that county. Judge Wellington stated that the County Court now favors the road known as the Nehalem Highway extending across the county from the Clatsop County line near Birkenfeld through Mist and Vernonia to a connection with the secondary state highway in Washington County extending north from the town of Buxton and the Mist-Clatskanie Road. He spoke against the designation of the proposed road connecting the Nehalem Highway and Columbia River Highway through Spitzenburg because, he said, this road will not benefit Columbia County. On the other hand, the road connecting these two highways and extending from St. Helens to Pittsburg, known as Market Road No. 1, will be of benefit to the county notwithstanding the fact that there is a possibility that the Scappoose-Vernonia Road may be designated by the State Highway Commission as one of the short roads from Portland to the sea. Therefore, they asked that the Pittsburg-St. Helens Road be also designated as a secondary state highway. The Engineer stated that he was ready to recommend the designation of the Nehalem Highway, as described, and the Mist-Clatskanie Road as secondary state highways, but he asked for further time to study the Pittsburg-St. Helens route to determine whether or not it would be better to reconstruct this road to secondary state highway standards or to designate an entirely new route between St. Helens and Pittsburg. After further discussion of the matter, motion was made by Commissioner Washburne that Market Road No. 3 between Mist and Clatskanie be designated a secondary state highway; that Market Road No. 4, extending from the Clatsop County line through Mist and Vernonia to the junction with Market Road No. 5, and Market Road No. 5 from this junction point to the Washington County line also be designated as a secondary state highway. Motion was duly seconded by Commissioner Aldrich and was declared by the Chairman to have received the unanimous vote of the Commission. The County Court of Columbia County, also by unanimous vote, concurred with the Commission in this designation. The Engineer was instructed by the Commission to make a further investigation of the Pittsburg-St. Helens Road to determine whether or not this road should also be designated as a secondary state highway or whether some other route connecting St. Helens with the Nehalem Highway should be so designated.

County Judge F. A. Beltz and Commissioners Frank L. Owens and Ed. H. Lindsey of Tillamook County appeared before the Commission with respect to secondary highway matters in that county. Judge Beltz stated that Tillamook County has not heretofore asked for a designation of its secondary highways because these designations were involved in the selection of the routes for the proposed short road from Portland to the sea. When the original surveys were made, he stated, the Tillamook County Court appeared before the Commission and asked, in the event that the Wilson River Road was designated as a primary state highway, that the Ridge Route be designated as a secondary highway. Since that time additional surveys have been made and indications now point that the Ridge Route may be abandoned and a route farther north will be selected as the route for the short road from Portland to the sea. He asked the Commission to consider the designation as a secondary state highway of the road extending down Cronin Creek to a connection with the Oregon Coast Highway at Mohler or some point in that vicinity. This route, he stated, will some day form a section of the road that will eventually connect with the county road passing through the town of Timber in Washington County. The County Court also called attention

to the possibility of developing a highway from Dolph, on the McMinnville-Tillamook Highway, down the Little Nestucca River to a connection with the Oregon Coast Highway at Meda about 3 miles south of Cloverdale. They stated that this road is now on the market road system and asked that it be designated as a secondary state highway. The Engineer stated that Tillamook County's share of the secondary highway funds amounts to \$28,500 for 1932 and that the estimate for constructing the Dolph-Meda road to secondary highway standards is approximately \$75,000. In other words, it will take Tillamook County about three years to complete the construction of this road with secondary highway funds. After a further discussion of this matter, it was mutually agreed by the unanimous votes of the State Highway Commission and the County Court of Tillamook County that the market road extending down the Little Nestucca River from Dolph to Meda shall be designated as a secondary state highway.

At 5:50 o'clock P. M. the Chairman made the following announcement of awards of contracts for which bids were received at the morning session, the Commission having previously agreed to these awards by unanimous vote:

Scottsburg-Paradise Creek Section of the Umpqua Highway in Douglas County, 11.03 miles of surfacing. The low bid is that of the Portland Sand & Gravel Co., Portland, at \$18,737.00; the next low bid is that of Berke Bros., Inc., Portland, at \$20,317.50. The contract is awarded to the low bidder, Portland Sand & Gravel Co., at its bid price of \$18,737.00.

Terminal City-Klamath Falls Section of The Dalles-California Highway in Klamath County, 1.72 miles of concrete pavement and 0.32 miles rock surfacing. The low bid is that of Dunn & Baker, Klamath Falls, at \$54,525.50; the second low bid is that of Theodore Arenz, Portland, at \$54,660.00. The contract is awarded to Dunn & Baker, the low bidder, at \$54,525.50.

Cheshire-Prairie Road Section of the Siuslaw Highway in Lane County, 4.02 miles of grading. The low bidder is Jacobsen-Jensen Co., Portland, at \$15,680.00; the second low bidder is S. H. Newell & Co., Portland, at \$16,272.00. The contract is awarded to the low bidder, Jacobsen-Jensen Co., at \$15,680.00.

Bituminous Macadam Project No. 9 on the Oregon Coast and Salmon River Highways in Lincoln and Tillamook Counties, 2.0 miles bituminous macadam wearing surface and 19.5 miles of oil mat surface treatment. The low bid is that of J. C. Compton, McMinnville, at \$25,487.50, using asphalt, and \$27,582.50, using tar; the next low bid is that of Wren & Greenough, Portland, at \$25,887.50, using asphalt, and \$27,597.50, using tar. The contract is awarded to J. C. Compton, the low bidder, at his bid price of \$25,487.50, using asphalt.

Bituminous Macadam Project No. 12 on the Pacific and West Side Pacific Highways in Linn, Benton and Polk Counties, 19.3 miles pavement widening and resurfacing and 2.0 miles non-skid surface treatment. The low bidder is J. C. Compton, McMinnville, at \$66,776.00; the next low bidder is The United Contracting Co., Portland, at \$72,292.30. The award of this contract

6/23/32

is made to J. C. Compton at his bid of \$66,776.00.

Kilchis River-Tillamook Section of the Oregon Coast Highway in Tillamook County, 1.63 miles concrete pavement and 0.57 miles gravel surfacing. The low bidder is Theodore Arenz, Portland, at \$50,905.00; the second low bidder is Dolan Construction Co., Tillamook, at \$58,582.00. The contract is awarded to Theodore Arenz, the low bidder, at his bid of \$50,905.00.

Adams-Milton Section of the Oregon-Washington Highway in Umatilla County, 17.7 miles of pavement widening and resurfacing. The low bid is that of A. Milne, Portland, at \$53,463.00; the next low bid is that of Dunn & Baker, Klamath Falls, at \$54,954.50. The award of this contract will be held for investigation.

Beaver Creek, Rodgers Farm and Fanno Sections of Secondary State Highways Nos. 102, 140 and 141 in Washington County, 1.85 miles of grading and surfacing. The low bids on the Beaver Creek Section, using corrugated iron pipe in the 72-inch size culvert and concrete pipe in the balance, are Treharne & Co., Vernonia, at \$11,789.16 and C. A. Mills & Co., Vernonia, at \$12,834.30. The low bids submitted for the construction of the Rodgers Farm Section are those of C. U. Enstrom, Vernonia, at \$3,125.00 for concrete pipe and \$3,182.00 for corrugated iron pipe, and P. L. Read, Portland, at \$3,340.00 for concrete pipe and \$3,445.00 for corrugated iron pipe. For the Fanno Section the low bidders are Berke Bros., Inc., Portland, at \$8,434.50 for concrete pipe and \$8,596.00 for corrugated iron pipe, and P. L. Read, Portland, at \$9,605.50, using concrete pipe, and \$9,886.00, using corrugated iron pipe. The Commission awards the contract for the Beaver Creek Section to the low bidder, Treharne & Co., at its bid of \$11,789.16, using corrugated iron pipe in the 72-inch size and concrete pipe in the balance; the contract for the Rodgers Farm Section is awarded to C. U. Enstrom, the low bidder, at \$3,125.00, using concrete pipe. The contract for the Fanno Section is awarded to Berke Bros., Inc., the low bidder, at \$8,434.50, using concrete pipe.

Bridge over Abernethy Creek on the East Portland-Oregon City Highway at Oregon City in Clackamas County. The low bid is that of Odom & Du Rette, Salem, at \$25,391.00; the next low bid is that of E. F. Balgemann, Portland, at \$25,553.40. The contract is awarded to Odom & Du Rette, the low bidder, at \$25,391.00.

Remove old 100-foot steel truss span bridge and trestle across Wahanna Creek north of Seaside in Clatsop County. The low bid is that of Clackamas Construction Co., Oregon City, at \$185.00; the second low bid is that of Northwest Construction Co., Portland, at \$275.00. The contract is awarded to the low bidder, Clackamas Construction Co., at its bid of \$185.00.

Construct seventeen bridges on the Cheshire-Prairie Road Section of the Siuslaw Highway in Lane County. The low bidder is C. J. Montag, Portland, at \$40,845.00; the second low bidder is Tom Lillebo, Reedsport, at \$41,759.00. The contract is awarded to the low bidder, C. J. Montag, at his bid of \$40,845.00.

Steel bridge over the Santiam River on a county road at Mehama in

JUN 23 1932

Marion and Linn Counties--a county project to be paid for direct by the County Courts of Marion and Linn Counties. The low bidder is Clackamas Construction Co., Oregon City, at \$5,023.50; the second low bidder is C. J. Montag, Portland, at \$5,253.75. The County Courts of the counties affected having signified that the low bid received is satisfactory, the contract is awarded to the low bidder, Clackamas Construction Co., at its bid of \$5,023.50.

Bridge over the O.-W. R. R. & N. Co. railway tracks on the Columbia River Highway at Umatilla in Umatilla County. The low bid is that of R. H. Jones, Baker, at \$13,774.00; the next low bid is that of Barham Bros., Salem, at \$13,996.00. The contract is awarded to the low bidder, R. H. Jones, at his bid of \$13,774.00.

Bridge over Dawson Creek on the Tualatin Valley Highway near Hillsboro in Washington County. The low bidder is Western Bridge Construction Co., Portland, at \$6,058.00; the second low bidder is Alameda Construction Co., Portland, at \$6,164.05. The contract is awarded to the Western Bridge Construction Co., the low bidder, at its bid of \$6,058.00.

Two bridges on Secondary State Highway No. 153 between Amity and Bellevue in Yamhill County. The low bid is that of Burcham & Green, Portland, at \$8,697.00 on Alternate "B" and \$16,790.00 on Alternate "A"; the second low bid is that of Alameda Construction Company, Portland, at \$8,897.00 on Alternate "B" and \$17,084.00 on Alternate "A". The award of this contract will be held pending further investigation.

Construct corrugated iron building at Klamath Falls. The low bidder is Rollin R. Phelps, Klamath Falls, at \$1,868.00; the second low bidder is A. G. Enright, Eugene, at \$1,980.00. The contract is awarded to the low bidder, Rollin R. Phelps, at his bid of \$1,868.00.

Reline tunnel at Oneonta Creek on the Columbia River Highway near Multnomah Falls in Multnomah County. The low bid is that of Enquist Construction Co., Troutdale, at \$2,312.25; the second low bid is that of Beck & Mumpower, Portland, at \$2,337.25. The contract is awarded to the low bidder, Enquist Construction Co., at its bid of \$2,312.25.

Sale of State-owned, used equipment. The following bids were received for the purchase of equipment the Commission has for sale:

<u>Item No.</u>	<u>Item</u>	<u>Bidder</u>	<u>Amount Bid</u>
<u>TRUCKS</u>			
5	Liberty	T. J. Evans, Klamath Falls	\$ 75.00
7	"	T. J. Evans, Klamath Falls	75.00
8	FWD	T. J. Evans, Klamath Falls	35.00
9	Ford "T"	T. J. Evans, Klamath Falls	10.00
"	Ford "T"	Sixth St. Auto Wrecking Co., Klamath Falls	10.00
10	Chevrolet	T. J. Evans, Klamath Falls	5.00
"	"	Sixth St. Auto Wrecking Co., Klamath Falls	25.00

JUN 23 1932

6/23/32

Item No.	Item	Bidder	Amount Bid
<u>TRACTORS</u>			
13	Caterpillar	T. J. Evans, Klamath Falls	\$ 50.00
"	"	Sam A. Mesher, Portland	10.50
14	"	T. J. Evans, Klamath Falls	100.00
"	"	Sam A. Mesher, Portland	10.50
15	"	T. J. Evans, Klamath Falls	100.00
"	"	Sam A. Mesher, Portland	10.50
16	Fordson	Sam A. Mesher, Portland	11.50
17	"	Sam A. Mesher, Portland	11.50
18	"	T. J. Evans, Klamath Falls	75.00
"	"	Sam A. Mesher, Portland	11.50
19	"	T. J. Evans, Klamath Falls	25.00
"	"	Sam A. Mesher, Portland	11.50

GRADERS

Items No. 20 to 28 - T. J. Evans, Klamath Falls, submitted bid of \$2.00 per ton for the removal from premises

BOILERS

35	Cornish	Sam A. Mesher, Portland	\$15.50
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TRAILERS

36	Tender	T. J. Evans, Klamath Falls	250.00
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ROLLERS

39	Springfield	United Contracting Co., Portland	400.00
40	"	" " " "	350.00

LOADERS

42	Spearswells	T. J. Evans, Klamath Falls	150.00
"	"	M. C. Lininger & Son, Ashland	110.00

TANKS

43	1,000 gallon	T. J. Evans, Klamath Falls	50.00
"	" "	Sam A. Mesher, Portland	12.50
44	575 "	T. J. Evans, Klamath Falls	15.00
45	720 "	T. J. Evans, Klamath Falls	20.00

LOOSE GASOLINE MOTORS

47	Lombard Tractor	T. J. Evans, Klamath Falls	50.00
48	Cadillac	T. J. Evans, Klamath Falls	25.00

JUN 23 1932

All of these bids will be held pending further investigation and the successful bidders will be announced later.

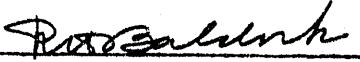
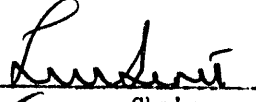
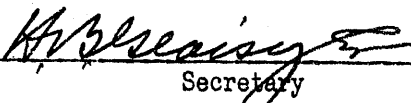
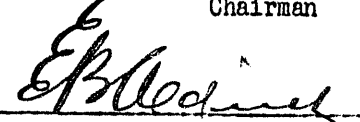

Disposal of scrap metal and tires. The following bids were received for the disposal of scrap metal and old tires that the Commission has on hand at its shop in Klamath Falls:

M. & S. Bag Co., Klamath Falls	*plus	\$154.50
T. J. Evans, Klamath Falls	*plus	45.00
Sam A. Mesher, Portland	**minus	459.30

*plus indicates the bidder pays the State
 **minus indicates the State pays the bidder

The Commission awards the contract to the M. & S. Bag Co., at its bid of plus \$154.50.

The Commission set 10:00 o'clock A. M., Wednesday, July 20, 1932, as the date for its next general meeting to be held in the Benson Hotel, Portland, and then adjourned at 6:15 o'clock P. M.

 State Highway Engineer	 Chairman
 Secretary	 Commissioner
	 Commissioner

Salem, Oregon, July 1, 1932

The State Highway Commission met in special session in Room 503 State Office Building at 10:00 o'clock A. M. Present were:

Leslie M. Scott, Chairman
 E. B. Aldrich, Commissioner
 Carl G. Washburne, Commissioner
 R. H. Baldock, State Highway Engineer
 J. M. Devers, Attorney
 H. B. Glaisyer, Secretary

Preliminary to its meeting in Room 503, the Commission held a short executive session in the office of the State Highway Engineer, Room 325 State Office Building, when the proposed plan of quarterly payment of license fees and the effect that this method of payment of license fees will have on the

JUL 1 1932

7/1/32

financial set-up of the State Highway Department was discussed.

The Engineer reported that from the best information he has been able to obtain, assuming that the quarterly payments are to be held in trust until July, 1933, the Department will have only sufficient funds to carry on its present program until October 1, 1932 and at that time will be approximately \$2,000,000 short of having sufficient funds to meet the bond interest and principal payments then due. At the end of the year, he stated, the deficit will be approximately \$1,400,000 and on April 1, 1933, when the spring bond interest and principal payments are payable, the deficit will be approximately \$2,500,000. Also, if the proposed \$4,000,000 emergency construction program is undertaken, the deficit will be increased by at least \$500,000, the estimated amount that the State must advance to carry on emergency work before reimbursement can be secured from the Federal Government and the amount necessary to match the Federal funds which will depend upon the language of the act and the rulings of the Bureau of Public Roads. He further reported that if the license fee monies can be distributed as they are paid in, the deficit on October 1 will be approximately \$500,000 less and that on April 1, 1933 will be approximately \$1,000,000 less than stated. The sentiment of the Commissioners was that if the plan of quarterly payment of license fees is put into effect, then it may become necessary to issue additional bonds to meet the obligations of the department.

Department matters were discussed further in Room 503.

The Engineer reported that he has made a very careful study of the effects that log hauling trucks have on state highways, as instructed by the Commission at its meeting held on April 22, 1932, and was ready to make his recommendations with respect thereto. At his request the following report containing his recommendations was read by the Secretary after which it was discussed by the Commission:

"On April 22 the State Highway Commission held a meeting in Salem to discuss with the timbermen and the operators of log-hauling trucks the matter of regulations pertaining to this class of traffic. At that time you instructed me to give the matter very careful study and report my recommendations to you on or before July 1st, to the end that such recommendations be considered in determining the regulations with respect to log-hauling operations for the fiscal year of 1932, beginning on July 1st.

"Some investigation has been made of speeds and impacts and the problem of the damage to the different types of surfacing by reason of heavy hauling and especially log traffic. However, the time has been too short to arrive at conclusions that are very definite.

"It would seem that there are certain broad, general features which should be given careful consideration in determining the maximum allowable axle load on highway surfaces. It is obvious that there should be a difference in the allowable axle load permitted

during the summer season as contrasted with the winter season; furthermore, that the greater strength of pavements over and above the unpaved sections should warrant a larger differential in axle load. Likewise the very low bearing power of the sub-soil on certain highways, especially in the winter season, should receive special consideration.

"The operators of the log-hauling trucks claim that setting up regulations differing from those affecting other commodities is an injustice to them and is a discrimination against the lumber industry. On the one hand we are faced with the unemployment situation general throughout the state and on the other hand by the necessity for the preservation of our investment in our great highway system.

"For the present time I would recommend the following procedure: That we give permits to responsible people for operating log-hauling trucks on our state highways, provided they are properly bonded, said permit to be based on the axle loads fixed by statute, provided that the highway in question is strong enough to stand such traffic without deterioration. I would furthermore recommend that the condition of the highways throughout the state be carefully watched and that load limits be placed on those sections where damage from loads, based on past experience, may be expected, the load limits to affect all types of traffic. In the majority of cases our highways are strong enough to stand the maximum axle loads without deterioration during the summer time, provided there is not too great a concentration of such traffic, but there are many sections that will not stand the limits fixed by statute during the winter season and there are certain sections that are not strong enough to withstand these loads even during the summer season. I would request your authority to post these highways with suitable load limit signs from time to time as the condition warrants. I would furthermore recommend that you continue your action in revoking all permits in cases where the operators of log-hauling trucks are found guilty of overloading or excessive speeds.

"Your authority to proceed with the further investigation of this subject is requested, to the end that if possible we determine, at least to some extent, the amount of the damage caused by truck and bus operation on the highways of this state so that we may be in a position to recommend to the legislature the fees that should be charged to compensate this department for the maintenance and repair of our highways as a result of such operation.

"I take this opportunity to express my appreciation of the very worth while work of the Oregon Mill and Truck Operators' Association which is endeavoring to prevent certain individuals from violating the laws affecting speeds and loads.

7/1/32

"I also take the opportunity to commend the State Police for their effective work in enforcing the traffic laws, especially those relating to truck loads and speeds."

Ray Conway, representing the Oregon State Motor Association, who was present, was asked by the Chairman to express his opinion of the Engineer's recommendations. Mr. Conway stated that the weight and speed limits that the Engineer recommends should be placed on certain roads are all right; however, these restrictions should not be made to apply to the log haulers alone, but to all truck traffic, and they should be rigidly enforced regardless of the needs of employment; otherwise, the highways will not be protected.

The Engineer explained that usually during the summer months the condition of the highways is such that a reduced load limit is not required and the granting of permits during that period, allowing operators to haul loads up to the legal load limit, would not be unduly detrimental to the highways. It would be his plan, he stated, to watch the highways carefully and as soon as they showed signs of deterioration then to order a reduced load limit on the section affected and post the section accordingly; by so doing, all traffic on that particular section would be controlled. He requested authority from the Commission to order reduced load limits on highways whenever he finds it necessary to do so without waiting for the Commission to take official action, provided this can be done legally.

The Attorney advised the Commission that it has legal authority under the Oregon statutes to regulate traffic on state highways and to enforce any reduced load limit orders that it may put into effect, but it cannot delegate that authority to another. The Engineer, he stated, may order a reduced load limit and post the road accordingly when he finds it necessary to do so; however, one can only be legally prosecuted for the violation of an official order of the State Highway Commission.

After further discussion of this matter, it was the decision of the Commission that the Engineer should watch the highways closely and post reduced load limit signs on them when he finds that they are being damaged by traffic. As soon as possible thereafter, he shall secure the confirming order of the State Highway Commission with respect thereto.

A delegation consisting of A. B. Robertson, Condon, I. A. Johnson and W. H. Steiwer, Fossil, appeared before the Commission and urged the reconstruction of the John Day Highway to modern standards, especially the section between Fossil and the junction with the Ochoco Highway. Mr. Robertson acted as spokesman for the group. He stated that this highway south from Fossil was originally constructed only 12 feet wide and the only work that has been performed since has been of a temporary nature, done by state maintenance forces. Between Service Creek and Spray, he said, the highway has never received a rock surface; consequently, during wet weather the road becomes very slick and dangerous to travel. He further stated that the surfaced portion between Spray and the junction with the Ochoco Highway is badly worn and is in need of replacement and in many places the road should be widened and dangerous curves removed. He urged the Commission to improve this highway because, he stated, it is a very

important artery of travel, carries a large amount of traffic and is one of the very few places in the state that is not served by a railroad.

The Engineer explained that the surfacing of this highway has not been given more attention because the alignment is not standard and the highway should be widened and straightened before any large amount of money is expended for surfacing. The reconstruction of this highway in its entirety, he stated, is a major project, estimated to cost about \$3,865,000 for straightening, widening, surfacing and oiling. To reconstruct the section between Fossil and Dayville will cost about \$1,725,000. He further stated that it is his intention to give this project due consideration in the preparation of the five-year budget which the Commission has authorized him to make.

In reply to the inquiry of Commissioner Aldrich as to what part of the improvement needs first attention, Mr. Robertson replied that the curves should be eliminated first; he added that they did not expect the entire improvement to be done in the next year or two, but they did expect the Commission to give more consideration to their requests than has been done in the past so that they will be provided with a good, safe highway.

The Chairman informed the group that the present condition of the Highway Commission's finances will not permit the construction of a major project such as this at this time. The demands of the people in other parts of the state, which include the modernization of some of the existing highways and the completion of others, must also be considered, he stated, and in view of these demands and the fact that the Commission is facing a shortage of license fee revenues and a deficit of \$2,000,000 it may be necessary to sell additional bonds to even meet current obligations. He further informed the group that the five-year budget that is now being prepared by the Engineer is being arranged to take care of all sections of the state and that due consideration will be given to the improvement of the John Day Highway.

Mr. Robertson then informed the Commission that the general sentiment of the people in the John Day Valley is favorable to the plan of the Commission to adopt a \$1.50 per day wage for men employed on emergency relief projects. The farmers in his district, he stated, are now paying farm hands \$1.00 per day and board for general farm work of considerably more than 8 hours per day; however, this will be increased to \$2.00 per day with board during the harvest season.

The Engineer submitted a report showing a comparison of the alternate routes outside of the city limits of Portland proposed for the new highway connecting Fourth Street in Portland with the West Side Pacific Highway near the Multnomah-Washington county line. The "L" line route, he stated, was surveyed by the County Engineer of Multnomah County and is the line which the county officials prefer; the "S" line route was located by engineers of the State Highway Department under the direction of former State Highway Engineer Roy A. Klein. He recommended the adoption of the "S" line route for the following reasons: 1. The length of the "S" line

7/1/22

dispose of. He stated that subsequent to the opening of the bids for this equipment, he received an offer from one of the highway contractors to purchase one and perhaps both of the oilers at \$850.00 each, and one of the sweepers for \$100.00; also, he can sell the tanks at private sale for about \$15.00 or \$20.00 each, which is about two-thirds of the original cost of the tanks. He requested authority to sell this equipment and other minor pieces at private sale, if possible. After due consideration and upon the advice of the Attorney that it has legal authority to sell the equipment in this manner, the Commission authorized the Engineer to sell this equipment at private sale if possible. Motion to that effect was made by Commissioner Washburne and seconded by Commissioner Aldrich. The Chairman declared it to have passed by unanimous vote.

Consideration was given by the Commission to the request of the Engineer for authority to acquire additional land for widening the Pacific Highway south from Eugene. The Engineer stated that the improvement of this highway to modern standards is on the Commission's tentative five-year construction program, and additional land for widening the right of way from 60 feet to 80 feet will have to be acquired eventually; therefore, he was of the opinion that it would be well to acquire some of the land now while it can be purchased at a low figure, some being quoted at \$125.00 per acre. After due consideration the request of the Engineer was approved by the Commission by unanimous vote.

The Engineer reported that he has investigated the request of the city of Sheridan, Yamhill County, for the widening and improvement of the city street that is used as a state highway route through that city and found that to do the work requested by the city will entail an expenditure of about \$30,000, including widening, straightening, paving and the acquiring of additional right of way. The present pavement, he stated, is sixteen feet wide and is constructed on a roadbed only twenty feet wide and the improvement of the section about one-half mile in length is a meritorious project. Action on this matter was deferred by the Commission until it has been presented in person by representatives of the city of Sheridan.

The Engineer presented a bill from the Secretary of State in the sum of \$373.81 for services rendered by employees of his department in auditing motor traffic law violation accounts, as shown by traffic officers' reports, reports of Justices of the Peace and State Police Department records for the months of August to December, 1931, inclusive. He explained that the Oregon laws require that fines for traffic law violations be turned over to the Secretary of State for deposit in the state highway fund. Investigation revealed that all of these funds were not being turned over to the Secretary of State but considerable amounts were being paid to the counties, therefore arrangements were made with the Secretary of State for him to make collections of the full amounts due the state highway fund, the cost of such collections to be paid by the State Highway Commission. The present bill, he stated, represents the cost of collecting about \$6,000 from the counties. He recommended the payment of the claim. Recommendation approved by the unanimous vote of the Commission.

JUL 1 1932

The Commission adjourned at 12:15 o'clock P. M. to reconvene at 1:30 o'clock P. M. in the same room.

The State Highway Commission reconvened in Room 503 State Office Building at 2:00 o'clock P. M., with all members, the State Highway Engineer, the Attorney and the Secretary present.

In accordance with previous arrangements, representatives of the Oregon Mill and Truck Operators' Association and others interested appeared before the Commission to discuss the matter of truck hauling of logs on state highways.

The Chairman called the meeting to order and explained that it is being held pursuant to the meeting held on April 22, 1932 regarding the same subject and invited any or all of those interested to speak.

Fred C. Walters, President of the Oregon Mill and Truck Operators' Association, reported that their association, which was organized on April 22, 1932, now consists of ten districts, each of which is represented at this meeting. He asked Senator F. M. Franciscovich, Astoria, to speak for the Clatsop-Columbia River District of the association.

Senator Franciscovich inquired as to what action the Commission contemplates taking regarding this matter and was informed by the Chairman that the Engineer has been instructed to keep under close observation all highways over which log hauling is being carried on and to make continuous reports as to how they are standing up under that class of operation. At his suggestion, the Engineer read the report that he submitted to the Commission at the morning session. (See letter in minutes of the morning session.)

Referring to the report of the Engineer, Senator Franciscovich inquired as to whether or not the Engineer has in mind any particular section of highway where he thinks the load and speed limitation should be reduced; if there are none, he stated, then there should be no discussion between the operators and the Commission as he understood the matter.

The Engineer stated that at this time of the year the highways are becoming quite stable and it was his belief that it would be safe to permit logging trucks and other classes of truck operators to proceed with their operations within the statutory requirements. He further stated that it is his intention to watch all of the highways closely and if it is found that any are being damaged, then he will request authority from the State Highway Commission to post them for reduced load limits. At the present time, he stated, the Oregon Coast Highway between Newport and the Siletz River, the Crater Lake Highway and the Santiam Highway are the only ones to his knowledge that might require a reduction in the maximum load limits; however, it is quite likely that it will be necessary to reduce the load limits on a number of other roads later.

Mr. Walters inquired regarding the 10,000 pound per axle load

JUL 1 1932

7/1/32

limit that has been specified in some of the log hauling permits issued recently and was informed by the Engineer that some of the roads required a 10,000 pound limit earlier in the year and permits issued at that time contained a reduced load limit clause. This provision, he stated, was continued in the permits issued for hauling on those roads up to the end of the fiscal year to allow him more time to investigate the road conditions.

L. C. Smith, Newport, inquired as to what reduced load limit the Engineer expects to recommend for the Newport-Siletz River Section of the Oregon Coast Highway. He was informed by the Engineer that this cannot be determined until the section has been further investigated but he believes it will be necessary to reduce the loads there to three-fourths of the legal load limits because this road is built far below present standards of highway construction.

Senator S. M. Garland, Lebanon, suggested that, before a road is closed or the load limit reduced thereon, the Commission notify the President of the Oregon Mill and Truck Operators' Association so that he may make such representation as he thinks best and that the Commission also request the County Court in which the particular road is located to inspect it and either verify or disapprove the report of the local highway engineer. It was his thought that the people using a road should be given a hearing by the Commission before the road is closed or load limits reduced.

The Engineer agreed with Senator Garland that there might be a difference of opinion between the local engineer and the truck operators in the diagnosis of the condition of a road; therefore, he suggested when a report is received that a road should be closed or the load limit reduced, unless an emergency exists, that the matter be referred to the Maintenance Engineer and that he arrange for a joint inspection of the road with a member of the Mill and Truck Operators' Association. A final decision, he stated, will of course rest with the State Highway Commission. He further stated that he will be very glad to make such an arrangement if the Commission approves it.

Senator Franciscovich stated that he believed that the situation will be well taken care of if the Commission follows the suggestion of the Engineer with respect to the joint inspection of the road with a member of their association. The Chairman stated that this would be done when it is expedient to do so, but there will be times when it will be necessary to take quick action in order to save the road from destruction, then some other procedure must be followed.

The Engineer stated that if he is furnished with a list of the personnel of the Oregon Mill and Truck Operators' Association, he will, with the approval of the members of the State Highway Commission, notify the local representatives of the Association when it is desired to make a joint inspection of any particular section of highway to determine whether or not it should be closed or posted for a reduced load limit and will instruct the Maintenance Engineer to join in this inspection.

Others speaking in the interests of the Oregon Mill and Truck Operators' Association were: Ralph J. Staehli, Portland, representing Allied Truck

Owners, Inc., J. D. Welch, timber owner, Portland; H. W. Roberts of Roberts Motor Co., Portland.

After further discussion of this matter, motion was made, duly seconded and carried by the unanimous vote of the Commission that the report of the Engineer with respect to log hauling on state highways, which was presented at this meeting, be approved.

The Chairman informed the group that the Commission appreciates the cordial cooperation that it has received from their association which, he stated, has been very helpful.

After a short recess at 3:00 o'clock P. M., the Commission resumed its consideration of departmental routine matters in Room 330 State Office Building.

The Attorney reported that a complaint has been filed with him by M. R. Tarry and Alfred Smith of Netarts that a man by the name of Dave Hadley, also of Netarts, has erected and is maintaining a line of piling which extends from his property across the beach at this place to the low water line and has boarded this up, forming a barricade so that traffic can not get past. He stated that according to the Oregon statute the shore of the Pacific Ocean between ordinary high tide and extreme low tide is declared a public highway and unless the State has disposed of that portion of the shore of the ocean upon which Mr. Hadley has erected the piling, then the Commission has legal authority to require him to remove them. After due deliberation, motion was made, duly seconded and carried by unanimous vote, that the Attorney be instructed to investigate the title to this portion of the ocean shore line and if he finds it is vested in the State, then he is to notify Mr. Hadley to remove the piling therefrom.

The Attorney reported that he interviewed Mr. Nehl relative to his claim for damages arising out of the State's failure to vacate a certain stock pile site adjacent to the Mt. Hood Highway in Clackamas County at the termination of the lease on May 27, 1932. He stated that Mr. Nehl claims that he has been materially damaged by the State's failure to surrender his premises to him at the termination of the lease and demands in settlement thereof the sum of \$150.00. He asked instructions as to whether to pay Mr. Nehl the amount demanded or to let him resort to litigation to collect the same. After due consideration in which it was shown that the State was at fault in not vacating Mr. Nehl's premises at the expiration of the lease, motion was made by Commissioner Washburne that Mr. Nehl be paid the sum of \$150.00 for full and complete settlement of his claim. Motion was duly seconded by Commissioner Aldrich and was declared by the Chairman to have received a unanimous vote.

The Attorney reported on the status of acquisition of land across the holdings of the Highway Home Company for widening and improving the Lower Columbia River Highway near Burlington in Multnomah County which he was previously instructed by the Commission to acquire by condemnation. He stated that he has examined the various parcels of land affected and

7/1/32

interviewed the owners who have now indicated that they will accept the sum of \$14,000 for the land required for this improvement, provided prompt settlement is made, which amount, he stated, is \$1,000 less than any offer heretofore made. He further stated that in addition to the property required from the Highway Home Company there is involved in this controversy a parcel of land which the Highway Home Company sold to another party and it was his thought that this can be acquired for the additional sum of \$3,500 if settlement for both parcels is made through the Highway Home Company. He gave it as his opinion that if both parcels can be purchased for \$17,500, it would be good business to close the deal on that basis rather than to go to court, as there is a strong probability that a jury would assess a much larger sum. He also called attention to the fact that the price now asked for the land is only about one-half that demanded originally by the Highway Home Company. After further discussion of this matter, the Commission decided to purchase the land required from the Highway Home Company for the sum of \$14,000 and the other parcel through the Highway Home Company for the sum of \$3,500. The Attorney was instructed to make an offer to the owners on that basis.

Consideration was then given by the Commission to a number of claim vouchers presented by Chas. Rose, right of way buyer, representing payments for the acquisition of additional right of way for the improvement of the Lower Columbia River Highway at this point. After due consideration the Commission approved the payment of these claims. Thereupon, the following resolution with respect to the acquisition of right of way from the Highway Home Company and the other owners was adopted by the unanimous vote of the Commission:

WHEREAS, the State of Oregon, through its State Highway Commission is engaged in the further improvement of the Lower Columbia River Highway between the Columbia County line and Linnton, and in connection therewith has found it necessary to procure additional rights of way, and

WHEREAS, said highway improvement was promoted during the winter and spring of 1931 and 1932 as a part of the relief measures inaugurated for the purpose of furnishing employment for the unemployed of Multnomah County and the City of Portland, and

WHEREAS, because of the emergency then existing it was not found possible to complete the acquisition of the necessary rights of way and therefore tentative agreements were reached with the several property owners by reason of which the State was permitted to take advance possession of the properties and carry on said improvement, and

WHEREAS, it now appears that agreements have been reached with the property owners named herein and the proposed sums to be paid the several property owners are now before this Commission for approval, and

WHEREAS, it appears to the Commission in view of all of

JUL 1 1932

the circumstances that said proposed settlements should be approved and vouchers prepared calling for the payment of said several claims.

THEREFORE BE IT RESOLVED by the Highway Commission, all members being present and participating that the following offers be accepted, to-wit:

David S. Clemens	\$ 65.00
John Svoboda and wife	1,500.00
Ione Endicott	500.00
John P. Leonard	824.00
Fred Mann	650.00
Isabella Wattson	100.00
Josephine Gabriel	700.00
J. J. Havlik	100.00
Highway Home Company	14,000.00
Harry Elbon	3,500.00

BE IT FURTHER RESOLVED that vouchers calling for the payment of said claims be prepared and endorsed for payment by the Commission, subject, however, to the approval of the Attorney General of the title to said properties.

The Attorney reported that he has secured options from several property owners to purchase land required from them for the widening and improving of the Salem-Brooks Section of the Pacific Highway in Marion County. The total cost to the State for the 9.82 acres involved, he stated, is \$7,107.35 which is about \$2,700.00 less than the original estimate; also, the costs include damages made necessary by reason of moving buildings, fences, etc., and for loss of crops, fruit trees, shrubs, plants, etc. In addition to the options secured for the purchase of right of way, he reported the receipt of options to acquire two borrow pits at a cost of \$526.00. He requested authority to take up the options and close the deals. After due consideration, the request of the Attorney was granted by the Commission. The following resolution covering the matter was thereupon introduced and was adopted by the unanimous vote of the Commission:

WHEREAS, there was authorized for further improvement that section of the Pacific Highway in Marion County known as the Salem-Brooks Section, and

WHEREAS, in order to improve said section of said highway pursuant to plans and specifications prepared by the Engineer and approved and adopted by the Highway Commission, it was found necessary to acquire additional rights of way, and

WHEREAS, the Attorney for the Commission was authorized to negotiate with the several property owners whose land or property was affected by reason of said proposed highway improvement and agree with such property owners as to the

JUL 1 1932

7/1/32

compensation to be paid for the properties required for additional rights of way, and

WHEREAS, the Attorney has reported that options have been obtained from the several or respective property owners affected, which options are now before the Commission for approval, and

WHEREAS, the names of the several property owners and the amount of damages due each respective owner are as follows:

NAME	LAND	DAMAGES	TOTAL
M. B. Mitchell	\$ 52.50	\$ 47.50	\$ 100.00
Ruby Richter	30.00	-	30.00
Edwin R. Payne	70.00	130.00	200.00
L. T. Reynolds Estate	250.00	269.00	519.00
J. L. Morrison	36.00	12.00	48.00
Orie F. Franklin	100.00	45.00	145.00
F. U. Buckley	100.00	35.00	135.00
Harriet Christopherson	22.00	40.00	62.00
O. L. Latham	35.00	19.00	54.00
B. F. Wells	40.00	15.00	55.00
Salem Indian School	142.25	-	142.25
A. Bush	294.00	206.00	500.00
L. K. Page Estate	65.40	-	65.40
W. A. Mumper	165.00	95.00	260.00
W. A. Matthes	492.00	538.00	1,030.00
Jas. G. Heltzel	117.00	-	117.00
F. B. Matthes	22.50	52.50	75.00
Jesse Mathis	72.00	1,078.00	1,150.00
George A. Ramp	196.00	679.00	875.00
Florence Holt	160.00	-	160.00
W. Frank Wheeler	160.00	429.00	589.00
Romeo Gouley	282.00	463.70	745.70
	\$2,903.65	\$4,153.70	\$7,057.35
Indian School Borrow	\$ 100.00	\$ -	\$ 100.00
Romeo Gouley Borrow	350.00	76.00	426.00
	\$ 450.00	\$ 76.00	\$ 526.00
L. O. Herrold, crop destruction on leased land.		\$ 50.00	\$ 50.00

WHEREAS, it appears to the Commission that the several amounts agreed upon are reasonable and should be approved for payment,

THEREFORE, BE IT RESOLVED, that the several options taken

from the above named owners for properties through their respective holdings be and said options are hereby accepted and the Attorney is hereby directed to procure deeds and otherwise complete said transactions.

BE IT FURTHER RESOLVED, that the Secretary of the Commission be and he hereby is instructed to enter in the minutes of the Commission this resolution.

The Engineer presented a schedule of maximum rates that he recommended should be adopted for the rental of county-owned equipment used on secondary state highway construction work. He also presented a schedule of maximum wage rates that he recommended be paid to the men employed on secondary highway work. After due consideration of these rates, motion was made by Commissioner Washburne that the maximum rates for both equipment rental and wages recommended by the Engineer for secondary state highway work be adopted. Motion was duly seconded by Commissioner Aldrich and received the unanimous vote of the Commission.

The Commission at this time authorized the Engineer to advertise the following projects for bids to be received at the next meeting:

Clackamas County. Jennings Lodge Section of the East Portland-Oregon City Highway, 0.78 miles highway roadbed;

Umatilla County. Vinson-Nye Section of the Oregon-Washington Highway and the Nye-Lazinka Ranch Section of the Pendleton-John Day Highway, furnish 12,500 cubic yards crushed rock in stock piles;

Yamhill County. Holdredge Section of Secondary Highway No. 154, 0.65 miles grading and surfacing;

Multnomah County. Clean and repaint structural steel on the Interstate Bridge over the Columbia River between Portland and Vancouver;

Umatilla County. Bridge over Juniper Canyon and half-viaduct on the Columbia River Highway about 15 miles east of Umatilla;

Coos County. Bridge over South Fork of the Coquille River on Secondary Highway No. 242, about 1 mile north of Powers.

The Commission decided to defer the grading of the west approach of the Old Oregon Trail into the city of Baker, Baker County, until they have made a personal inspection of the project; also the oiling of the Sisters-Suttle Lake Section of the Santiam Highway in Deschutes and Jefferson Counties was deferred until 1933 because there are insufficient funds to do this work this year. The Secretary was instructed to convey this information to County Judge H. H. De Armond of Deschutes County and former State Highway Commissioners Robert W. Sawyer and M. A. Lynch.

The Engineer reported that for some time past the department has

7/1/32

paid \$25.00 per month rent for a garage at McKenzie Bridge in Lane County for storing maintenance equipment. The building does not line up squarely with the new highway, he stated; therefore, the owner, Mr. Hayes, intends either to sell it or tear it down and has offered it to the State for the sum of \$1,200. He further stated that if the building is purchased there will be an additional charge for moving it to a new location and about \$300 for a concrete floor and foundation. On the other hand a new, standard type maintenance building can be constructed for about the same amount that it will cost to purchase and fit up the old one which is not standard. He recommended the construction of a new building since this location is about as near permanent as can be anticipated for maintenance headquarters on this highway at this time. After due consideration of the matter, the Commission, by unanimous vote, instructed the Engineer to request Mr. Hayes to reduce his rental charge for the use of his building to \$15.00 per month and authorized him to prepare plans and call for bids for the construction of a new building on the state property at this place in the event that Mr. Hayes refuses to comply with this request.

The following resolution ordering a reduction in the maximum load limits on certain state highway bridges was adopted by the unanimous vote of the Commission:

WHEREAS, the roads or highways hereinafter named 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, on each of the said state highways and on all of them there are located certain bridge structures which, in the judgment of the State Highway Commission, are incapable of safely carrying the traffic to which they are being subjected, and in order to protect said bridge structures against damage and injury and in order to safeguard traffic over said bridge structures 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 bridge structures and each of them and of the traffic which uses the said bridge structures that the maximum weights now 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 gross loads which shall be permitted upon the said bridge structures shall be reduced and fixed as in this order provided;

AND WHEREAS, the State Highway Commission has further determined and found that for certain of said bridge structures it has become necessary to fix a definite limit upon the total gross load over the entire structure while for certain other bridge structures it is only necessary to limit the total gross load which shall be permitted upon any single span at any time.

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 bridge structures above referred to and hereinafter designated are incapable of safely sustaining or supporting a total gross load in excess of that specified in the tables given hereinbelow;

IT IS HEREBY ORDERED, that the total gross weight of combined load and vehicle which shall be permitted upon any portion of the entire length of the bridge structures hereinbelow designated shall not exceed the limits given and set forth hereinbelow. In computing the total weight of any single vehicle, the total gross weight of any trailer or trailers attached to said vehicle shall be considered as a component part of the total gross load and shall not be considered as a separate vehicle. This combined gross weight shall not exceed the limits given hereinbelow, to wit:

LOWER COLUMBIA RIVER HIGHWAY

2B-65.10	Clatskanie River Bridge	11 tons
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THE DALLES-CALIFORNIA HIGHWAY

4-303.60	Lost River Bridge	8 tons
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BAKER-UNITY HIGHWAY

13-03.24	Burnt River Bridge	10 tons
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IT IS FURTHER ORDERED, that with respect to the following bridge structures the total gross weight of combined load and vehicle, including the gross weights of each and all trailers attached thereto, all considered as one vehicle as set forth above, which shall be permitted upon any single or individual span of the said bridge structures at any one time, shall be limited as set forth in the following table, to wit:

PACIFIC HIGHWAY

1-205.90	South Umpqua River Bridge at Winston	11 tons
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OREGON COAST HIGHWAY

9-40.8	N. Nehalem River Bridge	8 tons
9-76.1	Wilson River Bridge	6 tons

McKENZIE HIGHWAY

15-39.2	Trestle Span	6 tons
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WILLAMETTE HIGHWAY

18-02.9	Coast Fork Willamette River Bridge	6 tons
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LOWER COLUMBIA RIVER HIGHWAY

2B-80.97 Hunt Creek Bridge

11 tons

IT IS FURTHER ORDERED, that these rules and regulations as made and found by the State Highway Commission under the provisions of Section 83 of Chapter 360, Oregon Laws 1931, shall be in full force and effect from the first day of July, 1932, until rescinded, modified or revoked by order of the State Highway Commission.

AND IT IS FURTHER ORDERED, that a notice be posted in a conspicuous manner and place at each end of the above-named bridge structures, so that said notice can be readily seen and read, which notice shall state plainly the limitations and prohibitions of the 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 each county in which any of said highways are located, and that a certified copy of said order be furnished the Superintendent of the Department of State Police for his information.

The Secretary presented a letter from the Port of Umpqua Commission, in which the Port Commission expressed its acceptance of the previous offer of the State Highway Commission to cooperate with the Port in the cost of dredging the ferry boat channel between Reedsport and Gardiner to the extent of twenty-five (25%) per cent of the actual dredging costs, but not exceeding the sum of \$500.00. Upon motion of Commissioner Washburne, which was carried by unanimous vote, the Commission approved the letter and instructed the Secretary to inform the Port of Umpqua that the Commission will approve its claim for reimbursement for the dredging expense only, on the basis of 25% State funds and 75% Port funds up to \$500.00, when the work is completed and a detailed statement of the expense is presented.

A letter was presented from the Oregon Coast Highway Association requesting 500 highway maps free of cost. The Commission instructed the Secretary to inform the Association that the established policy of the Commission is to furnish only 100 copies of the map without cost to any one firm, organization or individual and that that number will be furnished to it; also, that if additional copies are desired, they will be furnished at cost, which at the present time is \$15.00 for 1,000 copies.

The Attorney presented a letter from John M. Kelly, St. Helens, in which Mr. Kelly inquired as to whether the State is still interested in acquiring right of way across his property near Houlton for the improvement of the Lower Columbia River Highway at that place; also stating that he has plans for the erection of a building on this property in the event it is not desired by the State. The Engineer stated that the improvement contemplated across the lands of Mr. Kelly consists of a line change about one-half mile in length that will eliminate two reverse turns just south of Columbia City. It was his thought that this is a meritorious project. After further discussion of

the matter, the Commission instructed the Attorney to ascertain from Mr. Kelly what price he wants for the land required for this improvement.

The Secretary presented a form of agreement with E. N. Boylen, Pendleton, whereby Mr. Boylen leases from the State for a period of five years ending July 1, 1937, two parcels of land containing 0.94 acres and 7.00 acres respectively, situated adjacent to the Old Oregon Trail in the SE $\frac{1}{4}$ of the NE $\frac{1}{4}$ and the SW $\frac{1}{4}$ of the NE $\frac{1}{4}$ of Section 1, T. 1 N., R. 34 E. W. M., Umatilla County, and commonly known as "Sunset Inn Park". The Attorney explained that according to the terms of the lease Mr. Boylen is to pay the State as rental for said premises the sum of \$250.00 in ten equal installments of \$25.00 each, the first payment to be made on the first day of July, 1932, the second on the fifteenth day of November, 1932, and thereafter a payment on the first day of July and the fifteenth day of November of each year until the said sum of \$250.00 has been fully paid. Upon motion of Commissioner Aldrich, which was duly seconded by Commissioner Washburne and carried by unanimous vote, the Commission approved the form of lease without alteration.

The Attorney reported his findings in the matter of the claim of S. C. Dick against the State for damages which Mr. Dick alleges resulted from the misrepresentations of one of the Commission's right of way buyers when negotiating with him to acquire land for the widening of the Oregon Coast Highway in front of his place near West Lake, about seven miles north of Seaside in Clatsop County. The Attorney stated that Mr. Dick has agreed to sell the land required for the improvement for the sum of \$10.00 and he has also stated his willingness to accept the low bid submitted for moving his house, amounting to \$374.00; however, he demands an additional sum of \$320.00 for moving flowers, shrubs, bulbs, etc., making a total of \$704.00. The Attorney recommended that Mr. Dick be allowed \$10.00 for the land and \$374.00 for moving the house, but that he be paid only \$40.00 for the other items since it was his thought that the flowers, etc., could have been moved easily in ten days at a cost of not to exceed \$4.00 per day. The Engineer explained that the highway in front of Mr. Dick's property is narrow and should be widened; therefore, it was his thought that if a settlement can be made with Mr. Dick in conformity with the Attorney's recommendation, this should be done. After further discussion of this matter the Commission, by unanimous vote, approved the recommendations of the Attorney and the Engineer and instructed the Attorney to settle with Mr. Dick in conformance therewith.

A letter was presented from John K. Holt, to whom the former Commission awarded State Highway Contract No. 1282 for the construction of a bridge over Cape Creek on the Oregon Coast Highway in Lane County, requesting an extension of time to May 15, 1932 in which to complete this project. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the unanimous vote of the Commission.

The Engineer reported that the contract with Earl L. McNutt and Guy F. Pyle for the construction of the Pike Ranch-Harney County Line Section of the Lakeview-Burns Highway in Lake County, State Highway Contract

No. 1306, was completed by the contractor on May 17, 1932 according to the requirements of the contract or modifications thereof and that said job is now ready for acceptance. The following resolution accepting the project was offered and was adopted by the unanimous vote of the Commission:

WHEREAS, the Engineer has reported that the contract with Earl L. McNutt and Guy F. Pyle for the construction of the Pike Ranch-Harney County Line Section of the Lakeview-Burns Highway in Lake County, State Highway Contract No. 1306, has been completed according to the terms and provisions of the contract and that said job is now ready for acceptance:

NOW THEREFORE, BE IT RESOLVED that the work covered by said State Highway Contract No. 1306 for the construction of said section of state highway be declared completed as of May 17, 1932, according to the terms of the contract, and said job is hereby accepted as of said completion date and final payment is hereby authorized.

The Secretary presented a resolution adopted by the County Court of Umatilla County in which the Commission was requested to select and designate as a secondary state highway the following described market and/or county roads in Umatilla County, to-wit:

Butter Creek-Hermiston-Cold Springs Road

Part of Market Road No. 5, all of Market Roads Nos. 30 and 9 and a county road extending from the northeasterly end of Market Road No. 9 to the vicinity of Cold Springs on the Columbia River Highway. Beginning at the junction of Market Roads Nos. 5 and 17 on Butter Creek west of Echo and running northeasterly to Hermiston; thence northeasterly to the Columbia River Highway near Cold Springs, a distance of approximately 18.0 miles.

The Secretary explained that this resolution is simply to confirm officially the oral request made by the Umatilla County Court at the meeting held on June 8, 1932, at which time this road was designated as a secondary state highway by the Commission subject to such confirmation. Thereupon, motion was made by Commissioner Aldrich that the resolution be accepted and approved. Motion was duly seconded by Commissioner Washburne and was declared by the Chairman to have received a unanimous vote.

The Secretary also presented a resolution adopted by the County Court of Wheeler County in which the Commission was requested to select and designate as secondary state highways the following market and/or county roads in Wheeler County, to-wit:

Heppner-Spray Road

Market Road No. 5 beginning at the John Day Highway about 3.2 miles east of Spray and running in a northerly direction a

distance of approximately 15 miles to the Morrow-Wheeler County Line, on the section line between Section 34, T. 6 S., R. 25 E. and Section 3, T. 7 S., R. 25 E. W. M.

Service Creek-Mitchell Road

Market Road No. 1 beginning at the John Day Highway at Service Creek and running in a southwesterly direction a distance of approximately 25 miles to the Ochoco Highway at Mitchell.

Fossil-Clarno Road

Market Roads Nos. 2 and 3 beginning at the south corporate limits of the town of Fossil and running in a southerly and westerly direction following up Cottonwood Creek and thence down Pine Creek to the Wheeler-Wasco County line, a distance of approximately 20.3 miles.

The Secretary explained that the roads described in this resolution were all designated as secondary state highways by the former State Highway Commission on November 13, 1931, subject to confirmation by the County Court of Wheeler County and that the resolution now presented is simply to convey the Court's official approval of the designations. Motion was thereupon made by Commissioner Aldrich that the resolution be accepted and approved by the Commission. Motion was duly seconded by Commissioner Washburne and was declared by the Chairman to have received the unanimous vote of the Commission.

There being no further business to come before the Commission, the meeting was adjourned at 6:00 o'clock P. M.

Robert Washburne
State Highway Engineer

Robert Washburne
Secretary

Lincoln
Chairman

Edmund
Commissioner

Carl Washburne
Commissioner

Lakeview, Oregon, July 8, 1932

The State Highway Commission met in special session in the town of Lakeview at 9:30 o'clock A. M. Present were:

Leslie M. Scott, Chairman
E. B. Aldrich, Commissioner
R. H. Baldock, State Highway Engineer and Acting Secretary

Consideration was given by the Commission to the matter of the award of the contract for the grading of the Beaver Creek Section of Secondary State Highway No. 102 in Washington County, bids for which were received by the Commission at its meeting in the Portland Hotel, Portland, on Thursday, June 23, 1932. The Engineer explained that since the meeting of June 23 it has developed that Treharne & Company was not qualified to bid on this work and that its bid was submitted on the proposal form intended for the use of Treharne & McGraw who the records showed were qualified to do the work. He further explained that the Attorney advised that the Commission has two alternatives to choose from in the award of this contract, viz.: either reject the bid of Treharne & Company and award the contract to the second low bidder, C. A. Mills & Co., Vernonia, which is qualified, at its bid price of \$12,834.30, or reject all bids and readvertise the project for bids to be received later. The Engineer recommended the rejection of all bids and the readvertisement of the project.

After a full consideration of this matter, the Commission approved the recommendation of the Engineer and instructed him to readvertise the project for bids to be received at the meeting scheduled to be held July 20, 1932. He was also instructed to return the bid deposit of Treharne & Company if this meets with the approval of the Attorney.

There being no further official business to transact at this time, the meeting adjourned.

(Commissioner Washburne later confirmed the action taken by the Chairman and Commissioner Aldrich in this matter.)

R. H. Baldock

State Highway Engineer and
Acting Secretary

Leslie M. Scott

Chairman

E. B. Aldrich

Commissioner

JUL 8 1932

Portland, Oregon, July 19, 1932

The State Highway Commission met in special session in the Tyrolean Room, Benson Hotel, at 7:30 o'clock P. M. Present were:

Carl G. Washburne, Acting Chairman
E. B. Aldrich, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Attorney
H. B. Glaisyer, Secretary

Commissioner Washburne acted as chairman in the place of former Chairman Leslie M. Scott, resigned.

The Engineer reported that the department is badly in need of ten automobiles to replace some that have outlived their usefulness and which require excessive amounts to operate and keep in repair. He requested authority to purchase four medium priced cars of the larger type and six of the lower priced cars such as Fords or Chevrolets. After due consideration of this matter, motion was made by Commissioner Washburne that the Engineer be authorized to purchase the cars requested. Motion was duly seconded by Commissioner Aldrich and was declared carried.

Consideration was given by the Commission to the request of the Linn County Court that they be awarded a contract for the clearing and grubbing of an additional five-mile section of the Santiam Highway in Linn County easterly from the end of the clearing and grubbing contract recently completed by them, so they can furnish work for some of the county's unemployed this coming winter. The Engineer explained that in order to comply with the county's request, it will first be necessary to make a survey to determine the proper alignment for the highway at this point and that this survey will cost about \$800 or \$1000 per mile. After further discussion of this matter, in which it was brought out that the State is indebted to Linn County to the extent of about \$26,000 under cooperative agreements covering highway construction work on this highway, motion was made by Commissioner Washburne that the Engineer be authorized to make surveys and prepare plans and specifications for the improvement of a four and one-half or five mile section of this highway with the idea in mind that the Commission will enter into an agreement with the Linn County Court later for the clearing and grubbing of the section as an unemployment relief project. The motion was duly seconded by Commissioner Aldrich and was declared carried.

The Commission discussed informally matters pertaining to the proposed construction of the Fourth Street Highway and to the bill just passed by Congress providing additional federal funds for unemployment relief. The Engineer was instructed to confer with W. H. Lynch, District Engineer of the Bureau of Public Roads, with respect to the Government's requirements for the allocation and use of federal unemployment relief funds as soon as the rules and regulations pertaining thereto have been published.

The Commission approved the minutes of the meetings held on June

JUL 19 1932

22d and 23d, July 1st and July 8th, 1932.

The Engineer reported that a controversy has arisen with S. H. Newell & Company with respect to the six hour shift labor clause in the contract awarded that company for the construction of the Sand Station-Washington State Line Section of the Columbia River Highway. He explained that one of the provisions of this contract requires the contractor to provide a six hour working shift for the men employed on this work but permits him to work his men in eight hour shifts in the event it appears that the work cannot be completed within the time limit specified in the contract. In the present case, he stated, it does not appear that the contractor will overrun the specified time limit; nevertheless, Mr. Newell insists on employing his men eight hours, which is contrary to the contract provisions. He, therefore, requested instructions as to whether or not he should proceed to enforce this provision of the contract.

After due consideration of this matter and upon the advice of the Attorney that it has the authority and right to enforce the six hour shift provision of the contract, the Commission instructed the Engineer to notify S. H. Newell & Company that the State Highway Commission expects them to comply with all of the provisions of the contract, including the six hour shift clause. The Attorney was instructed to take whatever legal action may be necessary to force the contractor to comply with the provisions of the contract in the event that he fails to follow the instructions of the Engineer.

The Engineer reported that it has come to his attention that Mr. E. J. Griffith and others of Portland have plans in mind for the development of the recreational values of the Mt. Hood area in Clackamas County, which development includes the construction of a large hotel at a location which will afford a good view of Mt. Hood and will be removed from the present unattractive development at Government Camp. He stated that he made inquiry of C. J. Buck, Regional Forester for the U. S. Department of Agriculture, who, he understood, was interested in this matter and was informed by Mr. Buck that the development involves some government and some private lands and the construction of a roadway from the Mt. Hood Highway to the site of the proposed hotel; also that knowledge of the location of the proposed road must be secured before the promoters can proceed with their plans to secure control of the land required. Mr. Buck's letter was presented to the Commission for consideration. After some discussion the Commission referred this matter to the Engineer with instructions to secure additional information with respect thereto from Mr. Buck.

The Secretary presented a letter from County Judge U. G. Couch of Union County, Chairman of the Unemployment Relief Committee of Union County, in which the Commission was requested to loan the committee a truck equipped with gasoline and oil to transport men to the gardens, orchards and fields to gather surplus vegetables, fruit, etc. to supply their canning and preserving committee with food stuffs for use this coming winter in relieving families in distress. The Commission decided that the granting of this request would establish a precedent that might prove embarrassing later on; therefore, motion was made by Commissioner Washburne that the request be declined. Motion was duly seconded by Commissioner Aldrich and was declared carried. The Engineer was

JUL 19 1932

instructed to advise Judge Couch that the Commission regrets that it cannot comply with his request.

A letter was presented from S. U. Johnson, Portland, requesting permission to operate a solid-tired truck on state highways for a period of about three months to transport cordwood into Portland. The Engineer explained that it is contrary to the provisions of the Oregon motor vehicle laws for anyone to operate solid-tired vehicles on state highways beyond the three-mile limit of incorporated cities and towns unless a permit so to do is first secured from the State Highway Commission. Also, it has been his practice to grant permits for this purpose only in cases where the movement on the highway is of short duration. He recommended that the request be declined. It was the decision of the Commission that inasmuch as the request of Mr. Johnson involves the continuous use of the highway with a solid-tired vehicle in contradiction to the meaning of the statute and the established policy of the department, the granting of his request would be establishing a bad precedent; therefore, it should be denied. The Secretary was instructed to inform Mr. Johnson that the Commission regrets that it is necessary to decline his request.

The Secretary reported that arrangements were effected by the former State Highway Commission with the State Board of Forestry for the protection of the timbered state parks against fire and that in conformance with these arrangements, the State Forester has just recently issued instructions to the district fire wardens to patrol these park areas in the same manner that other timbered areas are patrolled, the cost of this protection to be paid by the State later. The Secretary further stated that the State Forester estimates the cost will amount to from 2¢ to 5¢ per acre and will total about \$500 per year for the entire park acreage for which fire protection is asked. He explained that this year is the first in which the State Forester is providing fire protection in the state parks under this arrangement and that no monies have heretofore been expended for this purpose. Therefore, it was thought best to present the matter to the present Commission for a determination as to whether or not it was the wish of this Commission to proceed under the arrangements made by the former Commission before any financial obligation has been incurred. A decision in this matter was deferred by the Commission until the next meeting. The Engineer was instructed to secure additional information for presentation at that time.

A letter was presented from the Lane County Chamber of Commerce inviting the Commission to join with them in their annual picnic meeting which is to be held at Hell Gate Bridge on the Willamette Highway near Westfir on Sunday, July 24, 1932. The Secretary was instructed to acknowledge receipt of and thank the Chamber of Commerce for this invitation.

The Secretary presented a form of agreement with the Roosevelt Highway Ferry Company, Inc., providing for additional or extra ferry service for Oregon Coast Highway traffic across Yaquina Bay at Newport. The Engineer stated that the original contract with the Roosevelt Highway Ferry Company, Inc. for ferry service at this point did not provide for additional

JUL 19 1932

7/19/32

ferry service during rush periods and since it has been found necessary to perform a considerable amount of such service it was his thought that it should be performed pursuant to a definite schedule. He recommended the approval of the agreement which provides for the payment of the following amounts for additional ferry service rendered:

- (a) For operating the principal ferry boat over and above the sixteen hour period in any one day, as set forth in the original contract -- \$3.00 per hr.
- (b) For extra tug and barge service -- \$5.00 per hr. for the first four hours in any one day; and \$4.00 per hr. for all time in excess of four hours in any one day, with a minimum charge of \$20.00 per day.
- (c) For tug and barge service continuously for sixteen hours in any one day -- \$40.00 per day.
- (d) For tug and barge service to be used when necessary but to be available continuously for the entire sixteen hours in any one day -- \$35.00 per day.

After due consideration of the agreement and matters relating thereto, motion was made by Commissioner Washburne that it be approved and accepted. Motion was duly seconded by Commissioner Aldrich and carried. The agreements were thereupon signed by the Commission.

The Secretary presented a resolution adopted by the County Court of Wheeler County by which the County Court elects to perform the engineering, construction, maintenance and betterment work with its own forces upon the following secondary state highways in that county, to wit:

Fossil-Clarno Road -- Secondary State Highway No. 291
 Service Creek-Mitchell Road -- Secondary State Highway No. 390
 Spray-Heppner Road -- Secondary State Highway No. 321

Motion was made by Commissioner Washburne that the resolution be accepted, approved and filed in the records of the department. Motion was duly seconded by Commissioner Aldrich and carried.

The Engineer reported that the Bureau of Public Roads approved the proposed pavement resurfacing project on the Adams-Milton Section of the Oregon-Washington Highway for federal aid on July 5th and on the following day he awarded the contract for this work to A. Milne, Portland, the low bidder, at his bid of \$53,463.00, submitted June 23, 1932. The Commission, by unanimous vote, confirmed the Engineer's award of this contract to A. Milne.

A communication was presented from F. L. Odom, requesting an extension of time of thirty days to June 30, 1932 in which to complete the contract awarded him by the State Highway Commission for the construction of stairways, walkways and painting the towers of the bridge over the Columbia River on the

JUL 19 1932

Pacific Highway at Vancouver, contract No. 1325. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

The Engineer reported that the following contracts for the construction of state highways have been completed according to the requirements of the contracts or modifications thereof, and that said jobs are now ready for acceptance:

Contract No. 1310, Harney County Court, contractor, grading South Unit, Lake County Line-Okerman Ranch Section of the Lakeview-Burns Highway in Harney County, completed June 25, 1932.

Contract No. 1311, Earl L. McNutt, contractor, grading the North Unit, Lake County Line-Okerman Ranch Section of the Lakeview-Burns Highway in Harney County, completed May 28, 1932.

Contract No. 1314, Linn County Court, contractor, clearing and grubbing the Trout Creek-Upper Soda Section of the Santiam Highway in Linn County, completed June 30, 1932.

Contract No. 1322, J. F. Johnston, contractor, reconstruct south approach to the overcrossing over the Southern Pacific Railway tracks at Comstock in Douglas County, completed July 12, 1932.

Contract No. 1334, Wans Construction Company, contractor, construction of a bridge over Elk Creek on the Cannon Beach Road in Clatsop County, completed June 10, 1932.

Contract No. 1335, Wans Construction Company, contractor, construction of a bridge over Muddy Creek on the Cannon Beach Road in Clatsop County, completed June 12, 1932.

Contract No. 1344, Dunn & Baker, bituminous macadam wearing surface on the Dillon-Biggs Section of the Columbia River Highway in Wasco and Sherman Counties, completed June 29, 1932.

Contract No. 1358, Intermountain Aerial Surveys, Inc., aerial surveys of the Dale-Long Creek Section of the Pendleton-John Day Highway in Grant County and of the Juntura-Burns and Juntura-Crane alternate proposed routes for the Central Oregon Highway in Malheur and Harney Counties, completed June 30, 1932.

The following resolution accepting the above projects was offered and was adopted by the unanimous vote of the commissioners present:

WHEREAS, the Engineer has reported that the following

JUL 19 1932

7/17/32

State Highway Commission contracts for the construction of state highways have been completed according to the terms and provisions of the contracts and that said jobs are now ready for acceptance:

Contract No. 1310, Harney County Court, contractor, grading South Unit, Lake County Line-Okerman Ranch Section of the Lakeview-Burns Highway in Harney County, completed June 25, 1932.

Contract No. 1311, Earl L. McNutt, contractor, grading the North Unit, Lake County Line-Okerman Ranch Section of the Lakeview-Burns Highway in Harney County, completed May 28, 1932.

Contract No. 1314, Linn County Court, contractor, clearing and grubbing the Trout Creek-Upper Soda Section of the Santiam Highway in Linn County, completed June 30, 1932.

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Contract No. 1358, Intermountain Aerial Surveys, Inc., aerial surveys of the Dale-Long Creek Section of the Pendleton-John Day Highway in Grant County and of the Juntura-Burns and Juntura-Crane alternate proposed routes for the Central Oregon Highway in Malheur and Harney Counties, completed June 30, 1932.

THEREFORE, BE IT RESOLVED that the work covered by said state highway contracts for the construction of said sections of state highways be declared completed according to the terms of the respective contracts, and said jobs are hereby accepted as of their respective completion dates and final payment is hereby authorized.

The Attorney reported that it may become necessary to institute condemnation proceedings to acquire a parcel of land from a man by the name of W. J. Burchard, in Douglas County, from which to secure rock for surfacing a portion of the Umpqua Highway; therefore, he requested authority to start such proceedings if this is found necessary. The following resolution with respect thereto was offered by Commissioner Washburne who moved its adoption:

JUL 19 1932

WHEREAS, the State Highway Commission is by law 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 location, improvement, construction, and maintenance of said highways, and particularly that portion of State Highway No. 45 known as the Umpqua Highway in Douglas County, Oregon, it has been found necessary and the State Highway Commission has and does hereby determine and declare that it is and will be necessary and of advantage to the State of Oregon that the State acquire either by purchase, agreement, or by the exercise of the power of eminent domain, the property of W. J. Burchard and Mary A. Burchard, husband and wife, hereinafter described, which property is necessary and is to be used for the purpose of securing, manufacturing and transporting to said highway rock, sand, gravel, or other mineral deposits for use as road materials in the construction of said highway, which property is described as follows, to wit:

A parcel of land lying on the northerly bank of the Umpqua River and extending to the centerline of said river, being in the east one-half ($\frac{1}{2}$) of Section 17, Twp. 22 South, Range 9 West, W. M.; said parcel being more particularly described as follows:

Beginning at a point approximately 7149 feet west and 6 feet south of the southeast interior corner of the E. H. Burchard D. L. C. No. 42; thence North $82^{\circ} 30'$ West a distance of 222.0 feet; thence North $40^{\circ} 00'$ West, a distance of 350.0 feet; thence North $19^{\circ} 34'$ West, a distance of 523.0 feet; thence South $70^{\circ} 26'$ West, a distance of 400.0 feet; thence following up the Umpqua River South $19^{\circ} 34'$ East, a distance of 697.0 feet; thence continuing up the said river South $40^{\circ} 00'$ East, a distance of 546.0 feet; thence North $45^{\circ} 26\frac{1}{2}'$ East, approximately 588.2 feet to the point of beginning, containing 1.9 acres of land and 9.4 acres of river bed. Together with the right of way over a strip of land 20 feet in width, 10 feet on each side of the following described center line: beginning at a point 10.6 feet South $45^{\circ} 26\frac{1}{2}'$ West of the most easterly corner of the above described tract of land; thence South $64^{\circ} 07\frac{1}{2}'$ East, a distance of 240.0 feet; thence South $78^{\circ} 13'$ East, a distance of 246.9 feet; thence North $40^{\circ} 46\frac{1}{2}'$ East, approximately 675.0 feet to a point on the southerly right of way line of the Umpqua Highway, said point being 40 feet right of Engineer's center line Station 208+45 P. O. C.; said 20-foot right of way containing 0.53 acres more or less.

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 parcel of land be procured for the purposes herein stated, and

WHEREAS, the boundaries of said parcel of land heretofore have been ascertained and surveyed;

JUL 19 1932

7/19/32

NOW, THEREFORE, BE IT RESOLVED that the State Highway Commission shall 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 the property above described for the purpose of securing and manufacturing rock, sand, gravel, and other materials and the transporting of the same for use in connection with the permanent construction, improvement, and maintenance of the said Umpqua Highway, and the said Highway Commission does hereby further declare that the said property is 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 parcel of land be and the same hereby are defined, designated, and adopted by the State Highway Commission.

BE IT FURTHER RESOLVED that an effort be made to agree with the owners, and with the tenants, if any there be, of said parcel of land with respect to the compensation to be paid for the taking of the same and the damages, if any there be, by reason of the said taking, and in 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 hereby are 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.

Motion was duly seconded by Commissioner Aldrich and carried.

The Engineer reported that it is apparent that some of the county courts do not understand that the secondary state highway law places full jurisdiction over secondary state highways in the State Highway Commission and are continuing to issue permits authorizing the transportation over these highways of articles that exceed the statutory limits, the same as when jurisdiction of these roads reposed in the county courts. In one instance recently, he stated, a county court issued a permit authorizing the transportation of a power shovel over a secondary highway and during the movement one of the bridges on this highway was badly damaged. He requested authority to write the several county courts and ask them to refrain from granting permits for the use of secondary highways for purposes of this kind, but instead to refer such matters to the State Highway Department for disposal. The Engineer's request was granted by the affirmative vote of the Commissioners present.

Consideration was given by the Commission to the application of Clyde C. Reynolds, Waldport, for permission to take "smelt sand" from the ocean beach north of Yachats in Lincoln County for commercial purposes, which application was filed in person by Mr. Reynolds at the meeting of the Commission held May 18, 1932 and the granting of which was opposed at that time by members of the Yachats Booster Club because, they alleged, the removal of this sand will interfere with the spawning of the smelt at this place and will ruin one of their

JUL 19 1932

best tourist attractions.

The Secretary presented a letter from Dr. William F. Thompson, Director of Investigations, International Fisheries Commission, Seattle, Washington, regarding the habits of several species of smelt which spawn on the ocean shore of the western coast, which was discussed by the Commission.

Commissioner Washburne gave it as his opinion that the sands on the ocean shore line should not be removed for commercial purposes unless it was absolutely necessary that this be done to secure construction materials for municipal improvements where the state as a whole will receive the benefit. He thereupon offered a motion to that effect which was duly seconded by Commissioner Aldrich and carried. The Secretary was instructed to write Mr. Reynolds that the Commission finds it necessary to decline his request for a permit to take smelt sand from the beach for commercial purposes except and unless the sand is to be used for purposes that will benefit the general public. He was also instructed to send a copy of Dr. Thompson's letter to the Yachats Booster Club and ask that club to furnish certain information requested therein to assist him in carrying on further investigations with respect to this matter.

The Commission authorized the Engineer to advertise the following projects for bids to be received at the next meeting:

Clackamas County: Bridge over Canyon Creek on the Woodburn-Mt. Hood Loop Road, Secondary State Highway No. 161. Estimated cost approximately \$5,000.

Curry County: Grading and surfacing a $1\frac{1}{2}$ mile section of the Cape Blanco Road, Secondary State Highway No. 250. Estimated cost approximately \$4,500.

Marion County: Bridge over North Fork of Silver Creek on the Silver Creek Falls Road, Secondary State Highway No. 163. Estimated cost approximately \$4,500.

Washington County: Oil with cut-back asphalt 20 miles of the Hillsboro-Woodburn, Beaverton-Aurora, Farmington and Scholls Roads, Secondary State Highways No. 140, 141, 142 and 143. Estimated cost approximately \$20,000.

A letter was presented from the Women's Advertising Club of Portland in which the Commission was requested to name the Portland-Salem Sector of the Pacific Highway the "Rose Highway". No action taken by the Commission on this request.

A letter was presented from the West Coast Power Company, Portland, requesting that they be not required to secure a log hauling permit, and furnish the State with a \$1000 bond in connection therewith, for transporting power poles on state highways. The Secretary was instructed to inform the Power Company that the state laws make no distinction between the various

JUL 19 1932

classes of log hauling, therefore it will be necessary for them to secure a permit to haul their poles on state highways as others engaged in log hauling are required to do.

The Secretary presented a letter directed to Governor Julius L. Meier by the Grants Pass Chamber of Commerce and referred by the Governor to the State Highway Commission, suggesting the modernization of the Pacific Highway throughout its entire length from Portland to the California state line and the early relocation of such portions as may be required, so that property owners may proceed with the development of their holdings in conformance therewith, provided Congress makes available additional federal funds. The Secretary was instructed to acknowledge receipt of this letter and to inform the Chamber of Commerce that the suggestions offered will be given due consideration by the Commission at the proper time.

The Commission adjourned at 9:30 o'clock P. M. to reconvene in regular session in the Crystal Room, Benson Hotel, at 10:00 o'clock A. M. on the following day.

Portland, Oregon, July 20, 1932

The State Highway Commission reconvened in the Crystal Room, Benson Hotel, at 10:00 o'clock A. M. Present were:

E. B. Aldrich, Acting Chairman
Carl G. Washburne, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Attorney
H. B. Glaisyer, Secretary

Bids for grading, surfacing and bridge projects were received in accordance with previously published notice, as follows:

OREGON-WASHINGTON HIGHWAY
VINSON-NYE SECTION
PENDLETON-JOHN DAY HIGHWAY
NYE-LAZINKA RANCH SECTION
FURNISHING CRUSHED ROCK

O. N. Pierce	\$11,500.00
Mathieson Construction Co.	11,550.00
Arthur Gentemann	11,795.00
Schmeer & Williams	11,805.00
I. L. Young	12,105.00
H. G. Johnson	12,200.00
Clyde R. Seitz	12,200.00
Hart Construction Co.	12,575.00
Knute Lien	12,850.00
Joplin & Eldon	12,880.00
A. C. Greenwood Co., Inc.	12,880.00
Portland Sand & Gravel Co.	12,900.00
Edlefsen-Weygandt Co.	13,775.00
Dunn & Baker	17,300.00

JUL 19 1932

SECONDARY HIGHWAY NO. 102 - WASHINGTON COUNTY
BEAVER CREEK SECTION - GRADING, SURFACING AND TRESTLE

Alternate "A" Alternate "B" Alternate "C" Alternate "D"

C. A. Mills & Co.	\$11,499.00	\$11,519.40	\$11,815.50	\$11,835.90
Fred Christensen, Inc.	12,467.50	12,443.00	13,151.50	13,127.00
Fisher Bros.	12,539.50	12,500.60	13,421.80	13,382.90
Gilbert & Goodwin	12,574.50	12,643.00	13,066.50	13,135.00
Treharne & Co.	12,806.30	12,878.30	13,170.60	13,242.60
Earl L. McNutt	13,437.00	13,525.50	13,922.00	14,010.50
J. A. Lyons	13,715.00	13,715.00	14,282.00	14,282.00
Fred H. Slate	13,943.50	13,998.00	14,255.50	14,310.00
C. U. Enstrom	14,082.00	14,116.50	14,779.50	14,814.00
Portland Sand & Gravel Co.	16,329.00	16,293.00	16,936.00	16,945.00

SECONDARY HIGHWAY NO. 154 - YAMHILL COUNTY
HOLDREDGE SECTION - GRADING AND SURFACING

Concrete Pipe Corr.Iron Pipe

O. N. Pierce	\$5,242.00	\$5,242.00
C. A. Mills & Co.	5,858.00	5,862.80
Earl L. McNutt	5,883.00	5,897.00
P. L. Read	6,112.60	6,112.60
Fred Christensen, Inc.	6,221.50	6,233.00
Joplin & Eldon	6,653.60	6,669.10
Berke Bros., Inc.	6,922.00	6,926.00
J. A. Lyons	7,140.00	7,140.50
I. L. Young	7,934.15	7,906.65
Portland Sand & Gravel Co.	7,947.00	7,931.00

PACIFIC HIGHWAY
INTERSTATE BRIDGE - CLEAN AND REPAINT STRUCTURAL STEEL

Clean & Paint Clean & Paint
Two Coats One Coat

Odom & Du Rette	\$19,980.00	\$13,005.00
Fred Aronson	20,410.00	13,440.00
H. B. Watson	37,950.00	22,425.00
Gilpin Construction Co.	42,685.00	29,950.00

COLUMBIA RIVER HIGHWAY
BRIDGE OVER JUNIPER CANYON AND HALF-VIADUCT

Bridge Half-viaduct Combination Bid

Tom Lillebo	\$14,460.00	\$5,396.00	\$18,986.00
R. H. Jones	15,397.50	5,331.00	20,728.50
Lindstom & Feigenson	15,887.50	5,990.00	21,877.50

Cont'd

JUL 20 1932

Bridge over Juniper Canyon and Half-viaduct - continued

	Bridge	Half-viaduct	Combination Bid
A. Ritchie & Co.	\$16,383.00	\$5,456.00	\$21,839.00
Geo. B. Sedgwick	16,437.30	5,889.50	21,950.50
Alameda Construction Co.	16,789.00		
Barham Bros.	17,165.00	7,922.00	25,087.00
O. N. Pierce	17,650.00	5,789.00	23,439.00
I. L. Young	18,705.25	6,774.20	25,479.45

The Acting Chairman announced that the awards of contracts would be made at 3:00 o'clock P. M. this day in the same room.

The Commission adjourned at 11:15 o'clock A. M. to reconvene in the same room at 1:30 o'clock P. M. this day.

E. G. Harlan, Manager, Eugene Chamber of Commerce, presented a resolution adopted by County Commissioners Clinton Hurd and O. E. Crowe, representing the County Court of Lane County, naming the bridge over the Middle Fork of the Willamette River on the Willamette Highway near Westfir in Lane County, commonly known as the Hell Gate Bridge, the C. P. Barnard Bridge in honor of County Judge C. P. Barnard of Lane County. He asked the Commission to confirm the action taken by the County Commissioners. After due consideration of this matter, motion was made by Commissioner Washburne that the resolution adopted by the County Commissioners be approved and that the said bridge hereafter be known as the "C. P. Barnard Bridge" in recognition of the services rendered by Judge Barnard to the county and the state. Motion was duly seconded by the Acting Chairman and carried.

P. E. Temple, Dufur, appeared before the Commission in the interests of the proposed secondary state highway extending from Dufur, Wasco County, northwesterly to a connection with the Mt. Hood Highway. He was informed by Commissioner Washburne that the Engineer's report on this project will not be ready until the next meeting and until then the Commission can give him no definite information relative to this matter.

L. P. Harmon of the contracting firm of Harmon & Tittle was present and presented their claim for additional compensation for work performed under the contract awarded them by the former State Highway Commission for the grading of the Gate Creek-Nimrod Section of the McKenzie Highway in Lane County, contract No. 1278. Mr. Harmon asked for a reclassification of the project and pay for extra work performed. Matter referred by the Commission to the Engineer for investigation and report.

A delegation consisting of H. T. Botts, H. H. Rosenberg, R. B. Miller, Tillamook; County Judge Donald T. Templeton and Commissioners H. D. Kerkman and J. M. Hiatt of Washington County; Hon. L. M. Graham and Hon. John A. Thornburgh, Forest Grove, appeared before the Commission and urged the Commission to designate the Wilson River Highway a federal aid highway so that it will be eligible for use of federal aid funds in its construction. Mr. Botts acted as spokesman

for the group. He presented a brief and called upon several members of the delegation to give oral arguments in support thereof. Those presenting oral arguments were L. M. Graham, Judge Templeton and J. A. Thornburgh. They urged the construction of this road from the commercial and pleasure standpoints and also to provide work for the many unemployed. They also requested the early selection of the route for the eastern end of this highway between Glenwood and Portland so that this will not be an obstacle in the way of designating the Wilson River Highway as a part of the federal aid system. They will be satisfied, they stated, with any selection that the Commission may decide to make for this route.

Commissioner Washburne informed the group that the State Highway Commission has given a lot of study and consideration to the Wilson River project and expects to give much more study to it; also the Commission is being reorganized and until such reorganization is completed, the Commission will not be in a position to make any commitment with respect thereto.

At 3:00 o'clock P. M. the Acting Chairman announced the following awards of contracts for which bids were received at the morning session, the awards having been previously approved by the unanimous vote of the Commissioners present:

"Furnishing crushed rock for Vinson-Nye and Nye-Lazinka Ranch Sections of the Oregon-Washington and Pendleton-John Day Highways in Umatilla County. The low bidder is O. N. Pierce, Portland, at \$11,500.00; the second low bidder is Mathieson Construction Company, Sunnyside, Washington, at \$11,550.00. The contract is awarded to O. N. Pierce, the low bidder, at his bid price of \$11,500.00.

"Beaver Creek Section of Secondary Highway No. 102, 1.22 miles grading and surfacing and construction of a 46-foot pile trestle in Washington County. The low bid is that of C. A. Mills & Co., Vernonia, at \$11,449.00 on Alternate 'A', \$11,519.40 on Alternate 'B', \$11,815.50 on Alternate 'C' and \$11,835.90 on Alternate 'D'; the next low bid is that of Fred Christensen, Inc., Portland, at \$12,467.50 on Alternate 'A', \$12,443.00 on Alternate 'B', \$13,151.50 on Alternate 'C' and \$13,127.00 on Alternate 'D'. The award of this contract is referred to the Engineer with power to act."

The Acting Chairman explained that an investigation of the bids received at the last meeting for the construction of the Beaver Creek Section revealed that the low bidder at that time, Treharne & Co., was not qualified to bid, therefore all bids received at that time were subsequently rejected and the project ordered readvertised. Further, Treharne & Co. did some work on this project before they were stopped for which they are entitled to some compensation; therefore, the Engineer will not announce the award of the contract for which bids were opened this day until a settlement has been reached with Treharne & Co.

"Holdredge Section of Secondary Highway No. 154, 0.65 miles of grading and surfacing in Yamhill County. The low bidder is O. N. Pierce, Portland, at \$5,242.00 on concrete pipe and \$5,242.00 on corrugated iron pipe;

the next low bidder is C. A. Mills & Co., Vernonia, at \$5,858.00 on concrete pipe and \$5,862.80 on corrugated iron pipe. The award is made to O. N. Pierce at his bid of \$5,242.00 using concrete pipe.

"Clean and repaint structural steel on the Interstate Bridge over the Columbia River at Vancouver, Washington. The low bid is that of Odom & Du Rette, Salem, at \$19,980.00 for two coats of paint and \$13,005.00 for one coat of paint; the next low bid is that of Fred Aronson, Portland, at \$20,410.00 for two coats of paint and \$13,440.00 for one coat of paint. The award is made to the low bidder, Odom & Du Rette, subject to the approval of the Washington State Highway Department, which is cooperating in the cost of this work.

"Bridge over Juniper Canyon and half viaduct on the Columbia River Highway 15 miles east of Umatilla in Umatilla County. The low bidder on the Juniper Canyon bridge is Tom Lillebo, Reedsport, at \$14,460.00; the next low bidder on this bridge is R. H. Jones, Baker, at \$15,397.50. The low bidder on the half viaduct is R. H. Jones, Baker, at \$5,351.00 and the next low bidder is Tom Lillebo, Reedsport, at \$5,396.00. The low combination bid for both structures is that of Tom Lillebo at \$18,986.00; the next low combination bid is that of R. H. Jones at \$20,728.50. The contract is awarded to Tom Lillebo on his low combination bid of \$18,986.00 for the construction of both structures."

The Secretary presented a resolution adopted by the Salem Trades & Labor Council opposing the adoption of a wage scale of \$1.50 per day for labor employed on highway emergency construction projects. He also presented letters from Jas. B. Adams, member, Sherman County Tax Reduction League, and Wilbur F. Brock, farmer of Summerville, Oregon, protesting against the adoption of a \$5.00 wage scale for labor employed on this class of work. The Commission ordered these communications filed in the records of the department.

A copy of a resolution adopted by the Board of Trustees of the Nestucca Highway Improvement District in which the State Highway Commission was requested to enter into a contract with the County Court of Tillamook County for the grading of "what is known as the extension of Market Road No. 18 between Station 0+00 near Testament Creek, and Station 141+89 near Bear Creek, in Tillamook County" was presented by the Secretary. The resolution sets forth that the District has about \$2,000 on hand for this improvement and that the Tillamook County Court has equipment that it will work on this project without cost to the District except the supplies and labor for operating the same; also, according to the statutes, the District is without authority to enter into a contract direct with the County Court; therefore, the State Highway Commission is requested to enter into a contract with the County Court so the work can proceed legally. The Attorney stated that the highway improvement district law provides that the State Highway Commission must award the contracts for the improvement of highways of this class; he also called attention to the fact that the District is indebted to the State in the sum of about \$2000 for the cost of surveying this highway, the payment of which amount was deferred by the Commission for a period of one year on April 7, 1932, to enable the District to finance some much needed improvement on this road. In view of the previous action taken by the Commission with respect to this matter, the Engineer recommended that the request of the Board of Trustees of this Highway Improvement

District be granted provided an investigation of the records reveals that the survey alignment, plans, etc. are satisfactory. After due consideration the Commission by unanimous vote of those present approved the recommendation of the Engineer and instructed him to make a check of the survey plans, etc. and, if these are found satisfactory, then to proceed in the proper manner for the contracting of the project.

The Commission set Friday, July 29, 1932, 10:30 o'clock A. M., Salem, as the date and the place for a special meeting of the Commission to discuss federal aid matters.

There being no further business to come before the Commission at this time, the meeting was adjourned at 4:00 o'clock P. M.

R. H. Baldock
State Highway Engineer

E. B. Aldrich
Commissioner

H. B. Glaisyer
Secretary

C. J. Buck
Commissioner

Portland, Oregon, July 29, 1932

The State Highway Commission met in special session in the Tyrolean Room, Benson Hotel, at 2:00 o'clock P. M. for a joint conference with officials of the U. S. Bureau of Public Roads and Forest Service to arrange a construction program for Oregon's share of the \$5,000,000 forest highway funds, amounting to \$773,121, appropriated by Congress under the Emergency Relief and Construction Act of 1932. Present were:

E. B. Aldrich, Acting Chairman
Carl G. Washburne, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Attorney
H. B. Glaisyer, Secretary

Government officials present were: W. H. Lynch, District Engineer, T. M. Davis, H. D. Farmer and F. E. Andrews, Senior Highway Engineers, representing the Bureau of Public Roads; C. J. Buck, Regional Forester, and James Frankland, Engineer, representing the Forest Service.

A number of delegations who were interested in this matter were also present. The Acting Chairman explained the object of the meeting and gave each of the delegations an opportunity to be heard.

A group from Morrow County, consisting of S. E. Notson, District Attorney, Geo. A. Bleakman, County Commissioner, Harry Tamblyn, County

7/29/32

Engineer, Vawter Crawford, Hal Rankin and Philip Mahoney, asked that the Heppner-Spray Forest Highway be extended northward about 6 miles from its present terminus at Chapin Creek to Hardman, and that a portion of the funds available be allocated to its construction. This section, they stated, is the only link of this highway remaining unprovided for between Heppner and the junction with the John Day Highway near Spray, and unless forest highway funds are made available for its construction, there is very little likelihood that it can be completed soon because the county is without funds, having obligated its secondary highway funds for two years ahead, and also because this road is not a primary state highway, therefore, state funds cannot be expended thereon. They urged the completion of this road so as to open up a timber belt on Chapin Creek which they stated is inaccessible at the present time, and to assist the county in the solution of its unemployment problem. County Engineer Tamblyn stated that surveys have already been made of the Chapin Creek-Hardman Section and he estimates that it will cost approximately \$40,000 to construct, using a roadbed twenty-six feet wide between ditches.

The Acting Chairman thanked the delegation for their appearance and informed them that the Commission will give their request due consideration.

Further consideration of this matter was given by the Commission and the Government officials later in the session and it was then mutually agreed by all that request should be made for the addition of this road to the Oregon Forest Highway System. Motion was thereupon made by Commissioner Washburne that the State Highway Commission join with the District Engineer of the Bureau of Public Roads and the Regional Forester in recommending to The Forester and the Chief of Bureau, Washington, D. C. that the Heppner-Spray Forest Highway be extended northerly to Hardman. Motion was duly seconded by the Acting Chairman and carried. The Secretary was instructed to make formal application to the Bureau of Public Roads for this extension.

County Commissioner R. A. Busenbark of Douglas County asked the Commission to designate as a forest highway a road extending up the Smith River from Gardiner to Sulphur Springs in Douglas County. He stated that the people of the Sulphur Springs district have no outlet to Gardiner at the present time, except by boat, and they would like to have some of the forest road funds expended there, if possible; however, not in preference to the Tiller-Trail Highway.

A delegation from Grant County, consisting of Edwin Hicks, District Attorney, George Yokom, County Commissioner, and Orval Yokom, attorney, representing the John Day Commercial Club and the John Day Lions Club, appeared before the Commission and asked for an allotment of forest highway funds for the Pendleton-John Day Highway and the early construction of the Dale-Long Creek Section. They also asked for the designation of the Pendleton-John Day Highway as a federal aid highway so that federal aid funds may be expended thereon for its improvement and the designation as a state highway of the forest road extending south from the town of John Day in Grant County to Burns in Harney County, so that the counties may be relieved of maintenance expense which, they stated, takes a considerable

portion of their secondary highway funds that are needed elsewhere.

F. S. Scritsmier, Portland, representing the Coos County Court, appeared before the Commission in the interests of a proposed road extending from Powers in Coos County to Grants Pass in Josephine County. He stated that this proposed road traverses a large isolated territory, which contains a valuable stand of Port Orford cedar timber, and a road into the district is badly needed to assist in protecting this timber from fire. He requested that a definite survey of the route be made now so that they can construct short sections from time to time on the proper alignment, as funds become available for the purpose. C. J. Buck, Regional Forester, informed Mr. Scritsmier that he expects to send one of his men into that district soon to make a survey of the road needs from the standpoint of providing fire protection; also, present plans call for the expenditure, during this season, of about \$80,000 Government forest development funds for this purpose.

Major F. R. Schanck, Consulting Engineer, Portland, representing Fred E. Perkins, Superintendent of the Warm Springs Agency, was present and urged the Commission to allocate the funds appropriated by Congress under its Emergency Relief and Construction Act of 1932 for roads through unappropriated or unreserved public lands other than forest reservations, otherwise known as Oddie-Colton funds, to the construction of the proposed road across the Warm Springs Indian Reservation connecting Bear Creek on the Wapinitia Highway with Madras on The Dalles-California Highway. He was informed by the Acting Chairman that the allocation of the Oddie-Colton funds will not be made today, but this will be considered at another meeting of the Commission to be held in the near future. Major Schanck then requested that the four-mile section of this proposed highway lying outside of the Indian Reservation and extending from the north reservation line to Bear Springs be designated as a forest highway so that forest highway funds may be expended thereon. He was informed by District Engineer Lynch that the designation of this section as a forest highway should not be made until construction work on the portion lying outside the Indian Reservation has been started.

The Acting Chairman thanked the delegations for their presentations and advised them that the Commission will give each due consideration.

The Commission next conferred with the Bureau of Public Roads and Forest Service officials to arrange a program for the forest road funds apportioned to Oregon by the Government under the Emergency Relief and Construction Act of 1932.

District Engineer W. H. Lynch reported that, after deducting administrative expense, about \$665,000 will be available for this purpose. After a full discussion of this matter, and upon motion of Commissioner Washburne, the following program for these funds was adopted by the unanimous vote of the Commission and of the Government officials present and it was agreed that the Commission should join with the District Engineer of the Bureau of Public Roads and the Regional Forester in recommending to the

7/27/32

Chief of Bureau and The Forester, Washington, D. C., the adoption of this program:

SELECTIVE LIST OF FOREST HIGHWAY PROJECTS FOR ADDITIONAL PROGRAM
Fiscal Year 1933

Route : No. :	Project	Length:	Estimated: Cost :	Remarks
21	Willamette	8.0	\$145,000*	Grading 4.0 miles; clearing 8.0 miles, Oakridge east
33	Pendleton-John Day	4.0	120,000	Grading, Dale south
43	Diamond Lake	--	50,000	Bridge
46	Cascade Lakes	7.0	40,000	Grading, Diamond Lake-Park Boundary
23	Santiam	--	155,000	Grading 3.5 miles; oiling 13.0 miles Hog Rock west ; Sisters to Suttle Lake
24	North Santiam	10.0	15,000	Clearing for 1933 work
7	Siuslaw	3.0	100,000	Grading and undercrossing, Florence to Cushman
37	Weston-Elgin	13.0	10,000	Clearing

* \$15,000 of this amount is to be transferred to the Siletz River grading project on the regular forest road program for the fiscal year 1933, adopted October 9, 1931, in the event that Lincoln County is unable to meet its obligation.

The Commission by unanimous vote approved the minutes of the meeting held on July 19 and 20, 1932.

The Engineer reported further on the matter of providing fire protection for the timbered state parks, which matter was referred to him at the last meeting. He stated that under the arrangements effected by the former State Highway Commission with the State Board of Forestry, full responsibility for protection against fire is assumed by that Board, except in those cases where the fire is started by the Highway Department's own forces, in which event the highway department would be held responsible for the settlement of losses incurred by reason thereof. He also stated that the Highway Department will be expected to pay its pro rata share of the cost of furnishing fire protection in the twenty-one state fire districts, which will range from one cent to five cents per acre, or an estimated total of about \$266.70 per year, based on approximately 8,890 acres of park areas which are being patrolled by men in the employ of the State Forester. After due consideration of this matter, motion was made by Commissioner Washburne that the arrangements made by the former Commission with the State Board of Forestry be confirmed subject to cancellation of the agreement after the 1932 season, if this is found desirable. Motion was duly seconded by the Acting Chairman and carried.

A letter was presented from Mr. P. M. Morse, Lane County Engineer,

JUL 29 1932

requesting approval by the State Highway Commission of a certain private bridge across the North Fork of the Siuslaw River. The Engineer explained that while this structure was a private enterprise and one in which the State Highway Commission had no interest, yet, nevertheless, Paragraph 12, Chapter 189 of the General Laws of Oregon, 1925, provides that "No bridge shall be constructed over or across any navigable water wholly or in part within this state or over lands lying between high and low water on any navigable stream within or forming the boundaries of this state, unless and until the plans of such bridge and the elevation and clearance thereof shall be approved by the State Highway Commission."

In view of the apparent necessity for a perfunctory approval of these plans on the part of the Highway Commission in order to comply with the statute, the Commission agreed to certify to the War Department the fact that it had no objection to the construction of this bridge.

The Engineer reported that Mr. H. G. Hayes of McKenzie Bridge has given to the State, free of cost, one acre of land, being a part of Lot 1 of Section 14, Township 16 South, Range 5 East of the Willamette Meridian, in Lane County, to enable the State Highway Commission to erect and maintain its maintenance headquarters thereon. The Commission accepted the gift with thanks and adopted the following resolution with respect thereto, which was offered by Commissioner Washburne:

WHEREAS, Harry G. Hayes and Adeline D. Hayes have conveyed to the State of Oregon as a gift a parcel of land in Lane County, Oregon, consisting of one acre, which land is to be used for the construction and maintenance thereon of maintenance headquarters in connection with highway construction and improvement, and

WHEREAS, the deed conveying said property is now before the Highway Commission for acceptance,

THEREFORE BE IT RESOLVED by the Highway Commission, all members being present and participating, that said deed and conveyance be accepted and that said property be used for the purpose for which it was conveyed.

BE IT FURTHER RESOLVED that the Commission does hereby express its appreciation of the generosity of the grantors and does hereby instruct the Secretary of the Commission to transmit to the grantors a certified copy of this resolution.

The Secretary was instructed to convey the Commission's thanks to Mr. Hayes and to forward him a copy of the resolution.

A letter was presented from Mr. Howard Stade, Seattle, in which application was made to the State Highway Commission for the lease of a tract of land in Emigrant Park adjacent to the Old Oregon Trail in Umatilla

JUL 29 1932

7/29/32

County for a lunch room concession. In view of the fact that a similar request had been previously denied by the Commission, there being a question as to whether or not the granting of the lease would be a profitable proposition, the Commission decided that it would be to the best interests of everyone concerned to decline Mr. Stade's request. Motion to that effect was made by Commissioner Washburne and was duly seconded by the Acting Chairman and declared carried.

A letter was presented from County Judge J. H. Jeffrey of Hood River County, in which the Commission was urged to proceed with the proposed improvement of the Columbia River Highway through the town of Cascade Locks so as to provide work for some of the unemployed men in that vicinity. After a short discussion, the matter was referred to the Engineer for a report.

A letter was presented from Lee Tuttle, Editor of the Klamath Basin Progress, enclosing a petition of citizens and taxpayers of Klamath Falls that the Klamath Falls-Weed Highway be located so that it will enter Klamath Falls at a point near Kesterson's sawmill crossing (spanning the Klamath River near that point) in order to avoid the necessity of routing traffic over the narrow viaduct over the Southern Pacific railroad tracks on South Sixth Street, eliminate three main-line railroad crossings, and save considerable distance over the other proposed route along Sixth Street in Klamath Falls. The Engineer reported that the surveys of this proposed route are not yet complete; therefore, he is not in a position to make a report at this time. The matter was referred to the Engineer by the Commission for a report at a later date.

The Engineer reported that a satisfactory arrangement has been made with Treharne & Company for the disposal of their claim against the State Highway Commission for construction work performed on the Beaver Creek Section of Secondary Highway No. 102 in Washington County. He explained that Treharne & Company submitted the low bid on this project on June 23, 1932 when bids were originally received by the Commission, however, this bid, together with those of the other bidders on this work, was rejected later when it was ascertained that they were not legally qualified, and the project was ordered readvertised for bids to be received on July 20, 1932. The Engineer further explained that Treharne & Company, thinking the contract would be awarded to them, commenced construction operations prior to receiving notice that the bids were all rejected and performed work, the value of which, investigation reveals, amounts to \$490.00. He submitted an agreement prepared by the Attorney and signed by Treharne & Company, by which Treharne & Company agree to accept the sum of \$490.00 as full and complete settlement of their claim and recommended that it be approved by the Commission. After due consideration of this matter, motion was made by Commissioner Washburne that settlement be made with Treharne & Company on the basis of \$490.00 for all work performed by them on the above mentioned section of the highway. Motion was duly seconded by the Acting Chairman and carried. The agreement presented by the Engineer was thereupon signed by the Commissioners and the Engineer was authorized to make payment to Treharne & Company in conformance with the provisions thereof.

Consideration was next given to the bids received on July 20, 1932, for the construction of the Beaver Creek Section of Secondary Highway No. 102 in Washington County, the award of which contract was deferred by the Commission

until a satisfactory settlement had been made with Treharne & Company for the work previously performed by them on this section. Satisfactory arrangements having been made with Treharne & Company, the Commission after due consideration awarded the contract for this project to C. A. Mills & Co. of Vernonia at their bid price of \$11,449.00 on Alternate "A", submitted by them on July 20, 1932.

The Engineer reported that he has received a communication from the Washington state highway officials, approving the award of the contract for the cleaning and repainting of the structural steel on the Interstate Bridge over the Columbia River between Portland and Vancouver to Odom & DuRette, Salem, the low bidders, at their bid price of \$19,980.00 for two coats of paint, submitted July 20, 1932. Thereupon the Commission confirmed its previous award of this contract to Odom & DuRette at their bid price of \$19,980.00.

The Commission signed a form of agreement with the Nestucca Highway Improvement District and the Tillamook County Court providing for the expenditure of \$2,000 of the funds of said District in the construction of a portion of the Upper Nestucca River Highway between Station 0+00 near Testament Creek and Station 141+89 near Bear Creek, within the boundaries of the Nestucca Highway Improvement District, in conformity with the action taken by the Commission with respect thereto at the meeting held July 20, 1932.

The Commission discussed the matter of the removal of the Salmon River Highway and the Siuslaw Highway from the federal aid system. After due consideration, motion was made by Commissioner Washburne that the action taken by the former Highway Commission, requesting the removal of these highways from the federal aid system, be rescinded. Motion was duly seconded by the Acting Chairman and carried. The Secretary was instructed to communicate this information to the Bureau of Public Roads and to request the withdrawal of the application of the former Commission with respect thereto.

The Engineer requested authority to prepare plans and specifications and advertise the following federal aid projects for bids to be received at the next meeting:

Clackamas County

East Portland-Oregon City Highway: Grade, Jennings Lodge Section and construct approaches to bridge over Clackamas River at Gladstone; Pavement construction, Oregon City to Milwaukie

Marion County

Pacific Highway: Grade, Aurora-Brooks Section

Lane County

Siuslaw Highway: Surface, Cheshire-Prairie Road Section

7/29/32

Douglas County

Umpqua Highway: Surface, Red Bridge-Elkton Section

Sherman County

Columbia River Highway: Grade and surface, Biggs-John Day River Section

Lake County

Fremont Highway: Surface, Horse Ranch-Silver Lake Section

Deschutes, Lake and Harney Counties

Central Oregon Highway: Surface, Gap Ranch-Millican Section

Baker County

Old Oregon Trail: Grade, Lime-Huntington Section

After due deliberation, motion was made by Commissioner Washburne that the Engineer's request be granted. Motion was duly seconded by the Acting Chairman and carried.

The Engineer presented a communication directed to Governor Julius L. Meier by the Baker Chamber of Commerce, requesting that the Halfway-Cornucopia Section of the Baker-Cornucopia Highway be abandoned as a state highway and that this highway be routed easterly from Halfway down Pine Creek to connect with a proposed Idaho highway at Ballards Landing on the Snake River. After due consideration of this matter, the Commission instructed the Engineer to prepare an estimate of cost of constructing a highway on the proposed location and report later.

The Commission set 10:00 o'clock A. M., Wednesday, August 24, 1932, Benson Hotel, Portland, as the date and place for the next general meeting to receive bids for the projects authorized at this meeting. The Commission also set 9:00 o'clock A. M., Friday, August 5, 1932, Benson Hotel, Portland, as the date and place for a special meeting to discuss federal aid matters and to allocate the Oddie-Colton Act funds apportioned to Oregon by the Federal Government under the Emergency Relief and Construction Act of 1932 for the construction of roads across public lands other than National Forests.

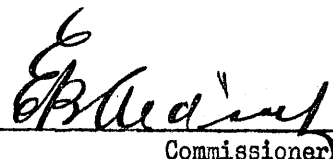
There being no further business to come before the Commission, the meeting was adjourned at 4:30 o'clock P. M.



State Highway Engineer



Secretary



Commissioner



Commissioner

JUL 29 1932

Portland, Oregon, August 5, 1932

The State Highway Commission met in special session at 9:00 o'clock A. M. in Room 205, Rose Room, Benson Hotel. Present were:

Leslie M. Scott, Chairman
E. B. Aldrich, Commissioner
Carl G. Washburne, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Attorney
H. B. Glaisyer, Secretary

The Commission considered it proper at this time to elect a chairman, this being the first meeting held since the announcement that Commissioner Scott would continue as a member of the State Highway Commission. Thereupon, motion was made by Commissioner Washburne that Commissioner Scott be reelected Chairman of the Commission. Motion was duly seconded by Commissioner Aldrich and carried.

A number of delegations were present in the interests of the allocation of the funds appropriated by Congress under the "Emergency Relief and Construction Act of 1932" for the construction of roads across unreserved public lands other than the forest reservations, commonly referred to as "Oddie-Colton Funds", of which Oregon's share amounts to about \$132,000. Each was granted a hearing by the Commission.

A delegation consisting of County Judge J. M. King of Jefferson County, F. E. Perkins, Superintendent, Warm Springs Indian Agency, Major F. R. Schanck, Consulting Engineer, Portland, County Judge H. H. De Armond of Deschutes County, County Judge M. R. Biggs of Crook County, J. R. Roberts, Redmond, W. R. Cook, H. W. Turner, L. H. Irving, Ben Bellamy, S. D. Percival and C. M. Kennedy of Madras urged the allocation of these funds to the construction of a highway extending from Bear Springs on the Wapinitia Highway southeasterly across the Warm Springs Indian Reservation to Madras on The Dalles-California Highway.

Judge King spoke for the allocation of the funds available for this road from the standpoint of providing a good road outlet to the east for the people residing on the Indian Reservation, which, he stated, they do not have at the present time. He suggested that construction work be started at the Deschutes River and be carried on in a westerly direction as far as the funds available will permit. Concerning the eleven-mile section between the Reservation boundary and Madras, he stated that Jefferson County will agree to build this with county funds and will sell bonds in order to do this, if necessary.

Mr. Perkins confirmed the remarks of Judge King and added that there are about 800 people living in Warm Springs and vicinity who will be benefited by the construction of this road. It is their belief, he stated, that the Oddie-Colton funds will provide the only means for securing for them a good road outlet to the east, which they need very badly. The

AUG 5 1932

8/5/32

construction of this road, he said, will aid them materially in marketing the 3,000,000,000 board feet of timber on the reservation and, incidentally, will raise the economic status of the Indians.

The Chairman informed the group that the Engineer's estimate of cost to construct this highway is approximately \$1,500,000 of which about \$400,000 is for construction across privately owned lands outside of the Indian Reservation in Jefferson County. The State Highway Commission, he stated, has no funds to build across the private lands and no part of the Oddie-Colton funds can be used for that purpose; also, it will take at least ten years to construct the highway across the Reservation with Oddie-Colton funds based on an annual appropriation of an amount equal to this year's appropriation. He further stated that he has been informed by Senator Tasker L. Oddie, who sponsored the Oddie-Colton bill, that this bill was primarily for the purpose of providing for the construction of long stretches of highway mileage through public lands at low cost. Also, the Warm Springs Highway is a high-cost road and will take a large sum of money to construct, therefore, does not come within the meaning of the act as explained by Senator Oddie; furthermore, there are no state funds in sight for the construction of this road without the issuance of additional bonds, which the Commission has decided it will not do except to preserve the credit of the state or to match federal aid funds for joint highway construction--hence the full burden must fall upon the county.

Major Schanck stated that he has made many investigations in the Warm Springs district and is convinced that it is possible to construct a very good road across the reservation for the sum of \$132,000. He confessed that he did not know how essential it is for the reservation to have an eastern road outlet at once, but it was his thought that there is no other project in the state that will save as much to the state as the construction of this road across the reservation, considering that it will save at least 27 miles in distance and 4,000 feet in rise and fall between Portland and Madras. He asked that the northern end of this road outside the reservation be designated as a forest highway to make it eligible for forest highway funds.

Judge De Armond gave as his opinion that it is economically sound for the State to allocate Oddie-Colton Act funds for the construction of the Warm Springs Highway, notwithstanding that it might take several years to finish it. In reply to the inquiry of Commissioner Aldrich as to whether or not the people of Central Oregon will use this road in preference to the Santiam Highway, Judge De Armond stated that he believed they would use the Santiam route. He also stated that the shortening of the distance to Portland is of secondary importance to the local use of the road. He advocated the construction of this road as an unemployment relief project.

Judge Biggs spoke in favor of this project from the standpoint of providing a road to connect with the Crook County secondary state highway extending from Prineville northwesterly to Madras. The construction of this road, he stated, will shorten the distance from Prineville to Portland about 52 miles.

The Chairman again called attention to the present condition of the Commission's finances and informed the group that it is his intention to inspect personally this proposed road in the near future.

Judge King filed a brief with the Commission supporting the arguments presented at this meeting which was ordered filed in the records of the department.

County Judge Fred Reynolds of Lake County and County Judge R. J. Williams of Harney County urged the Commission to allocate the Oddie-Colton funds to the surfacing of the Lakeview-Burns Highway. The Engineer reported that this entire highway should be surfaced but it is not necessary that more than 44 miles be surfaced at this time, 28 miles of which is in Harney County. The estimate of cost to surface the 44 miles, he stated, is \$43,500 of which \$30,000 represents government funds and \$13,500 secondary state highway funds for construction across state and private lands. He further reported that of the \$13,500 state share, \$12,000 represents the cost of construction across the private lands in Harney County and \$1,500 across the private lands in Lake County, but there are no secondary highway funds now available in either of these counties for this purpose.

Judge Williams suggested that the Commission designate the Canyon City-Burns Secondary Highway a primary state highway so that the county will be relieved of the cost of maintaining this road and will have these funds available to apply on the surfacing of the Lakeview-Burns Highway.

Judge Reynolds filed a brief in support of the arguments presented favoring the allocation of the Oddie-Colton funds to the Lakeview-Burns Highway.

County Judge David F. Graham and George Aiken, Ontario, also expressed themselves regarding the allocation of the Oddie-Colton funds. Mr. Aiken stated that a possible solution for the routing of traffic from Winnemucca, Nevada, through Oregon would be to use these funds to construct a road from McDermitt at the Oregon-Nevada state line northerly via Riverside to a connection with the Central Oregon Highway, provided the Central Oregon Highway is routed from Juntura to Burns; otherwise, if the Central Oregon Highway is routed through Crane, then he favored the route from McDermitt northerly and easterly through Rome to Jordan Valley. The construction of a road along either of these routes, he stated, will round out and complete the road situation in Malheur County. It was his opinion that the construction of a road along either of these routes should be deferred until the Central Oregon Highway is finished.

Judge Graham advocated the allocation of the Oddie-Colton funds to the completion of the Lakeview-Burns Highway; he also urged the early designation and construction of the Central Oregon Highway between Juntura and Burns along any route the Commission may select.

The Chairman thanked the delegations for their presentations and informed them that all will be given due consideration by the Commission.

8/5/32

County Judge Guy Boyington of Clatsop County was present and inquired as to whether or not the plans for the Cannon Beach-Neahkahnie Mountain Road are far enough advanced so they can proceed with the acquisition of the required right of way. He was informed by the Engineer that a definite plan has not yet been reached regarding a proposed line change along this section.

P. M. Gregory, Mayor of Salem and Vice-President of the East Side Pacific Highway Association, appeared before the Commission and urged the Commission to allocate some of the federal emergency relief funds to the further improvement of the Pacific Highway between Portland and Salem, and from Salem south. Concerning the improvement south of Salem, he suggested the reconstruction of the present highway over Jackson Hill in the Sunnyside district rather than the building of a new road on an entirely new alignment which will leave this district off the main highway. The Chairman informed Mr. Gregory that the Commission has already appropriated a considerable sum of money for improvements on the East Side Pacific Highway and that consideration must also be given to improvements on the West Side Pacific Highway.

The Engineer reported that the reconnaissance survey of the proposed extension of the Wallowa Lake Highway from Joseph to the head of Wallowa Lake has been completed and the estimate of cost to construct this six-mile project, which includes grading, surfacing, oiling and engineering supervision, is approximately \$100,000. He stated that while this project has considerable merit and should eventually be constructed, he recommended against including it in this season's program because funds are limited and can be used to better advantage elsewhere. Recommendation approved by the unanimous vote of the Commission.

A resolution was presented from the County Court of Klamath County requesting the Commission to approve the designation as a market road of the county road extending from Keno on the Ashland-Klamath Falls (Green Springs) Highway southeasterly to Worden on Secondary State Highway No. 420, to be known as Market Road No. 19. The Engineer recommended that the request be granted. After due consideration, motion was made by Commissioner Washburne that the request of the Klamath County Court be approved. Motion was duly seconded by Commissioner Aldrich and carried by unanimous vote.

The Engineer reported that he has received an offer from the Brookfield Company of Astoria to open and close the movable span of the bridge over the Skipanon River on the Oregon Coast Highway near Astoria for the sum of \$100 for each time it is opened and closed for the accommodation of water traffic. He explained that it was necessary to construct this bridge with a movable span to accommodate water traffic because of the requirements of the U. S. War Department, the Skipanon River being a navigable body of water at this point, and it was also necessary to provide for its opening and closing. It was his belief, based upon past experience, that it will be unnecessary to open the bridge oftener than two or three times a year; he, therefore, recommended the acceptance of the offer of the Brookfield Company. After due consideration, it appearing to the Commission that the offer made by the Brookfield Company for the opening and closing of this bridge is fair and reasonable, motion was made by Commissioner Washburne that the Engineer's

recommendation be approved. Motion was duly seconded by Commissioner Aldrich and was declared by the Chairman to have received the unanimous vote of the Commission. Thereupon, the Engineer presented a form of agreement covering the matter which was signed by the Commission.

A resolution was presented from the County Court of Tillamook County requesting the Commission to designate as a secondary state highway the following described market road in Tillamook County:

Little Nestucca River Road. Market Road No. 17, beginning at Dolph on the McMinnville-Tillamook Highway; thence westerly to the Oregon Coast Highway at a point near the bridge across the Little Nestucca River, a distance of approximately 8.5 miles.

The Secretary explained that this resolution was simply to confirm the oral request made by the Tillamook County Court at its appearance before the State Highway Commission on June 23, 1932 which was approved by the Commission at that time. The Commission accepted the resolution and ordered it filed in the records of the Highway Department.

The Secretary presented a second resolution from the County Court of Tillamook County whereby the County Court elects to perform the engineering, maintenance, construction, reconstruction and betterment of the Little Nestucca Secondary State Highway No. 130 with its own forces. The Commission approved the resolution by unanimous vote and ordered it filed in the records of the department.

The Engineer reported that an investigation has been made of the petition of residents of Umapine and Freewater, Umatilla County, that Secondary State Highway No. 332 be extended northwesterly from Umapine to connect with improved roads in Walla Walla County, Washington, which reveals that a more thorough study should be made to determine the proper routing before definite action is taken with respect thereto. Furthermore, there are no funds available for the improvement of this road at this time. He recommended that action on this matter be deferred. Motion was thereupon made by Commissioner Aldrich that the Engineer's report be approved and that the matter of extending this secondary highway as requested be held in abeyance for the time being. Motion was duly seconded by Commissioner Washburne and carried by unanimous vote.

A resolution was presented from the County Court of Harney County requesting the State Highway Commission to perform the maintenance work on the Yellowstone Cut-off, Secondary State Highway No. 430. The resolution was accepted and approved by the Commission by unanimous vote upon the recommendation of the Engineer.

A communication was presented from the County Court of Curry County agreeing to the designation as a secondary state highway of the Cape Blanco Road in that county. The Secretary explained that this road was designated as a secondary state highway by the State Highway Commission on February 5, 1932, subject to the approval of the Curry County Court and

8/5/32

that the present communication is simply an indication of the County Court that it approves the action taken by the Commission. Thereupon, motion was made, duly seconded and carried by unanimous vote, that the communication of the Curry County Court be accepted, approved and filed in the department records.

A letter was presented from the County Court of Umatilla County in which the State Highway Commission was requested to repair with state forces a certain concrete bridge near Echo on the Echo-Lexington Secondary State Highway No. 320 and to pay for the same with unobligated secondary highway funds apportioned to Umatilla County. The Engineer recommended that the request be granted. The Commission, upon motion which was duly seconded and carried by unanimous vote, approved the recommendation of the Engineer and authorized him to make the necessary repairs.

Consideration was given by the Commission to the request of the County Court of Lincoln County that they be permitted to construct a short section of Secondary State Highway No. 180, nine-tenths mile in length, extending from the end of the present improved section to the town of Nortons so that the people residing in that vicinity may have a good road outlet this winter. The Engineer reported that the survey of this section has been made and approved; also, that the County has \$1,600 of local road district funds to pay for the grading work, but asks the Commission to allocate \$1,200 of the unobligated secondary highway funds apportioned to Lincoln County to pay for the surfacing work. He also said that the County elects to do all of the work with county forces. He recommended that the request be granted. Recommendation approved by the unanimous vote of the Commission. The Attorney was instructed by the Commission to prepare an appropriate form of agreement to cover the matter.

The Engineer reported that the County Court of Benton County desires the Commission to contract the construction of a two-mile section of Secondary State Highway No. 201 in Benton County, located at the summit between Alsea Valley and Lobster Valley. He stated that the survey of this section has been made and approved and that the county has done the necessary clearing and grubbing. Further, that the estimated cost of the construction work which the county proposes to do now is about \$26,000, which they wish to pay out of secondary highway funds, \$13,000 from the 1932 secondary highway funds and the balance from the 1933 apportionment of secondary highway funds, if the Commission approves. The Engineer recommended that the County Court's request be granted in so far as it involves the expenditure of secondary highway funds immediately available, but that its request for an advance of a portion of the secondary highway funds for 1933 be denied. After due consideration of this matter, motion was made by Commissioner Washburne that \$13,000 of the secondary highway funds for 1932 apportioned to Benton County be allocated to the grading of this road and that the Engineer be authorized to advertise this project for bids to be received at the next meeting, but that the County's request for an advance of a portion of the 1933 secondary highway funds be denied. Motion was duly seconded by Commissioner Aldrich and was declared by the Chairman to have received a unanimous vote.

AUG 5 1932

The Engineer reported that he has received a request from the County Court of Washington County to oil about 12 miles of secondary state highways in that county with state forces and equipment. He explained that it was the original intention of the County Court to contract this work through the State Highway Commission, but the Court changed its plans when it learned that bids were not to be received by the Commission for state work until the latter part of August, which was considered too late to do oiling work; therefore, the County now requests the State to do this work for it with state forces. The work to be done, he stated, consists of oiling 1.4 miles from Beaverton south on Secondary Highway No. 141; 4.1 miles from Beaverton to Hazeldale on Secondary Highway No. 142; and 7.1 miles on three sections between the junction with the Bertha-Beaverton Highway and Scholls on Secondary Highway No. 143. He further stated that the State cannot legally do this work, therefore, he recommended that he be authorized by the Commission to turn one of the state oiling crews over to the county so they can do the work themselves and pay all costs, which he stated would be legal. The Commission, by unanimous vote, approved the recommendation of the Engineer and authorized him to loan one of the department oiling crews and equipment to Washington County with the understanding that the County will perform the work and pay the men direct.

Consideration was given by the Commission to the matter of acquiring from the U. S. Government for recreational purposes 200 acres of public land situate adjacent to the Umpqua Highway at the site of the Elk Creek Tunnel in Douglas County and described as follows:

Southeast quarter (SE $\frac{1}{4}$) of the Northeast quarter (NE $\frac{1}{4}$) and the Southeast quarter (SE $\frac{1}{4}$) of Section fifteen (15), T. 22 S., R. 7 W., W. M., containing 200 acres of land situated in Douglas County, State of Oregon.

The Secretary explained that the Government has appraised this land and has advised that it may be purchased for the sum of \$3,745.00, or it may be leased at an annual rental charge of \$187.25. Motion was made by Commissioner Washburne that the Commission lease the property at \$187.25 per year, with the understanding that the Commission may purchase it outright later if it should decide to do so. Motion was duly seconded by Commissioner Aldrich and carried by unanimous vote. The Commission thereupon signed the application for the lease of this property.

The following requests for extensions of time within which to complete highway construction projects were presented by the Secretary:

J. F. Johnston, contract No. 1322, reconstruct the south approach to the Comstock Overcrossing on the Pacific Highway in Douglas County, requested an extension of time to July 15, 1932. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the unanimous vote of the Commission.

Standard Asphalt Paving Company, contract No. 1352, grade widening, resurfacing and bituminous macadam on the Pendleton-Emigrant Hill

AUG 5 1932

8/5/32

Section of the Old Oregon Trail in Umatilla County, requested an extension of time to August 31, 1932. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the unanimous vote of the Commission.

The Engineer reported that the following contracts for the construction of state highway projects have been completed according to the requirements of the contract or modifications thereof, and that said jobs are now ready for acceptance:

Contract No. 1305, C. R. Johnson, contractor, grading, Valley Falls-Pike Ranch Section of the Lakeview-Burns Highway in Lake County, completed July 22, 1932.

Contract No. 1329, Barham Bros., contractor, construction of an overcrossing structure over the Southern Pacific railway tracks on The Dalles-California Highway near Klamath Falls in Klamath County, completed July 16, 1932.

The following resolution accepting the above projects was offered and was adopted by the unanimous vote of the Commission:

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of state highway projects have been completed according to the terms and provisions of the contract and that said jobs are now ready for acceptance:

Contract No. 1305, C. R. Johnson, contractor, grading Valley Falls-Pike Ranch Section of the Lakeview-Burns Highway in Lake County, completed July 22, 1932.

Contract No. 1329, Barham Bros., contractor, construction of an overcrossing structure over the Southern Pacific railway tracks on The Dalles-California Highway near Klamath Falls in Klamath County, completed July 16, 1932.

THEREFORE, BE IT RESOLVED that the work covered by said state highway contracts for the construction of said state highway projects be declared completed according to the terms of the respective contracts, and said jobs are hereby accepted as of their respective completion dates and final payment is hereby authorized.

S. W. Lawrence, President, and L. M. Lepper, Vice-President, East Side Commercial Club, Ivan Humason and Arthur Churchill, Portland, appeared before the Commission and presented arguments favoring the adoption of the "Wolf Creek Route" as the route for the proposed "Short Road from Portland to the Sea." Mr. Lepper urged the adoption of this route with a wye connection extending south at a convenient and practical point as being the best, the most scenic, and the route that will do the most good to the

AUG 5 1932

greatest number of people and will enable them to get to the beaches in the shortest possible time. It was his thought that the people residing in the Willamette Valley and east of the Cascade Mountains should be given consideration in the selection of the route as well as the people of Portland.

Mr. Humason, representing the Clatsop County beaches, stated that they are willing to leave the selection of a route entirely with the Commission. They are as a unit with the Tillamook beaches, he stated, for forming a wye connection on any route to the sea that the Commission may designate.

Mr. Churchill presented the principal arguments in favor of the Wolf Creek Route. He advocated the construction of only one short road from Portland to the sea at this time with a wye connection extending south down Cronin Creek or on some other suitable location to serve Tillamook, and displayed a map showing the routes suggested. He presented arguments to show that the Wolf Creek Route is shorter, more scenic and will provide a much quicker way to reach Tillamook and the beaches than the proposed Scappoose Route. He also argued that it would not be necessary to build the entire road at this time if the Commission is short of funds, but construction need only be carried on west from Glenwood until the Commission's finances improve and, in the meantime, traffic can use the present highway from Portland to Glenwood via Forest Grove, which is in good condition. The Wolf Creek Route, he stated, is six miles shorter than the Scappoose Route and the saving in distance for the people living south of Portland will be more than six miles; also, the curvature on both routes is about the same and the difference in rise and fall is of little consequence.

He pointed out that the Lower Columbia River Highway between Portland and Scappoose traverses an industrial district which is undesirable from a scenic and traffic standpoint. This condition, he stated, does not exist on the Wolf Creek Route, neither will the Wolf Creek Route be subject to bad fog conditions that obtain on the Lower Columbia River Highway. He compared the scenic attractions of the Wolf Creek Route with the Scappoose Route, stating that the Commission has now an opportunity to construct a major highway through a beautiful, virgin, Douglas fir timber belt, while the Scappoose Route passes through only one mile of real timber, the balance being largely stump land. At the conclusion of his talk, Mr. Churchill presented the Commission with a brief of his arguments.

The Chairman informed the delegation that the surveys of the various proposed routes for this highway are complete but there is considerable work to be done by the engineers in making engineering comparisons. It is hoped, he stated, that this will be completed and the Engineer's report filed within a week or ten days when it will be made public and opportunity given to those interested to examine it. He further stated that the Commission will make no decision as to the selection of a route until the public has been given an opportunity to be heard further on the matter.

AUG 5 1932

2/5/32

The Engineer stated that his report on the "Short Road to the Sea" will be ready about the last of the coming week, therefore, the Commission decided to hold a meeting in Salem to discuss this report as soon as the Engineer advises that the report is ready.

Senators Wm. F. Woodward and Joe Dunne, Portland, were present in the interests of the Scappoose Route but did not present their arguments in support thereof. They expressed their pleasure at the decision of the Chairman to reconsider his resignation as a member of the State Highway Commission and stated that they will accept whatever decision the Commission makes with respect to the adoption of the route for the Portland to the Sea Road.

County Judge D. O. Woodworth and Commissioners H. A. Renninger and H. F. Warren of Linn County were present in the interests of the Santiam Highway. They stated that the Santiam Highway is one of the oldest highways on the state highway system and they believed the time has come when this highway should be given more recognition. They also stated that Linn County has expended in excess of \$500,000 on this highway and this investment will be of little benefit until the nineteen miles remaining are completed. They asked the Commission to designate this highway a federal aid highway so that it will be eligible for federal aid funds--unless this is done, they stated, it may be many years before the road can be completed and made available for traffic.

At the request of Judge Woodworth, H. H. De Armond, County Judge of Deschutes County, M. R. Biggs, County Judge of Crook County, R. J. Williams, County Judge of Harney County, and John S. Siegmund, County Judge of Marion County, spoke in favor of the request of the Linn County Court.

Judge De Armond stated that Deschutes County is 100 per cent in favor of this road.

Judge Biggs stated that this road will benefit his district very much since it will shorten the distance to the coast and will be an all-year-round road.

Judge Williams stated that Harney County favors the construction of this road 100 per cent.

Judge Siegmund stated that Marion County will be only too glad and happy if it is possible for Linn County to secure federal aid for the completion of the Santiam Highway. He also asked that the North Santiam forest highway be designated as part of the federal aid system so that federal aid funds may be expended thereon to complete the section between Salem and Niagara and especially the sixteen miles between Mehama and Niagara, eight miles of which has been surveyed and is ready to construct at any time. He urged the construction of this section as an unemployment relief project for the coming winter. The Chairman informed Judge Siegmund that his request will be given due consideration.

AUG 5 1932

County Judge F. L. Phipps of Wasco County, who was present, inquired as to whether or not a decision has yet been rendered with respect to the designation and construction of the proposed secondary highway extending from The Dalles southwesterly to a connection with the Mt. Hood Highway. He was informed by the Chairman that indications are that it will take all of Wasco County's share of the secondary highway funds for the next ten years to build this road. Judge Phipps then suggested that perhaps some of the Government emergency "destitution" funds could be used for this purpose and that the county could further advance the completion of the road by the use of other county funds. The Engineer stated that his report on this project will be ready to submit to the Commission at the next meeting.

The Commission adjourned at 12:30 o'clock P. M. to reconvene at 2:00 o'clock P. M. in the same room.

The State Highway Commission reconvened at 2:00 o'clock P. M. in Room 205, Rose Room, Benson Hotel, with all members, State Highway Engineer, Attorney and Secretary present.

Raymond B. Wilcox, Chairman, and Paul V. Maris, Secretary, representing the State Relief Committee appointed by Governor Julius L. Meier, appeared before the Commission regarding the funds appropriated by Congress for the "relief of destitution" under the "Emergency Relief and Construction Act of 1932." Mr. Wilcox acted as spokesman. He stated that his committee desires to cooperate to the fullest extent with the State Highway Commission so that the State may receive the greatest possible benefit from the monies available and to that end has supplied the Commission with certain information with respect to conditions existing through the state and will furnish additional information from time to time as it is assembled. It is their hope, he stated, that the Commission will be guided by the necessities of the various counties in providing extensions to the Federal aid system and that preference will be given to that class of construction that will care for the greatest amount of labor which, wherever possible, should be rotated to increase the extent of employment. He stated that some of the counties will be unable to take care of their unemployed, therefore, he suggested that the State, the counties and the Relief Committee cooperate to furnish employment on secondary state highways, which work, he stated, should be based upon the need of relief rather than upon the wish of the counties for roads.

The Chairman replied that the State Highway Commission authorizes him to state that the State Highway Department is willing to take over only so much of this work as pertains to the state Federal aid system and that the funds allocated to the State of Oregon under the Emergency Relief Act will be expended under contract arrangements, which, by agreement with the Federal Bureau of Public Roads, will specify a minimum wage, the hours of labor in conformity with the Act, thirty hours per week, and probably the rotation of employment. Concerning the funds appropriated under the section for "relief of destitution" he stated that the Commission authorizes him to say that the proper method, in its opinion, is to secure these funds upon

AUG 5 1932

8/5/32

certification of the Governor--this money to be placed at the disposal of the county, city or other municipality and by them disbursed and accounted for and they to employ the relief crews. The Highway Department, he stated, will be responsible and concern itself with relief work only so far as the regular highway section of the Act goes, the funds allocated to Oregon under the "destitution" clause of the Act to be expended and accounted for outside of the Highway Commission.

The question of repayment to the Government of funds borrowed under the "destitution" clause of the Act was discussed. At the request of the Chairman the Attorney stated that when a county borrows money from the Government under that clause, the agreement to secure the loan would be made between the county and the Reconstruction Finance Corporation--the State Highway Department will not be liable for future debits resulting from non-payment of amounts due under the terms of the agreement. He further stated that the power to make certification under the provisions of the "destitution" clause is vested in the Governor and any funds that the State gets under that clause must be made by the request of the Governor. The Governor, he stated, makes application to the Reconstruction Finance Corporation in the name of the State for a loan of a certain amount of money, some of which is for a particular county; the Finance Corporation then deals directly with the County and the State Highway Commission has no further responsibility.

Mr. Wilcox suggested that the construction of secondary highways might provide some unemployment relief and that the State Highway Commission would assume responsibility in connection therewith and would pass on the needs of these roads. He was informed by the Chairman that the law limits the amount that the State can expend on secondary highways and this has been mostly allocated for this year; however, he indicated that the Commission would authorize the Engineer to give the Committee any information that is available concerning these highways but as for making the Highway Commission responsible for the borrowing and the use of the "destitution" money on these roads, which would add another function to the many problems the Commission now has, the Commission does not have the facilities to do this and cannot tie up its funds for this purpose.

Commissioner Aldrich gave as his understanding that the application of the "destitution fund" and the handling of the same is vested by law in the Governor. The Governor, he stated, may turn this money over to the Highway Department to be used on primary and secondary road work if he wishes, but the responsibility is still the Governor's.

Commissioner Washburne suggested that it might be satisfactory to the Relief Committee to have the individual counties handle the "destitution fund" entirely independent of the State Highway Commission, to which Mr. Wilcox replied in the affirmative, adding that all his committee is concerned with is the need of relief and they would naturally put upon the county commissioners the responsibility for the expenditure of the money and the secondary highways upon which it is spent.

The Chairman added that the Highway Commission desires the negotiations

with respect to the "destitution fund" to be directly between the counties and the Reconstruction Finance Corporation so as to relieve the Commission of responsibility. The finances of the Commission, he stated, should not be involved in guaranteeing to the Government that these funds will be repaid.

Mr. Maris stated that they have ascertained that there is a very keen interest on the part of the municipalities of the state in the funds that are to be made available under the Emergency Relief and Construction Act of 1932, and it appears to him that the county courts cannot proceed intelligently until after their programs have been definitely arranged.

As a result of the discussion, Mr. Wilcox stated that he thought their procedure will be to advise the counties that after they have received the decision of the State Highway Commission as to the expenditure of the Federal Emergency Act funds and have measured that in terms of relief, then they will be justified in surveying their secondary road system and in making request to the Governor for a loan under the provisions of the "destitution" clause and they will also advise the counties that they must negotiate their own loans.

Hon. A. W. Norblad, President, M. R. Chessman, Director, and Senator Ed. W. Miller, Manager, representing the Oregon Coast Highway Association, appeared before the Commission in the interests of the construction of bridges along the unbridged parts of the Oregon Coast Highway. Mr. Norblad acted as spokesman.

Mr. Norblad referred to paragraph (5) of subsection (a) of Sec. 201, Title II of the Emergency Relief and Construction Act of 1932, whereby the Reconstruction Finance Corporation is authorized to make loans to aid in financing the construction of any public-owned bridge, the construction cost of which will be returned in part by tolls, etc. He gave as their opinion that the bridges on this highway are eligible for funds provided by this Act and that the cost of the same will be amortized over a period of from ten to eleven years by the charge of a small toll. It was his thought that a toll of twenty-five cents per bridge will be sufficient and will not be a deterrent to traffic and that a reduction might be made for those who were going to traverse the entire length of the highway. He based his arguments on an estimated cost of \$2,500,000 for the bridges, the present annual charge of \$100,000 for the cost of operating ferries and an average of 350 cars per day passing over the bridges. The elimination of the ferry expense, he stated, will pay the interest charges on the loan from the Government. He also stated that while they are not very favorable to tolls they believed the Highway Commission should take advantage of the present opportunity to secure Federal funds for the construction of these bridges. Concerning the type of bridges to be constructed, he stated that their Association is now entirely willing to abide by any decision the Highway Commission adopts relative thereto.

The Chairman thanked the Committee for its presentation and informed them that due consideration will be given it by the Commission.

8/5/22

County Judge M. R. Biggs of Crook County reappeared before the Commission and requested that some of the emergency Federal aid funds be allocated to the improvement of the Prineville-Mitchell Section of the Ochoco Highway. He stated that the portion between Prineville and the Ochoco Dam is now ready for resurfacing and oiling and that there are many sharp curves between the dam and Mitchell that should be eliminated.

Judge Biggs also requested that the local engineer for the Highway Department be authorized to approve bills incurred by the County in connection with market road work. He stated that the law requires that all bills of this nature be approved by the county engineer but they have no such engineer, having been obliged to dispense with his services on account of lack of funds; therefore, in order to comply with the law, they desire the services of the Highway Department's local engineer for this purpose and agree to pay all of the expense incurred by him in connection therewith.

The Engineer stated that he would be willing to loan the services of the local engineer to the county provided this did not interfere with his state duties and further provided that the County will agree to pay for his services and his expense. The Commission approved the loan of the services of the local highway department engineer to Crook County under the conditions stated by the Engineer.

Judge Biggs advocated a wage rate of \$1.50 per day for men employed on emergency highway construction work and that the men be given continuous employment rather than rotational work. He was informed by Commissioner Aldrich that the highway emergency work is to be done by contract and that the Highway Commission has nothing to say about what wages are to be paid the men where Federal funds are involved.

George K. Aiken, Ontario, and County Judge David F. Graham of Malheur County reappeared before the Commission and urged the designation of the Central Oregon Highway between Burns and Vale as a Federal aid highway so that Federal funds may be used in its construction. They stated that unless this is done it is unlikely that this road can be completed for many years on account of the expensive construction costs. As an argument for the designation and construction of this highway as a Federal aid highway, Mr. Aiken pointed out that one of the reasons that Oregon receives as much Federal aid as it does is because of the large area of public lands in Malheur County. It was his thought that the Commission should seriously consider this fact in its allocation of the new Federal aid mileage and the emergency funds. They stated that when present irrigation projects are completed, Malheur County will boast the largest irrigation projects in the United States and they are faced with the problem of settling them. The settling of these projects, they stated, is very desirable because the Government requires each settler to enter with not less than \$3,000 capital. Therefore, the completion of the Central Oregon Highway will not only keep faith with the original highway program of 1917 but will also be a direct, present, actual aid in the solution of their irrigation and road problems. This road must be constructed, they stated, so that the people can get in and also get their products out. Mr. Aiken filed a brief in support of the arguments presented.

AUG 5 1932

Others speaking in favor of the construction of this highway were County Judge R. J. Williams of Harney County and Julian Byrd, Burns. Judge Williams suggested that the work be contracted in short units to enable the local people to bid on them and to furnish bond.

Edwin Hicks, District Attorney for Grant County, was present and urged the Commission to provide for the early completion of the Dale-Long Creek Section of the Pendleton-John Day Highway. Former County Judge Orin L. Patterson of Grant County also spoke for the completion of the Pendleton-John Day Highway and further urged the Commission to designate the Canyon City-Burns Highway a state highway so that it will not be necessary to use secondary highway funds to maintain it. These funds, he stated, are badly needed elsewhere.

Senator Roy Ritner, Pendleton, representing the Pendleton Chamber of Commerce and the Umatilla County Court, spoke for the completion of the Pendleton-John Day Highway and the designation of this highway from Nye south as a Federal aid highway. He also requested the Commission to designate as a Federal aid highway the state highway extending from Pendleton northwesterly to Cold Springs, known as the Pendleton-Cold Springs Highway. He stated that every argument that could be used to justify the construction of the Wallula Cut-off Section of the Columbia River Highway could also be used to justify the construction of the Cold Springs Highway; also that out of 3,300 miles of Federal aid road mileage in the state there are only 900 miles in Eastern Oregon.

Senator Ritner stated that he approved the construction of a short road from Portland to the sea. Referring to the matter presented by Mr. Wilcox at this meeting with respect to secondary state highways, he stated that he did not believe that secondary highway funds should be used for the purpose of charity but they should be used for the benefit of the farmer to get his produce to market.

County Judge H. H. De Armond of Deschutes County spoke for the completion of the Central Oregon Highway between Burns and Juntura, also for the construction of a "short road from Portland to the sea" but not to the detriment of the Central Oregon Highway.

County Judge Fred Reynolds of Lake County reappeared before the Commission in the interest of the construction of a twenty-mile section of the Adel-Plush Secondary State Highway. He stated that Lake County has about \$7,000 of county funds on hand to purchase the right of way and do some construction work, but that is insufficient, therefore, they ask the Commission to advance them \$7,000 of the 1933 secondary highway funds after January 1, 1933 so they can carry on and provide work for their unemployed. The Chairman informed Judge Reynolds that the Commission does not have funds to comply with his request.

Judge Reynolds also requested the completion of the White Rock Section of the Fremont Highway north of Lakeview. No action taken by the Commission on this request.

AUG 5 1932

County Judge Donald T. Templeton and Commissioners J. M. Hiatt and H. D. Kerkman of Washington County appeared before the Commission in the interests of the proposed short road from Portland to the sea. They were informed by Commissioner Washburne that this matter is to be the subject of a special public meeting of the Commission after the Engineer's report has been filed and published and that an opportunity will be given for every one interested to be heard at that time.

A delegation consisting of Loyal M. Graham, Forest Grove; H. T. Botts and A. G. Beals, Tillamook; County Judge D. T. Templeton and Commissioners J. M. Hiatt and H. D. Kerkman of Washington County appeared before the Commission relative to the allocation of the emergency federal aid funds appropriated by Congress by the Relief Act of 1932. Mr. Graham stated that whatever the designation of the northern short road from Portland to the sea might be, the people of Washington County will be satisfied. He suggested that, if two roads are selected connecting with a main trunk road, the Federal funds be allocated on a system of roads rather than on each separately. The Chairman informed the group that there are insufficient emergency funds available to construct even one-third of either short route that may be selected, also that a public hearing regarding this matter will be held in the near future to which they are invited.

George W. Buck, Multnomah County Roadmaster, was present. He reported that the county has taken options on right of way for the Fourth Street Highway sufficient to put two hundred men to work and requested the Commission to take some action with respect thereto. He was informed by the Chairman that the State Highway Commission and the other interested parties have agreed upon the things that are to be done and the contract has been drawn. It is now up to the other parties to the agreement to reject or accept this contract.

Mr. Buck then inquired as to whether or not the Commission would object to Multnomah County going before the legislature and requesting that that county or any other county with a population of over 250,000 be relieved of the necessity of working through the State Highway Commission in order to secure its share of the secondary state highway funds. After due consideration of this matter the Chairman informed Mr. Buck that the Commission will give him a definite answer later.

The Commission at this time adjourned to Room 204, Benson Hotel, for the transaction of other highway department matters.

Consideration was given by the Commission to the programming of the Federal Emergency Relief Act funds. After due deliberation, motion was made by Commissioner Washburne that the Engineer be authorized to advertise the following projects for bids to be received at the next meeting. Motion was duly seconded by Commissioner Aldrich and carried by unanimous vote.

AUG 5 1932

CLACKAMAS COUNTY

Estimated Cost

East Portland-Oregon City Highway

*Grading, Jennings Lodge Section and)	
Construct approaches to Clackamas River Bridge)	\$ 70,000
Paving, Oregon City-Milwaukie, 5.8 miles, 2 lanes wide	115,000

MARION COUNTYPacific Highway

Grading, Aurora-Brooks, 16 miles	100,000
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WASHINGTON COUNTYWest Side Pacific Highway

Paving, Multnomah County Line-Middleton	60,000
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DOUGLAS COUNTYUmpqua Highway

Surfacing, Paradise Creek-Red Bridge, 12.0 miles	25,000
3 timber bridges, Reedsport-Scottsburg	25,000

SHERMAN AND WASCO COUNTIESSherman Highway

Surfacing and oiling, Kent-Shaniko, 15.4 miles	100,000
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SHERMAN COUNTYColumbia River Highway

Grading and surfacing, Biggs-John Day River, 10.5 miles	210,000
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LAKE COUNTYFremont Highway

Surfacing, Horse Ranch-Silver Lake	20,000
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HARNEY COUNTYCentral Oregon Highway

Temporary surfacing, Gap Ranch-Sage Hen Hill	15,000
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DESCHUTES COUNTYCentral Oregon Highway

Temporary surfacing, Dry River-Millican	5,000
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BAKER COUNTYOld Oregon Trail

Grading and bridges, Lime-Huntington	150,000
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*Contingent upon being approved by the Bureau of Public Roads

The Commission also authorized the Engineer to advertise for bids to be received at the next meeting for the construction of a pile trestle bridge on Secondary State Highway No. 154 in Yamhill County, estimated to cost about \$3,500, and a maintenance headquarters building, 32'x72', at McKenzie Bridge on the McKenzie Highway in Lane County at an estimated cost of \$2,400.

AUG 5 1932

8/5/32

The Engineer was instructed by the Commission to make a study of the possible highway routes through Oregon City with the thought in mind of providing a route that will eliminate the bottle-neck situation existing there.

Upon motion of Commissioner Washburne, which was duly seconded by Commissioner Aldrich and carried by unanimous vote, the Commission ratified the program arranged at the joint conference with officials of the Bureau of Public Roads and the Forest Service held July 29, 1932, covering the forest highway apportionment under the Emergency Relief and Construction Act of 1932 and a revised program covering the regular forest highway apportionment for the fiscal year 1933. Thereupon, the Commission signed a joint letter with the District Engineer of the Bureau of Public Roads and the Regional Forester dated August 3, 1932, recommending to The Forester and the Chief of Bureau, Washington, D. C. the approval of the following program for the allocation of the funds available:

FUNDS AVAILABLE:

Fiscal Year 1933 Apportionment	\$1,414,811.00
Emergency Apportionment	773,121.00
Total	\$2,187,932.00

Less:

B.P.R. Administration (Washington)	\$ 9,000.00
B.P.R. Administration (District Office and Regional Office)	50,000.00
Forest Service Administration	13,000.00
Impounded Salaries	15,000.00
Contingent	150,932.00
	\$ 237,932.00

Total Available for Program \$1,950,000.00

RECOMMENDATIONS:

Project No.	Project	Approx. Length (Mi.)	Estimated Cost	Forest Highway Funds Regular	Emergency Relief, 1932	Cooperation	Remarks
4-A1,B	Siletz River	3.0	\$ 90,000	\$ 55,000	\$ 30,000	\$ 5,000 C	Grading
5-D2,EL,) F1,J)	Oregon Coast	13.0	135,000	50,000	50,000	35,000 C	Surfacing
6-D3,E5	Alsea	6.4	75,000	30,000	20,000	25,000 S	Surfacing
7-G) 7-C1,D2,) E2,F1,G1) 7-G2)	Siuslaw	19.6	310,000	150,000	85,000	75,000 S	(Grading (Surfacing (and (Underpass

AUG 5 1932

Project No.	Project	Approx. Length (Mi.)	Estimated Cost	Forest Highway Funds Regular	Emergency Relief, 1932	Cooperation	Remarks
16-C2,EL,) F1)	Tiller-Trail	2.6	\$105,000	\$ 30,000	\$ 40,000	\$35,000 C	Grading
21-C,D2) 21-E)	Willamette	14.0	210,000	100,000	85,000	25,000 S	(Surf. 9 mi. (Grad. 5.0 mi.
23-C1) 23-D3,F1)	Santiam	20.0	255,000	155,000	100,000	-	(Grad. 7.0 mi. (Oiling 13.0 mi.
24-D1) 24-D2) 24-E)	No. Santiam	20.0	215,000	60,000	55,000	100,000 C	(Grading, (Bridge & (Clearing
25-A5,C8) 26-A3)	Mt. Hood and Wapinitia	10.0	125,000	45,000	30,000	50,000 S	Surfacing
32-A2,C1,) D2)	Hepner-Spray	9.6	50,000	30,000	20,000	-	Surfacing
33-B1,C2) D2) 33-E)	Pendleton-John Day	19.7	200,000	80,000	65,000	30,000 C	(Surf. 15.7 mi. (Grad. 4.0 "
35-I) 35-E1,H1,) I1) 35-B2,G2)	Canyon City-Burns	21.0	105,000	56,879	46,121	-	(Grad. 2.3 mi. (Surf. 10.0 mi. (Oiling 11.0 mi.
37-B	Weston-Elgin	13.0	10,000	5,000	5,000	-	Clearing
39-A	Enterprise-Imnaha	7.0	75,000	50,000	25,000	-	Grading
43-C1) 43-B1,C2)	Diamond Lake	18.2	275,000	175,000	100,000	-	(Grading and (Bridges
46-A	Cascade Lakes	5.0	40,000	25,000	15,000	-	Grading
	Location Surveys		50,000	50,000	-	-	
	Maintenance		30,000	30,000	-	-	
	Totals		\$2,355,000		\$773,121	\$405,000	
				\$1,176,879			

C = County
S = State

AUG 5 1932

7/5/32

The Commission discussed the matter of allocating the additional Federal aid highway mileage made available to the states under the provisions of Section 304 of the Emergency Relief and Construction Act of 1932. The Engineer stated that under this Act the Oregon State Highway Commission is authorized, with the approval of the Secretary of Agriculture, to increase the Oregon Federal aid mileage by one per cent, or 418 miles. After due consideration of this matter, the Commission tentatively approved the designation as Federal aid highways of the following state highways:

<u>Central Oregon Highway</u>	
Burns-Juntura-Vale Section	138.2 miles
<u>Pendleton-John Day Highway</u>	
Nye-John Day Section	81.8 miles
<u>Willamette Highway</u>	
Goshen-Crescent (outside of Forest Res.)	29.0 miles
<u>Oregon Coast Highway</u>	
Cannon Beach-Wheeler Overhead Section	21.8 miles
<u>Klamath Falls-Weed Highway</u>	
Klamath Falls-California Line Section	17.0 miles
Boyer Ranch-Dolph connection between Salmon	
River and McMinnville-Tillamook Highways	0.7 miles
Total	288.5 miles

The Commission decided to reserve 170.5 miles of the additional mileage available for the Tualatin Valley Highway and the proposed "Short Road from Portland to the Sea." It was also decided that definite action on the placing of the total additional mileage should be deferred until later; however, in the meantime the Engineer is to proceed with his plans in accordance with this tentative set-up.

The Engineer stated that in conformity with the provisions of the Emergency Relief Act, he is obliged to specify a minimum wage scale in contracts involving Federal aid funds. He, therefore, requested instructions from the Commission with respect thereto. After due consideration of this matter, motion was made by Commissioner Washburne that the Commission adopt a minimum wage scale of 50 cents per hour for unskilled labor employed on Federal aid projects. Motion was duly seconded by Commissioner Aldrich and carried over the dissenting vote of the Chairman.

The Engineer recommended the adoption of a minimum wage scale of 60 cents per hour for skilled labor employed on projects of this kind. Recommendation approved by the unanimous vote of the Commission.

The Engineer requested instructions regarding the maximum amounts that contractors shall charge the workmen for board. After due consideration, it was decided by the Commission by unanimous vote that the Engineer shall specify in the contracts a maximum board allowance of \$1.00 per day.

The Engineer reported that S. H. Newell & Co., to whom the Commission awarded the contract for the construction of the Sand Station-Washington

State Line Section of the Columbia River Highway in Umatilla County, persists in employing men in eight-hour shifts notwithstanding the fact that this is contrary to the provisions of the contract and the contractor has been instructed repeatedly to do otherwise. He requested instructions as to whether or not he should take action to force Mr. Newell to comply with the provisions of this contract. Motion was made by Commissioner Washburne that the Engineer be instructed to proceed to enforce the provisions of the contract by notifying S. H. Newell & Co. that it must comply with the provisions thereof, otherwise legal action will be taken to terminate the contract and the project will then be readvertised and the bondsmen held liable for the difference in cost. Motion was duly seconded by Commissioner Aldrich and was declared by the Chairman to have received a unanimous vote.

The Engineer reported that the City of Baker has funds with which to improve Main Street in that city, but before proceeding with the work they wish to know what location is to be adopted by the State Highway Commission for the proposed new entrance of the Old Oregon Trail into the city from the north (west). He stated that the best route is via Main Street which will make good connections with this highway at the south city limits and with the Baker-Unity Highway; however, the majority of the people of Baker prefer the route along Broadway and Tenth Street. Construction Engineer H. G. Smith, who was present, recommended the selection of the Broadway and Tenth Street route because of the adversity of sentiment against the adoption of the Main Street route. After due consideration, motion was made by Commissioner Washburne that this matter be referred to Commissioner Aldrich, the Attorney and Division Engineer W. C. Williams to confer with the Baker city officials with authority to enter into a contract with respect thereto with the understanding that the city is to furnish the required right of way and make the necessary improvements to the city streets. Motion was duly seconded by Commissioner Aldrich and was declared by the Chairman to have received a unanimous vote.

Consideration was given by the Commission to the matter of constructing bridges over the unbridged waterways along the Oregon Coast Highway. The Engineer was instructed by the Commission to proceed with the preparation of plans for bridges at the following points: Bridge over Yaquina Bay at Newport, Lincoln County; bridge over Alsea Bay at Waldport, Lincoln County; bridge over the Siuslaw River at Florence, Lane County; and a bridge over the Umpqua River at Reedsport, Douglas County. He was also instructed by the Commission to prepare a plan for financing the construction of these bridges.

The Commission also discussed the matter of financing the unemployment relief work that is now under way on the Lower Columbia River Highway near Linnton in Multnomah County. After due consideration, motion was made, duly seconded and carried by the unanimous vote of the Commission that application should be made through Governor Meier for a loan of \$300,000 from the "Relief of Destitution" fund appropriated by Congress under the "Emergency Relief and Construction Act of 1932" to carry on this work. The Attorney was instructed by the Commission to present this matter to Governor Meier.

The Secretary presented the following communications:

8/5/32

Letter from Archie McGowan, Burns, urging the early completion of the Juntura-Burns Section of the Central Oregon Highway and the Dale-Long Creek Section of the Pendleton-John Day Highway.

Letter from the Newport Chamber of Commerce requesting the construction of toll bridges over the unbridged streams along the Oregon Coast Highway and the use of Federal funds therefor.

Letter from the West Side Pacific Highway Association requesting certain improvements on the West Side Pacific Highway during the 1932 season.

Letter from the Oregon State Federation of Labor requesting an opportunity to discuss the matter of the adoption of a minimum wage scale in connection with state highway contracts.

Letter from Worth W. Caldwell, Executive Director, Civic Emergency Committee, Portland, requesting the Commission to give early consideration to the formulation of an agreement with the City of Portland, Multnomah County and the Civic Emergency Committee whereby unemployment relief work may be resumed on the proposed Fourth Street Highway.

The Secretary was instructed to acknowledge receipt of these communications.

The Commission set 10:00 o'clock A. M. Wednesday, August 31, 1932, Benson Hotel, Portland, as the date and place for the next regular meeting of the Commission to receive bids for the several projects authorized.

The Commission also decided to hold a special meeting in the Highway Department offices at Salem on Friday, August 12, 1932, to discuss the Engineer's report on the proposed "Short Road from Portland to the Sea."

There being no further business to come before the Commission, the meeting was adjourned at 6:30 o'clock P. M.

R. B. Aldrich

State Highway Engineer

H. B. Glaisyer

Secretary

L. M. Scott

Chairman

E. B. Aldrich

Commissioner

C. G. Washburne

Commissioner

Salem, Oregon, August 12, 1932

The State Highway Commission met in special session at 10:00 o'clock A. M. in Room 325 State Office Building. Present were:

Leslie M. Scott, Chairman
E. B. Aldrich, Commissioner
Carl G. Washburne, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Attorney
H. B. Glaisyer, Secretary

The Commission discussed matters pertaining to the selection and construction of each of the routes proposed for the "Short Road from Portland to the Sea" following which the Engineer read his tentative report on this subject together with that of the Construction Engineer under whose supervision the surveys of the several routes were made, which were likewise fully discussed by the Commission.

The Engineer stated that his final report will be in form to release to the public about Tuesday, August 16, 1932. Thereupon the Commission set 2:00 o'clock P. M. Tuesday, August 23, 1932, Multnomah Hotel, Portland, as the date and place for a public hearing on this matter at which opportunity is to be given to all interested to express themselves relative thereto.

The Commission adjourned at 1:00 o'clock P. M. to reconvene in the same room at 2:00 o'clock P. M. the same day.

The State Highway Commission reconvened in Room 325 State Office Building at 2:00 o'clock P. M. with all Commissioners, the State Highway Engineer, the Attorney and the Secretary present.

The Secretary presented a report from the Attorney stating that on Tuesday, August 9, 1932, in company with Commissioner Aldrich, he attended a conference with some of the citizens and officials of the city of Baker relative to the proposed change in the routing of the Old Oregon Trail Highway into that city from the north (west). Also, at that conference, it was decided that the proposed change is such as to bring the matter within the law which requires a hearing. Therefore, Commissioner Aldrich, under authority granted him by the Commission at the meeting held August 5, 1932, served the following notice on the Mayor of the City:

"August 9, 1932.

"Honorable Bert L. Harvey,
Mayor of the City of Baker,
Baker, Oregon.

Dear Mayor Harvey:

"The Highway Commission contemplates a change in

AUG 5 1932

AUG 12 1932

7/12/32

the route of the point of entrance of the Old Oregon Trail into Baker from the north, which point of entrance is sometimes known as the 'West Entrance'. As a result of which said change the Highway as now routed over Chico Street to its intersection with H Street, thence over H Street to its intersection with Tenth Street will be routed so as to enter the City limits at a point between Tenth Street and Thirteenth Street if extended, thence in a diagonal direction to the intersection of Tenth Street with J Street, thence along Tenth Street over the existing route.

"Pursuant to the provision of Chapter 64, General Laws of 1931, you are hereby notified that the 12th day of September, 1932 at the hour of 2 P. M. of said day in the County Court Room in the County Court House at Baker, Oregon, has been fixed as the time and place for a hearing on said proposed and contemplated change of the route or point of entrance of said Highway into said City from the North.

"Yours respectfully"

After due consideration, the Commission by unanimous vote ratified the action taken by Commissioner Aldrich in this matter and authorized him to conduct the hearing on September 12 in conformance with said notice.

S. C. Bartrum, Unemployment Relief Officer for the United States Forest Service, appeared before the Commission and stated that the U. S. Unemployment Service contemplates the establishment of emergency camps in the National Forests this winter to provide work for some of the unemployed single men, cutting cordwood. The wood, he stated, is being cut for the benefit and use of the men, therefore, he requested the Commission to cooperate by furnishing trucks to transport the wood to their homes. The Chairman informed Mr. Bartrum that the Commission will cooperate in unemployment relief work on state highways but it cannot cooperate in wood cutting or hauling operations; also the Commission's trucks will all be very busy this winter and none will be available for wood hauling purposes. Therefore, it is necessary to decline his request.

Consideration was given by the Commission to the placing of additional federal aid mileage authorized by the Government under its "Emergency Relief and Construction Act of 1932." The Engineer reported that, according to the Act, Oregon is allowed an additional 418 miles in its federal aid highway system based on an increase of one per cent of the total mileage of public highways in the state. This, he stated, together with the present unallotted mileage of 41.2 miles would make it possible to add 459.2 miles to the present federal aid system. Also, if the section of the Oregon-Washington Highway between Nye in Umatilla County and Heppner Junction in Morrow County, which is now on the federal aid system but on which no federal aid funds have been expended, is removed from this system, the available mileage would be increased to 544.3 miles. He recommended the removal of the Nye-Heppner Junction Section from the federal aid system and that the mileage thus made

AUG 12 1932

available be placed on some other state highway in Eastern Oregon so as to reserve the new mileage for other sections. A definite decision with respect to this matter was deferred by the Commission until later.

The Commission discussed the alternate routes proposed for the Central Oregon Highway between Burns in Harney County and Juntura in Malheur County. The Engineer reported orally on this matter and informed the Commission that a full report will be ready for presentation at the next meeting. It was the thought of the Commission that W. H. Lynch, District Engineer of the Bureau of Public Roads, should be consulted concerning this matter before a definite route is adopted.

Consideration was given by the Commission to the allocation of the "Oddie-Colton funds" appropriated by Congress under the "Emergency Relief and Construction Act of 1932" for the construction of roads across public lands other than National Forests. A decision in this matter was deferred until later. Arrangements were made for the Chairman and Commissioner Aldrich to inspect the proposed Warm Springs Highway project which is eligible for these funds, on the following Sunday, August 14, 1932, in company with several of the proponents of this highway. The Attorney was instructed to prepare a form of agreement with the County Court of Jefferson County whereby the county is to agree to pay the entire cost of the construction of this highway between the eastern boundary of the Warm Springs Indian Reservation and Madras, where it is proposed to connect with The Dalles-California Highway, a distance of approximately eleven miles.

The matter of the adoption of a state highway route through the city of Oregon City to connect the East Portland-Oregon City Highway on the north with the Pacific Highway on the south was considered by the Commission. The Engineer reported that investigations have been made along several proposed routes but a further study is necessary before he can make a recommendation with respect thereto. He was authorized by the Commission to make the necessary investigations and surveys for this proposed improvement.

Commissioner Washburne suggested that on account of the high cost of land in Oregon City, it might be better if arrangements were made with some interested party residing in that city to negotiate for the necessary right of way rather than for the Highway Department to handle this direct. The Attorney stated that he believed this can be done, whereupon the suggestion was approved by the Chairman and Commissioner Aldrich.

Consideration was given by the Commission to the tentative list of unemployment relief projects submitted by the Engineer. The following list of projects was approved by the unanimous vote of the Commission upon motion of Commissioner Washburne which was duly seconded by Commissioner Aldrich:

AUG 12 1932

8/12/32

DIVISION NO. 1

<u>Project</u>	<u>Estimated Expenditure</u>	<u>Remarks</u>
Short Route to Sea	\$ 535,000.00	Clearing and grading ✓
Santiam Highway	60,000.00	
Hug Point-Nehalem	300,000.00	Grading ✓
Aurora-Brooks, M.P. 25 to M.P. 41	100,000.00	Grading ✓
West Side Pacific Highway	100,000.00	Widening ✓
Super Highway at Milwaukie, including bridge	50,000.00	Widening ✓
Youngs Bay Bridge	20,000.00	✓
Millers Slough	20,000.00	
New Era-Canby	40,000.00	Paving ✓
Franklin Avenue Paving, Astoria	20,000.00	Paving ✓

DIVISION NO. 2

Choshire-Prairie, 4.0 miles	36,000.00	Surfacing ✓
Willamette Highway	150,000.00	Grading ✓
Green Creek Line Change, 2.46 mi.	60,000.00	Paving ✓
Siskiyou (325-345)	214,000.00	Grading ✓
Central Point-Medford (306-309)	84,000.00	Grad. & paving ✓
Improvements on Pacific Highway	106,000.00	

DIVISION NO. 3

Modoc Point-Fort Klamath	100,000.00	Grad. and surfacing ✓
Fort Klamath-Park Boundary	50,000.00	

DIVISION NO. 4

Juntura-Burns	100,000.00	
Pendleton-John Day	150,000.00	
Baker-Wingville Road	70,000.00	
Baker Section	60,000.00	Paving ✓
Pendleton-Cold Springs	40,000.00	Gravel Topping & B2 ✓
Umatilla-Washington State Line	120,000.00	B-12 ✓
Durkee-Gales, Bit. Mac. 6.3 miles	35,000.00	

The Engineer was authorized by the Commission to prepare the plans for these projects but to defer advertising for bids for their construction until further instructed by the Commission.

The Attorney reported that he interviewed Mr. W. D. Shultz, Manager, Portland Loan Agency of the Reconstruction Finance Corporation, relative to the possibilities of securing a loan of Government funds appropriated under the "Emergency Relief and Construction Act of 1932" to finance the construction of four bridges on the Oregon Coast Highway, and was advised by Mr. Shultz to take the matter up direct with the Reconstruction Finance Corporation because he had not yet received instructions relative to the making of loans.

Chas. Rose, right of way buyer, was present and reported that he has reached an agreement with W. Norman and wife for the purchase of right of way for the improvement of the Lower Columbia River Highway near Linnton, Multnomah County, whereby the Normans agree to accept the sum of \$1,245.00 for the land required and an additional sum of \$1,055.00 for moving of buildings and other damages. He stated that the improvement for which this extra right of way was acquired was made as an unemployment relief project last winter and on account of the emergency then existing the work was completed before negotiations for the right of way could be completed. Mr. Rose recommended that settlement be made with Mr. and Mrs. Norman at the figure quoted, it being considerably less, he stated, than the price originally demanded by them. After due consideration of this matter, the Commission approved the recommendation of Mr. Rose and adopted the following resolution with respect thereto by unanimous vote:

WHEREAS, in connection with the improvement of the Lower Columbia River Highway in the vicinity of Linnton it became necessary to acquire some additional right of way through properties owned by W. Norman and wife, which said construction work was carried on as a part of the emergency relief work conducted in 1931, and

WHEREAS, an agreement has been reached with the owners of said property through negotiations carried on by Charles C. Rose, Right of Way Buyer, as a result of which negotiations the property owners agreed to convey to the State free and clear from all encumbrances the property desired in consideration of the payment of \$2,300, which said sum was to cover the value of the land appropriated, the removal and readjustment of buildings now situated on said property and all other incidental damages, and

WHEREAS, it appears that with the consent of said property owners the State encroached upon the property and constructed the highway in advance of a settlement, advance possession having been given by the property owners in order to accommodate the State in connection with its highway relief work, and

WHEREAS, it appears to the Highway Commission that it will be to the advantage of the State to accept said offer,

THEREFORE, BE IT RESOLVED by the Highway Commission, all members being present and participating, that the said offer of \$2,300.00 be accepted and a voucher be drawn calling for the payment of said sum of money to the said grantors upon the execution of a warranty deed conveying said property to the State free and clear of all encumbrances.

There being no further business to come before the Commission at this time, the meeting was adjourned.

(Signatures on following page)

W. B. Balch
State Highway Engineer

H. B. Glaisyer
Secretary

L. M. Scott
Chairman

E. B. Aldrich
Commissioner

C. G. Washburne
Commissioner

Portland, Oregon, August 22, 1932

The State Highway Commission met in special session at 8:00 o'clock P. M. in the Tyrolean Room, Benson Hotel. Present were:

Leslie M. Scott, Chairman
E. B. Aldrich, Commissioner
Carl G. Washburne, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Attorney
H. B. Glaisyer, Secretary

The Chairman presented petitions bearing the names of 1028 property owners and residents of Tillamook Beach points urging the adoption and immediate construction of the Wolf Creek route as the route for the proposed "Short Road from Portland to the Sea." He also presented petitions signed by 145 residents of Seaside, Gearhart, Cannon Beach and others who are interested in obtaining a quick route to these points, favoring the adoption of the Wolf Creek route for this road. After due consideration the petitions were ordered filed in the records of the department.

Letters were presented by the Chairman from The Clark and Wilson Lumber Company and the Western Timber Co. protesting against the adoption of the Wolf Creek route across their holdings. These were ordered filed in the department records.

The Commission approved the minutes of the meeting held July 29, 1932.

The Engineer reported that he has investigated the petition of the Woolgrowers of Umatilla and Morrow Counties that the Commission acquire an additional 200-foot right of way along the Old Oregon Trail between Meacham and Emigrant Springs to make it possible to trail sheep along this highway without damaging the highway or endangering traffic, and it is his recommendation that the request be denied on account of the high price demanded for the land required for the improvement and also because it is questionable whether the Commission should adopt a policy of acquiring right of way for such purposes.

AUG 22 1932

The Engineer's recommendation was approved and adopted by the unanimous vote of the Commission.

A telegram was presented from the Lake County Chamber of Commerce in which the Commission was requested to complete the construction of the Fremont Highway between Lakeview and the junction with the Lakeview-Burns Highway. The Secretary was instructed to inform the Chamber of Commerce that there are insufficient state funds to provide for this improvement at this time and that it is planned to allocate the federal aid funds to other projects.

A communication was presented from a committee representing the pioneers of Marion and Linn Counties residing in the vicinity of the town of Jefferson in which the Commission was requested to name the bridge now being constructed over the Santiam River at Jefferson, the "Jacob Conser Bridge" in honor of Jacob Conser, a pioneer of 1847 who, they stated, was an outstanding figure in the early development of the state of Oregon. The request was granted by the unanimous vote of the Commission. (This action was rescinded later due to the receipt of additional conflicting information. A committee of three, consisting of Hon. Willard L. Marks, Albany, chairman, Lewis A. McArthur, Portland, and Miss Nellie B. Pipes, Portland, members of the Oregon Historical Society, was appointed by the Chairman to investigate the conflicting information and advise the Commission with respect thereto.)

The Engineer stated that he anticipated that quite a number of the visiting members of the American Legion, which holds its national convention in Portland in September, will wish to inspect the caves in Lava River Caves Park in Deschutes County; therefore, he requested authority to continue the services of the caretaker at that park until September 18, at the rate of \$50.00 per month, so that he will be available as guide to those desiring to make such inspection. Motion was made, duly seconded and carried by the unanimous vote of the Commission that the Engineer's request be granted.

The Secretary presented a resolution adopted by the County Court of Benton County whereby the County Court requests the Commission to contract the construction of the Alsea-Deadwood Section of Secondary Highway No. 201 in Benton County. He explained that this resolution was simply to confirm the oral request made by the County Court through the State Highway Engineer, at the meeting held August 5, 1932. Thereupon motion was made by Commissioner Washburne that the resolution be accepted subject to the action taken by the Commission upon the previous request. Motion was duly seconded by Commissioner Aldrich and carried by unanimous vote.

The Secretary presented a form of secondary highway agreement with the County Court of Umatilla County relating to the grading and surfacing of a 3.47 mile section of the Weston-Elgin Secondary State Highway No. 330, between Tamarack School and McDougal Ranch, estimated by the county engineer to cost approximately \$26,525.90. The Engineer stated that it is the plan of the Umatilla County Court to perform this construction work at once and pay the costs with county funds, but they wish the Commission to reimburse the county later with secondary highway funds that

AUG 22 1932

8/22/32

may be apportioned to that county in 1933, if and when such funds become available. The Engineer further stated that the surveys and plans for this project have been completed and approved. After due consideration, the Commission referred the matter to the Attorney with instructions to prepare an appropriate form of agreement with the County Court providing for reimbursement to the county for its expenditure on this project with secondary highway funds in 1933, if and when such funds become available, in accordance with previous understanding between the state and the county.

The Secretary presented a form of secondary highway agreement with the County Court of Gilliam County relating to the construction of Six Mile Creek Section of the Heppner-Wasco Secondary State Highway No. 300, consisting of 6.4 miles of grading work estimated by the county engineer to cost approximately \$23,404.28.

The Engineer stated that it is the plan of the Gilliam County Court to proceed at once with the construction work contemplated under this agreement and to pay the costs in the first instance with county general funds with the view of securing reimbursement from the State in 1933 and 1934 from the apportionment of secondary highway funds, if and when such funds become available. He also stated that the surveys and plans for this project have been completed and approved. Matter was referred by the Commission to the Attorney to prepare a form of agreement similar to that which he was instructed to prepare to cover reimbursement to Umatilla County for the advancement of county funds for the construction of the Weston-Elgin Secondary Highway, between Tamarack School and McDougal Ranch.

The Engineer reported that he has received a bill from the County Court of Jefferson County for work performed by the county on Secondary State Highway No. 360 and that an inspection of the pay rolls, etc., reveals that the work was handled by a foreman under the direction of County Judge J. M. King without engineering supervision. He requested authority to designate an engineer to look after the county's secondary highway work and approve the bills incurred in connection therewith, the cost of such supervision to be paid for out of the secondary highway funds allocated to Jefferson County. The Commission instructed the Engineer to write Judge King regarding this matter and to have it covered by an agreement if necessary; also, the Attorney was instructed to prepare an appropriate form of agreement with the County Court to cover this matter.

The Engineer reported that the following contracts for the construction of state highway projects have been completed according to the requirements of the contracts, or modifications thereof, and that said jobs are now ready for acceptance:

Contract No. 1308, Brookfield Company, contractor, regrading and surfacing, Warren-Hug Point Section of the Oregon Coast Highway in Clatsop County, completed August 6, 1932.

Contract No. 1322, J. F. Johnston, contractor, reconstruct south approach to Comstock Overcrossing in Douglas County,

completed July 12, 1932.

Contract No. 1343, J. C. Compton, contractor, bituminous macadam wearing surface, Hot Lake-Union Section of Old Oregon Trail in Union County, completed August 5, 1932.

Contract No. 1361, F. L. Odom and C. A. Du Rette, contractors, concrete pavement, Elk Creek Tunnel Section of the Umpqua Highway in Douglas County, completed July 21, 1932.

Contract No. 1366, S. H. Newell & Co., contractor, widening Deschutes River Tunnel Section of the Columbia River Highway in Wasco County, completed August 6, 1932.

The following resolution accepting the above projects was offered and was adopted by the unanimous vote of the Commission:

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of state highway projects have been completed according to the terms and provisions of the contracts and that said jobs are now ready for acceptance:

Contract No. 1308, Brookfield Company, contractor, regrading and surfacing, Warren-Hug Point Section of the Oregon Coast Highway in Clatsop County, completed August 6, 1932.

Contract No. 1322, J. F. Johnston, contractor, reconstruct south approach to Comstock Overcrossing in Douglas County, completed July 12, 1932.

Contract No. 1343, J. C. Compton, contractor, bituminous macadam wearing surface, Hot Lake-Union Section of Old Oregon Trail in Union County, completed August 5, 1932.

Contract No. 1361, F. L. Odom and C. A. Du Rette, contractors, concrete pavement, Elk Creek Tunnel Section of the Umpqua Highway in Douglas County, completed July 21, 1932.

Contract No. 1366, S. H. Newell & Co., contractor, widening Deschutes River Tunnel Section of the Columbia River Highway in Wasco County, completed August 6, 1932.

NOW, THEREFORE BE IT RESOLVED that the work covered by said state highway contracts for the construction of said state highway projects be declared completed according to the terms of the respective contracts, and said jobs are hereby accepted as of their respective completion dates and final payment is hereby authorized.

AUG 22 1932

AUG 22 1932

8/22/32

The following requests for extensions of time in which to complete state highway construction projects were presented by the Secretary:

C. R. Johnson, contract No. 1305, grading, Valley Falls-Pike Ranch Section of the Lakeview-Burns Highway in Lake County, requested an extension of time to July 22, 1932. The Engineer stated that this is Mr. Johnson's second request for an extension of time on this project, the first having been granted him on June 8, 1932 subject to the payment of the engineering costs that accrue subsequent to the date of completion specified in the contract. He recommended that the extension requested at this time be granted, subject to the same condition upon which the previous extension was granted. Recommendation approved by the unanimous vote of the Commission.

J. C. Compton, contract No. 1343, bituminous macadam wearing surface, Hot Lake-Union Section of the Old Oregon Trail in Union County, requested an extension of time to August 10, 1932. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the unanimous vote of the Commission.

J. C. Compton, contract No. 1345, planing bituminous pavement, Benton County and Adams-Milton Sections of the West Side Pacific and Oregon-Washington Highways in Benton and Umatilla Counties, requested an extension of time to September 1, 1932. The Commission by unanimous vote granted the extension requested without penalty upon the recommendation of the Engineer.

Fisher Brothers, contract No. 1346, grading New Era-Canby Section of the Pacific Highway in Clackamas County, requested an extension of time to September 15, 1932. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the Commission by unanimous vote.

J. C. Compton, contract No. 1362, bituminous macadam and oiling, Corvallis-Newport, Alsea and Oregon Coast Highways in Lincoln County, requested an extension of time to September 1, 1932. The extension requested was granted without penalty by the Commission upon the recommendation of the Engineer.

A communication was received from the Prairie City Chamber of Commerce urging the widening and straightening of the John Day Highway between the towns of John Day and Prairie City. The Secretary was instructed to reply thereto to the effect that the Commission has no funds available for this purpose at the present time; also that Eastern Oregon has already been allotted its quota of funds and the Commission will do what it can to provide work for the unemployed of Grant County on other projects.

A letter was presented from R. S. Shelley, Forest Supervisor, Siuslaw National Forest, in which authority was requested to remove some of the "smelt sand" from the beach area north of Yachats, Lincoln County, for use in concrete in connection with road work in the Waldport Ranger District. The Secretary was instructed to send Mr. Shelley a copy of the report of Dr. W. F. Thompson, Director of Investigations, International Fisheries

Commission, upon this subject and to inform him that the Commission finds it necessary to decline his request because this sand is of vital importance in the spawning of smelt.

A letter was presented from the County Court of Clatsop County requesting the Commission to make an order limiting the speed of logging trucks that operate on the Nehalem Highway (Secondary State Highway No. 102) in Clatsop County to twenty-five miles per hour. The Commission referred this matter to the Engineer to take up with the Oregon Mill and Truck Operators' Association with power to reduce the allowable speed limit on this highway if that is found necessary.

A letter was presented from Bert L. Harvey, Mayor of the City of Baker, in which he advised the Commission that the City of Baker contemplates submitting a bid for the reconstruction of the north (west) approach of the Old Oregon Trail into that city, provided the successful bidder is permitted to use the same crew through to the completion of the project. The Attorney stated that according to the federal rules and regulations, contractors on emergency projects which involve an expenditure of federal funds, are required to secure their men from the lists of recognized unemployment relief agencies and cannot employ these men, except their key men, more than thirty hours in any one week. Thereupon the Secretary was instructed by the Commission to inform Mr. Harvey that the Commission's legal counsel advises that the Commission is without legal authority to permit a contractor to employ the same crew through to the completion of the project and it is therefore necessary to decline his request.

The following resolution relative to the acquisition of additional right of way required in connection with the prosecution of state highway construction work was offered by Commissioner Washburne, who moved its adoption:

WHEREAS in connection with the prosecution of highway construction it has been found necessary to acquire some additional rights of way and,

WHEREAS satisfactory agreements with the respective parties have been effected and are now submitted to the Commission for approval, and

WHEREAS it appears that it will be for the best interests of the State to approve said proposed agreements and authorize payment to the respective parties of the amounts agreed upon,

WHEREAS, it appears that title to the properties the acquisition of which is hereby approved has been passed upon and accepted by the Attorney General,

THEREFORE BE IT RESOLVED by the Highway Commission, all members being present and participating, that the following offers

8/22/32

for the purchase of rights of way be accepted and vouchers prepared calling for the payment of the same:

Ralph Vincent and wife for right of way in Clackamas County	\$ 500.00
F. C. Brummer for right of way in Lane County	37.00
Mary A. Morris for right of way in Deschutes County	184.00 ✓
Edwin J. Lord, et al, for right of way in Yamhill County	655.25
Viola Adell Nash for right of way in Multnomah County	119.00
Norwood B. Nash for right of way in Multnomah County	67.00
Charles E. Serell for right of way in Umatilla County	20.00
Erville Tigard for right of way in Washington County	400.00
George M. Parker for right of way in Multnomah County	200.00

BE IT FURTHER RESOLVED that all of said transactions be closed and payment of the consideration agreed upon be made in the regular way.

Motion was duly seconded by Commissioner Aldrich and was declared by the Chairman to have received a unanimous vote.

The Engineer reported that he has been approached by a representative of the International Correspondence Schools which request that the engineering employes of the department be given special encouragement to enroll in their schools and carry on a course of study in connection with their practical duties to the end that they will not only better themselves but will also be of greater service to the state. It was the opinion of the members of the Commission that this matter should be handled direct by the International Correspondence Schools. Therefore, the request was denied.

The Chairman submitted a plan suggested by Major F. R. Schanck, Consulting Engineer, Portland, for the construction of the proposed Warm Springs Highway. This plan, he stated, contemplates the construction of intermittent sections of this highway and involves the expenditure of about \$95,000 of the "Oddie-Colton" Act funds between the northern boundary of the Warm Springs Indian Reservation and He He Butte, supplemented by forest highway funds, county funds and Reservation funds.

The Engineer stated that it appeared to him that if the suggestion of Major Schanck were adopted and the proposed highway constructed in accordance therewith, a "patch-up" highway would be the result and it would require the expenditure of a large sum of money to bring it up to present-day standards to accommodate the amount of traffic that this road will eventually carry. He recommended against the adoption of Major Schanck's suggestion. Recommendation approved by the unanimous vote of the Commission. The Secretary was instructed to notify Major Schanck and Mr. Fred E. Perkins, Superintendent of the Warm Springs Agency, that the Commission finds it necessary to decline their suggestion because it appears to the Commission that a road so constructed will prove inadequate and will not give the public the service it demands.

A letter was presented from Raymond B. Wilcox, Chairman of the State Relief Committee appointed by the Governor, requesting that the committee be

provided with a synopsis of the program adopted by the State Highway Commission for the expenditure of emergency relief highway funds, showing the distribution by counties, character of construction, and approximation of the man-days of relief so provided. Letter referred by the Commission to the Engineer with instructions to furnish Mr. Wilcox with the information desired on the following day.

The Chairman stated that he has received a communication from the Portland Civic Emergency Committee requesting the employment of an additional two hundred men on the emergency relief project, now under way on the Lower Columbia River Highway at Linnton, Multnomah County. After due consideration of this matter, motion was made, duly seconded and carried by the unanimous vote of the Commission that the Civic Emergency Committee be advised that the Commission cannot comply with its request. The Secretary was instructed by the Commission to write the Civic Emergency Committee that the Commission is confronted with a heavy deficit, due to shortage of revenue and the large outlay for relief employment hitherto made this year, and has no funds for increasing the force beyond the 200 men now employed; also, that the present force at Linnton is adding heavily to the deficit. Furthermore, the Commission is unwilling to sell bonds to provide funds for this purpose and is prevented by lack of money from complying with the wishes of the Committee.

The Commission discussed the matter of replacing the bridge over Mary's River on the West Side Pacific Highway at Corvallis, which was recently wrecked by a freight truck. There was a question in the minds of the Commission as to whether or not the State should assume the responsibility of replacing this bridge since it was thought that the bridge was within the city limits of Corvallis and jurisdiction thereover should rest in the county and the city. The Attorney stated that the West Side Pacific Highway at this point was originally an old county road which was turned over to the State by the county when it was adopted as a state highway; therefore, it was his thought that it was the State's responsibility to maintain and repair the bridge and also replace it, if necessary. He advised the Commission that there is no legal impediment to prevent either the City of Corvallis or Benton County from cooperating in the cost of a new structure if they so desire.

The Engineer stated that this bridge, which was destroyed, was a steel structure, constructed as a county project in 1910, and it was also his understanding that the county gave the bridge to the State and it was accepted by the Highway Commission when the county road was adopted as a state highway.

After further discussion the Engineer was instructed by the Commission to ask County Judge Victor P. Moses and Mr. George C. Penson, Mayor of Corvallis, to appear before the Commission at ten o'clock A. M. on the following day to discuss this matter. The Attorney was instructed by the Commission to look into the matter of securing payment from the owner of the truck for damages incurred on account of the wrecking of this bridge.

8/22/32

The Secretary presented two letters from Governor Julius L. Meier in reply to the Commission's request that he make application to the Reconstruction Finance Corporation for a loan of \$300,000 to carry on emergency unemployment relief work on the Lower Columbia River Highway near Linnton in Multnomah County, in which letters the Governor expresses his willingness to cooperate with the Commission to the fullest extent in this matter and requests that he be furnished with the data required by the Government to secure such a loan. The Commission referred this matter to the Engineer with instructions to provide Governor Meier with the required information.

Consideration was given by the Commission to the matter of constructing bridges over the unbridged gaps of the Oregon Coast Highway with funds provided by the Federal Government under its "Emergency Relief and Construction Act of 1932." The Commission instructed the Engineer to secure information from the Reconstruction Finance Corporation relative to the securing of Government funds for this purpose and report at the next meeting.

In this connection the Secretary presented communications from the Oregon Coast Highway Association, North Bend Chamber of Commerce and the Seaside Chamber of Commerce urging the Commission to take advantage of the Federal funds that are available and construct bridges to replace the present ferry service. He was instructed by the Commission to acknowledge receipt of these communications and inform the writers thereof that the Commission has this matter under advisement.

The Engineer submitted to the Commission a financial statement showing the estimated revenues and disbursements for the years 1932 and 1933. He explained that the license fee revenues for 1932 up to August 1 are about 19 per cent less than they were for the corresponding period in 1931, but indications are that it will not be necessary to sell bonds on October 1, 1932 to meet the requirements on that date, including principal and interest payments on outstanding bonds. He also explained that according to the best information available there will be a deficit of about \$1,703,000 on April 1, 1933 and that it will be necessary to have about \$500,000 working capital to carry on the emergency relief projects unless the Commission is successful in securing a loan from the Reconstruction Finance Corporation. This matter was discussed by the Commission but no action was taken thereon at this time.

The Commission adjourned at 11:00 o'clock P. M. to reconvene at 9:00 o'clock A. M. the following day in the Multnomah Hotel.

Portland, Oregon, August 23, 1932

The State Highway Commission reconvened at 9:00 o'clock A. M. in Room 102, Multnomah Hotel, with all Commissioners, State Highway Engineer, Attorney and the Secretary present.

The Engineer reported that he has received a communication from W. H. Lynch, District Engineer of the U. S. Bureau of Public Roads, stating that an effort will be made to secure ultimate approval for federal aid funds for the construction of the Jennings Lodge Section of the East Portland-Oregon

AUG 23 1932

City Highway at Jennings Lodge, which involves the construction of a railroad grade crossing provided an order is secured from the Oregon Public Utilities Commissioner causing all trains to come to a full stop before crossing the highway and further provided that the grade crossing will be eliminated within five years in the event that railway passenger traffic is continued. After some discussion, the Commission instructed the Engineer to confer further with Mr. Lynch relative to this matter and, if necessary, secure an order from the Public Utilities Commissioner requiring all trains to come to a full stop before crossing the highway at this point.

The Engineer reported that the plans for the improvement of the Umpqua Highway east of Reedsport in Douglas County include the reconstruction of the bridge over Hinsdale (Cabin) Slough on an entirely new alignment for about one-quarter mile in order to eliminate two bad curves at this point. Mr. Hinsdale, the owner of the land across which it is proposed to make this improvement, he stated, objects to the proposed line change but in lieu thereof has given his consent to the closing up of the slough at this point, which will eliminate the necessity of the bridge, provided the highway is improved on the present alignment and a tide gate is installed. He further stated that Mr. Hinsdale will not consent to the closing of the slough and the construction of a tide gate on the proposed new alignment. The department's experience with tide gates, he stated, is not entirely satisfactory and, in any event, to comply with Mr. Hinsdale's suggestion will require a special act of Congress. He reported the estimated cost of the improvement on the new alignment will be about \$15,840, or about \$3,000 more than the cost of improving the present road; also, that it will cost about \$1,000 to fix up the old bridge compared with about \$4,500 for a new one. The present road, he said, is badly in need of repair and a considerable sum must be expended thereon to put it in good condition. He, therefore, suggested that the new alignment be adopted and that he be authorized to proceed with the proposed improvement as a safety measure as well as to eliminate the expenditure of state funds on the present road which will eventually be abandoned.

After a full discussion of this matter, the Commission instructed the Engineer to negotiate further with Mr. Hinsdale and attempt to reach an agreement whereby a new bridge can be built on the proposed new alignment without controversy as to the right of way. If this cannot be done, then he is to repair the existing bridge on the present alignment. The Engineer was also instructed by the Commission to erect special warning signs at the curves at each end of the bridge to warn the traveling public of the dangerous condition existing there.

A delegation consisting of Hon. Robert W. Sawyer, E. L. Clarke and Frank McGarney of Bend appeared before the Commission and requested the reconstruction of a portion of the Bend-Redmond Section of The Dalles-California Highway as an unemployment relief measure for the people of Deschutes County. They suggested that federal emergency funds be used for this purpose. The Chairman informed the group that if the Commission allocates funds to the reconstruction of the Bend-Redmond Section, it will

AUG 23 1932

8/23/32

be necessary to sacrifice some other project to provide the funds therefor and it is likely that the Sherman Highway improvement will suffer thereby. Mr. Sawyer then suggested that advantage be taken of the Federal funds made available under the "destitution" clause of the Emergency Relief Act of 1932 whereby loans may be made to non-political or political subdivisions of the state by the Reconstruction Finance Corporation to provide work relief for the needy. Under this plan, he stated, Deschutes County will issue bonds up to the sum of \$100,000 for the employment of hand labor on the Bend-Redmond Section and will arrange the maturities on these bonds to the satisfaction of the Commission with the thought in mind that the Commission will take over an amount of these bonds up to the value of the road, the county to assume the difference between the value of the finished road and the actual cost thereof. He suggested that an agreement be entered into between the state and the county whereby the money advanced by the county from its bond issue will be repaid to the county in five years in a lump sum, or in annual payments up to the value of the road which he estimated would be about 50 per cent of the construction costs based on an efficiency of 50 per cent for hand labor.

The Chairman gave as his personal opinion that the plan outlined by Mr. Sawyer will predicate the Commission's funds for five years in advance which cannot be done since it is not known what the Commission's finances will be at that time; further, it was his thought that the plan suggested is not essentially different from selling five-year state bonds for unemployment relief purposes, which the Commission has decided not to do. He also said that the Commission is doing all that it can to relieve unemployment with state and federal funds and it seemed to him that the matter of furnishing additional relief is a function which the legislature should provide for. He suggested, therefore, that the matter be presented to the legislature at the next session.

The Attorney advised the Commission that the plan as presented by Mr. Sawyer is not legal; however, the state, if it so desires, can enter into a cooperative agreement with Deschutes County whereby the county would advance the funds required for the improvement and the state reimburse the county later.

Commissioner Washburne suggested that a further study be made to determine if Deschutes County's unemployment situation cannot be relieved without the necessity of the county issuing bonds. After some further discussion, the delegation was informed by the Chairman that the Commission will further consider this matter and will advise them definitely later.

A delegation from Dufur, consisting of P. E. Temple, C. H. Miller and E. H. Gordon, Forest Ranger, appeared before the Commission in the interests of the proposed secondary state highway extending from Dufur northwesterly to a connection with the Mt. Hood Highway. They stated that a road constructed along this route will best serve the agricultural needs of that portion of Wasco County and will shorten the distance to the Portland markets by a considerable mileage; also, it will not be a pleasure road, although it will relieve the Columbia River Highway of a large amount of traffic.

The Chairman informed the group that the engineers have investigated this proposed road and also the route proposed by the Wasco County Court

AUG 25 1932

extending from The Dalles southwesterly to the Mt. Hood Highway, known as the Sky Line Route, and it is their recommendation that the Sky Line Route be adopted because it appears that the majority of the people of Wasco County prefer the Sky Line Route and there are insufficient funds available for the construction of both roads. He suggested that inasmuch as the constructed portion of the Dufur route is designated as a market road, a request be presented by the Dufur people to the County Court of Wasco County to extend this market road along the route of the proposed secondary highway to a connection with the Mt. Hood Highway which would probably prove satisfactory for their needs.

After further discussion it was agreed by all that inasmuch as both of the proposed routes involve construction in Wasco and Hood River Counties and within a national forest, a joint conference should be held between representatives of these bodies to decide upon the route to be recommended as a secondary highway, whereupon the matter may again be submitted to the Commission for consideration. The delegation was instructed by the Commission to arrange for such joint conference; also, the Engineer was instructed to ascertain from County Judge F. L. Phipps of Wasco County whether or not the Wasco County Court would be agreeable to extending the Dufur Market Road westerly to the Mt. Hood Highway.

Upon the invitation of the Commission, County Judge Victor P. Moses and County Commissioners R. C. Von Lehe and A. W. Hawley of Benton County appeared before the Commission regarding the reconstruction of the bridge over the Mary's River on the West Side Pacific Highway at the southern limits of Corvallis. The Chairman inquired as to whether or not this bridge is within the city limits of Corvallis and what cooperation the State Highway Commission may expect to receive from Benton County in the cost of reconstructing this bridge. Judge Moses replied that the bridge is outside of the borders of Corvallis and that they believed that Benton County has already done more than its share in cooperating in the cost of the construction of state highways and bridges within its borders and should not be obliged to cooperate in the cost of reconstructing the Mary's River bridge. He also stated that a former highway commission agreed to take over and maintain this bridge and in support of this statement submitted the following evidence relative thereto:

Certified copy of excerpt from the minutes of the State Highway Commission for May 28, 1925

Letter dated July 7, 1927 from Benton County Court to C. B. McCullough, Bridge Engineer, State Highway Department

Excerpt from State Highway Commission minutes of July 28, 1927

Letter from Roy A. Klein, State Highway Engineer, to Benton County Court, dated August 6, 1927

The Secretary was instructed by the Commission to verify the records quoted

AUG 23 1932

8/23/32

by Judge Moses and make them a part of the records of this meeting.

In further support of his argument Judge Moses stated that in 1925 the Benton County Court conferred with the State Highway Commission concerning the matter of the completion of the state highways in Benton County and informed the Commission at that time that Benton County would issue bonds for this purpose in the sum of \$235,000, but requested cooperation from the state. Of the \$235,000, he stated, \$35,000 was intended for the replacement of the Mary's River Bridge but this item was stricken from the bond issue because the Commission agreed to take over this bridge as a state structure and rebuild it when necessary.

After further discussion of this matter, motion was made by Commissioner Washburne that if the records disclose that Judge Moses' assertions are correct, the state should proceed at once with the construction of a new bridge at this point. Motion was duly seconded by Commissioner Aldrich and was declared by the Chairman to have received a unanimous vote. The Commission also confirmed the oral authority previously granted the Engineer to advertise this project for bids to be received at the meeting scheduled for August 31, 1932.

The matter of securing additional right of way for the construction of the bridge approaches on a slightly new alignment was then discussed. The Benton County Court agreed to acquire this right of way at the county's expense. (Secretary's Note: Copies of the records mentioned by Judge Moses follow. These were taken from the Highway Department's records at Salem)

(Excerpt from the minutes of the meeting of the State Highway Commission of May 28, 1925)

* * *

"Messrs. Woodcock and Dolan and Judge Moses of Benton County were present in the interest of the completion of the Newport-Corvallis and Alsea Highways in Benton County. The Benton County representatives stated that they had it in mind to propose a bond issue to complete the state highways in their county and as a basis for figuring the amount needed, they wished to know what cooperation would be given by the state. After some consideration, on motion which was carried, the Commission voted to offer cooperation to the extent of 50 per cent on the uncompleted portion of the Corvallis-Newport Highway and cooperation of 66-2/3 per cent on the uncompleted portion of the Alsea Highway, conditioned on 50 per cent cooperation by Benton County on the first project and 33-1/3 per cent on the second. This arrangement was satisfactory to the Committee who stated that they would go home and take the matter up with their people."

* * *

AUG 25 1932

"VICTOR P. MOSES
County Judge of Benton County
Corvallis, Oregon

"In re
Marys River Bridge,
Corvallis

"July 7, 1927

"C. B. McCullough,
Bridge Engineer,
State Highway Department
Salem, Oregon.

"My dear Sir:

"Your favor of the 6th inst., with enclosure of copy of letter addressed to Benton County Court, January 25, 1927, came this forenoon.

"The matters mentioned therein, were placed before the County Commissioners this morning, and I am instructed to write you that the Benton County Court will accept your offer to paint the bridge by state force, billing the county therefore, and that the other matters pertaining to wood repairs will be taken care of by our local bridge foreman, who will be instructed to make such necessary repairs hand rail, etc., as may be required.

"Before Judge Malone was retired from the State Highway Commission I brought up the matter of maintenance of this particular bridge, as to whether the State or County should keep it in repair, having in mind the agreement or understanding, that the time we met with the State Highway Commissioners preliminary to voting Bonds in 1925, that the State would replace the structure whenever the State deemed a new structure necessary, and thru such understanding, the amount estimated for a new structure was struck from the estimate of the State Highway Commission, and Bonds voted according to revised estimate - Judge Malone stated that the question of present maintenance had never been discussed by the Commission. The Court is willing to assume this maintenance on the old bridge as formerly, if the Commission desires such, but we feel that it would not be more than fair that Benton County be relieved from further repairs, than those suggested in your letter dated as per copy, on January 25th, and after these conditions have been met, that you relieve us from further care of the bridge. Can you feel agreeable to such arrangements and recommend such action to the State Highway Commission?

"Respectfully,

"BENTON COUNTY COURT
"Per Victor P. Moses, Judge"

AUG 23 1932

(Excerpt from the minutes of the State Highway Commission, July 28, 1927)

A letter was received from Judge Moses of Benton County in which it was agreed that the county would make certain necessary repairs on the West Side Pacific Highway bridge across Mary's River at the south city limits. The County Court asked, however, that after these repairs were made that the county be relieved of further maintenance on the bridge and that the state assume the maintenance costs from that time on. This arrangement was approved by the Commission and the Secretary was instructed to so notify Judge Moses.

"OREGON STATE HIGHWAY COMMISSION

"Salem

"August 6, 1927

"County Court of Benton County
Corvallis, Oregon

"Marys River Bridge at Corvallis

"Gentlemen:

"Your letter of July 7, 1927, addressed to Mr. C. B. McCullough, Bridge Engineer, in regard to present and future maintenance on the Marys River Bridge, West Side Pacific Highway was presented to the State Highway Commission at their regular meeting on July 28th.

"The Commission are pleased to note that you will take care of the repairs which are immediately necessary, as outlined in the Bridge Engineer's letter to you. You requested that after these repairs are completed, that the State assume future maintenance on the Marys River Bridge.

"In view of the cooperation which has been received from Benton County, the Commission feel that there is considerable justice in your request and voted to relieve Benton County of future maintenance on this structure after the present repairs are completed and that the State assume maintenance costs from that time on.

"Very truly yours,

(Sgd) "ROY A. KLEIN

"RAY:HI

"State Highway Engineer"

"cc C. B. McCullough

The County Court of Linn County, consisting of County Judge D. O. Woodworth and Commissioners H. A. Renninger and H. F. Warren, was present and requested that the Santiam Highway be designated a federal aid highway. They were informed by the Chairman that this highway is now on the list recommended

to the Bureau of Public Roads as additions to the federal highway system.

Judge Woodworth then asked the Commission to grant Linn County a clearing contract on this highway similar to the one the county had last year, to enable them to provide work for some of their unemployed this winter. They asked for a five-mile project from the foot of Seven Mile Hill easterly, known as the Sheep Creek Section, which they estimated would cost about \$15,000.

The Engineer stated that Linn County has cooperated to the extent of 25% in the cost of the construction of the Santiam Highway and has advanced county funds for this purpose under cooperative agreement so that at the present time the state owes the county about \$15,000. The granting of the present request, he stated, will cancel the state's indebtedness under this agreement.

The Attorney advised the Commission that it seemed to him that inasmuch as the Commission has no contract with the county but simply an agreement for the repayment of a sum of money that was advanced by the county, the Commission has legal authority to do as the County Court requests. Thereupon motion was made by Commissioner Washburne that the Commission enter into an agreement with the County Court of Linn County for the clearing of an additional five mile section of the Santiam Highway as requested. The motion was seconded by Commissioner Aldrich and was declared by the Chairman to have carried by the unanimous vote of the Commission. The Engineer was instructed to prepare a form of contract in conformance therewith.

The Commission discussed the matter of acquiring additional right of way from the United Railway Company for the improvement of the Lower Columbia River Highway near Linnton. Chas. Rose, right of way buyer who was present, stated that he has interviewed the railway company's officials and they are willing to deed to the state a two-mile section of their abandoned right of way, provided the state will pay the cost of removing the rails and ties which is estimated to cost about \$1,200. The contemplated improvement, he stated, does not require the acquisition of the entire two-mile section, but he believed it advisable to secure the full amount inasmuch as it will only cost about \$400 more than if only the actual amount needed is taken.

The Engineer stated that the acquisition of the entire two-mile section will eliminate the construction of a number of private road approaches which would otherwise be necessary in the event the Commission acquires only the actual land required for the improvement and further stated that it is likely that the cost of building these approaches will be more than the extra cost of the right of way.

After further discussion of this matter, the Commission decided to acquire the entire two-mile section of the United Railway Company's abandoned right of way provided satisfactory title is given by the railway company. The Attorney was instructed to determine if title to the property

7/23/32

is in fee or in quitclaim and advise whether or not the difference in title will affect the legality of the purchase; he was also instructed to advise the Commission whether it can legally acquire right of way by an expenditure of funds to remove rails. The right of way buyer was instructed to ascertain from the railway company's officials if the Commission can purchase outright the right of way needed, if it so desires, the railroad company to remove its own rails.

A delegation from Salem, consisting of C. E. Wilson, Manager of Chamber of Commerce, J. N. Chambers, representing the Marion County Court, and Harry Crain, appeared before the Commission and requested that the North Santiam Highway be designated as a federal aid highway. They were informed by the Chairman that this highway is not on the state highway system and the Commission has decided that it will not put it on the state system. He further stated that there is insufficient federal highway mileage available to allocate to this road and the state has no money with which to construct it; also, that this highway is being given better recognition in its present status as a forest highway than if it were designated as a state highway.

Consideration was given by the Commission to the alternate routes proposed for the Central Oregon Highway between Burns in Harney County and Juntura in Malheur County. After a full discussion of this matter, motion was made, duly seconded and carried by the unanimous vote of the Commission that the Drewsey route be adopted as the route of this highway between these points. The Engineer was then authorized to proceed with the making of the necessary surveys and the preparation of plans for construction.

The Commission adjourned at 12:35 o'clock P. M. to reconvene at 2:00 o'clock P. M. in the Assembly Room, Multnomah Hotel.

The State Highway Commission reconvened at 2:00 o'clock P. M. in the Assembly Room, Multnomah Hotel, with all members, the State Highway Engineer, the Attorney and the Secretary present.

The Chairman stated that the purpose of the meeting was to give the proponents of the alternate routes proposed for the "Short Road from Portland to the Sea" an opportunity to express themselves relative thereto and to discuss the Engineer's report on this subject. He further stated that the minds of the Commissioners are open to receive information or objections pertaining to each route that will enable them to reach a decision, and asked the speakers to present facts and not opinions.

According to previous arrangement, discussion was limited to one hour for each route and the individual speakers were limited to five minutes; also, the proponents of the Scappoose-Vernonia route were asked to speak first.

Senator Wm. F. Woodward, Portland, opened the arguments in support of the Scappoose-Vernonia route by discussing various features of the Engineer's report. He stated that they believe that the savings that will accrue by reason of the adoption and construction of the Scappoose route will be two or three times that estimated by the Engineer, also that the right of way costs

along the Wolf Creek route will greatly exceed the Engineer's estimate. Greater consideration, he stated, should be given to the matter of right of way. Speaking of elevations, he said that they disagreed with the Engineer that the amount of snowfall at an elevation of 1686 feet would be light and predicted that it would be necessary to expend annually a large sum of money to keep the Wolf Creek route open to travel. Comparing the alternate routes from the standpoint of stage construction, he stated that inasmuch as the Engineer states in his report that it may be fifteen years before the Wolf Creek road can be constructed in its entirety, why should the matter of early use of the highway be considered as an argument in favor of this route? Also, because of the slight difference in the number of curves, this feature should not be considered of importance in the selection of a route. Senator Woodward also spoke of the Engineer's comparison of "distance versus rise and fall" and the matter of saving in time, stating that the Engineer has not taken into consideration the contemplated use of the Beaverton-Forest Grove congested section over a period of years which will reduce greatly the savings in both time and money. Speaking of the scenic attraction, he stated that the Wolf Creek route traverses practically the same amount of logged-off land as the Scappoose-Vernonia route and gave as their opinion that it will cost the state nearer \$500,000 to acquire timber strips on each side of the Wolf Creek location than \$200,000 estimated by the Engineer because, he stated, no consideration has been given by the Engineer to the cost of fire control and forest patrol and the increased cost of harvesting the adjacent timber. In concluding his remarks, Senator Woodward stated that from the standpoint of community service there is no question in their minds of the superiority of the Scappoose route. Also, in its allocation of available funds the Commission should not lose sight of the Wilson River Highway which is deserving of some of these funds.

Others speaking in favor of the Scappoose-Vernonia route were Hon. Joseph K. Carson, J. P. Newell, Senator Joseph Dunne, Portland; Hon. John L. Foote, St. Helens; Lord McDonald, Warden and Fire Marshal of Columbia County Fire Patrol; Merle Chessman, Chairman, Road Committee, Astoria Chamber of Commerce; County Judge Guy F. Boyington, Clatsop County; Glenn R. Metzger, Columbia County; Barney Garrett, Secretary of Columbia County Chamber of Commerce, and F. D. McPherson, Chairman of Vernonia Chamber of Commerce.

Mr. Carson stated that he was mostly concerned in getting a short road to the sea as expeditiously as possible. The scenic feature of the road, he stated, is not paramount since there is plenty of this elsewhere in the state, but the principal function of the road lies in its utility value. It was his thought that the prime factors are to select a route that will get the people to the sea in the shortest time with a minimum amount of curvature and altitude and will serve the most people. The Scappoose route, he stated, meets this function and has the advantage over the Wolf Creek route since it is readily accessible to the heavily populated districts of East Portland via the St. Johns bridge and can be constructed by an expenditure of considerably less money.

Mr. Newell stated that he is financially interested in the Scappoose-Vernonia route. He complimented the Engineer on his very thorough report and

8/23/32

added that he had no criticism to offer except that he felt that the Engineer has favored the selection of the Wolf Creek route too much from the standpoint of saving in time and distance. The saving in time and distance via the Wolf Creek route, he stated, is not applicable to the entire traveling public, it being actually less by Scappoose and Vernonia to the people on the east side of the Willamette River and northwesterly from Broadway and Washington Streets; furthermore, there is more freedom of movement and less traffic congestion along the Scappoose route. It was his thought that at least one-third of the population will travel the Scappoose route to advantage and that traffic from the south and east will find this route preferable by using the streets in East Portland.

Senator Dunne gave as his opinion that there is something "rotten" with the Engineer's report. The right of way costs for the Wolf Creek location, he stated, have been greatly underestimated by the Engineer as has also the cost of the timber along this route. He further stated that the Engineer has projected the estimated savings for thirty years in advance, but has taken no account of the annuity on the \$500,000 which the state would save by the construction of the Scappoose route; also, insufficient credit has been given for the lesser rise and fall and better snow and ice conditions that will prevail along the Scappoose route. The construction of the Wolf Creek route, he said, will mean a duplication of roads between Portland and Banks since the present road between Portland and Forest Grove will in no place be more than $3\frac{1}{2}$ miles distant from the proposed Wolf Creek location. Also, the Scappoose route will lend itself much better to the development of feeder roads in Columbia County of which that county is now deprived. Concerning scenery, Senator Dunne stated that this should not be considered of importance because it was his belief that the removal of timber along the Wolf Creek route will soon reduce this route to a condition similar to that existing along the Scappoose route. Mr. Dunne further pointed out that the construction of the Scappoose route will open up about 285,000 acres of land that are now ready for settlement, which will eventually increase Columbia County's tax returns about \$84,000. The adoption of the Wolf Creek route, he stated, will place them in a position that will require them to defend the Commission in expending \$500,000 more than is necessary. It was his thought that this money should be spent in other parts of the state. The making or breaking of the highway program, he stated, rests on the decision of the Commission in this matter.

Mr. Foote pledged full cooperation from Columbia County if the Commission adopts the Scappoose-Vernonia route. He disagreed with the Engineer's report regarding the matter of stump lands, stating that hundreds of acres along this route are now in cultivation and other hundreds are now being reforested. He predicted that the stump land will be regrown with small trees and the fire scars entirely covered within the next five or six years or as soon as the road is ready for use.

Mr. McDonald stated that the Wolf Creek route traverses a section about 7 or 8 miles in length which contains a stand of about 750,000,000 feet of virgin timber. The cost of removing this timber, he stated, will be

increased about 25% and the fire hazard will be increased about 50% if a highway is constructed through it.

Mr. Chessman stated that the Astoria Chamber of Commerce is not opposing either of the suggested routes. However, it is obvious, he stated, that the interests of Astoria will be better served by the Scappoose-Vernonia road since it will place Astoria about fourteen miles nearer to Portland. He further stated that if the Wolf Creek route is constructed, Astoria and Clatsop County will not be compensated in full unless a further expenditure of approximately \$300,000 is made for building a connection between Elsie and Fish Hawk Falls on the Nehalem Secondary Highway.

County Judge Boyington explained that the County Court of Clatsop County has maintained a position of neutrality with respect to the designation of the short road from Portland to the sea. He stated that they have full confidence in the ability of the State Highway Commission to select the proper route for this road. He further stated that the common outlet at Hamlet Junction meets with the approval of the Clatsop County Court. In reply to the inquiry of the Chairman as to whether or not Clatsop County will acquire the right of way for this road within the borders of Clatsop County, Judge Boyington stated that he was not in a position to commit himself at this time. It will be necessary, he stated, for the people of his county to authorize an expenditure for this purpose. He also stated that they were interested in the securing of a connection between their county road system and the proposed short road to the sea and that Astoria should be considered as well as Seaside and Cannon Beach in this matter. He suggested the construction of a connection between Elsie on the proposed road and Fish Hawk Falls on the Nehalem Secondary Highway.

Mr. Metzger spoke for the Scappoose-Vernonia route from a standpoint of cost of construction. He gave as his opinion that the people of Portland would prefer 85 miles of utility highway at a cost of \$4,000,000 rather than 75 or 80 miles of mountain peaks and scenery at a cost of \$4,500,000. He advocated the allocation of the extra \$500,000 difference in cost of the two routes to the improvement of other highways throughout the state and suggested the widening and straightening of the Lower Columbia River Highway. It was his thought that the saving of ten minutes in time between Portland and Seaside did not justify the expenditure of the extra \$500,000. Concerning the scenery along the Scappoose-Vernonia route, he stated that this route traverses a section which is rich in historical lore and beauty far more valuable to the tourists than the pastoral scenery along the Wolf Creek route.

Mr. Garrett stated that they desired the short road to the sea, to pass through Columbia County because it would develop over 200,000 acres of tillable land which, if divided into average acreage, would mean 5,000 farmers with 40 acres each, and figuring that each farmer would spend at least \$900 per year, a total added wealth of \$450,000 would accrue to the county. He called attention to the fishing streams along the Scappoose route and the freedom from snow and ice and the absence of fog.

8/23/32

Mr. MacPherson spoke of the extra cost of constructing the Wolf Creek route over the Scappoose route, stating that the slight saving in distance and driving time did not justify the additional expenditure of \$500,000. He also stated that the cost of acquiring the right of way and timber along the Wolf Creek route is out of proportion with the scenic value of the route. If it is the intention of the Commission to purchase a right of way 2,000 feet wide in order to preserve the timber, he stated, it will mean the acquisition of 1,960 acres of land through the eight miles of timbered area, or 1,862 acres more than is absolutely necessary, containing approximately 93,000,000 feet which, at \$4.00 per M. and computed on an annuity of thirty years at 4½% interest, will amount to \$1,396,000. To this amount, he stated, should be added the cost of administering the timbered area during the thirty-year period, estimated by him to be about \$75,000, and in addition thereto it would be necessary to pay to the timber interests damages of at least fifty cents per thousand feet for the increased cost of harvesting the adjacent timber crop. This, he stated, would also be subject to the average annuity and would amount to about \$375,000 making the total cost of the scenic assets about \$1,846,000; furthermore, if this item is considered along with the construction costs, the eventual savings estimated by the Engineer in favor of the Wolf Creek route will be wiped out. Mr. MacPherson also discussed other features of the Engineer's report including rise and fall, curvature, grades, ice and snow conditions, fog, and the importance of the Scappoose route as a trunk route in Columbia County from which to develop feeder roads into new territory that is now without road facilities. Mr. MacPherson filed a brief with the Commission in support of the oral arguments presented by him.

Speaking in the interests of the Wolf Creek route were: L. M. Lepper, Vice-President, East Side Commercial Club, Portland; P. L. Patterson, Deputy District Attorney of Washington County, representing the Washington County Court, who was introduced by County Judge D. T. Templeton of that county; S. G. Reed, Tillamook County; Ed. Lindsey, County Commissioner, Tillamook County; E. N. Hurd, Seaside, representing the Seaside Chamber of Commerce; A. M. Churchill, Portland, and Wm. H. Galvani, Mayor, Seaside.

Mr. Patterson presented the principal arguments in behalf of this route. He opened his remarks by requesting the Commission to give consideration to the Wilson River Highway in the allocation of funds that are now available for construction purposes and then complimented the engineers very highly on their report of the alternate routes proposed for the "Short Road to the Sea." He stated that the advocates of the Scappoose-Vernonia route have lost sight of the real purpose of the highway in question, which is a short road to the sea from Portland, and have concerned themselves only with its by-products. The Wolf Creek route, he stated, is the shortest, fastest, most scenic, has less curvature and is the most satisfactory route in every respect and the only real objection offered by the proponents of the other route is that it will cost about \$500,000 more to construct. To refute this objection, he set forth that if an expenditure of \$4,000,000 is justified in order to save ninety minutes of time and 39 miles in distance over the existing route, then, on that basis, the Wolf Creek route, which is 6½ miles shorter and will require seven minutes less time to travel than the Scappoose route, is worth \$660,000 more than the Scappoose route. He dispelled the thought that difference

in elevation should be an argument against the Wolf Creek route, stating that the highest elevation is only 416 feet above the highest point on the other route, which is only one-half the distance up the Canyon Road in Portland. He pointed out that a road constructed along the Wolf Creek route can be made available to the public much sooner than one constructed on the Scappoose route by the use of existing roads; this, he stated, is an important factor when it is considered that a short road to the sea may not be completed as expeditiously as contemplated on account of shortage of funds.

Mr. Patterson stressed the advantage of the Wolf Creek route from the scenic standpoint, stating that within fifteen minutes from Washington Street, Portland, one can enter into one of the few remaining stands of virgin forests in Oregon. He concluded his argument by stating that "from the standpoint of cost, distance traveled, safety involved, availability for use, scenic wonders, service to communities enroute and time saved, the answer to your problem is the adoption of the Wolf Creek route."

Mr. Reed stated that the people of Northern Tillamook County have banded together and feel that the Wolf Creek route with a branch route to Nehalem Bay will best serve their interests. This road, he stated, should be considered as a trunk highway from which connection may be made to the north Tillamook County beaches and to the city of Tillamook via the Wilson River Highway.

Mr. Lindsey stated that he appeared as an individual and not as a representative of the Tillamook County Court. He confirmed the remarks of Mr. Reed and pointed out the recreational and scenic value of the Wolf Creek route--this is the greatest playground in the West, he stated.

Mr. Hurd stated that the people of Seaside are very much pleased with the Engineer's report and they are perfectly satisfied to leave the selection of the route entirely with the Commission.

Mr. Churchill reiterated the remarks made by himself before the Commission at the meeting held on August 5, 1932. The Wolf Creek route, he added, goes where the people of Portland want to go--on the most direct line from Portland to the sea. He pointed out the possibilities of constructing branch highway connections to Tillamook and Mohler at a great saving over the cost of constructing such branches from the Scappoose route and declared that the 6½ miles that would be saved by the adoption of the Wolf Creek route represents 10½% of the total mileage saved over the Scappoose route, making distance a major factor in the selection of the route.

Mr. Churchill further stated that the Engineer in his report has been too conservative in his statements as to the time that it takes to reach the Multnomah County line from common points in Portland over each of the alternate routes and he has also been too conservative in his report with respect to the saving in time, distance and cost of construction and in the capitalization of the savings of \$500,000. The Engineer, he stated, has capitalized this saving for a period of thirty years, but it was his belief that it should have been capitalized for a much longer period because the

8/23/32

road will not be obsolete at the end of the thirty-year period. Mr. Churchill disputed the arguments set forth that certain portions of timber along the Wolf Creek route will be isolated by the construction of that route and that the cost of harvesting the timber will be greatly increased. Concerning the scenic effects, he stated that he believed a strip of timber 300 feet to 500 feet in width on each side of the highway will be sufficient to preserve the natural scenery, which will reduce considerably the Engineer's estimate of the cost to acquire the right of way and the timber strips. Concerning forest fires, he stated that the cost of fighting fires on logged-off lands is twenty times greater than it is in green timber. Likewise, the fire risk is twenty times greater on the logged-off lands. It was his thought that the timber interests would not be hurt in the least by the construction of a highway through their holdings. A roadway through the timber, he said, will greatly facilitate the fighting of fires that may occur; therefore, it would be an asset rather than a liability. Mr. Churchill displayed maps showing the logged-off and burnt-over lands along each of the proposed routes.

Mr. Lepper presented figures showing the distances from Portland to various Clatsop County and Tillamook County beach points and called particular attention to the distance to Rockaway which, he stated, is 94.15 miles from Portland via the Wolf Creek route, or only 1.76 miles farther than by the proposed Wilson River highway. He also gave further statistics with respect to each of the proposed routes which, he stated, show that the Wolf Creek route is the shortest and will serve the greatest number of people in the shortest possible time, which is the route that the people of Multnomah County ask the State Highway Commission to select. It was his thought that the cost of the alternate routes should be capitalized for 1,000 years instead of 30 years as has been done by the Engineer. He further stated that he believed that the arguments presented by the proponents of the Scappoose route were mainly for the benefit of the Clark & Wilson Lumber Company which has 200,000 acres of logged-off lands which they desire to dispose of. Mr. Lepper filed a brief of the arguments presented by him.

Mr. Galvani complimented the Engineer on his report, stating that it is a very fine piece of work and is competent. He then endorsed the selection of the Wolf Creek route.

Following the presentation of arguments, the Chairman explained the Commission's finances at the present time and pointed out the necessity for the careful allocation of the highway funds now available. He said that the surveys of the proposed short roads from Portland to the sea have been made, two of which were under discussion today and the third, the Wilson River Highway survey, will be reported on by the Engineer in the near future and will then be made public. These surveys, he stated, have taken a great deal of labor and a long lapse of time to complete and have cost the State approximately \$125,000. The preliminary estimate of the cost to construct the Wilson River Highway, he said, is about \$2,500,000; that of the Scappoose-Vernonia route is about \$4,000,000, and that of the Wolf Creek route is \$4,500,000. The finances of the State Highway Department, he said, are at a low ebb and there are no state funds with which to construct any part of these proposed roads, since all of the revenues and funds for the current year are now

obligated for heavy debt service, maintenance, and for expenditures made last winter and spring for unemployment relief; also the department's revenues have shrunk because of lax payment of automobile license fees and short payments of gasoline tax. It is estimated, he said, that the gasoline tax will fall short perhaps \$500,000 and the motor vehicle license fees about \$1,000,000, making a total income for this year of approximately \$1,500,000 less than last year.

The Chairman called attention to the fact that approximately 40% of the revenues of the Highway Department, amounting to nearly \$3,500,000, are now obligated to present debt service and explained that the money remaining for construction and reconstruction purposes for the next twelve months will virtually all come from federal sources, of which there is now available to the state about \$3,000,000 made up of \$1,000,000 regular federal aid and \$2,000,000 special money appropriated by Congress for emergency relief purposes.

The Chairman further explained that it is necessary to allocate some of the funds for reconstruction purposes in order to keep up the old highways; also a portion will be allocated to new construction which will include a certain amount for the short road to the sea. The money, he stated, was appropriated for the purpose of relieving unemployment and must be spread out over the state and used for that purpose and that is what the Commission is doing to the best of its ability to get value received.

The Chairman then spoke of the threatened \$3.00 license fee for motor vehicles, stating that if such a fee became a fact the highway construction program in Oregon will be ended because it will be impossible to make up the resulting shrinkage in revenues by an increased gasoline tax.

He emphasized the fact that the construction of the short road to the sea will necessarily be slow because of the uncertainty and shortage of funds and the construction of both this road and the Wilson River Highway cannot be accomplished at the same time because of the enormous amount of money involved. The Chairman concluded his remarks by stating that this is a time for good will and kindness and by asking the cooperation of all concerned. He thanked the delegations for their appearances and for the work done by them to bring information for the guidance of the Commission.

The Commission adjourned at 4:30 o'clock P. M. to reconvene immediately in the Tyrolean Room in the Benson Hotel.

After a short session in the Tyrolean Room, Benson Hotel, at which all Commissioners, the State Highway Engineer, the Attorney and the Secretary were present and during which matters pertaining to the proposed short road to the sea were discussed, the Commission adjourned at 6:00 o'clock P. M. to reconvene in the same room at 7:30 o'clock P. M. the same day.

The Commission reconvened at 7:30 o'clock P. M. in the Tyrolean

8/23/32

Room, Benson Hotel, with the following present: Leslie M. Scott, Chairman, E. B. Aldrich, Commissioner, the State Highway Engineer, the Attorney and the Secretary. Commissioner Washburne was unable to attend on account of a previous engagement.

The Commission discussed right of way and timber matters pertaining to the alternate routes proposed for the short road to the sea with the following persons who were present: A. M. Churchill, Portland; Eugene Walsh, logging engineer, representing Brown & Brown, Inc., Portland; T. T. Munger, Director, Pacific Northwest Forest Experimental Station.

Mr. Churchill gave as his opinion that the maximum amount that the Western Timber Company could possibly charge for the timber across its holdings along the Wolf Creek route between Sunset Camp and Wolf Creek Summit is \$40,000; he also estimated the value of the timber which the state will require to construct a road across the holdings of MacPherson Bros. (Detroit Timber Co.) on this route to be about \$20,000, and that across the holdings of the American Lumber Company to be about \$10,000. The average cost of stumpage, he stated, under normal conditions is about \$4.00 per M.; however, in 1931 this average was only \$2.22 per M.

Mr. Munger gave as his opinion that the ownership of the timber is not an important factor because title to the same will probably change hands a number of times before the land is actually logged off; there are a number of different ways to harvest timber, he stated, and the selection of the proper method will create no severe hardship or damage by reason of any of the tracts being isolated. He further stated that he believed the presence of the highway would act as a benefit rather than as a detriment to logging operations since the highway would permit the operators to get their logs out by truck haul which is much cheaper than train haul.

After some discussion, arrangements were made by the Commission with Mr. Walsh to make an investigation of the timbered sections of the Wolf Creek route from a logging engineer's standpoint to determine the extent of damage, if any, that might accrue to the timber companies if the Wolf Creek route is adopted for this road, bearing in mind that there is a possibility that the timber interests will allege that the presence of the highway across their holdings will greatly increase the costs of marketing their timber and will likely take the matter into court.

The Commission adjourned at 10:00 o'clock P. M. to reconvene at 9:30 o'clock A. M. the following day in the Benson Hotel.

Portland, Oregon, August 24, 1932

The State Highway Commission reconvened at 9:30 o'clock A. M. in Room 204, Benson Hotel, with all Commissioners, State Highway Engineer, Attorney and the Secretary present.

Frank E. Andrews, Portland, representing the Portland Chamber of Commerce, was present and discussed with the Commission matters pertaining

to the "The Freight Truck and Bus Bill", sponsored by the Highway Protective Association, which is to be submitted to the people of the state for approval or rejection at the next general election.

After some discussion it was the unanimous decision of the Commission that it would be to the best interests of the state highway department if the Commission did not enter into this controversial matter; therefore, Mr. Andrews was advised that the Commission prefers not to be quoted either for or against the bill. He was also informed that the department engineers are now making a thorough study of the matter for future use of the Commission and for the legislature if that body desires such information.

Robert W. Sawyer, Bend, reappeared before the Commission relative to the securing of funds for the reconstruction of the Bend-Redmond Section of The Dalles-California Highway as an unemployment relief project. The suggestion was made that \$100,000 of the funds appropriated by Congress under its Emergency Relief and Construction Act of 1932 for the construction of roads across unreserved public lands other than Forest Reserves (Oddie-Colton Act funds) be allocated to the construction of the Burns-Juntura Section of the Central Oregon Highway and that an equal amount of funds otherwise set up for that project, but which would thereby be released, be applied to the reconstruction of the Bend-Redmond Section. After some discussion, the Commission informed Mr. Sawyer that due consideration will be given to this suggestion.

The following plan was offered by Mr. Sawyer for the financing of the construction of toll bridges on the Oregon Coast Highway to replace the present ferries without increasing the state debt, by using funds provided by the Federal Government under its Emergency Relief Act of 1932:

- "a. Let the cost of the five bridges be ascertained;
- b. Let this cost be apportioned among the Coast counties interested in proportion to their assessed valuation;
- c. Let each county vote bonds for its portion of this cost;
- d. Let these bonds be security for an R. F. C. loan;
- e. Let the bridges be built and the tolls collected for the benefit of the counties participating;
- f. Let the State contribute annually the cost of ferry operation less its cost of bridge maintenance."

Under this arrangement, he stated, the state will not become further indebted, the counties will assume all hazards with respect to toll income, and the tolls may be lifted whenever the participating counties request. The state, he said, under the Constitution may not, however, assume the burden of any unpaid county debt incurred for the bridges. Matter taken under consideration by the Commission.

The Engineer reported that a reconnaissance survey has been made

AUG 24 1932

AUG 24 1932

8/24/32

of the proposed highway extending from the town of Halfway down Pine Creek to Ballards Landing in Baker County which indicates that it will cost about \$353,000 to grade to modern standards, and about \$240,000 to construct a lower standard highway. Compared with this, he said, the estimate to construct a highway down the Snake River from Robinette to Ballards Landing, utilizing the abandoned railway grade of the Oregon Short Line Railroad, will cost about \$171,000.

After some discussion of this matter, the Commission decided to view the proposed project on the ground before arriving at a decision with respect to the adoption and construction of this route as a part of the Baker-Cornucopia Highway. Arrangements were therefore made to make such an inspection trip about September 12, 1932, when a meeting is to be held in Baker to hear objections to the Commission's plan for rerouting the north entrance of the Old Oregon Trail into that city.

Ed. W. Miller, Marshfield, Manager, Oregon Coast Highway Association, appeared before the Commission and urged the construction of bridges on the Oregon Coast Highway to replace the present ferries. He stated that the traffic on this highway is now as great as on the Columbia River Highway, and it is the consensus of opinion of many tourist organizations which he has contacted, that this traffic will be doubled in 1933. Therefore, it is very important, he added, that the Commission make its plans now for these bridges while government funds are available to finance their construction. He further stated that, while the people of the coast counties do not like a toll charge for the use of the bridges, all of them, with the possible exception of Reedsport, believe that a moderate toll charge is justified at this time. It was his thought that the Commission should not retard the benefits to be received from its investment of \$175,000,000 in highways by the noninvestment of an additional \$2,500,000 in the proposed bridges.

The Chairman informed Mr. Miller that the matter of the construction of these bridges is one of finance. It will be necessary, he stated, for the state to guarantee to the Government the repayment of any loan that might be secured from the Reconstruction Finance Corporation to finance the construction of these bridges. The state has a big debt now, he said, and there is uncertainty as to the volume of traffic that will use the bridges the year around and the amount of revenue that will be derived by the charge of a small toll for such use; therefore, the Commission must give serious consideration to this matter before making a decision that might add to the state's present indebtedness. He further informed Mr. Miller of the present status of the Commission's finances.

There being no further business to come before the Commission, the meeting was adjourned at 12:30 o'clock P. M.



State Highway Engineer

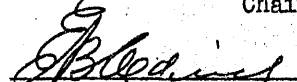


Secretary

AUG 24 1932



Chairman



Commissioner



Commissioner