

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

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

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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.
3332		Bonds. Resolution authorizing advertisement of \$172,000. 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.
		Foreign materials, policy as to use in highway contracts.
3336		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;
3341		Port Orford-Euchre Creek Section, surfacing;
		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.

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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;

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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.
3353		Jackson County. Crater Lake Highway, snow removal between Union Creek and Park boundary refused. Right of way matters placed under supervision of Attorney.
3354		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.
3355		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. 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.
3356		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.

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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. 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. 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. Log hauling. Discussion with representatives of timber and allied industries and state police. Marion County. Type of pavement for Salem north project; conference with Bureau of Public Roads. Log hauling. Rules and regulations discussed with representatives of timber, trucking and allied industries. Per diem penalty clause to be included in future highway construction contracts. Amount discussed. 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.
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3363	April 8	
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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. U. S. Army Air Corps, application for permission to use ocean beach at Cannon Beach and Ecola Park as landing fields referred to Attorney.
3379		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.

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3381	April 28	Bids opened on projects as follows: Benton County Section and Adams-Milton Section, pavement planing; New Era-Canby Section, grading; 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; 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; Deschutes River Tunnel Section, roadbed widening; Three bridges on Durkee-Gales Section; Paradise Creek bridge; Ferry Service across Alsea River at Waldport; North Portland Overcrossing; Dillon Overcrossing, widening; Juntura-Burns and Dale-Long Creek aerial survey. Bids opened for \$172,000 bonds. Lane County. Harmon & Tittle claim for additional compensation on Gate Creek-Nimrod Section. 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. 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. 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. Board of Survey to dispose of old equipment, etc. appointed. Oiling equipment; excess ordered advertised for sale. Truck, resolution authorizing sale to Penitentiary. 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.
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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. 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. 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; 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; 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; Dillon Overcrossing, widening.
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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.
3402		Hood River County. Cascade Locks, agreement with Mr. Laber modified.
3403		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. 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.
3404		State Industrial Accident Commission rates, discussed by representatives of Associated General Contractors. 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.
3405		Mt. Hood Highway. Log hauling discussed. Log haulers, public liability insurance (\$10,000/\$20,000) to be required. Expense accounts; schedule of prices discussed.
3406		

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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.

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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-Harpole 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.
3422		Willamette Highway, completion urged by delegation.
		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.

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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;
3427		Elk Creek Tunnel, paving;
		Bituminous Macadam Project No. 8;
		Brooks-Salem Section, grade widening and paving;
3429		Sand Station-Washington State Line Section, grading;
		Dillon Section, grading;
3430		Deschutes River Tunnel Section, widening;
		Santiam River bridge at Jefferson;
		Fulton Canyon bridge, widening.
3431		Lake County. Claim for credit reduced; credit on additional construction asked. Statement of Roy A. Klein, former State Highway Engineer.
3433		Jackson County. Pacific Highway, Siskiyou Section, definite decision asked; location survey requested.
		Umatilla County. Reimbursement claimed by county for monies advanced for emergency unemployment relief work on secondary highways.
3434		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.
3435		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;

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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.

3441

R. H. Baldock and Roy A. Klein, expense accounts approved;
Western Association of State Highway Officials at San Francisco.
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-Mehler route requested.

3443

Clatsop and Tillamook Counties. Cannon Beach-Neahkahnie Mountain Road; right of way agreement.

3444

Clatsop County. Cannon Beach Road; surfacing, agreement with county.
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.

3445

Practice of performing work for towns on streets other than state highways; Engineer instructed to continue.

Recreational areas; consideration given to acquiring from Government;

Cassy tract, Crater Lake Highway;

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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.

3451

Klamath Falls, maintenance building, extension authorized.
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

3456

Arlington, discussion of secondary highway matters with Wasco, Sherman, Gilliam and Morrow County Courts.

3458

Programming secondary highway funds of Gilliam and Morrow Counties discussed.

3459

Programming secondary highway funds of Sherman and Wasco Counties discussed.

Regular meeting postponed from June 9 to June 23.

Log hauling between Taft and Toledo; applications approved subject to weight and time limitations.

3460

Seven-hour work day for shop employes, instructions issued.
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;

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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.
3467		Multnomah County. West Side Pacific Highway, Engineer's report on alternate routes into Portland. Lakeview-Burns Highway; secondary highway funds to be used for maintenance.
3468		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.
3472		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.
3474		Umatilla County. Resolution authorizing amended complaint in right of way condemnation on Wallula Cut-off. Klamath County. The Dalles-California Highway, condemnation of right of way authorized on Merrill-Malin Section.
3475		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. 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.
3479		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. 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.
3480		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. 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
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.
3483		State Industrial Accident Commission, protest against increased rates by Associated General Contractors.
		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.
3484		Map, official adoption recommended by Attorney.
		Multnomah County. Dump nuisance near Interstate Bridge, report by Engineer.
	June 9	Jackson, Douglas and Klamath Counties. Discussion of secondary state highway matters.
3485		Jackson County: Tiller-Trail Road, Little Butte Creek Road, Sam's Valley Road; agreement ordered prepared.
		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
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.

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- 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.
Multnomah County. Right of way through Glencullen, resolution authorizing payment of claims.
- 3506 Coos County. Cape Arago Park presented by Mr. and Mrs. Louis I. Simpson.
- 3507 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.
- 3513 Bids opened on following projects:
Scottsburg-Paradise Creek Section, surfacing;
Terminal City-Klamath Falls Section, paving;
Cheshire-Prairie Road Section, grading;
Oiling Project No. 9;
Bituminous Macadam Project No. 12;
Kilchis River-Tillamook Section, paving and surfacing;
- 3514

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- 3514 June 23 Bids opened - cont'd
- 3515 Adams-Milton Section, pavement widening and resurfacing;
Beaver Creek, Rodgers Farm and Fanno Section, grading and surfacing;
Abernethy Creek bridge;
- 3516 Wahanna Creek, remove old bridge;
Cheshire-Prairie Road Section, 17 bridges;
Santiam River bridge at Mehama;
Umatilla Overcrossing;
Dawson Creek bridge;
- 3517 Two bridges between Amity and Bellevue;
Klamath Falls, maintenance storage building;
Oneonta Creek Tunnel, relining.
- 3518 Northwest Oregon Development Association urging construction of short road from Portland to sea
- 3519 Yamhill County Court recommends award of contract for two bridges between Amity and Bellevue on untreated timber type.
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.
- 3520 Washington County. Route from Multnomah County line to Banks; consideration asked in selection of short route to sea.
Linn County. Additional clearing contract on Santiam Highway asked as unemployment relief project.
- 3521 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.
- 3522 Tillamook County. Secondary highways discussed:
Road down Cronin Creek to point near Mohler requested;
Dolph-Meda Road designated.
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;
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

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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.
3527	July 1	License fees, proposed plan of quarterly payment discussed.
3529		Log hauling trucks, effects on highways; report of engineer. 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' employes, report by Engineer.
3532		Benton County; authority requested to clear and grub 3-mile section of Alsea-Deadwood Secondary Highway. Yamhill County. Two bridges on Amity-Bellevue Secondary Highway; award. Equipment (used), awards made.
3533		Oilers, street sweepers, etc.; private sale authorized. 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.

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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.
3544		Columbia County. Inquiry from John M. Kelly, St. Helens, re line change and acquisition of right of way across his land. 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		Washington County. Beaver Creek Section, low bidder not qualified; bids rejected and readvertisement ordered.
3547	July 8	Automobiles; purchase of ten authorized.
3548	July 19	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.
3550		Union County. Relief Committee requests loan of truck. 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.
3551		Lincoln County. Yaquina Bay ferry, agreement for additional service. 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.

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- 3552 July 19 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;
1 1/2-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.
- 3557 West Coast Power Company. Permit to haul poles required.
Pacific Highway. Modernization throughout entire length suggested by Grants Pass Chamber of Commerce.
- July 20 Proposals received on following projects:
3558 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.
- 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;
Interstate Bridge, clean and repaint structural steel;
Bridge over Juniper Canyon and half viaduct.
- 3561 Salem Trades & Labor Council, resolution opposing \$1.50 per day wage scale.
Letters protesting adoption of \$3.00 wage scale.

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- 3561 July 20 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.
- 3567 Umatilla County. Application for lease of tract of land in Emigrant Park for concession. (Howard Stade, Seattle)
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 Trohame & 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;

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- 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)
3572 Warm Springs Highway. Delegation urging allocation of funds.
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-Neahkahnie 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 pro-
posed 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 re-
quested.
Harney County. State requested to perform maintenance work
on Yellowstone Cut-off.
3575 Curry County. Cape Blanco secondary highway approved by county.
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; appli-
cation for lease.

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- 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 ad-
vocated 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.
Fremont Highway. White Rock Section, completion requested.
3585 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.

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- Aug. 5 Projects ordered advertised:
3586 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.
3587 Pile trestle bridge on Secondary Highway No. 154, Yamhill Co.; Maintenance headquarters building at McKenzie Bridge.
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.
3592 Aug. 12 Special meeting to be held August 12, 1932.
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.

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- 3593 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 Emergent 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 Tamareck 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:
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;
3601 Fisher Brothers, New Era-Canby Section, grading;

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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.

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3621	Aug. 24	Freight Truck and Bus Bill discussed by Frank E. Andrews. 3622 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.

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 \$175,000 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

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

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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

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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	Unit Bid	Amount	Union Oil Co. Associated Oil Co.	
					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		

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		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		Unit			
Bid	Amount	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

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

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

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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 \$150 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

by this agreement to deposit \$10,000 in bonds in escrow in the bank--these bonds to be released to Mr. Laber 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. Laber 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. Laber 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 employees. 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		
Johnson Bros. Co.	\$ 99,527.00	\$101,478.00
James Crick	107,230.00	107,718.50
S. H. Newell & Co.	107,805.00	108,272.50
Liesch & Tofte	113,917.00	114,348.00
	114,059.50	115,051.50

Cont'd

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Durkee-Gales Section - cont'd

F. H. De Atley Co.
Wm. Endicott
Clifton, Applegate & Toole
Columbia Power & Investment Co.
Kern & Kibbe, Inc.
J. A. Terteling & Sons
F. C. Dillard
Cochran Construction Co.
Morrison-Knudsen Co.
E. L. Gates
H. G. Johnson
Dunn & Baker
Wren & Greenough
Washburn & Hall
I. L. Young
A. C. Greenwood Co., Inc.
Siems-Spokane Co.
Earl L. McNutt
P. L. Crooks & Co.

Alternate #1 Alternate #2

\$119,745.00	\$120,097.50
120,935.00	121,083.00
124,139.00	124,090.00
124,676.50	125,724.00
125,410.00	126,023.00
125,619.00	126,094.80
127,536.00	127,045.00
133,130.00	134,574.00
133,615.50	133,604.50
135,399.50	135,728.50
136,666.00	137,171.00
137,161.00	137,360.00
138,054.00	138,404.00
141,194.00	142,030.00
142,769.00	143,270.00
148,238.50	149,451.50
153,148.50	153,810.00
153,362.00	153,742.00
178,266.00	178,326.00

OLD OREGON TRAIL
HUNTINGTON-SLIDES SECTION - BITUMINOUS MACADAM

Alternate "A" Alternate "B"

	\$65,980.00	
Dunn & Baker	68,786.00	
J. C. Compton	74,948.80	
J. F. Forbes	75,580.00	\$60,720.00
Wren & Greenough	76,055.00	
Standard Asphalt Paving Co.	77,407.00	61,530.00
F. J. Kernan	78,890.00	63,050.00
H. G. Johnson	94,260.00	77,840.00
Quinn-Robbins Co.	95,295.00	79,335.40
West Contract Co.		65,586.00
Clyde R. Seitz		

OREGON COAST HIGHWAY
PORT ORFORD-EUCHRE CREEK SECTION - SURFACING

	\$47,380.00
A. S. Wallace*	48,650.00
Roy L. Houck	57,520.00
Saxton & Looney	59,780.00
Salem Sand & Gravel Co.	60,800.00
S. H. Newell & Co.	60,970.00
Portland Sand & Gravel Co.	61,200.00
Arthur Gentemann	61,350.00
Schmeer & Williams	61,370.00
Interstate Construction Co.	61,780.00
A. C. Greenwood Co., Inc.	

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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	19,880.00
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"
\$162,125.00 \$145,850.00

Wren & Greenough

Cont'd

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Boyer-Valley Junction Section - cont'd

	Alternate "A"	Alternate "B"
A. Milne	\$163,869.25	\$147,067.40
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.

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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 C. 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 highway the road extending westerly from Dufur via Ramsey Market Road to Little Prairie to a connection with the Mt. Hood Highway. He presented a report 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 inspect the route and if a favorable report is received they will adopt a resolution later. Also present in the interests of the designation as a secondary state highway were P. E. Temple and C. H. Miller. The Chairman informed the delegation that the Engineer will have a survey of the route made later to secure cost data. Matter referred to Engineer for investigation and report at his convenience.

Mr. Guy Boyington and Commissioner Wm. Larson of Clatsop County asked the Commission to reaward the contracts for 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 bidder, 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

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, includes the construction of short line changes to eliminate sharp curvature at Hillsboro and Forest Grove, but does not contemplate widening present right of way. The report was accepted by the Commission and filed in the department records. The Secretary was instructed to copy of the estimate to the County Court of Washington County.

Samuel C. Dick, Astoria, was present and complained to the Commission the actions of C. L. Gardiner, one of the department's right men. He stated that Mr. Gardiner approached him on October 14, 1931, and told him that the Highway Department intended to widen the right of way in front of his place about three miles south of Astoria. He requested him to move his flowers and shrubbery so that they would not be damaged when his house and garage were moved later, in December. He stated that Mr. Gardiner told him that he would return in January to complete the deal but to date he has not shown up. In the meantime, Mr. Dick has moved his plants and shrubbery and now wishes to know what the Commission has taken on the matter. He was informed by the Secretary that the Commission has been asked for a report on the matter.

Mr. Dick appeared before the Commission and informed them of the actions of Mr. Gardiner. The Commission has taken on the matter and will prevent further action. He was informed by the Secretary that the Commission has been asked for a report on the matter.

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 22, 1932, and the deed transferring the tract to the State was delivered by Chella before the personnel of the Highway Commission changed; however, payment of the purchase price was delayed until 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 deed. The deed must first be signed by the present Commission to legalize the transfer. He inquired whether the Commission wished to proceed with the acquisition of this area in accordance with the ideas of the former Commission. After consideration of the matter, it was decided that the Chairman, Commissioner Washburne will inspect this tract before a definite

resolution regarding the truck hauling of logs or other material was adopted by the unanimous vote of the Com-

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

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

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.

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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		Total
		State	Government	
<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

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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

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 Drews 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

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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:

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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	"	"	"	"	

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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 ordered filed in the records of the State Highway Department.

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

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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.


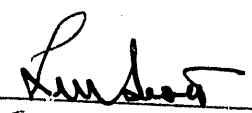
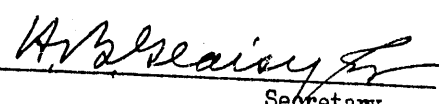
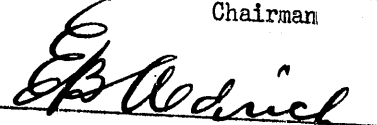
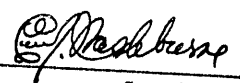
After further discussion, the Chairman asked those present to cooperate with the Commission while the new rules and regulations are being prepared and, at the suggestion of Commissioner Aldrich, instructed the Engineer to confer with the operators in the making of these regulations.

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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

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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; 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,

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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 permit 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.

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"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

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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.

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"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.

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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.

R. H. Baldock
State Highway Engineer

H. B. Glaisyer
Secretary

Leslie M. Scott
Chairman

E. B. Aldrich
Commissioner

Carl G. Washburne
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.

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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,

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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 (\$6,000) 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 \$6,000 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

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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

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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.

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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 flwers 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

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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.

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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 28, 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

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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	35,696.00
Liesch & Tofte	35,753.00
Washburn & Hall	36,510.50

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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	\$12,766.00
Hart Construction Co.	13,680.00
S. H. Newell & Co.	14,790.00

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Happner 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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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

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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.	11,326.00
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

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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;

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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.

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.

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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.

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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 co-operate 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 Pfof, 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.

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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

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 1 $\frac{1}{2}$ 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

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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

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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

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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 \$2,500.00. 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.

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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.

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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

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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

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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 ml. 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	- - -	- - -	✓

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	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

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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

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;

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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

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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.

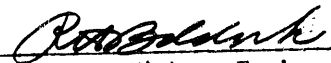
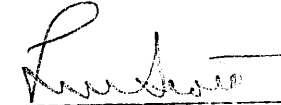
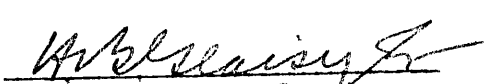
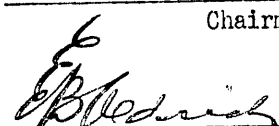

The Commission at this time approved and signed numerous highway department contracts and vouchers including the following agreements:

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

\$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 Keltz, 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 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

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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

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black top pavement by constructing concrete shoulders on each side will be about \$6,336 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

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stated that Mr. Scritsmeier, 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.

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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	

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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	8,465.00
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	88,376.00	
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

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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	256,497.00
Sullivan & Doyle	300,172.50	299,147.50
General Construction Co.	259,917.50	259,147.50

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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

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

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

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. Kerman	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	2,853.40

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

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

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. Schanep 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

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

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 \$2,610.00; 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. Standard Fee-	J. C. naughty Comp- ton
1 Oil Distrib. & Truck				
2 Oil Distrib. & Truck				
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

Item	West Con- tract Co.	G. F. Jung- wirth	A. Theo. Standard Fee-	J. C. naughty Comp- 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

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
Reedsport-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. 23 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

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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

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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

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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

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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.

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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.

[Signature]
State Highway Engineer

[Signature]
Secretary

[Signature]
Chairman

[Signature]
Commissioner

[Signature]
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. Burns, County Judge; Lloyd E. Smith and J. M. Hoag, County Commissioners, and H. Tamblin, County Engineer. Morrow County: Wm. T. Campbell, County Judge; Geo. N. Peck and Geo. A. Bleakman, County Commissioners, and H. Tamblin, County Engineer.

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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.

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"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

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."

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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. Tamblin 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 \$14,295.25 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

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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. *(see minutes of June 8, 1932)*

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

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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.

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"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

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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

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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 those 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

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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° 29 $\frac{1}{2}$ ' E. a distance of 428.5 feet); thence N. 53° 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° 24 $\frac{1}{2}$ ' 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. 63° 59 $\frac{1}{2}$ ' 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° 59 $\frac{1}{2}$ ' W.) a distance of 731.3 feet; thence S. 69° 37' W. a distance of 606.4 feet; thence on

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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. 43° 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. 18° 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,

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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 that the 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

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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.

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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

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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, southwesterly 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 Nehalem 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.

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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

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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.

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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.

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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,

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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.

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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

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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,

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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,

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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

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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.

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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

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\$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

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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.

R. H. Baldock
State Highway Engineer

H. B. Glaisyer
Secretary

Leslie M. Scott
Chairman

E. B. Aldrich
Commissioner

Carl G. Washburne
Commissioner

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. Glaisyer, 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

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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	"	"	"	338,000 = 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

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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.

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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

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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

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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

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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

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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:

<u>NAME</u>	<u>LAND</u>	<u>DAMAGES</u>	<u>TOTAL</u>
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.

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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,

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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:

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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 Readsport 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

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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:

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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

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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

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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

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Umatilla Overcrossing - cont'd

Portland Dredging Co.	\$15,825.00
O. N. Pierce	16,195.00
Parker-Schram Co.	16,422.00
R. F. Nichol	16,715.00
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 north-west 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

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 $5\frac{1}{2}$ 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 $5\frac{1}{2}$ -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

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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

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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:

Item No.	Item	Bidder	Amount Bid
<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

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<u>Item No.</u>	<u>Item</u>	<u>Bidder</u>	<u>Amount Bid</u>
<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

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All of these bids will be held pending further investigation and the successful bidders will be announced later.

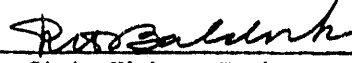
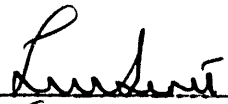
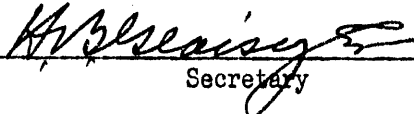

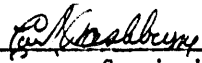
Disposal of scrap metal and tires. The following bids were received for the disposal of scrap metal and old tires that the Commission has on hand at its shop in Klamath Falls:

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

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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 or before July 1st, to the end that such recommendations be considered in determining the regulations with respect to log-hauling trucks 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.

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"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

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route is about one-fourth mile shorter than the "L" line route between common points. 2. The total rise and fall of the "S" line is slightly less than that of the "L" line. 3. The total angle of curvature on the "S" line route is 101° less than that on the "L" line route. 4. Due to the fact that this highway is located almost entirely within the metropolitan area of the city of Portland, it will be one of the main-traveled highways in the state and, in all probability at some future time will form a connection with the East Side Pacific Highway extended north from Aurora, thereby shortening the distance between Portland and Salem about three miles. It will then be called upon to carry traffic of both the West Side and East Side Pacific Highways. For this reason he believed that the extra cost incurred in constructing the "S" route (estimated to cost \$30,000 more than the "L" route) is fully justified. After due consideration of the report of the Engineer, motion was made by Commissioner Washburne that it be accepted and that the "S" line route be adopted as the route for this highway. Motion was duly seconded by Commissioner Aldrich and was declared by the Chairman to have carried by unanimous vote.

A delegation from Valley Junction, Polk County, consisting of Charles McPherson, Dr. E. J. Fagan and Sam Riggs, was present and complained to the Commission that Wren & Greenough, the contractors to whom the Commission awarded the contract for the construction of the Boyer-Valley Junction Section of the Salmon River Highway and the Dolph-Sheridan Section of the McMinnville-Tillamook Highway (State Highway Contract No. 1351) are employing a number of Greeks in their quarry at Valley Junction who are not citizens of the United States and that it is difficult for local men to secure jobs. They also stated that these foreigners are receiving more pay than the local residents on the job for the same class of work. The Engineer stated that it has been reported to him that Wren & Greenough have 60 men employed on this project some of whom are of foreign birth and have been residents of the state of Oregon for twenty-five years but have not taken out citizenship papers. It was the thought of the Commission that American citizens should be given preference by the contractors on all state highway construction projects and that hereafter during the present period of economic stress this should be a standard requirement. After a further discussion of the matter, the Engineer was instructed to inform all contractors on state highway work of this requirement and request them to comply voluntarily therewith. The delegation filed with the Commission a petition containing the names of residents of the vicinity of Grand Ronde and Valley Junction protesting against the employment of foreigners on state highway work. This petition was accepted by the Commission and ordered filed in the department records.

The Engineer reported at this time that for the week ending June 25, 1932, there were 801 men employed by contractors on state highway construction work and that of this number only twelve were reported as non-residents, these being key men in the employ of Carl Nyberg to whom the Commission awarded the contract for the reconstruction of the Durkee-Gales Section of the Old Oregon Trail in Baker County.

County Judge Victor P. Moses of Benton County appeared before the Commission and requested authority to clear and grub a three-mile section of the Alsea-Deadwood Highway (Secondary State Highway No. 201) midway between

Alsea and the Lane county line. He stated that this work will cost about \$6,000 and they wished to do it as an unemployment relief project with secondary highway funds. The Engineer stated that Benton County's share of secondary highway funds for 1932 amounts to \$21,874.13, of which \$2,950.00 has already been allocated for maintenance purposes. He further stated that to complete the construction of this highway, including the grading and surfacing, will take all of Benton County's secondary highway funds for about three years. After due consideration of this matter, motion was made by Commissioner Washburne that the request of the County Court of Benton County be approved if after investigation it is found that there are sufficient secondary highway funds remaining for this purpose after maintenance of secondary highways in that county has been provided for.

The Engineer reported that he has given further study to the bids that were received at the last meeting for the construction of two bridges on the Amity-Bellevue Secondary Highway No. 102 and while he strongly favors the construction of the more expensive bridge, nevertheless, in view of the objections of the Yamhill County Court and the apparent necessity for the most rigid economy to conserve secondary highway funds, he recommends that the contract be awarded for the construction of the cheaper alternate, involving untreated timber, as suggested by the County Court. The Commission, after due deliberation, concurred with the Engineer in this matter and awarded the contract for the construction of these bridges to Burcham & Green, Portland, the low bidders, at their bid price of \$8,697.00 for Alternate "B" which was submitted to the Commission at its meeting held on June 23, 1932.

The Engineer reported that he has investigated the bids received at the last general meeting for the purchase of some of the department's used equipment and recommended the acceptance of the following bids which, he stated, are the highest submitted for these items:

<u>Item</u>	<u>Bid</u>
No. 8 FWD Truck	T. J. Evans, Klamath Falls \$35.00
" 10 Chevrolet Truck	Sixth Street Auto Wrecking Co., Klamath Falls 25.00
" 14 Caterpillar Tractor	T. J. Evans, Klamath Falls 100.00
" 15 Caterpillar Tractor	T. J. Evans, Klamath Falls 100.00
" 47 Lombard Tractor Motor	T. J. Evans, Klamath Falls 50.00

Thereupon motion was made by Commissioner Washburne that the equipment be sold to the high bidders in accordance with the recommendation of the Engineer and that all other bids be rejected. Motion was duly seconded by Commissioner Aldrich and was declared by the Chairman to have received a unanimous vote.

The Engineer further reported that in the lists of used equipment which were previously advertised for sale there were included two oilers and two street sweepers for which no bids were received, also the department has some old tanks that are no longer required which he would like to

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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.

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The Commission adjourned at 12:15 o'clock P. M. to reconvene at 1:50 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

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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

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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

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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

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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

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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.

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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

15-39.9	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

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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

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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

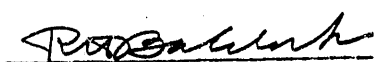

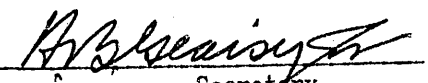


Market Road No. 1 beginning at the John Day Highway at Service Creek and running in a southwesterly direction a distance of approximately 25 miles to the Ochoco Highway at Mitchell.

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.

	
State Highway Engineer	Chairman
	
Secretary	Commissioner
	
	Commissioner

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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

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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

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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

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

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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

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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 23, 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-Grane 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

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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 Sarlam 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.

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:

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;

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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

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

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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

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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 Two Coats	Clean & Paint 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
Lindstrom & Feigenson	15,887.50	5,990.00	21,877.50

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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;

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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 \$5,331.00 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 \$3.00 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. G. Washburne
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

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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

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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,

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

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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

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

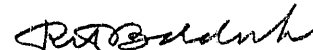
Old Oregon Trail: Grade, Lime-Huntington Section

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.

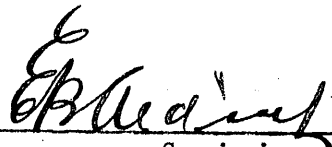
The Engineer presented a communication directed to Governor Julius L. Meier by the Baker Chamber of Commerce, requesting that the Halfway-Cornucopia Section of the Baker-Cornucopia Highway be abandoned as a state highway and that this highway be routed easterly from Halfway down Pine Creek to connect 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.

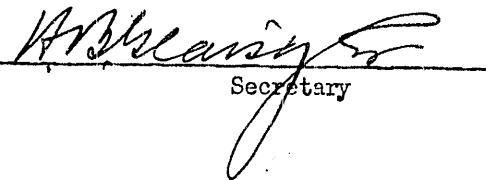
There being no further business to come before the Commission, the meeting was adjourned at 4:30 o'clock P. M.



State Highway Engineer



Commissioner



Secretary



Commissioner

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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

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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.

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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

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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

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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.

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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

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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

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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.

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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.

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

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.

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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.

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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.

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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.

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CLACKAMAS COUNTYEast Portland-Oregon City Highway

Estimated Cost

*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.

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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	<u>773,121.00</u>

Total	\$2,187,932.00
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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	<u>150,932.00</u>
	\$ 237,932.00

Total Available for Program	\$1,950,000.00
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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, Fl,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							(Grading
7-C1,D2,							(Surfacing
E2,Fl,G1	Siuslaw	19.6	310,000	150,000	85,000	75,000 S	(and
7-G2							(Underpass

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Project No.	Project	Approx. Length (Mi.)	Estimated Cost	Forest Highway Funds Regular	Emergency Relief, 1932	Cooperation	Remarks
16-C2,El, Fl	Tiller-Trail	2.6	\$105,000	\$ 30,000	\$ 40,000	\$35,000 C	Grading ✓
21-C,D2							(Surf. 9 mi. ✓
21-E	Willamette	14.0	210,000	100,000	85,000	25,000 S	(Grad. 5.0 mi. ✓
23-C1							(Grad. 7.0 mi. ✓
23-D3,Fl	Santiam	20.0	255,000	155,000	100,000	-	(Oiling 13.0 mi. ✓
24-D1)							(Grading,
24-D2)	No. Santiam	20.0	215,000	60,000	55,000	100,000 C	(Bridge &
24-E)							(Clearing
25-A5,C8)	Mt. Hood and	10.0	125,000	45,000	30,000	50,000 S	Surfacing ✓
26-A3)	Wapinitia						
32-A2,C1, D2	Heppner-Spray	9.6	50,000	30,000	20,000	-	Surfacing ✓
33-B1,C2)	Pendleton-John						
D2)	Day	19.7	200,000	80,000	65,000	30,000 C	(Surf. 15.7 mi. ✓
33-E)						25,000 S	(Grad. 4.0 " ✓
35-I)							(Grad. 2.3 mi. ✓
35-El,H1, I1	Canyon City-	21.0	105,000	56,879	48,121	-	(Surf. 10.0 mi. ✓
35-B2,G2)	Burns						(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)							(Grading and
43-B1,C2)	Diamond Lake	18.2	275,000	175,000	100,000	-	(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

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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:

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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

Leslie M. Scott

Chairman

E. B. Aldrich

Commissioner

Carl 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

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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

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:

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DIVISION NO. 1

Project	Estimated Expenditure	Remarks
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

Cheshire-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 Linton, 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 Linton 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)

R. A. Baldock
State Highway Engineer

H. B. Glaisyer
Secretary

Leslie M. Scott
Chairman

E. B. Aldrich
Commissioner

Carl 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.

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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. 350, 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

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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.

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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

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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

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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.

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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

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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

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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

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

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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)

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"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"

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(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

"RAK: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

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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

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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

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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.

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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 4 $\frac{1}{2}$ % 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 6 $\frac{1}{2}$ miles shorter and will require seven minutes less time to travel than the Scappoose route, is worth \$860,000 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 6 $\frac{1}{2}$ miles that would be saved by the adoption of the Wolf Creek route represents 10 $\frac{1}{2}$ % 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

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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

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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 \$40,000, 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

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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.

Robert A. Smith

State Highway Engineer

W. B. Seaton

Secretary

AUG 24 1932

L. H. Smith

Chairman

E. B. Smith

Commissioner

W. H. Smith

Commissioner

PART 2

O F

VOLUME XVII

MINUTES OF OREGON STATE HIGHWAY COMMISSION

COVERING PERIOD

F R O M

AUGUST 26, 1932

T O

MARCH 31, 1933

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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

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3624	Aug. 26	✓ Short Road from Portland to the Sea; resolution adopting Wolf Creek route and designating state highway.
3625		Heppner Junction-Nye Section of Oregon-Washington Highway; resolution re petition for removal from federal aid system.
3626		Additional federal aid mileage under "Emergency Relief and Construction Act of 1932"; resolution recommending highways.
3628		Central Oregon Highway, resolution confirming adoption of Drewsey route.
3629		Contracts completed and accepted: Widening bridge over Fulton Canyon, O. N. Pierce; Relining Oneonta Tunnel, Enquist Construction Co. Aurora. Hearing date set, relocation of Pacific Highway.
3630		Oregon Coast Highway bridges; surveys and vicinity maps authorized.
	Aug. 30	Finances discussed.
3631		Men employed on highway work, Engineer's report.
3632		Apportionment of funds for unemployment relief projects; distribution of employment; program for allocation of funds adopted.
3635		Plan for distribution of employment under highway emergency relief program.
3639		Projects ordered advertised: Aurora-Woodburn, grading; Canby-Aurora, grading; Newberg-McMinnville, grading; Wolf Creek Highway, Necanicum East, grading; Jennings Lodge and Clackamas River Sections, grading; Approaches to Youngs Bay Bridge; Hug Point-Nehalem, grading; Monroe-Junction City, bridges; Green Creek-Jackson County Line, grading and paving; Central Point-Medford, grading and paving; Reedsport-Scottsburg, bridges; Lime-Huntington, bridges; Baker-Wingville Road, grading; Umatilla-Washington State Line, bituminous macadam.
3640		West Side Pacific Highway, changes contemplated through Monroe and Junction City; hearing date set. Benton County. Mary's River bridge; reconstruction with state funds, county for furnish additional right of way required. Oddie-Colton funds under Emergency Relief and Construction Act of 1932; allocation. Multnomah County, Fourth Street Highway, new agreement asked by city.
3641	Aug. 31	Wolf Creek Highway, discussion with forest engineer. Right of way widths and acquisition of timber strips discussed. Fee for investigation and report of forest engineer.

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- 3642 Aug. 31 Proposals received on following projects:
Lime-Huntington Section, grading;
Bummer Creek-Lobster Mountain Section, grading;
3643 Milwaukie-Oregon City Section, paving;
First Hughes Section, grading and surfacing;
Horse Ridge-Millican Section, surfacing;
Paradise Creek-Red Bridge Section, surfacing;
3644 Lake County Line-Silver Creek Section, surfacing;
Woodburn-Brooks Section, grade widening;
Biggs-John Day River Section, grading
3645 Multnomah County Line-Middleton and West Dayton-Lafayette
Sections, concrete pavement;
Bridge over Mary's River at Corvallis;
3646 Woodburn-Mt. Hood Secondary Highway, bridge over Canyon Creek;
Bridge over South Fork of Coquille River;
Storage building at McKenzie Bridge;
Bridge over Silver Creek;
3647 Widen bridge over North Fork of Ash Creek;
Trestle over Palmer Creek.
Lake County. White Rock Hill project, completion requested.
Adel-Plush Secondary Highway, R. F. C. loan contemplated,
ask Commission to approve pledging secondary funds for repayment.
3648 Unemployed to be used on various projects.
Lakeview-Burns Highway, designation as state highway requested.
Secondary highway requested from California line to connection
with K. Falls-Lakeview Highway thence to Fremont Highway near
Salt Creek.
3649 Hood River County. Delegation present re unemployment situation.
Deschutes County. Bend-Redmond Section urged as unemployment
relief project.
Lincoln County. Delegation from Toledo urging improvement of
Pioneer Mountain and Toledo; right of way through Toledo provided.
3650 Reconstruction of two-mile section easterly from Toledo asked.
Wasco County. Secondary highway requested from The Dalles to
Mt. Hood Highway.
Yamhill County. Inquiry as to proposed work between Newberg and
McMinnville.
3651 Tillamook and Clatsop Counties. County courts present re Cannon
Beach-Neahkahnie Section.
Tillamook County. Wilson River Highway, clearing project urged.
Clatsop County. Wolf Creek Highway, county to cooperate in ac-
quiring right of way.
Lane County. Extension of Secondary Highway No. 222 to Cottage
Grove requested.
3652 Announcement of awards:
Lime-Huntington Section, grading;
Bummer Creek-Lobster Mountain Section, grading;
Milwaukie-Oregon City Section, paving;
First Hughes Section, grading and surfacing;

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- 3653 Aug. 31 Announcement of awards - continued
Horse Ridge-Millican Section, surfacing;
Paradise Creek-Red Bridge Section, surfacing;
Lake County Line-Silver Creek Section, surfacing;
Woodburn-Brooks Section, grade widening;
Biggs-John Day River Section, grading;
Multnomah County Line-Middleton and West Dayton-Lafayette
Sections, pavement;
3654 Bridge over Canyon Creek, Clackamas County;
Bridge over South Fork of Coquille River;
Storage building at McKenzie Bridge;
Bridge over Silver Creek;
Bridge over North Fork of Ash Creek;
Trestle over Palmer Creek;
Bridge over Mary's River.
3655 Jefferson County. Warm Springs Highway; federal aid designa-
tion requested; construction of Madras-Deschutes River
section requested.
Washington County. Forest Grove; reconstruction at east city
limits authorized; city cooperation paid.
Hood River County. Offer by S. R. Winch of park site just
west of Mitchell Point Tunnel.
Marion County. Offer by Mr. Matheny of ten acre park site
adjacent to Silver Creek Falls Secondary Highway.
3656 Benton County. Mary's River bridge; Engineer authorized to
engage services of Mr. Sam Murray to inspect steel in bridge
which collapsed.
Flagpole for "Bonus Army"; Commission asked to furnish truck
for transportation.
Deschutes County. Bend-Redmond Section, advertisement
authorized.
Sherman County. Right of way across lands of Chas. H. Kraber;
condemnation authorized.
3657 Klamath County. Relocation of The Dalles-California Highway
north of Klamath Falls; Engineer to make report before
Commission makes inspection.
Minutes of August 5, 12 and 26, 1932 approved.
Klamath County. Petitions presented urging adoption of loca-
tion for Klamath Falls-Weed Secondary Highway.
Santiam River bridge at Jefferson. Committee appointed to
check historical data before adoption of name.
Marion County. Silver Falls State Park, food concession, re-
quest denied.
3658 Polk County. Agreement covering construction and maintenance
of Secondary Highway No. 190.
Reduced load limit signs posted on secondary highway bridges:
Bridge over Owyhee River, Nyssa-Jordan Valley Secondary Highway;
Bridge over John Day River (Cottonwood Bridge);
Bridge over Tualatin River (Farmington Bridge).

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3660	Aug. 31	Extension of time: S. H. Newell & Co., Deschutes River Tunnel Section, widening. Contracts completed and accepted: Six pile trestles, Vesper Section, Burcham & Green; Three bridges, Durkee-Gales Section, R. H. Jones; Relining Oneonta Tunnel, Enquist Construction Co.
3661		Multnomah County. Bridge over Columbia Slough ordered advertised. Next regular meeting September 28, 1932. Wallowa County. LaGrande-Wallowa Lake Highway, oiling of uncoiled portions requested. Oregon Coast Highway bridges. Resolution from Lane County Chamber of Commerce recommending borrowing funds from Government and repayment from tolls. Washington County. Agreement with Louis Walint re construction of revetment to protect his property from damage by Tualatin River.
3662		Clackamas County. Log hauling permit requested by Mr. Bennett without furnishing bond. Oswego-Oregon City Section, improvement along Pacific Highway requested to provide work for unemployed.
3663	Sept. 10	Meeting at La Grande. Financial matters, general statements by Chairman Scott and Commissioner Aldrich.
3664		Wallowa Lake Highway, oiling of uncoiled portions requested; extension to Wallowa Lake requested. Wallowa County. Enterprise-Flora Highway, extension to Washington state line requested. Little Sheep Creek Road, construction of remainder desired; designation as federal aid highway suggested.
3665		Advance of portion of 1933 secondary highway funds requested for unemployment relief work. Union County. Extension of Hilgard-Starkey Secondary Highway to Ukiah requested. Weston-Elgin Secondary Highway; funds requested.
3666	Sept. 11	La Grande. Shop and office buildings and grounds inspected. Wallowa County. Obsolete Liberty trucks purchased from state. LaGrande shop buildings. Employment of night watchman approved. Baker County. Joint inspection of highway from Halfway to Homestead and meeting held at Homestead; designation as state highway requested.
3667	Sept. 12	Old Oregon Trail. New construction work between Baker and Malheur County line inspected. Baker. Hearing re plans for rerouting Old Oregon Trail from north (west). Agreement with city re proposed improvement within city limits.
3668		Heppner Junction-Nye Section of Oregon-Washington Highway, elimination from federal aid system disapproved by Bureau of Public Roads. Reconsideration of allocation of additional federal aid mileage.
3670	Sept. 14	

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3671	Sept. 14	Additional federal aid mileage, resolution re allocation.
3673		Multnomah County. Fourth Street Highway, redraft of agreement presented and discussed. Hand labor federal aid construction projects; discussion of plans for completion of following: Union County, project near Telocaset; Lane County, project near Cottage Grove; Linn County, project south of Albany.
3674		Wasco County. Designation of secondary highway from The Dalles southwesterly to Mt. Hood Highway requested; objection by Hood River County.
3675		Baker County. Old Oregon Trail, north (west) entrance into Baker; payment for right of way discussed with Judge Baird; agreement re advance of license moneys ordered prepared; project ordered advertised. Jackson County. "Vista rest" on top of Blackwell Hill requested. Market road construction and maintenance projects, estimates approved for following counties: Benton, Columbia, Curry, Douglas, Jackson, Klamath, Yamhill.
3676		Wilson River Road. Funds for construction requested.
3678		Wolf Creek Road, available funds to be used instead of on Wilson River road. Emergency Relief and Construction Act of 1932, loans to counties, conference with representatives of State Relief Committee and R. F. C.
3679		Truck and Bus Bill, letter from F. C. Walters requesting enlightenment.
3680		"Tusko". Request for permission to transport on solid-tired trailer from Portland to Eugene.
3683	Sept. 27	Aurora. Hearing re Pacific Highway route through city. Acquisition of property for right of way, quarry site, material sites, stock pile sites, etc., resolution covering various tracts.
3687		Oregon Coast Highway bridges, construction requested; R. F. C. loan urged.
3688		Oregon Coast Highway. Completion in California urged. Clatsop County. Plans for unemployment relief; inquiry by county court.
3689		Vesper Section, Nehalem Highway; Commission asked to advance funds for county's share. Park site adjoining U. S. Naval Base Reserve at Tongue Point offered to state by county. Heppner-Spray Forest Highway, joint letter recommending extension to Hardman.
3690		Minutes of August 22 and 25, 1932 approved. Automobiles (Ford or Chevrolet); Engineer authorized to purchase ten. Lincoln County. Claim of Ladd & Bush Trust Co. for rental of stock pile site on Oregon Coast Highway.

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3690	Sept. 27	Benton County. Report of S. Murray re steel in Mary's River bridge which collapsed. Baker. Old Oregon Trail; resolution designating new route through city. Load limits on secondary highway bridges, resolution.
3696		Umpqua Highway bridges, resolution re reduced load limit.
3697		Coos County. Cape Arago road; Engineer authorized to reduce load limit if found necessary.
3698		Clackamas County. Letter from Regional Forester re proposed development of recreational values in vicinity of Gov't Camp. Awards of contracts confirmed: First Hughes Section, grading and surfacing; Horse Ridge-Millican Section, surfacing; Lake County Line-Silver Creek Section, surfacing; Multnomah County Line-Middleton and West Dayton-Lafayette Sections, pavement; Mary's River bridge. Rejection of bids confirmed: Paradise Creek-Red Bridge Section, surfacing.
3699		Extensions of time: Schmeer & Williams, Heppner Junction-Umatilla County Line Sect.; Barham Bros., Dillon Overcrossing widening; J. F. Forbes Company, Oiling Project No. 10; West Contract Company, Brooks-Salem Section; J. C. Compton, Bituminous Macadam Project No. 12.
3700		Contracts completed and accepted: Huntington-Slides Section, Dunn & Baker; Benton County and Adams-Milton Sections, planing, J. C. Compton; Berry Creek-Florence Section, J. C. Compton; Hendricks Bridge-South Fork Bridge Section, J. C. Compton.
3701		Klamath County. Engineer authorized to advertise for bids for trestle bridge on Klamath Falls-Weed Secondary Highway. Gilliam County. Engineer authorized to advertise for bids for bridge across Rock Creek on Secondary Highway No. 300. Central Point. Date set for hearing on change of route of Pacific Highway. Redwood Empire Association. Commission invited to attend banquet. Jackson County Taxpayers' League. Request for hearing on proposed realignment of Pacific Highway from Ashland to state line.
3702		J. B. Protzman. Offer to supervise accident prevention work. Liability insurance policy covering motor vehicles; renewal authorized. Wallowa County. Enterprise-Flora Highway, extension to state line requested; reconnaissance survey authorized. Umpqua Highway. Reedsport-Scottsburg Section, widening requested. Lincoln County. Salmon River Highway, inquiry re plans for pre-serving timber. Jackson County. Crater Lake Highway, application for lease of adjacent lands signed.

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3703	Sept. 27	American Association of State Highway Officials; one Commissioner and Engineer to attend annual meeting. Multnomah County. Letters from city of Portland and county asking more equitable allocation of federal funds. Next regular meeting October 26.
3704	Sept. 28	Lafayette. Date to be set for hearing on change of route of West Side Pacific Highway. Hearings on line changes through towns; Attorney instructed to prepare bill providing for repeal. Douglas County. Umpqua Highway; arrangement with Hinsdale Estate Company re right of way for line revision. Emergency Relief Act of 1932. Approval of form of agreement to be used by counties in securing loans.
3705		Proposals received on following projects: Wingville Lane-Baker Section, regrading and surfacing; Lobster Mountain Section, grading; Jennings Lodge Section, grading;
3706		Necanicum-North Fork Section, grading; Hug Point-Arch Cape Section, grading; Paradise Creek-Red Bridge Section, surfacing; Green Creek-Jackson County Line Section, pavement;
3707		Aurora-Woodburn Section, grade widening; Lime-Huntington Section, three bridges; Bridge over Miller Creek near Monroe; Bridges over Dean Creek and Koepke Slough; Bridge over Columbia Slough.
3708		Columbia County. County Court present relative to unemployment relief matters. Information requested re securing R.F.C. loan. Tillamook County. Primary or secondary designation requested of road from Wolf Creek Highway down Cronin Creek and Nehalem River to Oregon Coast Highway near Mohler.
3709		Grant and Harney Counties. State highway designation requested for Canyon City-Burns Highway. Harney County. Request for construction work on Burns end of Burns-Juntura Section of Central Oregon Highway. Inquiry as to whether secondary highway funds are cumulative.
3710		Grant County. Designation of secondary highways considered. Grant and Harney Counties. Agreement authorized covering maintenance of Canyon City-Burns Highway. Grant County. John Day Highway, improvement between John Day and Prairie City requested. Wasco County. Request for designation as secondary highway of proposed road from The Dalles southwesterly to Mt. Hood Highway.
3711		Clatsop County. Vesper Section grading and surfacing, agreement re payment of balance to contractor.
3712		Right of way; advance notice required by county. Columbia County. J. M. Kelly et al. inquiry re plans for straightening highway at Columbia City; survey authorized.

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- 3712 Sept. 28 Multnomah County. More equitable allocation of funds requested by Exchange Club of Portland.
Clatsop County. Wolf Creek Highway, Necanicum-North Fork Section, grading, contract awarded.
- 3713 Lincoln County. Exchange of properties with Nelscott Land Company approved.
Emergency Relief Act of 1932, Oddie-Colton funds, joint letter recommending allocation.
Secondary highway construction projects, maps and profiles approved and adopted.
- 3715 Secondary highway funds; \$20,000 unapportioned balance to be retained as reserve for emergency use.
Tillamook County. Foss Road designated as market road.
- 3716 Umatilla County. Transfer of secondary highway funds approved.
Lane County. Transfer of secondary highway funds from two projects approved.
Jackson County. Request by County Engineer for copies of correspondence with L. M. Sweet re Sams Valley Secondary Highway declined.
- 3717 Douglas County. Hinsdale Estate Company, agreement ordered prepared re right of way matters.
American Roadbuilders' Association, authority for membership denied. Subscription to magazine authorized.
Umatilla County. Wallula Cut-off Section, wigwag signal at crossing at Jones-Scott spur, request denied.
Coos County. Handrail on Two Mile Creek Bridge damaged by truck driven by L. E. Henry; full reimbursement to be demanded.
Baker. Agreement reconstruction of north entrance of Old Oregon Trail approved.
Baker County. Form of agreement covering acquisition of right of way outside city limits of Baker approved.
- 3718 Awards of contracts announced:
Wingville Lane-Baker Section, grading, gravel topping and surfacing;
Lobster Mountain Section, grading;
Jennings Lodge Section, grading;
Necanicum-North Fork Section, grading;
Hug Point-Arch Cape Section, grading;
Paradise Creek-Red Bridge Section, surfacing;
Green Creek-Jackson County Line Section, pavement;
Aurora-Woodburn Section, grade widening;
Lime-Huntington Section, three bridges;
Bridge over Miller Creek near Monroe;
Dean Creek and Koepke Slough bridges;
Bridge over Columbia Slough.
- 3719 Klamath County. Klamath Falls-Weed Secondary Highway; Midland Grange favors western location.
Union and Wallowa Counties. Wallowa Lake Highway, oiling of uncoiled portions requested.
- 3720

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- 3720 Sept. 28 Clackamas County. Use of local unemployed labor requested in petition from Oak Grove and vicinity.
Wilson River Highway. Equal consideration with Wolf Creek Highway requested.
Jackson County. Pacific Highway alignment between Ashland and California line; communications endorsing and protesting.
- 3721 Oct. 5 Monroe. Hearing re proposed rerouting of West Side Pacific Highway through city.
- 3724 Junction City. Hearing re proposed rerouting of West Side Pacific Highway through city.
- 3725 Coos County. White bridge approaches, advertisement authorized.
Yamhill County. Lafayette; rerouting of West Side Pacific Highway unnecessary, no hearing to be held.
- 3726 Tillamook County. Pay rolls and bills for work on Nestucca River Highway approved.
Marion County. Lease of public land near Silver Falls State Park approved.
Extensions of time:
Burcham & Green, six trestles on Vesper Section;
Earl L. McNutt, Paradise Creek-Elkton Section;
A. Milne, Adams-Milton Section;
J. F. Forbes Company, Bituminous Macadam Project No. 11;
R. H. Jones, Umatilla Overcrossing.
- 3728 Contracts completed and accepted:
Boyer-Valley Junction and Dolph-Sheridan Sections, Wren & Greenough;
Paradise Creek bridge, Tom Lillebo;
Bituminous Macadam Project No. 11, J. F. Forbes Co.;
Oiling Project No. 10, J. F. Forbes Co.;
Adams-Milton Section, pavement widening and resurfacing, A. Milne;
Valley Falls-Okerman Ranch Section, surfacing, Knute Lien;
Endicott Creek-Mystic Creek Section, maintenance materials, Knute Lien.
- 3729 Klamath County. Approaches to bridge over Klamath Straits, advertisement authorized.
- 3730 Douglas County. Umpqua Highway; Hinsdale Estate Company, satisfactory arrangements reported.
Hinsdale and Koepke Sloughs, tide gates, project authorized for readvertisement.
Federal aid system; 1% increase in mileage approved by Secretary of Agriculture.
- 3732 Heppner Junction-Nye Section, resolution petitioning removal from federal highway system and requesting additions.
- 3735 Acquisition of property for right of way, stock pile and quarry sites, resolution covering tracts on various highways.
- 3737 Multnomah County. Resolution re acquisition of right of way from J. P. and Anna Parker, West Side Pacific Highway.
- 3739 Baker. Agreement signed re north entrance of Old Oregon Trail.

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3740	Oct. 24	Douglas County. Paradise Creek-Red Bridge Section; resolution re acquisition of gravel bar.
3742		Josephine County. Inspection trip over Redwood Highway.
3743		Budget discussed.
		Central Point. Hearing re proposed line change between Central Point and Medford.
3747		Minutes of August 30 and 31, September 10, 11, 12, 14, 27 and 28 and October 5, 1932 approved.
		Coos County. Load limit reduced on Charleston-South Bay Section of North Bend-Cape Arago Road.
3748		Marion County. Pacific Highway, resolution adopting permanent location through Aurora.
3751		Lane County. West Side Pacific Highway, resolution adopting change in route and point of entrance into Junction City from north.
3752		Marion County. Woodburn-Brooks Section, right of way condemnation authorized, Jarvis E. Cutsforth and Chester J. and Lillian G. Pugh.
3755		Acquisition of property for right of way, quarry sites, etc., resolution covering tracts on various highways.
3758		Agreements presented for consideration and approval: Linn County, clearing of additional section of Santiam Highway and cooperation in cost. Jefferson County. Loan of services of Resident Engineer to county. Douglas County. Lease from Wm. W. and Grace H. Bunch of site for procuring rock, gravel, etc. Lake and Harney Counties. Cooperation in cost of constructing Lakeview-Burns Highway. Umatilla County. Tamarack School-McDougal Ranch Section, county to construct, state to reimburse. Gilliam County. Wasco-Heppner Road, county to construct, state to reimburse.
3759		Projects, confirmation of oral authority for advertisement: Reroof frame building at shops at Salem; North Portland overcrossing approaches; Rock Creek bridge, Clackamas County; South Silver Creek bridge; Sale of 300-ton hydraulic press.
		Awards confirmed: Necanicum-North Fork Section, grading; Hug Point-Arch Cape Section, grading; Three bridges, Lime-Huntington Section.
3760		Bids rejected: Two bridges Umpqua Highway east of Reedsport. Harney County. Canyon City-Burns Highway, state to maintain from secondary funds. Wasco County. Extension of Fifteen Mile Creek Market Road No. 1 approved.

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3760	Oct. 24	Clatsop County. Park site just outside Astoria; offer declined by Commission. Snow-fighting equipment; purchase authorized. Communications presented:
3761		Letter from State Relief Committee offering services in preparation of legislative matters. Letter from City Council, Hood River, asking state to repair and maintain part of Oak Street used as route of Columbia River Highway. Letter from Unemployed Citizens League of Oregon protesting refusal of contractors to rotate employment of labor on highway projects in Clackamas County. Resolution from West St. Helens' Progressive Club endorsing Dunne \$5.00 license bill. Resolution from West St. Helens' Progressive Club opposing proposed Wolf Creek Road. Petition from Monroe requesting oiling of rock shoulders or widening of pavement. Resolution, Oregon Coast Highway Ass'n urging construction of five bridges and establishment of 24-hour ferry service. Resolution, Marshfield Chamber of Commerce, advocating 50 per cent reduction in license fee and 1-cent increase in gasoline tax.
		Next general meeting postponed to November 2.
3762		Emergency federal aid projects, special provision to be included providing for termination of contract on June 30, 1933. First Assistant Highway Engineer, appointment of C. B. McCullough approved by Commission.
3763		Multnomah County; Fourth Street highway discussed.
3764	Nov. 1	Parks Engineer reported on following: 40-acre tract overlooking Pacific Ocean and Yaquina Bay; Request of E. H. Lamport to lease portion of Casey Tract; J. J. Lynott, extension of contract for concession privileges at Bradley Park; Exchange of 40-acre tract in Silver Falls Park for 60-acre tract in Silver Falls Canyon owned by Mrs. Fred Volz; Proposed state park just south of Bandon.
3765		
3766		Ferry approaches; consideration of matter of providing greater protection for traveling public. General fund; transfer from state highway fund; correspondence with State Treasurer.
3767		R. F. C. loans to counties reported by State Relief Committee.
3768		Right of way; standard width adopted for Class "A" highways.
3769		Deschutes County. Transfer of secondary highway funds for re-allotment approved. Lane County. Hankins Section of Springfield-Cottage Grove Secondary Highway; map and profile approved. Biennial report to be reduced. Clackamas County. Engineer's report on rerouting of Pacific Highway between Oswego and West Linn via railroad right of way.

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3770	Nov. 1	1932 Acquisition of property for right of way, quarry sites, etc., resolution covering tracts on various highways.
3773		Polk County. Work on Boyer-Dolph Cut-off requested by Relief Committee. Gilliam and Marion Counties. Secondary funds insufficient to pay estimated cost of bridges advertised for bids; awards to be held until arrangements for payment are made. Load limit reductions authorized: Oregon Coast Highway between Lincoln-Lane County Line and Berry Creek; Oregon Coast Highway between Siletz River and Newport; Alsea Highway between Waldport and Alsea River bridge; Corvallis-Newport Highway between Newport and Toledo.
3776		Jefferson County. Engineer's report on line change through Madras proposed by N. O. Hobson.
3777		John R. Latourette. Claim for damages to automobile driven into chain stretched across highway near Goble. R. F. C. loan for toll bridges on coast; reply to inquiry. Umatilla County. Attorney's report right of way negotiations with Enoch Pearson; condemnation ordered.
3778		Josephine County. Railing along stairway from south approach to Sixth Street bridge in Grants Pass; construction authorized. Yamhill County. Sidewalk on bridge over Willamina River at Willamina; request denied. Washington County. Advertisement for bids for construction of Farmington Bridge requested; construction deferred. Umatilla County. Designation as secondary highway of Stanfield-Despain Gulch Market Road requested; investigation ordered. Bus and truck traffic, report on special count; another count authorized.
3779		Tentative five-year construction budget discussed. Lincoln County. Beach area north of Yachats, removal of smelt sand discussed; title to beach area to be secured. Extensions of time: Standard Asphalt Paving Co., Pendleton-Emigrant Hill Section; Clifton & Applegate, Dillon Section; Tom Lillebo, bridge over North Fork of Malheur River; Tom Lillebo, two bridges over Malheur River near Juntura; Tom Lillebo, bridge over Paradise Creek; Fisher Bros., New Era-Canby Section; Clyde R. Seitz, Vinson-Nye and Nye-Lazinka Ranch Sections.
3780		Contracts completed and accepted: North Portland Overcrossing, Barham Bros.; Bridge over North Fork of Malheur River, Tom Lillebo; Bridges over Malheur River near Juntura, Tom Lillebo; Storage building at McKenzie Bridge, A. G. Enright; Widening Dillon overcrossing, Barham Bros.; Otis-Siletz River Section, I. L. Young; New Era-Canby Section, Fisher Bros.;
3781		

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3781	Nov. 1	1932 Contracts completed and accepted - continued Pendleton-Emigrant Hill Section, Standard Asphalt Paving Co.; Bituminous Macadam Project No. 8, J. C. Compton; Oiling Project No. 9, J. C. Compton;
3782		Bituminous Macadam Project No. 12, J. C. Compton; Kilchis River-Tillamook Section, Theodore Arenz; Rodgers Farm Section, C. U. Enstrom; Fanno Section, Berke Bros, Inc.; Bummer Creek-Lobster Mountain Section, C. U. Enstrom.
3784	Nov. 2	Next general meeting December 14, 1932. Statement by Chairman re necessity for completion by June 30, 1933 on projects advertised for this letting. Proposals received on following projects:
3785		Molalla River-Aurora Section, regrading and repaving; Humbog Mountain-Ranger Station Section, grading; White Bridge Approaches, grading and surfacing; Unit No. 2, Redmond-Bend Section, grading; Flowers Gulch-Long Creek Section, grading;
3786		Valley Falls-Okerman Ranch Section, surfacing; Fort Klamath-Crooked Creek Section, regrading and surfacing; Odell Lake-Walker Mountain Section, grading; Miller Creek-Junction City Section, grading and paving; Gregg Ranch Section, regrading and surfacing;
3787		Albany-Tangent Section, grade widening; North Portland Overcrossing Section, grading; Manzanita Section, grading; Umatilla-Washington State Line Section, surfacing;
3788		Tillamook County Line-Sunset Camp Section, grading; Newberg-McMinnville Section, regrading; Woodburn-Molalla Section, two pile trestles;
3789		Bridge over Dean Creek, culverts over Koepke and Hinsdale Sloughs; Bridge over Rock Creek, Wasco-Heppner Secondary Highway; Long Creek-Flowers Gulch Section, three bridges; Bridge over Klamath Straits; Cheshire-Prairie Road Section, nine pile trestles; Monroe-Junction City Section, five pile trestles;
3790		Bridge over South Fork of Silver Creek; Newberg-McMinnville Section, two culverts and one trestle; Reshingling Shop Building No. 4 at Salem; Construction of truck shed at La Grande; Sale of 300-ton hydraulic press, Salem shops.
3791		Douglas County. North Umpqua Highway; Messrs. Marsters and Cordon explaining objections of Cal.-Oregon Power Company and Federal Power Commission; allocation of funds to be considered later.
3792		Deschutes County. Extension of Secondary State Highway No. 372 requested, to include Century Drive. Lincoln County Fire Patrol Ass'n, telephone pole line permit requested; granted to State Board of Forestry.

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3792	Nov. 2	Tillamook and Clatsop Counties. Arch Cape-Neahkahnie Mountain Section, inquiry as to Commission's plans for construction.
3793		Tillamook County. Improvement of Dolph-Hebo Section requested.
3794		Investigation at Lost Creek in connection with preliminary surveys for short road to sea, County and State to share expense.
		City Transfer Company of Tillamook; reinstatement of log hauling permit requested.
3795		County Judges and Commissioners Association, Commission invited to attend annual banquet.
		Crook County. Work on Ochoco Highway requested as emergency relief project; Engineer instructed to make report.
		Washington County. County Court present re designation of secondary highway system.
3796		Multnomah County Line-Middleton Section, report that contractor has not called upon Committee to furnish labor.
		Recommendation of County Court as to secondary highways: Greenville Road; Cornelius Pass Road; County road northwesterly from Hillsboro.
		Present Court agrees to furnish county funds for maintenance of secondary highways.
		Forest Grove-Banks Secondary Highway designated; action deferred on others recommended by County Court.
3797		Columbia County. Line change near Columbia City adopted.
		Jackson County. Resolution covering change in alignment of Pacific Highway within Central Point and between Central Point and Medford.
3799		Unemployed League of Portland. Request for use of six state trucks to haul cord wood and agricultural products into Portland for relief purposes.
		Announcement of awards: Molalla River-Aurora Section, regrading and repaving; Humbag Mountain-Ranger Station Section, grading; White Bridge approaches, grading and surfacing; Unit No. 2, Redmond-Bend Section, grading; Flowers Gulch-Long Creek Section, grading; Valley Falls-Okerman Ranch Section, surfacing; Fort Klamath-Crooked Creek Section, regrading and surfacing; Odell Lake-Walker Mountain Section, grading; Miller Creek-Junction City Section, grading and paving; Gregg Ranch Section, regrading and surfacing; Albany-Tangent Section, grade widening; North Portland Overcrossing Section, grading; Manzanita Section, grading; Umatilla-Washington State Line Section, surfacing; Tillamook County Line-Sunset Camp Section, grading; Newberg-McMinnville Section, regrading;
3800		Sale of 300-ton hydraulic press;
3801		
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3802	Nov. 2	Announcement of awards - continued Woodburn-Molalla Section, two pile trestles; Bridge over Dean Creek and culverts over Koepke and Hinsdale Sloughs; Bridge over Rock Creek, Wasco-Heppner Secondary Highway; Three bridges, Long Creek-Flower Gulch Section; Bridge over Klamath Straits; Cheshire-Prairie Road Section, nine pile trestles; Monroe-Junction City Section, five pile trestles; Bridge over South Fork of Silver Creek; Newberg-McMinnville Section, two culverts and one trestle; Reshingle frame building at Salem shops; Construction of frame building at La Grande.
3803		Deschutes County. Resolution authorizing condemnation proceedings to acquire tract of land containing road building materials from Clifton N. Rosin Estate.
3806		Multnomah County. Commission requested to join in conference re including approaches with proposed Tualatin tunnel as part of "self-liquidating" project under R. F. C. loan.
	Nov. 10	Tillamook, Washington and Columbia Counties, discussion of acquisition of right of way for Wolf Creek Highway.
3807		Estimates of cost of right of way across holdings of Western Timber Company and Sunset Logging Company.
3809		Washington County's offer accepted.
3810		Columbia County approves plan.
		Yamhill County. Engineer authorized to make complete location survey of Rex Hill and Springbrook alternate routes.
3811		Awards announced after approval of Bureau of Public Roads: Molalla River-Aurora Section, regrading and repaving; Unit No. 2, Redmond-Bend Section, grading; Valley Falls-Okerman Ranch Section, surfacing; Newberg-McMinnville Section, regrading; Bridge over Dean Creek and culverts over Koepke and Hinsdale Sloughs; Newberg-McMinnville Section, two culverts and one trestle; Bridge over South Fork of Silver Creek (satisfactory arrangement for financing made with Marion County); White Bridge approaches, grading and surfacing; Bridge over Rock Creek, Gilliam County, rejected because of lack of funds.
3812		Polk County. Lease on stock pile site relinquished to Walter W. and Gladys Werth.
		Columbia County. Resolution electing to do engineering, maintenance, construction, etc. on secondary state highways.
		Sherman County. Resolution electing to do engineering, maintenance, construction, etc. on secondary state highways.
3813		Resolutions whereby counties waive rights to perform certain construction work on secondary state highways: Klamath County;

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- Continued from preceding page:
- 3813 Nov. 10 Clackamas County;
Marion County;
Coos County;
Multnomah County.
- 3814 Lane County. Construction estimates covering market road work submitted by Engineer for approval of Commission:
Grading and surfacing section of Row River Market Road No. 30;
Reshaping and resurfacing North Fork Market Road No. 47;
Grading Torkelson Market Road No. 21.
Clackamas County. Spangler Hill-Beacon Heights Road, approval of designation as market road requested.
Marion County. Petition requesting pedestrian path along Pacific Highway between Woodburn and Belle Passi School.
- 3815 Crook County. Claim for reimbursement for boarding county prisoners employed on secondary highway work denied.
Multnomah County. Letter from Civic Emergency Committee re unemployment situation.
Wasco County. Agreement to be prepared covering reimbursement in connection with R. F. C. loan.
Extensions of time:
J. C. Compton, Berry Creek-Florence Section;
West Contract Company, Brooks-Salem Section.
- 3816 Portland. Resolution designating streets over which to route traffic entering from south via Pacific and West Side Pacific Highways.
- 3817 John K. Holt, claim for extra work on Cape Creek bridge; referred to engineer for investigation and report.
Tillamook County. Discussion of acquisition of right of way for Wolf Creek Highway.
- 3818 Offer made by Commission for right of way across holdings of Western Timber Company and Sunset Logging Company.
- 3819 Estimate of cost of right of way and timber, Western Timber Co.
Wasco County. Tygh Valley-Bonney Ranch Section, Sherars Bridge Road, agreement to be prepared covering matter of payments.
- 3820 Nov. 18 Emergency highway construction program, discussion re cost to complete certain major projects; policy as to continuation of major projects.
- 3822 Revolving fund checking account transferred from Ladd & Bush Bank to State Treasurer.
Clackamas County. State requested to relinquish rights to property leased from Z. Fitzgerald for stock pile site.
Lake County. Valley Falls-Pike Ranch Section, matter of waiving penalty against C. R. Johnson considered.
- 3823 Clatsop County. John Day River bridge, plans ordered prepared and submitted to War Department.
Bridges on secondary highways posted for reduced load limits:
John Day River at Clarno, Wheeler County;
Rhea Creek, Morrow County;
Umatilla River, Umatilla County.

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- 3825 Nov. 18 Load limit reductions ordered:
Oregon Coast Highway between Hamlet Junction and Mohler;
Nehalem Highway between Mist and point 5 miles east of Jewell.
- 3827 C. B. McCullough, First Assistant Highway Engineer, bond approved and signed.
Douglas County. Umpqua Highway, right of way across lands of Hinsdale Estate Company, agreement approved and signed.
Lane County. Approval of payment to R. H. Wilson and E. G. Whipple for interest in property at Ten Mile Creek acquired from George Stonefield.
Projects approved by Bureau of Public Roads and contracts awarded as follows:
Fort Klamath-Crooked Creek Section, regrading and surfacing;
Miller Creek-Junction City Section, grading and paving;
Monroe-Junction City Section, five pile trestles.
- 3828 Extensions of time:
Gilbert & Goodwin, Vesper Section;
Carl Nyberg, Durkee-Gales Section.
Contracts completed and accepted:
Widening bridge over North Fork of Ash Creek, Lindstrom & Feigenson;
Brooks-Salem Section, paving and regrading, West Contract Company;
- 3829 Vesper Section, Gilbert & Goodwin.
Agreements presented for approval of Commission:
Joseph P. and Anna Parker, moving buildings, etc. as part of right of way consideration;
F. J. Kernan, payment for right to use and appropriate rock bunkers at Beckley bar adjacent to Umpqua River at Elkton.
- 3830 Baker County. Right of way through Wingfield and Eppinger property near Baker.
J. N. and Bessie N. Wingfield, purchase of right of way.
Agreement with F. W. Eppinger, Louise C. Eppinger and E. C. Eppinger, purchase of right of way.
- 3831 Nov. 29 Engineer's report of convention of American Association of State Highway Officials.
Recommendation to Congress of elimination of per mile limitation clause in federal highway law approved by Commission.
Load limit reduction:
Santiam Highway between Albany and Foster;
Silver Creek Falls Road between Matheny's Ranch and South Silver Creek;
Cape Arago Road, between Charleston and South Bay.
- 3834 Mt. Hood Highway near Parkdale, permit to operate ski-sled.
Wasco County, Columbia River Highway, application of Oregon-Washington Telephone Company for pole line permit denied.
Tillamook County. Claim against Nestucca Highway Improvement District approved.

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- 3834 Nov. 29 Jackson County. Little Butte Creek Road, grading project, advertisement authorized.
Coos County. White Bridge approaches, default of low bidder; readvertisement ordered.
- 3835 Tillamook County. Construction and betterment estimates covering market road projects approved.
Yamhill County. Construction and betterment estimates covering market road projects approved.
Marion County. Resolution requesting transfer of secondary highway funds approved.
- 3836 Washington County. Designation approved as secondary state highway of Forest Grove-Banks-Vernonia Market Road No. 8.
Lincoln County. Telephone pole line (Toledo-Siletz), controversy reported between State Forester and Mr. Mead.
Coos County. Resolutions requesting adoption of permanent route of Oregon Coast Highway through Marshfield and North Bend; survey and study of alternate routes authorized.
- 3837 Overtime on secondary highways reported in some counties; adoption of same standards for employment on secondary highways as on primary highways approved.
Royalties on surfacing materials; three cents maximum to be allowed counties for materials used on secondary highways.
Extension of time:
J. W. & J. R. Hillstrom, Doyle Hill-Nimrod Section.
- 3838 Contract completed and accepted:
Dawson Creek bridge, Western Bridge Construction Co.
Emergency program; list of projects approved; advertisement authorized:
Wingville-Baker Section, paving and surfacing;
Clackamas River Bridge approaches, grading;
New Era-Canby Section, paving;
Necanicum Creek bridge;
Two bridges over Humbug Creek, Wolf Creek Highway;
John Day River bridge near Astoria;
John Day River bridge approaches, grading;
Asbury Creek culvert;
Hinsdale and Koepke bridge approaches, grading;
Rice Hill Section, grading;
Bridges on Flowers Gulch-Long Creek Section;
Drinkwater Pass-Chimney Creek Section, grading;
Central Point-Medford Section, grading and paving;
Siskiyou Mountain Section, grading;
Bridges on Odell Lake-Walker Mountain Section;
Cheshire-Prairie Road Section, surfacing;
Reconstruct bridge on Pacific Highway at Aurora;
Linnton Section, paving;
Bridges on Biggs-John Day Section;
Wilson River Section, grading;
Forest Grove line change, paving and shoulders.

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- 3839 Nov. 29 Projects to be paid for from state funds, advertisement authorized:
Jack Horner Creek-Mohler Section, crushed rock;
Hebo-Dolph Section, crushed gravel.
- 3840 Lane County. Right of way between Junction City and Monroe; condemnation authorized across property of L. C. Pope, Gordon and May G. Kelso, and Bertha K. and E. U. Lee.
- 3843 Deschutes County. Condemnation authorized to secure right of way across property of Ada A. Huntington and W. D. Huntington between Bend and Redmond.
Marion County. Condemnation authorized to secure right of way across property of Rebecca K. and Curtis H. Cleaver between Salem and Aurora.
Linn County. Condemnation authorized to secure right of way across property of John Ehrenreich between Albany and Tangent.
- 3849 Six-year construction budget (revised) discussed.
Radio talk on highway matters by Engineer requested by Chas. Upham of American Road Builders Association.
KOAC, invitation to broadcast matters pertaining to activities of Highway Department.
Lane County. Claim of Jno. K. Holt re extra work on Cape Creek bridge; offer of settlement accepted.
- 3850 Truck and bus license fee schedule, proposed revision discussed.
Lake County. Valley Falls-Pike Ranch Section, penalty against C. R. Johnson, contractor, waived.
Columbia County. Agreement with Clark & Wilson Lumber Co. and County Court re construction of logging railroad grade crossing on Nehalem Secondary State Highway.
Douglas County. Rice Hill Section. Right of way condemnation authorized after further negotiating with S. P. Co. and owners of adjacent property.
- 3851 December 13, 1932, date for next meeting.
Dec. 13 Hood River County. Park site adjacent to Columbia River Highway at M. P. 60, offer of Simeon R. Winch accepted.
- 3852 Minutes of October 24, November 1 and 2, November 10 and November 18, 1932 approved.
Deschutes County. Century Drive; designation as secondary highway deferred until after meeting of legislature.
Umatilla County. Stanfield-Despain Gulch Road; designation as secondary highway deferred until after meeting of legislature.
- 3853 Secondary state highway law; Attorney's report re authority of counties to elect to do their own engineering work.
Harney County. Acceptance and approval of resolution by which county elects to perform engineering, etc. on secondary highways:
Canyon City-Burns Road;
Yellowstone Cut-off;
Frenchglen Road;
Diamond Valley Road.

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- 3853 Dec. 13 Columbia County. Acceptance and approval of resolution by which county elects to perform engineering, construction, etc. on following secondary highways:
Nehalem Highway;
Mist-Clatskanie Road.
- Sherman County. Acceptance and approval of resolution by which county elects to perform engineering, construction, etc. on following secondary highways:
Sherar's Bridge Road;
Wasco-Heppner Road.
- Deschutes County. Acceptance and approval of resolution by which county elects to perform construction, reconstruction, etc. on following secondary highways:
O'Neil Road;
Powell Butte Road;
Century Drive.
- Lincoln County. Telephone pole line on Siletz River Secondary Highway; report of agreement between State Forester and Walter J. Mead.
- 3854 Jackson County. Lease of portion of Casey Park to J. A. Casey approved.
E. H. Lamport, lease of small portion of Casey Park granted.
Long-term leases on quarry sites, gravel pits, etc., advisability discussed.
- 3855 Lane County. Rufus C. Stonefield, lease of gravel pit; voucher signed.
- Clackamas County. Spangler Hill-Beacon Heights Road approved as addition to market road system.
Market road designations; Attorney instructed to try to secure correction of provision of law requiring approval by Commission.
Transfers of secondary state highway funds to other secondary highway projects approved:
Clackamas County, five transfers;
Crook County, two transfers;
Grant County, one transfer;
Harney County, one transfer;
Lane County, one transfer;
Linn County, four transfers;
Morrow County, one transfer;
Polk County, six transfers;
Yamhill County, one transfer.
- 3856
- 3857 Wheeler County. Maintenance work on Heppner-Spray Road in that county to be performed by state.
- Jackson County. McCallister Section of Little Butte Secondary Highway, resolution requesting advertisement for bids approved.
- Multnomah County. Resolution requesting state to contract or otherwise provide for grading and paving of portion of North Portland Road.
- 3858 Crook County. Agreement signed covering loan of services of T. A. Rice.

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- 3859 Dec. 13 Load limit reduction ordered:
Siletz River Road between Siletz and Mowerys.
- 3860 Marion County. Lloyd T. Reynolds Estate, resolution re preservation of trees in connection with acquisition of right of way.
- 3861 Acquisition of property for right of way, quarry sites, etc., resolution covering tracts on various highways.
- 3870 Clackamas County. State requested to relinquish interests in property leased from J. S. Greenwood as stock pile site.
KOAC. Invitation to broadcast highway department information declined.
- Harney County. R. F. C. loan, advice received.
- 3871 Douglas County. Agreement with H. G. Johnson re acquisition of Beckley gravel bar at Elkton.
- Columbia County. Petition requesting relocation of Columbia River Highway across Section 13, T. 3 N., R. 2 W. W. M.
Shop operation; graph showing comparative costs since 1924 presented by Engineer.
- Road oil and asphalt requirements for 1933; authority given to ask Board of Control to advertise for bids.
- 3872 Polk and Yamhill Counties. Boyer-Valley Junction and Dolph-Sheridan Sections, payments to be withheld pending agreement between contractor and men employed.
- Douglas County. Pacific Highway, Rice Hill Section, tentative agreement with S. P. Co. re acquisition of right of way approved and Engineer authorized to continue negotiations.
Tiller-Trail Forest Highway Project No. 16 C2-El-Fl, three party agreement authorized to cover advance of secondary highway funds.
- 3873 Biennial report, preparation in mimeographed form authorized.
Pipe, advisability of specifying concrete only discussed.
- 3874 Extensions of time:
Clifton & Applegate, Dillon Section;
J. C. Compton, Bituminous Macadam Project No. 12;
R. H. Jones, three bridges on Durkee-Gales Section;
Barham Bros., North Portland Overcrossing;
Barham Bros., widening Dillon Overcrossing;
Roy L. Houck, Port Orford-Euchre Creek Section;
C. J. Montag, 17 bridges on Cheshire-Prairie Road Section.
- 3875 Contracts completed and accepted:
Schmeer & Williams, Heppner Junction-Umatilla County Line;
Clifton & Applegate, Dillon Section;
Dunn & Baker, Lake County Line-Silver Creek Section;
Griffiths & Hollenbeck, Units 1 and 2, Horse Ridge-Millican Section;
Cobbs & Mitchell Co., reshingling Shop Building #4 at Salem;
C. J. Montag, 17 bridges, Cheshire-Prairie Road Section.
- 3877 Common carriers. Letter to Secretary of State re claims for exemption from provisions of transportation act.

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- 3878 Dec. 13 Curry County. J. W. Sweeney Const. Co. claim; Engineer's report and recommendation.
Jackson County. Advisability of deferring Siskiyou project discussed.
- 3879 Washington County. Tillamook County Line-Sunset Camp Section, grading, all bids rejected.
Beaverton-Forest Grove Section, reallocation of funds to this project agreed upon.
Next general meeting January 25, 1933.
Special meeting January 4, 1933.
- 3880 Dec. 14 Proposals received on following projects:
Wingville Lane-Baker Section, paving and bit. macadam;
New Era-Canby Section, pavement;
Clackamas River-Canemah Section, grading;
Jack Horner Creek-Mohler Section, furnishing crushed gravel;
3881 White Bridge Section, grading and surfacing;
Drinkwater Pass-Chimney Creek Section, grading;
3882 Central Point-Medford Section, grading and paving;
Neil Creek-Barron Creek Section, grading;
McCallister Section, clearing, grubbing and grading;
Cheshire-Prairie Road Section, surfacing and bituminous macadam;
3883 North Fork-Hatchery Creek Section, grading;
Hebo-Dolph Section, crushed gravel;
Forest Grove-Hillsboro Section, grading, paving and rock shoulders;
Long Creek-Flowers Gulch Section, three bridges;
Odell Lake-Walker Mountain Section, three bridges;
Raise and widen concrete bridge at Aurora;
3884 Rufus-John Day River Section, one bridge and widening three.
American Association of State Highway Officials, payment of dues approved.
Concrete pipe, matter of specifying exclusive use considered.
Wolf Creek Highway; public to be advised of reasons for postponing further construction.
- 3885 Jackson County. Siskiyou Project, plans discussed, advisability questioned, reallocation of federal funds considered.
Hood River County. Cascade Locks, postponement of improvement considered; Attorney to negotiate with Mr. Laber for extension of time.
Crook County. Claim for reimbursement from secondary funds for boarding county prisoners employed on secondary highway work.
Ochoco Highway. Surfacing and oiling 6-mile section requested.
Clackamas County. Clackamas River-Canemah Section, opening in highway embankment requested by J. W. Seavey; contract to be held pending investigation.
- 3886 Deschutes County. Century Drive, designation as secondary highway requested.
Harney County. Lakeview-Burns Highway, inquiry re demand for payment due from county in 1933.
3887 Inquiry re employment on Drinkwater Pass-Chimney Creek project.

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- 3887 Dec. 14 Union County. Weston-Elgin Forest Highway, funds for completion of Toll Gate Section requested.
Complaint re non-employment of Union County men.
- 3888 Wasco County. Complaint re employment by contractor on Biggs-John Day River Section.
Morrow County. Complaint re employment by contractor on Wallula Cut-off Section and Heppner-Spray project.
Clatsop County. Arrangements reported made for right of way on Hug Point-Arch Cape Section and Wolf Creek Highway.
Tillamook County. Right of way acquired for Manzanita Section; budget provides for right of way on Wilson River Highway.
3889 Lincoln County. C. A. Plette requests annulment of deed for right of way on Alsea Highway near Waldport.
Announcement of awards:
Wingville Lane-Baker Section, paving and bituminous macadam;
New Era-Canby Section, pavement;
Clackamas River-Canemah Section, grading;
3890 Jack Horner Creek-Mohler Section, crushed gravel;
White Bridge Section, grading and surfacing;
Drinkwater Pass-Chimney Creek Section, grading;
Central Point-Medford Section, grading and paving;
Neil Creek-Barron Creek Section, grading;
McCallister Section, clearing and grubbing;
3891 Cheshire-Prairie Road Section, surfacing and bit. macadam;
North Fork-Hatchery Creek Section, grading;
Hebo-Dolph Section, crushed gravel;
Forest Grove-Hillsboro Section, grading, paving and rock shoulders;
Long Creek-Flowers Gulch Section, three bridges;
Odell Lake-Walker Mountain Section, three bridges;
Raise and widen concrete bridge at Aurora;
3892 Rufus-John Day River Section, construct one bridge and widen and reconstruct three bridges.
Sherman County. Biggs-John Day River Section; discussion with contractor re employment of Wasco County men.
- Dec. 27 Finances and construction program discussed with delegation consisting of Senators Brown, Spaulding, Burke, Bynon and Dunne. Discussion of Wilson River, Wolf Creek and Siskiyou projects.
- 3893
- 3895 Tillamook County. North Fork-Hatchery Creek Section, Wilson River Highway, award of contract urged.
All bids rejected.
- 3896 Jackson County. Neil Creek-Barron Creek Section, all bids rejected.
Washington County. Tillamook County Line-Sunset Camp Section, all bids rejected.
Foregoing projects postponed due to financial stringency.
Jackson County. Neil Creek-Barron Creek Section, low bidder and bondsman present re award of contract.

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3897	Dec. 27	Senator Staples present to discuss finances and plans for future construction work. Arthur M. Churchill discussed economic conditions. Harry L. Corbett, discussion of financial and legislative matters. Biennial report; advance copy approved; publication ordered. Harney County. Drinkwater Pass Section, advertisement authorized.
3898		Projects ordered advertised: Forest Grove-Hillsboro Section, paving; Hillsboro-Beaverton Section, paving; Asbury Creek culvert near Hug Point; Bridge over John Day River near Astoria; Approaches to John Day River bridge; Rice Hill Section, grading; Undercrossing of S. P. at Ashland; Ashland North Section, grading and paving; Approaches to Koepke Slough and Hinsdale Slough bridges; Drinkwater Pass Section, grading; Dolph-Hebo Section.
3899		Contracts awarded: Wingville Lane-Baker Section, paving and bit. macadam; Clackamas River-Canemah Section, grading; Jack Horner Creek-Mohler Section, crushed gravel; Raise and widen concrete bridge at Aurora; One new bridge and reconstruction of three in Sherman County. Jackson County. Central Point-Medford, resolution authorizing condemnation of right of way.
3901		Wasco County. Agreement re construction of Tygh Valley-Bonney Ranch Section of Sherar's Bridge Secondary Highway. Secretary of State, reply to letter re claims of common carriers for exemption from provisions of transportation act.
	1933	
3903	Jan. 4	Lincoln County. C. A. Plett; request for annulment of deed denied, completion of negotiations ordered. Lane County. J. A. Bester, application for permission to construct roadway across state park at Cleawox Lake for log hauling approved. Marion County. Aurora-Brooks Section, report of inspection; reconstruction considered. Douglas County. Deferment of Rice Hill project suggested. Clatsop County. Deferment of construction of John Day River bridge suggested.
3904		Umatilla County. Resolution covering endorsement of county warrants for payment to Enoch Pearson in right of way condemnation case.
3905		Polk County. Dallas-Salt Creek School Section of Dallas-Coast Secondary Highway; load limit reduction ordered.
3906		Minutes of November 29, 1932 approved.

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3906	Jan. 4	N. M. Finkbiner; permission granted to attend meeting of highway engineers and asphalt producers in Salt Lake City.
3907		Acquisition of property for right of way, quarry sites, etc., resolution covering tracts on various highways.
3909		Extensions of time: J. W. & J. R. Hillstrom, Doyle Hill-Nimrod Section; Burcham & Green, bridge over Yamhill River and overflow between Amity and Bellevue; Portland Sand & Gravel Co., Scottsburg-Paradise Creek Section;
3910		C. A. Mills & Co., trestle on Beaver Creek Section; O. N. Pierce, Holdredge Section; Roy L. Houck, First Hughes Section; Western Bridge Construction Co., Dawson Creek bridge; Odom & DuRette, Abernethy Creek bridge;
3911		O. N. Pierce, bridge over Canyon Creek, Clackamas County; O. N. Pierce, trestle over Palmer Creek.
3912		Contracts completed and accepted: Cheshire-Prairie Road Section, Jacobsen-Jensen Co.; Durkee-Gales Section, Carl Nyberg; Port Orford-Euchre Creek, Roy L. Houck; Trout Creek-Soda Fork Section, Johnson Bros. Co., Bridges over Yamhill River and overflow, Burcham & Green; Abernethy Creek bridge, Odom & DuRette.
3913		Projects ordered advertised: Arlington-Rock Creek and Blalock-Hepner Junction Sections, furnishing maintenance materials; John Day River-Blalock Section, furnishing maint. materials.
3914		Deschutes County. Approval of resolution requesting state to perform engineering work on Powell Butte Road. Malheur County. Resolution accepted and following roads designated as secondary highways: Jordan Valley Road; Vale West Road; Homedale Spur Road; Adrian-Parma Road; Adrian-Arena Valley Road; Adrian-Caldwell Road.
3915		Jackson County. Approval of requests for transfer of secondary state highway funds from original allocations to others. Wasco and Harney Counties. Signed agreements received providing for repayment to state of loans secured from R. F. C. Governor Pinchot of Pennsylvania. Letter requesting views of matter of reducing gross weight limits on heavy trucks.
3916		Wheeler County. Shelton Park, application of Mrs. Davis for lease of one acre denied. Restoration Fund. Charge against highway fund reported. Tillamook County. Hebo-Dolph Section, furnishing crushed gravel; previous action rescinded and all bids rejected.

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3916	Jan. 4	1933 Clackamas County. Clackamas River-Canemah Section; low bidder to be required to accept award or forfeit certified check.
3917		Marion County. Exchange of property with Mrs. Volz (in Silver Falls State Park) approved and deed signed. Pacific Highway. Condemnation proceedings authorized to acquire right of way from Joseph and Elizabeth Husman.
3920	Jan. 23	Baker County. Baker-Pleasant Valley Section; settlement with Joslin & McAllister re claim for extra compensation for surfacing materials rejected. Klamath County. Bridge over Crooked Creek, advertisement authorized.
3921		Lane County. Cheshire-Prairie Road Section, surfacing and bit. macadam; confirmation of award. Clackamas County. Clackamas River-Canemah Section; rejection of bids confirmed; readvertisement authorized.
3922	Jan. 25	Proposals received on following projects: Clackamas River-Canemah Section, grading; Redmond-Chemult Sections, maintenance materials; Koepke and Hinsdale Slough Sections, grading and gravel surfacing;
3923		Blalock-Hepner Junction and Arlington-Rock Creek Sections, furnishing crushed rock in stock piles; Drinkwater Pass Section, grading;
3924		Bear Creek-Ashland Section, grading and concrete paving; Honey Ranch-Dolph Section, grading and surfacing; Forest Grove-Hillsboro Section, grading, paving and shoulder construction;
3925		Bridge over John Day River; Bridge at Austin Point and culvert at Asbury Creek; Two pile trestles with concrete decks over Bear Creek. Wolf Creek Highway, Necanicum-North Fork Section and Humbug Mountain-Ranger Station Section; inquiry by W. H. Lynch as to plans of Commission.
3926		Hood River County. Acceptance of deed from Simeon R. Winch for park site. Curry County. Deed from Moore Mill & Lumber Co. for Port Orford cedar tract.
3927		Lincoln County. Quitclaim deed to beach lands containing "smelt sand" accepted by Commission. Baker County. Old Oregon Trail, condemnation proceedings authorized for right of way across lands of Lucinda J. and George W. South; also across lands of Columbia Cement Company.
3930		Acquisition of property for right of way, quarry sites, etc., resolution covering tracts on various highways.
3934		Multnomah County. Agreement covering reimbursement of state for R. F. C. loan.
3935		Agreement covering cooperation in cost of construction at Linnton.

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3935	Jan. 25	1933 Extensions of time: Oregon Bridge & Dredging Co., Multnomah County Line-Middleton and West Dayton-Lafayette Sections; A. G. Enright, bridge over North Fork of Silver Creek; Clyde R. Seitz, Vinson-Nye and Nye-Lazinka Ranch Sections; Portland Sand & Gravel Co., Scottsburg-Paradise Creek Section;
3936		Powell & Gilo, Juntura-Peach Section; Dunn & Baker, Terminal City-Klamath Falls Section. Yamhill County. Engineer reports completion of Holdredge Section; final payment and release approved.
3937		Contracts completed and accepted: Juntura-Peach Section, Powell & Gilo; Terminal City-Klamath Falls Section, Dunn & Baker; Holdredge Section, O. N. Pierce. Malheur County. Engineer's report of survey from Nevada line to Follyfarm, Rome and Jordan Valley.
3938		Clackamas County Pomona Grange, resolution opposing sale of additional highway bonds and requesting cessation of all highway construction. Douglas County. S. P. Co.; approval of tentative agreement for right of way at Rice Hill. Wolf Creek Highway. Option to purchase right of way across holdings of Western Timber Co. and Sunset Logging Co. Douglas County. Transfer of secondary highway funds approved. Clackamas County. Transfer of secondary highway funds approved.
3939		Crook County. Transfer of secondary highway funds approved. Clatsop County. Mr. and Mrs. R. Kissling asking change in grade line across their property at Cannon Beach.
3940		Bond, form considered; blanket position bond authorized. Awards announced: Clackamas River-Canemah Section, grading; Redmond-Chemult maintenance materials; Koepke and Hinsdale Slough Sections, grading and surfacing; Arlington-Rock Creek Section and Blalock-Hepner Junction Section, furnishing crushed rock; Drinkwater Pass Section, grading; Bear Creek-Ashland Section, grading and paving; Honey Ranch-Dolph Section, grading and surfacing; Forest Grove-Hillsboro Section, grading, paving and shoulder construction;
3941		Bridge over John Day River near Astoria; Bridge at Austin Point and culvert at Asbury Creek; Two pile trestles with concrete decks over Bear Creek.
3942		Benton County. Claim of B. N. Hafenfeld for personal injuries and damage to car sustained in collapse of Mary's River bridge.
3943		Lincoln County. Commission requested to make application for extension of Siletz River Forest Road. Secondary highway construction, advisability of suspending considered.

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- 3943 Jan. 25 Clatsop County Court asks reimbursement for payment to Ole Aspen for damages to his boat in connection with John Day River bridge.
- 3944 Repair of rock shoulders between Svensen and Clatsop Crest requested.
Vesper Section. Discussion of matters pertaining to final estimate.
Agreement with Mr. and Mrs. Kissling re matter previously discussed this day.
Benton County. Engineer instructed to inspect condition of bridge over Willamette River on county road at Corvallis. Next regular meeting March 15, 1933.
- 3945 Washington County. Forest Grove-Hillsboro Section; award to Saxton & Looney urged by Mr. Saxton.
- 3946 Jackson County. Bear Creek-Ashland Section, discussion with G. M. Green.
Secondary highway construction to be allowed to proceed without interruption.
Cost of operating Highway Department cars, tabulation presented.
Bonds. \$1,500,000 authorized.
- 3949 Contracts awarded:
Bridge at Austin Point and culvert at Asbury Creek;
Forest Grove-Hillsboro Section, grading, paving and shoulder construction;
Bridge over John Day River near Astoria.
Jackson County. Resolution of County Court regarding reconstruction of Pacific Highway in vicinity of Ashland.
Load limit reductions authorized:
Mt. Hood Highway between Hood River and Forest Boundary;
Sherman Highway between Columbia River Highway and Kent;
The Dalles-California Highway between Columbia River Highway and Bend.
- 3951 Douglas County. Gardiner Chamber of Commerce, resolution requesting substitution of native shrubbery for Scotch broom.
- 3952 Feb. 8 Ashland. Hearing in connection with north entrance of Pacific Highway.
Right of way matter discussed.
- 3957 Douglas County. Discussion re acquisition of right of way at Rice Hill.
- 3958 Minutes of December 13, 14 and 27, 1932 and January 4 and 23, 1933 approved.
- 3959 Nestucca Highway Improvement District. No additional extension of time allowed for payment of state's claim for cost of survey.
Jackson County. Permission to conduct lunch stand at "Tub Springs" refused.
R. I. Stuart & Sons. Claim against state for balance due for materials purchased for road construction; state's claim against Stuart & Sons for damage to bridge.

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- 3960 Feb. 8 Lake County, Valley Falls-Pike Ranch Section. Discussion relative to payments due contractor; surety bankrupt.
Douglas County. Rice Hill right of way; information that S. P. Co. officials have approved tentative agreements; arrangement for acquisition approved.
- 3961 Deschutes County. Additional work north of Bend requested to provide unemployment relief.
Acquisition of property for right of way, quarry sites, etc., resolution covering tracts on various highways.
- 3963 Projects ordered advertised:
Approaches to Santiam River bridge at Jefferson;
Bridge over Crooked Creek near Fort Klamath;
Ironside-Brogan Section, furnish crushed rock;
Hot Lake-North Powder Section, furnish crushed rock.
- Feb. 16 Jackson County. Bear Creek-Ashland Section, acquisition of right of way discussed; matters re railroad undercrossing.
- 3964 Douglas County. Rice Hill right of way discussed with delegation; agreement with county; condemnation authorized.
Resolution adopting new alignment and requesting county to acquire right of way.
- 3965 Rice Hill project ordered advertised.
- 3967 Jackson County. Bear Creek-Ashland Section, report re acquisition of right of way, discussion re railroad company stipulation; grading and paving contract awarded. Right of way options accepted. Bridge contract awarded.
- 3969 Clackamas County. Oregon City; Water Street route requested.
Right of way funds; authority granted for transfer from budget allowance for replacement of old bridges and pavements.
Car costing more than \$700; bill in legislature making purchase for state purposes illegal.
- 3970 Marion County. Woodburn arch; payment to city for damage discussed.
- 3971 Klamath County. Fort Klamath-Crooked Creek Section, right of way across lands of Henry Grimes, condemnation authorized.
- 3972 Extensions of time:
Earl L. McNutt, Paradise Creek-Elkton Section;
Dennis Construction Company, Jennings Lodge Section.
Contract completed and accepted:
Merrill-Malin Section, A. S. Wallace.
- 3975 Projects ordered advertised:
Ironside-Brogan Section, furnish crushed rock;
Hot Lake-North Powder Section, furnish crushed rock.
- 3976 Acquisition of property for right of way, quarry sites, etc., resolution covering tracts on various highways.
- 3977 Awards of contracts confirmed:
Bear Creek-Ashland Section, grading and paving;
Two pile trestles over Bear Creek.
- 3979 Feb. 27 Load limit reduction ordered:
Old Oregon Trail between Pendleton and Kamela.

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3981	Feb. 27	Multnomah County. Right of way option received from City Motor Trucking Company, Inc. for lands on Columbia River Highway. Eugene. Office room, lease signed. Extensions of time: Portland Sand & Gravel Co., Scottsburg-Paradise Creek Section; Portland Dredging Co., bridge over Columbia Slough.
3982		Josephine County. Claim against R. I. Stuart & Sons for repairs to bridge over Applegate River; Attorney authorized to institute action; payment of claim of Stuart & Sons against state for road building materials ordered withheld.
3983	March 1	Bonds. No bids received \$1,500,000 issue; readvertisement ordered.
3986		Lake County. Payments to C. R. Johnson in connection with contract for Valley Falls-Pike Ranch Section ordered withheld. Load limit reductions ordered: The Dalles-California Highway between Bend and Klamath Falls; Dairy-Bonanza Highway.
3988		Acquisition of property for right of way, quarry sites, etc., resolution covering various highways.
3990		Klamath County. Right of way across land of Alice E. Van Tyne, et al, resolution authorizing condemnation.
3992		Extensions of time: Roy L. Houck, First Hughes Section; Enquist Construction Company, truck shed at La Grande.
3993		Contracts completed and accepted: Umatilla overcrossing, R. H. Jones; Bridge over South Fork of Coquille River, Tom Lillebo.
3994		Sherman County. Request of county for approval of additional expenditure from secondary state highway funds denied; county to be required to comply with terms of agreement. Fifteenth Street Auto Laundry, Portland; request to place number of advertising benches along highways denied. Stimson Lumber Company request for permission to transport "Shay" locomotive over Tualatin Valley Highway denied. Projects authorized for advertisement: Coos Bay-Roseburg Highway, reconstruction of short section near Remote; Coos Bay-Roseburg Highway, furnish crushed rock between Pacific Highway and Camas Valley; Furnish crushed rock for maintenance of state highways in vicinity of Klamath Falls. William F. Woodward; letter concerning specifications for concrete pipe.
3995		
3996	March 15	Proposals received on following projects: Rice Hill Section, roadbed widening; Approaches to Santiam River bridge at Jefferson, grading and paving; Ironside-Brogan Section, furnishing crushed rock; Hot Lake-North Powder Section, furnishing crushed rock; Bridge over Crooked Creek near Fort Klamath.
3997		

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3997	March 15	Minutes of January 25 and 30, February 8, 16 and 27, and March 1, 1933 approved. Secondary highway funds; transfer of unobligated balances in various counties authorized.
3998		Wasco County. Designation of market road up Fifteen Mile Creek approved. Tygh Valley-Sherar's Bridge Secondary Highway, county granted extension of time to complete grading of first unit. Marion County. Projects No. 124-GB and No. 124-GC on Secondary Highway No. 163, county granted extension of time to complete grading and surfacing. Crook County. New agreement signed providing for expenditure of secondary highway funds for Camp Creek-Paulina Section. Grant County. Monument-Kimberly Section; request for designation as secondary highway denied. Secondary state highway mileage not to be increased. Lincoln County. Agreement with Mountain States Power Co. for furnishing electrical energy for Siletz River bridge renewed. Audit of accounts. Action of March 4, 1932 rescinded. Umatilla County. Commission to install bell signal at Sand Station provided railroad company will remove and replace track at Jones-Scott spur.
4000		Douglas County. Discussion of hazardous turn in town of Drain; purchase of right of way considered. Washington County. Application of A. G. Montes for permission to move filling station to location on new highway; matter referred to Chairman. Benton County. Claim of George Duncan for reimbursement for logs lost during high water in Mary's River.
4001		Clackamas County. Complaint of Edward M. Cousin re drainage facilities on Pacific Highway near Oswego. Acquisition of property for right of way, quarry sites, etc., resolution covering various highways.
4003		Yamhill County. Resolution authorizing condemnation of right of way for West Side Pacific Highway north of McMinnville.
4010		Extensions of time: A. G. Enright, bridge over Miller Creek; Odom & DuRette, two bridges on Woodburn-Mt. Hood Loop Secondary Highway; Lindstrom & Feigenson, Mary's River bridge; R. H. Jones, Umatilla Overcrossing; Tom Lillebo, bridge over Juniper Canyon.
4011		Contracts completed and accepted: Scottsburg-Paradise Creek Section, Portland Sand & Gravel Co.; Vinson-Nye and Nye-Lazinka Ranch Sections, O. N. Pierce (Assigned to Clyde R. Seitz). Load limit reduction ordered: John Day Highway between Prairie City and junction with Baker-Unity Highway.
4012		

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4014	March 15	Washington County. Willamette Hauling Co., request for permission to transport Shay locomotive over Tualatin Valley Highway denied. Lane County. Permits for telephone pole lines along Siuslaw Highway between Florence and Mapleton.
4015		Tillamook County. Nestucca Highway Improvement District, request for additional extension of time to make payment due state for survey. Bridges on Little Nestucca Secondary Highway, agreement with county re funds.
4016		Baldrige Bros., conditional permit granted for hauling over-length logs on Oregon Coast Highway between Winchester Bay and Reedsport. Hood River County. Cooperation in cost of moving three Forest Service buildings at Herman Creek Ranger Station, request declined.
4017		Deschutes County. Additional work north of Bend requested to provide unemployment relief. Pure Iron Culvert & Manufacturing Co., letter re use of corrugated iron pipe for culverts. Grant County. Letters urging allocation of funds for improvement between Mt. Vernon and Dayville. Harney County. Appointment of M. V. Dodge as County Engineer approved. Clackamas County. Protest from Gladstone re construction of solid fill at north end of Clackamas River bridge. Announcement of awards: Rice Hill Section, roadbed widening; Approaches to Santiam River bridge at Jefferson, grading and paving; Ironside-Brogan Section, furnishing crushed rock; Hot Lake-North Powder Section, furnishing crushed rock; Crooked Creek bridge near Chiloquin.
4018		Bonds; \$1,500,000 issue, no bids received; private sale authorized. Conference with State Treasurer and representatives of financial institutions.
4019		Hood River County. J. B. Laber present re improvement through Cascade Locks; Chairman and Engineer to make inspection.
4020		Jackson County. Right of way across property of Mrs. Lena A. Phillips, controversy reported; resolution authorizing condemnation.
4022		Secondary state highway law discussed; matter of maintenance considered. Projects ordered advertised: Canby-Aurora-Brooks Section, pavement; Biggs-John Day River Section, bituminous macadam; Coos Bay Junction-Camas Valley Section, crushed rock; Coquille River Section, grade widening and resurfacing; Sandy-Twin Bridges Section, crushed rock;
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4023	March 15	Projects ordered advertised - continued Emigrant Hill-Meacham Section, crushed rock; Klamath Falls Section, crushed rock. Amiesite to be included as alternate in call for bids for Canby-Aurora-Brooks Section. Bonds for employes, previous action reconsidered; individual bonds to be required. Next meeting April 19, 1933.
4024	March 23	Bonds, \$1,500,000 issue, bid of Security Savings and Trust Co., Trustee.
4029		Washington County. Delegation urging granting of permit to transport Shay logging locomotive over Tualatin Valley Highway; permit granted subject to certain conditions.
4030		Douglas County. A. B. Scarlett granted permission to haul over-length logs over Oregon Coast Highway. Tillamook County. Definite decision as to location of westerly end of Wilson River Highway requested. Josephine County. Designation of Fairgrounds Road as section of Redwood Highway approved.
4031		Klamath County. Adoption of definite location for Klamath Falls-Weed Highway urged. Crater Lake Highway. Snow removal discussed; arrangement proposed to Jackson County. Jackson County. Permission granted to E. H. Lamport for construction of private power transmission pole line across state park (Casey's).
4032		Salmon River-Grand Ronde Highway Improvement District, consideration of bill passed by 1933 legislature directing Commission to make payments to District. Lincoln County. Park at Yachats, request for improvements declined. Extension of time: Liesch & Tofte, Gregg Ranch Section.
4033		Contracts completed and accepted: Mary's River bridge, Lindstrom & Feigenson; Two pile trestles over Rock Creek, Clackamas County, Odom & DuRette. Clackamas County. Bridge over Clackamas River named "McLoughlin Bridge". Load limit reductions ordered: Wapinitia Highway; Green Springs Highway between Pacific Highway and Keno.
4035		Load limit orders revoked: Sherman Highway between Columbia River Highway and Kent; The Dalles-California Highway between Columbia River Highway and Bend.
4036		Marion County. Jefferson, petition requesting greater amount of employment on highway projects.

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4036 March 23 Clackamas County. Resolution adopting revised location for Pacific Highway through town of Canemah.
4038 Lincoln County. Ferry service across Alsea and Yaquina Bays; advertisement authorized.
Salary schedule discussed; letter submitted to Board of Control.

Salem, Oregon, August 26, 1932

The State Highway Commission met in special session at ten 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

Consideration was given by the Commission to the matter of the adoption of a route for the proposed "Short Road from Portland to the Sea." After a full discussion, the following resolution with respect thereto was offered by the Chairman who moved its adoption:

WHEREAS, there is and has been for some time an insistent and extensive demand for a short and quick highway between Portland and the ocean beaches, and

WHEREAS, in response to such demand the Highway Commission has during the past two years prosecuted a study and made numerous surveys which have included the various routes proposed for consideration, and

WHEREAS, the State Highway Engineer has now completed his surveys and has filed his report with the Commission in which report he has made his recommendation with respect to the route which in his judgment will best serve the traveling public and will most adequately meet the demands of the proponents of a short route between Portland and the sea, and

WHEREAS, the Commission has listened to and has considered arguments and facts made and submitted in support of the respective routes proposed and promoted by the various interested communities and organizations, and

WHEREAS, the Commission having duly considered all matters, facts and data submitted with respect to the several proposed routes and now being fully advised finds that the route commonly known as the Wolf Creek Route is the shortest, most direct and most feasible route from Portland to the sea, and it is the judgment of the Commission that a highway constructed along said route, pursuant to the survey made by the Highway Engineer will provide the fastest, shortest and most convenient highway from Portland to the ocean beaches within a radius of Seaside and Tillamook. It is further the judgment of this Commission that such highway when constructed will constitute a trunk line and that such highway together with existing and proposed lateral roads will afford the largest opportunity to

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serve other communities, and

WHEREAS, it is the judgment of the Commission that said Wolf Creek Route which is more particularly hereinafter defined should be adopted as the route and location of a state highway, and that said route should be qualified for construction and improvement as a state highway and a part of the state highway system.

THEREFORE, BE IT RESOLVED by the Oregon State Highway Commission, all members being present and participating affirmatively, that the proposed highway known as the Wolf Creek Route, which begins at a point on the Tualatin Valley Highway near the place where said highway leaves Multnomah County and enters Washington County and extends thence in a northwesterly direction along a course which crosses the summit of the Coast Range Mountains, through a pass approximately five miles northwest of the town of Buxton, thence across the Nehalem River at a point near the town of Elsie and terminates at a point on the Oregon Coast Highway at or near Hamlet Junction, be and said route hereby is adopted as a state highway and the construction of a highway over said route along the survey made by the State Highway Engineer hereby is authorized and said highway hereby is designated as a state highway and the same shall be known as State Highway No. 47.

BE IT FURTHER RESOLVED that the report of the Engineer with respect to the survey and location of said route be and the same hereby is approved and ordered filed.

BE IT FURTHER RESOLVED that the construction, improvement and maintenance of said highway shall be carried on in the same manner and in the same order as are other state highways.

The motion was duly seconded by Commissioners Washburne and Aldrich and was declared by the Chairman to have received a unanimous vote.

The Commission discussed the matter of removing the Nye-Heppner Junction Section of the Oregon-Washington Highway from the federal aid system, as recommended by the Engineer at the meeting held August 12, 1932, in order to make available additional federal aid mileage in other sections of the state. After due consideration, the following resolution covering the matter was introduced by Commissioner Washburne, who moved its adoption:

WHEREAS, pursuant to the provision of the Federal Aid highway act there was added to the Federal highway system in the State of Oregon a section of the Oregon-Washington Highway, which said section lies between Heppner Junction and Nye, and

WHEREAS, it now appears to the Oregon State Highway Commission that it will be of advantage to the State of Oregon to have said section of said highway removed from the Federal highway system,

THEREFORE BE IT RESOLVED by the Oregon State Highway Commission that the United States Bureau of Public Roads be respectfully petitioned to remove from the Federal highway system in Oregon that section of the Oregon-Washington Highway designated as being the section between Heppner Junction and Nye.

BE IT FURTHER RESOLVED, that the Secretary of the Commission be instructed to transmit to the United States Bureau of Public Roads a duly certified copy of this resolution.

The motion was duly seconded by the Chairman and was declared by him to have been adopted by the Commission over the dissenting vote of Commissioner Aldrich.

Consideration was next given by the Commission to the placing of the additional federal aid mileage authorized by the Government under its "Emergency Relief and Construction Act of 1932." The Engineer stated that, according to this Act, Oregon is allowed an additional 418 miles on its federal aid highway system, which, together with the present unallotted mileage of 41.2 miles and 85 miles made available by the removal of the Nye-Heppner Junction Section of the Oregon-Washington Highway from the present federal aid system, make a total of 544.2 miles to be placed at this time. After a full discussion of this matter, Commissioner Washburne offered the following resolution with respect thereto and moved its adoption:

WHEREAS, the act of Congress known as "The Emergency Relief and Construction Act of 1932" contains the following provision:

"Sec. 304. The last paragraph of section 6 of the Federal highway act, approved November 9, 1921, as amended and supplemented (U. S. C., title 23, sec. 6.), hereby is amended to read as follows:

"Whenever provision has been made by any State for the completion and maintenance of 90 per centum of its system of primary or interstate and secondary or intercounty highways equal to 7 per centum of the total mileage of such State, as required by this act, said State through its State highway department, by and with the approval of the Secretary of Agriculture, is hereby authorized to increase the mileage of the primary or interstate and secondary or intercounty systems by additional mileage equal to not more than 1 per centum of said total mileage of such state, and thereafter to make like increases in the mileage of said systems whenever provision has been made for the completion and maintenance of 90 per centum of the mileage of said systems previously authorized in accordance herewith."

and

WHEREAS the state of Oregon has made provision for the completion and maintenance of 90 per centum of the mileage of its system of primary or interstate and secondary or intercounty highways as such mileage has been established and recognized by the United States Bureau of Public Roads, and

WHEREAS, the State of Oregon now proposes, under the provision of Section 304 of Title III of said Emergency Relief and Construction Act of 1932 to increase the mileage of primary or interstate and secondary or intercounty highways by adding thereto the highways and mileage hereinafter specifically set out.

NOW, THEREFORE, be it resolved by the Oregon State Highway Commission, all members being present and participating, that there be submitted to the United States Bureau of Public Roads for addition and by way of increase to the primary or interstate and secondary or intercounty highways system of the State of Oregon, under the Federal Aid Road Act, the following state highways and respective mileage thereof:

Highways	Net Federal Aid Mileage
Sentiam Highway, State Highway No. 16, Route No. 54, Albany to Sisters	47.3
Wolf Creek Highway, State Highway No. 47, Route No. 2, Necanicum to Portland	64.1
Wilson River Highway, State Highway No. 37, Route No. 6, Tillamook to Banks	53.0
Oregon Coast Highway, State Highway No. 9, Route No. 101, Cannon Beach Junction to Wheeler via Cannon Beach	21.8
Dolph to Boyer, State Highway No. 32, Route No. 201, Willamette Highway, State Highway No. 18, Route No. 58, Goshen to Junction with The Dalles- California Highway south of Crescent	29.0
Klamath Falls-Weed Highway, State Highway No. 48, Route No. 97, Klamath Falls to California state line	17.0
Pendleton-John Day Highway, State Highway No. 28, Route No. 11, Nye to John Day	81.8
Central Oregon Highway, State Highway No. 7, Route No. 54, Burns to Vale via Drewsey	121.3
Tualatin Valley Highway, State Highway No. 29, Route No. 8, Portland to Forest Grove	19.0
Tualatin Valley Highway, State Highway No. 29, Route No. 47, Forest Grove to junction with West Side Pacific Highway near McMinnville	23.1
Fourth Street Highway, State Highway No. 49, Route No. 99W, Portland to junction with West Side Pacific Highway near Tigard	3.5
Pendleton-Cold Springs Highway, State Highway No. 36, Route No. 15, Pendleton to junction with Columbia River Highway	30.5
Total mileage	512.1

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BE IT FURTHER RESOLVED that the attention of the United States Bureau of Public Roads be respectfully called to the fact that an application has been made by the State of Oregon to the Bureau for the removal from the federal highway system of a portion of the Oregon-Washington Highway; namely, the section lying between Heppner Junction and Nye, the removal of which said section will leave the State a credit of 85 miles to which should be added the present unallotted mileage of 41.2 miles, thereby making available to the State of Oregon an increased mileage of 544 miles.

BE IT FURTHER RESOLVED that a copy of this resolution be transmitted to the United States Bureau of Public Roads and that the adoption of the foregoing highways and the said mileage as parts of said federal system be respectfully recommended by this Commission.

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

The following resolution confirming the action taken by the Commission at its meeting held August 23, 1932, adopting the "Drewsey Route" as the route of the Central Oregon Highway between Burns and Juntura, was offered by Commissioner Aldrich who moved its adoption:

WHEREAS, it appears that a final and definite location of the section of the Central Oregon Highway between Burns and Juntura has never been made, and

WHEREAS, the Commission caused a reconnaissance survey of the various proposed routes to be made by the Engineer, and

WHEREAS, the Engineer has completed his survey and has filed his report and made his recommendation with respect to the location which should be in his opinion selected, and

WHEREAS, it appears from said report and from information before the Commission that said section of said highway should be located from Juntura to Burns by way of Drewsey,

THEREFORE BE IT RESOLVED by the Highway Commission, all members being present and participating, that the section of the Central Oregon Highway between Juntura and Burns be and the same hereby is located as follows:

From Juntura in a northwesterly direction by way of Drewsey; thence in a southwesterly direction over Stinking Water Mountain to Burns.

BE IT FURTHER RESOLVED that the survey and report of the Engineer with respect to said route be and the same hereby is approved and ordered filed.

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The motion was duly seconded by Commissioner Washburne and was declared by the Chairman to have carried 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 contracts or modifications thereof, and that said jobs are now ready for acceptance:

Contract No. 1368, O. N. Pierce, contractor, widening the bridge over Fulton Canyon on the Columbia River Highway in Sherman County, completed August 24, 1932.

Contract No. 1385, Enquist Construction Co., contractor, relining Oneonta Tunnel on the Columbia River Highway in Multnomah County, completed August 24, 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. 1368, O. N. Pierce, contractor, widening the bridge over Fulton Canyon on the Columbia River Highway in Sherman County, completed August 24, 1932; and

Contract No. 1385, Enquist Construction Co., contractor, relining Oneonta Tunnel on the Columbia River Highway in Multnomah County, completed August 24, 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.

The Engineer reported that the plans for the proposed improvement of the Pacific Highway between Portland and Salem involve a relocation of this highway through the town of Aurora and that such relocation cannot be made legally without first calling a public hearing in that town in accordance with the provisions of Section 44-120, Oregon Code 1930, as amended by Chapter 64, Oregon Laws 1931, relating to the location of highways. He further reported that he planned to advertise this project for bids to be received at the September meeting; therefore, he recommended that notification be given to the Aurora city officials now so as to comply with the statutory provisions before bids are received. Recommendation approved by the unanimous vote of the Commission, and the date for this hearing was set by the Commission for

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2:00 o'clock P. M. Tuesday, September 27, 1932 in the City Hall at Aurora. The Secretary was instructed to serve appropriate notice on the Aurora city officials.

The matter of construction of the proposed bridges on the Oregon Coast Highway was discussed by the Commission. After due consideration, motion was made by Commissioner Washburne that the Engineer be authorized to conduct surveys and prepare vicinity maps for bridges at the following localities: across Yaquina Bay at Newport, across Alsea Bay at Waldport, across the mouth of the Umpqua River at Reedsport, across the mouth of the Siuslaw River at Florence and across Coos Bay at North Bend. Motion was duly seconded by Commissioner Aldrich and carried by unanimous vote.

The Commission set ten o'clock A. M., Wednesday, September 28, 1932, Benson Hotel, Portland, as the date and place for the next regular meeting for the receiving of bids for construction projects.

There being no further business to come before the Commission at this time, the meeting was adjourned at 12:30 o'clock P. M.

G. B. Baldock

State Highway Engineer

H. B. Glaisyer

Secretary

L. M. Scott

Chairman

E. B. Aldrich

Commissioner

C. G. Washburne

Commissioner

Portland, Oregon, August 30, 1932

The State Highway Commission met in special session at 8:00 o'clock P. M. in the Rose Room, Benson 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 with the Engineer the condition of the Highway Department's finances. The Engineer reported the total revenue from all sources in 1931 was \$15,722,426 and that estimated for 1932 is \$12,439,000, or a net loss of \$3,283,426, after taking into consideration the retirement of \$1,000,000 short term bonds on October 1, 1932. Of this amount, he stated, \$755,505 represents the net loss in purely state revenues which consist

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principally of funds received from motor vehicle license fees and the tax on gasoline. He further explained that indications are that there will be sufficient funds on hand October 1, 1932 to meet the bond principal and interest payments due at that time, but it appears that it will be necessary to sell \$1,500,000 bonds in March, 1933 to meet the bond payments due April 1, 1933. These figures, he stated, are based on a continuation of the present schedule of license fees and gasoline tax and would necessarily have to be altered in the event that those schedules are changed.

The Chairman gave as his opinion that a complete shutdown of highway construction operations will result if the motor vehicle license fees are reduced 50 per cent with no increase in the gasoline tax; also, that if the license fees are reduced 50 per cent with only a slight increase in gasoline tax the construction program will have to be cut down to one-fourth of the present program. In the event a \$3.00 license fee obtains, he stated, then there can be no construction program, even if the gasoline tax is increased.

Ray Conway, representing the Oregon State Motor Association, who was present, gave as his opinion that the Commission should borrow money temporarily to tide over the financial depression period.

The Engineer reported that there are now 4,240 men employed on state highway work, including state force maintenance and construction, engineering and administration and contractors' forces, and in addition there are about 500 men employed on forest road work coming under the jurisdiction of the Bureau of Public Roads and about 1,260 men employed on county road work, making a total of about 6,000 men who are at the present time receiving the benefits of highway work in this state.

Consideration was next given by the Commission to the matter of allocating the regular and emergency federal aid funds amounting to about \$3,000,000 which are now available for highway unemployment relief projects. In this connection the Engineer submitted a tentative plan for the distribution of employment to be furnished under the emergency relief program and a tentative list of emergency relief projects, the summary of which showed the following apportionment of funds:

	Amount	%
Division No. 1 (North of Eugene and west of the Cascade Mts.)	\$1,555,000	53
Division No. 2 (South of Eugene and west of the Cascade Mts.)	500,000	16
Division No. 3 (East of Cascade Mts. and west of Blalock and Burns)	445,000	15
Division No. 4 (East of Blalock and Burns)	500,000	16
Total	\$3,000,000	100

The Engineer explained that in arriving at the figures for the proper distribution of employment to be furnished to each county, he used the population of each county as a basis because the unemployment surveys show that the relation that the need in each county bears to the need in the entire state is almost directly proportional to the relation that the population of

the county bears to the population of the entire state, therefore, it seemed to him that a distribution on the population basis would be fair and equitable. According to the latest census, he said, the population of the state is distributed 65% in Division No. 1, 16% in Division No. 2, 9% in Division No. 3, and 10% in Division No. 4, and an unemployment survey of the state indicates that 72% of the unemployed are in Division No. 1, 13% in Division No. 2, 6% in Division No. 3, and 9% in Division No. 4.

The Engineer further explained that the above apportionment of funds does not include the forest road funds and the Oddie-Colton Act funds, also appropriated by Congress under the Emergency Relief and Construction Act of 1932, amounting to \$1,898,000 and \$132,000 respectively, nor does it include the funds set up for relief work on the Lower Columbia River Highway at Linnton in Multnomah County amounting to \$200,000. If all funds available are considered, he stated, the apportionment will be as follows:

Division No. 1	\$2,480,000	48%
Division No. 2	1,195,000	23%
Division No. 3	594,000	11%
Division No. 4	961,000	18%
Total	\$5,230,000	100%

Referring to the tentative list of projects submitted for emergency relief construction, the Engineer explained that all of the projects listed therein are on the tentative five-year construction program which is now being prepared under the instructions of the Commission, also that the figures shown for the distribution of labor are only relative and may change somewhat in proportion to the type of work performed—some may be slightly more and some slightly less than shown.

The Chairman stated that he believed the northwest counties of the state are entitled to more than 53% of the funds because more than 70% of the state's unemployed are in that district. He thereupon moved that the funds be reallocated and that an additional sum of \$250,000 be apportioned to Division No. 1, raising the total for that division to \$1,805,000. The motion failed of passage because of the lack of a seconding vote.

After further discussion of this matter, the following program for the allocation of the funds available was adopted by the unanimous vote of the Commission upon motion of Commissioner Washburne which was duly seconded by Commissioner Aldrich:

DISTRIBUTION OF LABOR FOR FEDERAL AID EMERGENCY PROJECTS

(Forest Road Projects are not included in this statement.)

	Estimated Expenditure	Estimated Number Men Required	Percentage of Men to be Secured From Each County	Estimated Number From Each County
<u>Division No. 1:</u>				
Multnomah Co. Line-Middleton and West Dayton-Lafayette	\$ 67,000	61	33% Washington 36% Yamhill 31% Multnomah	20 22 19
Oregon City-Milwaukie, Paving	133,000	121	34% Clackamas 66% Multnomah	41 80
Woodburn-Brooks, Grading	55,000	50	100% Marion	50
Aurora-Woodburn, Grading	50,000	45	100% Marion	45
Canby-Aurora, Grading	40,000	36	44% Clackamas 56% Marion	16 20
New Era-Canby, Paving	40,000	36	100% Clackamas	36
Oregon City Section, Grading	50,000	45	100% Clackamas	45
Newberg-McMinnville, Grading	75,000	68	100% Yamhill	68
Monroe-Junction City, Grading	80,000	72	57% Benton 43% Lane	41 31
Monroe-Junction City, Bridges	25,000	23	100% Multnomah	23
Jennings Lodge and Clackamas River, Grading	70,000	64	50% Clackamas 50% Multnomah	32 32
Forest Grove Line Change	5,000	4	100% Washington	4
Wolf Creek Hwy., Grading	535,000	535	19% Washington 7% Columbia 74% Multnomah	100 40 395
Hug Point-Nehalem, Grading	200,000	200	25% Clatsop 24% Tillamook 22% Columbia 29% Multnomah	50 48 43 59
Franklin Ave. (Astoria)	20,000	18	100% Clatsop	18
Youngs Bay Bridge Approaches	20,000	18	100% Clatsop	18
Santiam Highway	63,000	56	100% Linn	56
Marys River Bridge (Corvallis)	30,000	27	100% Benton	27
Scappoose-Linnton	200,000	182	100% Multnomah	182
Totals for Div. No. 1	\$1,755,000	1,661		1,661

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	Estimated Expenditure	Estimated Number Men Required	Percentage of Men to be Secured From Each County	Estimated Number From Each County
<u>Division No. 2:</u>				
Paradise Crk.-Red Bridge	\$ 70,000	46	50% Douglas 50% Coos	23 23
Green Creek-Jackson Co. Line	60,000	55	85% Josephine 15% Jackson	47 8
Central Point-Medford, Paving	74,000	67	100% Jackson	67
Cheshire-Prairie Rd., Surf.	36,000	33	100% Lane	33
Rice Hill Line Change	60,000	55	36% Douglas 36% Lane 28% Multnomah	20 20 15
Reedsport-Scottsburg, Bridges	25,000	23	100% Douglas	23
Siskiyou Mt., Grading	175,000	175	9% Jackson 7% Curry 13% Coos 20% Polk 20% Marion 31% Multnomah	16 13 23 34 35 54
Totals for Div. No. 2	\$500,000	454		454
<u>Division No. 3:</u>				
Horse Ridge-Millican, Surf.	7,000	6	100% Deschutes	6
Lake Co. Line-Silver Creek	18,000	16	62% Harney 38% Deschutes	10 6
Biggs-John Day River, Grading	195,000	196	6% Sherman 7% Gilliam 17% Wasco 19% Hood River 51% Multnomah	12 14 33 37 100
Crescent-Odell Lake, Grading	100,000	91	5% Klamath 5% Lake 90% Multnomah	4 5 82
Modoc Pt.-Ft. Klamath	100,000	91	100% Klamath	91
Bend-North, Grading	25,000	20	70% Deschutes 30% Crook	14 6
Lakeview-Burns, Surfacing	30,000	15	100% Lake	15
Totals for Div. No. 3	\$475,000	435		435

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Estimated
Number
Estimated
Expenditure
Men
Required
Percentage of Men
to be Secured
From Each County
Estimated
Number
From Each
County

Division No. 4:

Lime-Huntington, Grading	\$105,000	95	43% Union	41
			20% Malheur	19
			37% Multnomah	35
Lime-Huntington, Bridges	25,000	23	100% Multnomah	23
Baker-Wingville, Grading	70,000	64	59% Baker	38
			41% Union	26
Baker City, Paving	60,000	55	55% Baker	30
			45% Multnomah	25
Umatilla-Wash. State Line	110,000	100	10% Umatilla	10
			8% Morrow	8
			82% Multnomah	82
Pendleton-John Day	100,000	91	100% Multnomah	91
Juntura-Burns (Proj. No. 1)	30,000	27	100% Malheur	27
Juntura-Burns (Proj. No. 2)	90,000	82	100% Multnomah	82
Totals for Div. No. 4	\$590,000	537		537

SUMMARY

Division	Estimated Expenditures	Estimated Number of men Required
No. 1	\$1,755,000	1,661
No. 2	500,000	454
No. 3	475,000	435
No. 4	590,000	537
	\$3,320,000	3,087

Likewise the following plan submitted by the Engineer for the distribution of employment to be furnished under this program was adopted by the unanimous vote of the Commission:

PLAN FOR DISTRIBUTION OF EMPLOYMENT TO BE FURNISHED
UNDER HIGHWAY EMERGENCY RELIEF PROGRAM

(Includes employment to be furnished on forest road projects as well as employment to be furnished on federal aid and state projects.)

County	Population	Number of Men to be Provided Employment	Projects on Which Employment is to be Furnished
Baker	16,754	68	30 - Baker City, Paving 38 - Baker-Wingville, Grading

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County	Population	Number of Men to be Provided Employment	Projects on Which Employment is to be Furnished
Benton	16,555	68	27 - Mary's River Bridge 41 - Monroe-Junction City
Clackamas	46,205	189	32 - Jennings Lodge and Clackamas River, Grading 41 - Milwaukie-Oregon City, Paving 45 - Oregon City Section 36 - New Era-Canby 16 - Canby-Aurora 19 - Mt. Hood-Clear Lake (For.Proj.)
Clatsop	21,124	86	18 - Franklin Ave., Paving 18 - Approaches Young's Bay Br. 50 - Hug Point-Nehalem
Columbia	20,047	83	43 - Hug Point-Nehalem 40 - Wolf Creek Highway
Coos	28,373	116	23 - Paradise Crk.-Red Bridge 23 - Siskiyou Mt. Section 28 - Florence-Rainrock (For.Proj.) 42 - Lincoln Co. Line-Berry Creek (For. Proj.)
Crook	3,336	14	6 - Bend-North, Grading 8 - Cascade Summit-West (For.Proj.)
Curry	3,257	13	13 - Siskiyou Mt. Section, Grading
Deschutes	14,749	60	14 - Bend-North, Grading 6 - Horse Ridge-Millican, Surfacing 6 - Lake Co. Line-Silver Crk., Surfacing 16 - Suttle Lake-Sisters (For.Proj.) 18 - Cascade Summit-West (For.Proj.)
Douglas	21,965	90	20 - Rice Hill Line Change 23 - Paradise Creek-Red Bridge 23 - Reedsport-Scottsburg, Bridges 24 - Tiller-Trail (For. Proj.)
Gilliam	3,467	14	14 - Biggs-John Day River, Grading
Grant	5,940	24	10 - John Day-Canyon City (For.Proj.) 14 - John Day-Canyon Creek (For.Proj.)

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County	Population	Number of Men to be Provided Employment	Projects on Which Employment is to be Furnished
Harney	5,920	24	10 - Lake Co. Line-Silver Creek, Surfacing 14 - Burns-North (For. Proj.)
Hood River	8,938	37	37 - Biggs-John Day River, Grading
Jackson	32,918	135	67 - Central Point-Medford, Paving 8 - Green Crk.-Jackson Co. Line, Paving 16 - Siskiyou Mt. Section, Grading 24 - Tiller-Trail (Forest Proj.) 20 - Diamond Lake Rd. (Forest Proj.)
Jefferson	2,291	9	9 - Cascade Summit-West (For. Proj.)
Josephine	11,498	47	47 - Green Crk.-Jackson Co. Line, Paving
Klamath	32,407	132	91 - Modoc Pt.-Ft. Klamath, Grading 4 - Crescent-Odell Lake, Grading 18 - Crater Lake-North (For. Proj.) 19 - Diamond Lake Road (For. Proj.)
Lake	4,833	20	15 - Lakeview-Burns, Surfacing 5 - Crescent-Odell Lake, Grading
Lane	54,493	227	33 - Cheshire-Prairie Rd., Surfacing 31 - Monroe-Junction City 20 - Rice Hill Line Change 20 - Lincoln Co. Line-Berry Creek (Forest Project) 27 - Florence-Rainrock (For. Proj.) 34 - Black Canyon-Oakridge (For. Proj.) 62 - Oakridge-East (Forest Proj.)
Lincoln	9,903	40	6 - Siletz River (Forest Proj.) 34 - Waldport-East (Forest Proj.)
Linn	24,700	101	56 - Santiam Highway 45 - Cascade Summit-West (For. Proj.)
Malheur	11,269	46	19 - Lime-Huntington, Grading 27 - Juntura-Burns, Grading

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County	Population	Number of Men to be Provided Employment	Projects on Which Employment is to be Furnished
Marion	60,541	248	45 - Aurora-Woodburn 50 - Woodburn-Brooks 20 - Canby-Aurora 35 - Siskiyou Mt. Section 98 - North Santiam (Forest Proj.)
Morrow	4,941	20	8 - Umatilla-State Line, Surfacing 12 - Heppner-Spray (Forest Proj.)
Multnomah	338,241	1,398	395 - Wolf Creek Highway 80 - Milwaukie-Oregon City, Paving 32 - Jennings Lodge & Clackamas River, Grading 182 - Scappoose-Linnton, Grading 59 - Hug Point-Nehalem, Grading 23 - Monroe-Junction City, Bridges 19 - Multnomah Co. Line-Middleton, Paving 15 - Rice Hill Line Change 54 - Siskiyou Mt. Section, Grading 100 - Biggs-John Day River, Grading 82 - Crescent-Odell Lake, Grading 82 - Umatilla-State Line, Surfacing 91 - Pendleton-John Day, Grading 25 - Baker City, Paving 35 - Lime-Huntington, Grading 23 - Lime-Huntington, Bridges 82 - Juntura-Burns, Grading 19 - Mt. Hood-Clear Lake (For. Proj.)
Polk	16,858	69	34 - Siskiyou Mt. Section, Grading 35 - Siletz River (Forest Proj.)
Sherman	2,978	12	12 - Biggs-John Day River, Grading
Tillamook	11,824	48	48 - Hug Point-Nehalem, Grading
Umatilla	24,399	100	10 - Umatilla-State Line, Surfacing 45 - Ukiah-Dale (Forest Proj.) 45 - Dale-South (Forest Proj.)
Union	17,492	72	26 - Baker-Wingville, Grading 41 - Lime-Huntington, Grading 5 - Weston-Elgin (Forest Proj.)
Wallowa	7,814	32	32 - Enterprise-Imnaha (For. Proj.)

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County	Population	Number of Men to be Provided Employment	Projects on Which Employment is to be Furnished
Wasco	12,646	52	33 - Biggs-John Day River, Grading 19 - Mt. Hood-Clear Lake (For.Proj.)
Washington	30,275	124	4 - Forest Grove Line Change 20 - Multnomah Co. Line-Middleton, Paving 100 - Wolf Creek Hwy., Grading
Wheeler	2,799	11	11 - Heppner-Spray (For. Proj.)
Yamhill	22,036	90	22 - Multnomah Co. Line-Middleton, Paving 68 - Newberg-McMinnville, Grading
Total	953,786	3,919*	

* Of this number, 832 are assigned to forest road projects and 3,087 are assigned to federal aid projects.

The Engineer was authorized by the Commission to advertise the following projects for bids to be received at the next meeting, which is scheduled to be held in Portland on Wednesday, September 28, 1932:

Aurora-Woodburn, grading	\$50,000
Canby-Aurora, grading	40,000
Newberg-McMinnville, grading	75,000
Wolf Creek Highway, Necanicum East, grading	100,000
Jennings Lodge and Clackamas River Sections, grading	70,000
Approaches to Youngs Bay Bridge	20,000
Hug Point-Nehalem, grading	85,000
Monroe-Junction City, bridges	25,000
Green Creek-Jackson County Line, grading and paving	60,000
Central Point-Medford, grading and paving	74,000
Reedsport-Scottsburg, bridges	25,000
Lime-Huntington, bridges	25,000
Baker-Wingville Road, grading	70,000
Umatilla-Washington State Line, bituminous macadam	110,000

He was also authorized by the Commission to advertise for bids for the remaining projects on the construction program approved this date, as soon as plans for them have been prepared.

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The Engineer reported that the plans for the improvement of the West Side Pacific Highway through the towns of Monroe and Junction City contemplate changes in the routing of this highway through these towns. According to the statutes, he stated, the changes contemplated cannot be made without first calling a public hearing in each of the towns affected and giving notice thereof to the councils of these towns at least thirty days prior to the holding of the hearing. Due to the fact that the improvements contemplated are on the program for early construction, he recommended that hearings be held in these towns in the near future to legalize the proceedings. After due consideration, motion was made by Commissioner Washburne that a public hearing on this matter be held in the town of Monroe at 10:00 o'clock A. M. on Friday, September 30, 1932, and in Junction City at 2:00 o'clock P. M. the same day. Motion was duly seconded by Commissioner Aldrich and carried by unanimous vote. (The date of the hearings was later changed to Wednesday, October 5, 1932, with the approval of the Chairman and Commissioner Washburne.)

The Secretary was instructed to serve appropriate notice on the city councils of the towns affected.

The Commission discussed the matter of the reconstruction of the Mary's River bridge on the West Side Pacific Highway at the south city limits of Corvallis. The Chairman stated that it is apparent that there is no record of any action having been taken by any former highway commission agreeing to replace this bridge, the records simply covering the maintenance feature only. After due consideration the Commission decided by unanimous vote to abide by its previous decision which was to construct a new bridge at this point with state funds with the understanding that Benton County will furnish the additional right of way that may be required therefor.

The matter of the allocation of the Oddie-Colton Act funds, amounting to \$132,000, appropriated by Congress under its Emergency Relief and Construction Act of 1932 for the construction of roads across unreserved public lands other than National Forests, was discussed by the Commission. After due consideration the Commission decided by unanimous vote to allocate these funds as follows: \$30,000 to be used in cooperation with Lake and Harney Counties for the surfacing of the Lakeview-Burns Highway; \$10,000 to make surveys of the proposed highway extending north from McDermitt, Nevada, to Rome, Malheur County, Oregon, with branches from Rome to Jordan Valley, Malheur County, and to Crane, Harney County, \$92,000 to apply on the construction of the Central Oregon Highway between Burns and Juntura.

W. H. Lynch, District Engineer of the Bureau of Public Roads, who was present, stated that he will approve the allocation of these funds in this manner.

The Chairman reported that the City of Portland desires a new agreement to cover the construction of the proposed Fourth Street Highway. They agree, he stated, to acquire the necessary right of way within the city limits and will not require the state to perform any construction work until

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the right of way is secured. He also stated that a conference has been arranged for Friday night, September 2, 1932, for a further discussion of this matter.

The Commission adjourned at 12:00 o'clock midnight to reconvene at 9:00 o'clock A. M. the following day in the same room.

Portland, Oregon, August 31, 1932

The State Highway Commission reconvened in special session at 9:00 o'clock A. M. in the Rose Room, Benson Hotel, with all members, the State Highway Engineer and the Secretary present.

At the request of the Commission, Eugene R. Walsh, Vice President of Brown & Brown, Inc., Forest Engineers, appeared before the Commission regarding the timber investigations that he is making for the Commission along the Wolf Creek route of the short road from Portland to the Sea.

The matter of right of way widths and the acquisition of timber strips was discussed. The Chairman gave as his opinion that a right of way 100 feet wide is sufficient and that it should be impressed on the timber owners that that is all the State desires; otherwise, it is likely that a legal controversy with those interests will develop. The main thing, he stated, is to get a quick road to the sea. The park strips, he added, are of secondary importance and their acquisition is a matter that should be decided by the legislature; furthermore, the counties can acquire the right of way but they are without authority to purchase the park areas.

Commissioner Washburne gave as his thought that the timber along this highway should be preserved and that the Highway Commission is the logical agent to do this. In any event, he said, the Commission must secure data and information.

Commissioner Aldrich gave as his opinion that the Commission should not let the timber along this highway be cut.

After some further discussion of this matter, Mr. Walsh was asked to give the Commission a more definite idea as to what his fee will be for making the investigation and report which the Commission has ordered. He replied that his charge for a complete report will be between \$300 and \$400.

The Commission adjourned at 9:55 o'clock A. M. to conduct its regularly scheduled meeting at 10:00 o'clock A. M. this day in the Crystal Room, Benson Hotel.

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The State Highway Commission reconvened in regular session at 10:00 o'clock A. M. in the Crystal Room, Benson 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

Bids were opened on highway construction projects in accordance with previously published notice as follows:

OLD OREGON TRAIL
LIME-HUNTINGTON SECTION - GRADING

	Alternate No. 1	Alternate No. 2
Clifton & Applegate	\$ 90,006.80	\$ 89,771.50
Carl Nyberg	94,660.00	94,450.00
Max J. Kuney Co.	94,641.40	94,310.00
Earl L. McNutt	98,938.50	98,468.00
E. L. Gates	99,651.30	99,686.00
J. A. Terteling & Sons	100,023.00	99,450.50
Myers & Goulter	102,491.00	102,085.00
Tony Mazzarro	104,591.00	104,275.50
Dunn & Baker	104,678.00	104,817.00
A. C. Greenwood Co., Inc.	104,957.50	104,492.00
E. C. Peck & Co.	105,355.50	105,151.50
La Dee Logging Co.	108,199.50	107,833.50
Guthrie-McDougall, Inc.	109,991.60	109,646.00
Kern & Kibbe, Inc.	111,488.30	111,260.00
Morrison-Knudsen Co.	118,063.00	117,305.00
Haas, Doughty & Jones	119,998.00	119,635.00

SECONDARY HIGHWAY NO. 201
BUMMER CREEK-LOBSTER MOUNTAIN SECTION - GRADING

	Concrete Pipe	Corr. Iron Pipe
C. U. Enstrom	\$ 5,607.50	\$ 5,773.00
Earl L. McNutt	5,978.50	6,099.00
Slate Construction Co.	6,702.50	6,833.50
Willamette Construction Co.	7,202.00	7,213.00
Gilbert & Goodwin	7,573.50	7,611.70
T. J. Kesterson	7,826.00	7,975.00
Yunker, Wiecks & Co.	8,003.50	8,126.00
Edlefsen-Weygandt Co.	8,572.50	8,503.00
J. A. Lyons	9,947.50	9,920.00
Joplin & Eldon	10,670.00	10,799.00
Louis Johnson	10,698.00	10,809.50
Guy F. Pyle	10,881.50	11,020.50

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Bummer Creek-Lobster Mountain Section - cont'd

	Concrete Pipe	Corr. Iron Pipe
Anderson Bros.	\$11,418.50	\$11,340.50
East Side Sand & Gravel Co.	13,102.50	13,102.50
Dennis Construction Co.	13,113.50	12,982.00

EAST PORTLAND-OREGON CITY HIGHWAY
MILWAUKIE-OREGON CITY SECTION - CONCRETE PAVING

Oregon Bridge & Dredging Co.	\$114,156.00
West Contract Co.	119,179.00
Kern & Kibbe, Inc.	122,794.00
Theodore Arenz	128,932.00
Parker-Schram Co.	131,591.00
Dunn & Baker	132,470.00
City Motor Trucking Co.	133,430.00
Jacobsen-Jensen Co.	135,828.00
Edlefsen-Weygandt Co.	137,483.00

SECONDARY HIGHWAY NO. 250
FIRST HUGHES SECTION - GRADING AND SURFACING

	Concrete Pipe	Corr. Iron Pipe
Earl L. McNutt	\$6,514.50	\$6,436.50
R. L. Houck	6,645.00	6,310.25
Peart Bros.	6,675.00	6,501.25
Louis Johnson	7,489.00	7,491.25

CENTRAL OREGON HIGHWAY
HORSE RIDGE-MILLICAN SECTION - SURFACING

Griffiths & Hollenbeck	\$4,450.00
Albert Wright	4,980.00
Logan Construction Co.	4,985.00
Max O. Green	7,265.00

UMPQUA HIGHWAY
PARADISE CREEK-RED BRIDGE SECTION - SURFACING

Homer G. Johnson	\$62,400.00
Saxton & Looney	65,940.00
Knute Lien	68,455.00
Newport Construction Co.	71,718.00
Portland Sand & Gravel Co.	76,345.00
Edlefsen-Weygandt Co.	80,295.00

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CENTRAL OREGON HIGHWAY
LAKE COUNTY LINE-SILVER CREEK SECTION - SURFACING

Dunn & Baker	\$16,290.00
Knute Lien	20,350.00
March Construction Co.	20,720.00
Max O. Green	21,550.00

PACIFIC HIGHWAY
WOODBURN-BROOKS SECTION - GRADE WIDENING

	Alternate "A"	Alternate "B"
Meyers Contract Co.	\$47,856.50	\$47,826.50
United Contracting Co.	66,755.00	66,811.00
J. A. Lyons	76,115.00	76,495.00
Homer G. Johnson	83,695.00	84,795.00

COLUMBIA RIVER HIGHWAY
BIGGS-JOHN DAY RIVER SECTION - GRADING

	West Unit		East Unit	
	Iron Pipe in New In- stallation	Conc. Pipe in New In- stallation	Iron Pipe in New In- stallation	Conc. Pipe in New In- stallation
Clifton & Applegate	\$98,403.00	\$98,614.00	\$70,479.00	\$70,551.00
J. A. Lyons	105,107.50	105,275.00	91,277.50	91,312.50
H. G. Johnson	106,952.50	107,000.00	78,369.50	78,448.00
Hansen Construction Co.	107,237.40	107,293.50	86,258.50	86,302.70
Max J. Kuney Co.	107,891.00	108,175.00	80,466.00	80,524.00
Wm. Endicott	115,427.50	116,027.00		
E. L. Gates	117,617.50	117,636.00	78,904.50	78,906.00
Dunn & Baker	120,172.00	120,130.00	76,164.00	76,207.00
C. T. Malcom	127,887.50	128,372.50		
Liesch & Tofte and Gilbert & Goodwin	129,512.50	129,463.00	89,136.00	89,157.00
Kern & Kibbe, Inc.	130,060.00	130,191.50	110,975.00	111,027.00
Interstate Construction Co.	131,883.50	131,343.50	92,061.50	91,966.50
Portland Sand & Gravel Co.	132,908.50	133,040.00	93,073.50	93,138.00
E. C. Peck & Co.	137,030.00	137,360.00	103,045.00	103,122.50
P. L. Crooks & Co., Inc.	137,140.00	137,240.00	91,106.00	91,106.00
Joplin & Eldon	147,242.00	147,353.00	91,536.00	91,623.00
Siems-Spokane Co.	148,536.00	149,347.50	98,763.00	98,941.00
J. A. Terteling & Sons	152,494.50	153,130.00	89,963.50	90,104.50
Morrison-Knudsen Co.	160,040.00	159,997.50	98,813.00	98,848.00
Meyers Contract Co.	164,693.00	164,739.00	122,568.00	122,615.00

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Biggs-John Day River Section - cont'd

Both Units with Reduction

	Iron Pipe in New Installa- tion	Conc. Pipe in New Installa- tion
Clifton & Applegate	\$168,882.00	\$169,165.00
H. G. Johnson	185,322.00	185,448.00
Hansen Construction Co.	191,495.90	191,596.20
Max J. Kuney Co.	185,357.00	185,699.00
E. L. Gates	196,522.00	196,542.00
Dunn & Baker	193,366.00	193,337.00
Kern & Kibbe, Inc.	238,535.00	238,718.50
Interstate Construction Co.	223,945.00	223,310.00
Portland Sand & Gravel Co.	225,982.00	226,178.00
E. C. Peck & Co.	238,075.00	238,482.50
P. L. Crooks & Co., Inc.	227,746.00	227,846.00
Joplin & Eldon	234,778.00	234,976.00
Siems-Spokane Co.	247,299.00	248,288.50
J. A. Terteling & Sons	242,458.00	243,234.50
Morrison-Knudsen Co.	258,853.00	258,845.50

WEST SIDE PACIFIC HIGHWAY

MULTNOMAH COUNTY LINE-MIDDLETON AND WEST DAYTON-LAFAYETTE SECTIONS
CONCRETE PAVEMENT

Oregon Bridge & Dredging Co.	\$58,309.50
Theodore Arenz	65,717.00
Edlefsen-Weygandt Co.	68,766.50
United Contracting Co.	73,873.00
Jacobsen-Jensen Co.	74,551.50

WEST SIDE PACIFIC HIGHWAY

BRIDGE OVER MARY'S RIVER AT CORVALLIS

Lindstrom & Feigenson	\$28,694.40
Portland Dredging Co.	29,541.00
The Gilpin Construction Co.	29,793.40
C. J. Montag	33,164.00
Sedgwick Construction Co.	33,603.10
Tom Lillebo	33,630.40
Barham Bros.	34,029.90
Guthrie-McDougall Co.	34,609.00
O. N. Pierce	39,174.00

WOODBURN-MT. HOOD SECONDARY HIGHWAY NO. 161
BRIDGE OVER CANYON CREEK

Barham Bros.	\$3,969.75
O. N. Pierce	4,100.00
O. M. Olds & Co.	4,157.50
A. G. Enright	4,172.50
Lindstrom & Feigenson	4,245.00
Geo. B. Sedgwick	4,336.25
J. F. Johnston	4,517.50
La Pointe Construction Co.	5,640.00
A. G. Plant Co.	5,675.00

POWERS SECONDARY HIGHWAY NO. 242
BRIDGE OVER SOUTH FORK OF THE COQUILLE RIVER

Tom Lillebo	\$7,130.00
Peart Bros.	7,771.00
J. W. & J. R. Hillstrom	7,942.00
Liesch & Tofte	8,513.71
J. F. Johnston	8,587.50
Curtis Gardner	8,965.00
Starr & Phelps	*9,955.76
Guthrie-McDougall Co.	12,400.00
Powers Davis Logging Co.	*12,475.00

*Irregular bids

McKENZIE HIGHWAY
STORAGE BUILDING AT McKENZIE BRIDGE

A. G. Enright	\$2,474.00
Comstock & Poole	2,777.00
Folgedalen & Hardie	2,869.24
A. Lombard	2,943.10
O. N. Pierce	3,370.00
A. G. Plant Co.	3,423.20

SILVER CREEK FALLS SECONDARY HIGHWAY NO. 163
BRIDGE OVER SILVER CREEK

A. G. Enright	\$2,362.50
Union Engineering Co.	2,729.00
Enquist Construction Co.	2,993.42
Anderson & Johnson	3,255.48
O. N. Pierce	3,430.00
J. F. Johnston	3,572.40
Barham Bros.	3,585.00
O. M. Olds & Co.	3,621.00
Portland Dredging Co.	4,290.00
Curtis Gardner	5,470.00

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WEST SIDE PACIFIC HIGHWAY
WIDEN BRIDGE OVER THE NORTH FORK OF ASH CREEK

Lindstrom & Feigenson	\$1,565.00
J. F. Johnston	1,758.00
O. N. Pierce	1,811.00
Barham Bros.	1,970.50

LAFAYETTE SECONDARY HIGHWAY NO. 154
TRESTLE OVER PALMER CREEK

O. N. Pierce	\$4,572.00
J. F. Johnston	5,015.50
Burcham & Green	5,083.00
Geo. B. Sedgwick	5,399.00
A. G. Enright	5,670.00
Curtis Gardner	6,190.00
Kern & Kibbe, Inc.	6,336.00
Lindstrom & Feigenson	6,497.00

The Chairman announced that the awards of contracts would be made at 5:30 o'clock P. M. this day in the same room.

The Commission adjourned at 1:15 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 Crystal Room, Benson Hotel, with all members, the State Highway Engineer and the Secretary present.

County Judge Fred Reynolds and Commissioners W. B. Snider and Fred S. Fisher of Lake County appeared before the Commission regarding unemployment relief problems in that county. They asked the Commission to complete the White Rock Hill project on the Fremont Highway north of Lakeview which, they stated, was partly constructed last year as an unemployment relief project. They were informed by the Chairman that the Commission must decline their request because it appears that no benefits will be received therefrom from a state-wide viewpoint.

The County Court then stated that they have in mind to secure a loan from the Reconstruction Finance Corporation to finance some unemployment relief work on the Adel-Plush Secondary Highway No. 431, and wish to pledge the secondary highway funds that may be allocated to their county in 1933 for the repayment of this loan, if that meets with the approval of the State Highway Commission.

Lake County has about \$7,000 on hand for this purpose, they said, which will carry them until January 1, 1933, but will need an additional \$14,000 after that date inasmuch as the banks can no longer handle the county warrants. Assistant Attorney J. W. DeSouza, who was present, advised the Commission that it is without legal authority to pledge the payment to a county of future

secondary highway funds to guarantee the repayment of loans.

The Chairman explained the Commission's plan for handling emergency relief employment on the combined basis of need and population and stated that a certain proportion of the registered unemployed in Lake County will be given employment regardless of where the work is being carried on in the state. He admonished the County Court to keep the future secondary highway funds intact because of the possibilities of future legislation that might do away with these funds in which event it would be impossible for the Commission to reimburse the county.

The Engineer explained that it is the intention of the Commission to spend about \$30,000 on the Lakeview-Burns Highway and that present plans are for the men to be taken from the unemployed registration lists of Lake and Harney Counties. It is also planned, he stated, to use some of the Lake County unemployed on the grading of a section of the Willamette Highway between Crescent and Odell Lake.

Judge Reynolds then stated that they are mostly interested in providing work for their unemployed and will be satisfied with the Commission's plan if the proportionate percentage of the unemployed of Lake County are taken care of thereby.

The Lake County Court also requested the Commission to designate the Lakeview-Burns Highway a primary state highway so as to relieve the county from the expense of maintaining this road. The request was denied by the Commission.

Judge Reynolds requested the Commission to consider in its five-year program for secondary state highways the designation as a secondary highway of a road beginning at the California state line on the west side of Goose Lake and extending northerly to a connection with the Klamath Falls-Lakeview Highway near Baldwin Ranch; thence northerly and easterly to a connection with the Fremont Highway near Salt Creek. After some discussion, the Chairman informed the County Court that the matter appeared to be premature at this time, but will be given consideration later by the Commission.

A delegation from Hood River County, consisting of County Judge J. H. Jeffrey and Commissioners Allison Fletcher and F. L. Keating, E. A. Franz and M. R. Hanger, Secretary, Hood River Chamber of Commerce, appeared before the Commission regarding unemployment problems of that county. Mr. Hanger acted as spokesman for the group. He said that indications are that the unemployment situation in Hood River County will be much worse this coming winter than it was the past winter and it now appears unlikely that the county will be able to raise more than one-half of the amount of relief funds from local sources that it raised last winter; therefore, a serious condition will exist unless highway work in the county is provided by the State Highway Commission.

The Chairman explained that the Commission has arranged a construction program for the relief funds available which is based on the

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unemployment needs and population of each county. The state cannot go into a county and construct roads just for the sake of providing work, he stated, but the men are to be employed on the things that the state needs. If sufficient useful work cannot be found in any county for the full quota of men approved for that county, then the portion unprovided for will be given work elsewhere. In the case of Hood River County, he said, this plan provides work for thirty-seven Hood River County men for eight months without rotation and these men will be employed on the reconstruction of the Biggs-John Day River Section of the Columbia River Highway.

The group thanked the Commission for its consideration of their problems and expressed their willingness to cooperate with the Commission in every way.

Robert W. Sawyer, Bend, and County Judge H. H. DeArmond of Deschutes County were present and urged the Commission to rearrange its emergency relief program so far as Deschutes County is concerned so as to provide projects upon which the men can work during the winter months. Under the present program, they stated, the projects designated for the unemployment relief of Deschutes County are located so that by the best efficiency the contract for construction might be let by October and under normal weather conditions the contractor would be obliged to shut down his operations by Thanksgiving time on account of snow and would not be able to resume operations until about the following April. During the period of shut-down, they added, when money and work are most needed, the state would have about \$75,000 tied up by contract which could not be used. They therefore urged the Commission to give further consideration to the reconstruction of the Bend-Redmond Section of The Dalles-California Highway, stating that this is a project that can be worked during the entire winter months and will have the advantage of permitting the men to live at home.

The Chairman explained the Commission's plan for handling the unemployment relief funds and stated that no matter where the projects are located a proportionate number of men will be given employment from each county.

The Engineer acknowledged the merit of the plea of Mr. Sawyer and Judge DeArmond and suggested that the situation could be remedied somewhat by allocating to the Bend-Redmond project some of the savings that will accumulate from the jobs for which bids were opened this day. He estimated these savings to be about \$27,000. Commissioner Washburne stated his approval of the plan suggested by the Engineer. Commissioner Aldrich gave as his opinion that a further study should be made of this matter before arriving at a definite decision. Thereupon the Chairman informed the delegates that the Commission will give further consideration to these suggestions and will advise them definitely later. (The Commission later in this session allocated \$25,000 to the Bend-Redmond project.)

A delegation from Toledo, consisting of County Judge W. H. Waterbury; W. R. Tindall, Mayor; Frank Woodson, Councilman; T. B. McCluskey, City Attorney; Dr. H. R. Kaufman; J. E. Cooter; and Jack Tobin, Mayor of

Newport, appeared before the Commission and urged the improvement of the Corvallis-Newport Highway between Pioneer Mountain and Toledo, about four miles in length. They spoke of the many bad curves on this section and of the many fatal accidents that have occurred on account of the poor highway alignment. They also spoke for this construction as an unemployment relief project. They advised the Commission that the right of way through Toledo has all been provided for so that will not prove a handicap.

The Engineer pointed out that the reconstruction of this section of highway will cost about \$150,000 and no provision has been made for it in the Commission's present emergency relief program. The entire program, he stated, will have to be rearranged in the event it is decided to do this work.

The Chairman informed the group that on account of the present condition of the Highway Department's finances it will be necessary to decline their request.

Mr. Cooter then asked the Commission to reconstruct the two-mile section of this highway from Toledo easterly which contains most of the bad curves. He strongly urged the Commission to resurface the present road if funds are not available for reconstructing on the proposed new alignment. He was informed that the matter will be investigated.

County Judge F. L. Phipps and County Engineer Christ Fauerso of Wasco County were present in the interests of the proposed secondary state highway extending from The Dalles southwesterly to a connection with the Mt. Hood Highway. Judge Phipps stated that he interviewed the County Court of Hood River County relative to this matter and was informed by that Court that, while Hood River County would receive no particular benefit by reason of the construction of this proposed highway, they would not oppose it and would cooperate in its construction within the borders of Hood River County. Judge Phipps also stated that they planned to concentrate their secondary highway funds and other county road funds on this project if the Commission will permit them to do so and by so doing they believe they can complete the project in five years. If this road is designated as a secondary state highway, he stated, the Wasco County Court will extend the market road from Dufur northwesterly to provide a connection therewith, in accordance with the wishes of the people of Dufur.

The Chairman informed Judge Phipps that recommendations for the designation of secondary state highways must come from the county courts of the counties affected and suggested that the Wasco County Court confer with the County Court of Hood River County, the forest road officials and with the people of Dufur to determine which, if either, of the two proposed routes should be recommended for such designation. The State Highway Commission, he stated, will then be pleased to give the matter further consideration.

County Commissioner W. S. Allan of Yamhill County was present and inquired as to what plans the Commission has for construction work this

season on the West Side Pacific Highway between Newberg and McMinnville. He was informed by the Chairman that the Commission has no funds with which to do any work on that section at the present time.

County Judge F. A. Beltz of Tillamook County, County Judge Guy Boyington and County Commissioners Wm. Larson and Jas. Elliott of Clatsop County appeared before the Commission relative to the construction of the Cannon Beach-Neahkahnie Mountain Section of the coast route of the Oregon Coast Highway between Cannon Beach Junction and Wheeler. They were informed by the Chairman that this highway is included in the list recommended to the U. S. Bureau of Public Roads as additions to the Oregon Federal aid system and it is the intention of the Commission to do some construction work thereon as soon as the Government has approved the recommendation.

The Engineer stated that maps and descriptions will be forwarded to the county courts immediately so they can proceed with the acquisition of the necessary right of way.

Judge Beltz inquired as to what plans the Commission has for construction work on the Wilson River Highway. He urged the Commission to provide for a clearing project on this highway similar to the one completed last winter as an unemployment relief project and offered on behalf of the County Court of Tillamook County to acquire the necessary right of way. The Chairman informed Judge Beltz that the Commission has authorized no work as yet on this highway but the matter is being given serious consideration. He asked Judge Beltz whether the Commission should spend its money on the Wilson River Highway or on the short road from Portland to the sea (Wolf Creek Highway). Judge Beltz replied that he did not believe it a good policy for the Commission to spend its funds unless some benefit can be gained thereby; however, some money should be spent on the Wilson River Road. He suggested a clearing contract costing about \$25,000, which is about as large a project as the county can purchase right of way for this year.

Judge Boyington stated that Clatsop County will cooperate in acquiring right of way for the Wolf Creek Road but cannot do it all this year because no appropriation has been made for this purpose. It was his thought that the Clatsop County budget will not permit the acquisition of all of the right of way required within three or four years. He further stated that the right of way between Necanicum and Elsie can be secured without much difficulty but he has been informed by Mr. A. R. Watzek, Receiver for the Oregon-American Lumber Company, that the right of way through the timbered areas cannot be obtained without a "fight to the last ditch" in the courts. The Engineer stated that the present plans are to start at once two projects on the Wolf Creek Highway, one from Necanicum easterly and the other from Elsie in a westerly direction. This plan, he stated, will give the county time to acquire the right of way where there is opposition. After further discussion, Judge Boyington agreed to make preparation for the immediate acquisition of the right of way for the construction contemplated at this time.

County Judge C. P. Barnard of Lane County was present and requested the Commission to extend secondary state highway No. 222 (Springfield-Jasper-

Saginaw Road) from a point about one mile east of Saginaw southerly to Cottage Grove a distance of about four miles. When this road was designated as a secondary highway, he stated, it was decided to terminate the road at Saginaw pending an investigation to determine whether or not it would be feasible to extend the designation later to Cottage Grove. The investigation has been made and the county now desires the designation extended in order to permit secondary highway funds to be expended thereon. After some discussion and consideration of the secondary highway funds available to Lane County, the Commission decided that, in view of the extensive secondary highway program now being carried on by Lane County, the matter of extending this highway should be given a more thorough study before a definite decision is given.

At 5:30 o'clock P. M. the Chairman made the following announcement of awards of contracts for which bids were received at the morning session, action with respect thereto having been previously agreed upon by the members of the Commission by unanimous vote:

Lime-Huntington Section of the Old Oregon Trail in Baker County, 4.15 miles of grading work. The low bid is that of Clifton & Applegate, Spokane, Washington, at \$89,771.50 on Alternate No. 2 and \$90,008.50 on Alternate No. 1. The next low bid is that submitted by Carl Nyberg, Spokane, Washington, at \$94,450.00 on Alternate No. 2, and \$94,660.00 on Alternate No. 1. The contract is awarded to Clifton & Applegate, the low bidder, at its bid price of \$89,771.50 on Alternate No. 2.

Bummer Creek-Lobster Mountain Section of Secondary Highway No. 201 in Benton County, 0.7 miles of grading work. The low bid is that submitted by C. U. Enstrom, Vernonia, at \$5,607.50 using concrete pipe and \$5,773.00 using corrugated iron pipe. The next low bid is that submitted by Earl L. McNutt, Eugene, at \$5,978.50 using concrete pipe, and \$6,089.00 using corrugated iron pipe. The contract is awarded to C. U. Enstrom, the low bidder, at \$5,607.50 on basis of concrete pipe.

Milwaukie-Oregon City Section of the East Portland-Oregon City Highway in Clackamas County, 5.4 miles of concrete paving. The low bid submitted is that of Oregon Bridge & Dredging Co., Portland, at \$114,156.00. The next low bid is that of the West Contract Co., Portland, at \$119,179.00. The Commission awards this contract to the Oregon Bridge & Dredging Co., the low bidder, at its bid price of \$114,156.00.

First Hughes Section of Secondary Highway No. 250 in Curry County, 1.1 miles of grading and gravel surfacing. The low bid is that submitted by R. L. Houck, Independence, at \$6,310.25 using corrugated iron pipe, and \$6,645.00 using concrete pipe. The next low bid is that submitted by Earl L. McNutt, Eugene, at \$6,436.50, using corrugated iron pipe, and \$6,514.50 using concrete pipe. The award of this contract will be held pending adjustment with the low bidder in accordance with the provisions of the proposal. The matter is referred to the State Highway Engineer with power to act.

Horse Ridge-Millican Section of the Central Oregon Highway in Deschutes County, 4.55 miles of surfacing work. The low bid is that submitted by Griffiths & Hollenbeck, Bend, at \$4,450.00. The next low bid is that of Albert Wright, Bend, at \$4,980.00. The award of this contract is held pending the approval of the U. S. Bureau of Public Roads. The matter is referred to the Engineer with power to act.

Paradise Creek-Red Bridge Section of the Umpqua Highway in Douglas County, 12.41 miles of surfacing. The low bid is that submitted by Homer G. Johnson, Portland, at \$62,400. The next low bid is that submitted by Saxton & Looney, Corvallis, at \$65,940.00. The award of this contract is referred to the Engineer for investigation with power to act.

Lake County Line-Silver Creek Section of the Central Oregon Highway in Harney County, 14 miles of surfacing work. The low bid is that submitted by Dunn & Baker, Klamath Falls, at \$16,290.00. The next low bid is that of Knute Lien, Portland, at \$20,350.00. The award of this contract is held pending the approval of the U. S. Bureau of Public Roads. The matter is referred to the Engineer with power to act.

Woodburn-Brooks Section of the Pacific Highway in Marion County, 9.39 miles of grade widening. The low bid is that submitted by Meyers Contract Co., Portland, at \$47,826.50 on Alternate "B" and \$47,856.50 on Alternate "A". The next low bid is that submitted by the United Contracting Co., Portland, at \$66,811.00 on Alternate "B" and \$66,755.00 on Alternate "A". The Commission awards this contract to Meyers Contract Co., at its bid price of \$47,826.50 on Alternate "B".

Biggs-John Day River Section of the Columbia River Highway in Sherman County, 9.85 miles of grading work. The low bid submitted for the construction of the west unit is that of Clifton & Applegate, Spokane, at \$98,403.00, using corrugated iron pipe, and \$98,614.00, using concrete pipe. The next low bid for the west unit is that submitted by J. A. Lyons, Portland, at \$105,107.50, using corrugated iron pipe, and \$105,275.00, using concrete pipe. The low bid submitted for the construction of the east unit is that of Clifton & Applegate, Spokane, at \$70,479.00, using corrugated iron pipe, and \$70,551.00, using concrete pipe. The next low bid submitted for the construction of the east unit is that of Dunn & Baker, Klamath Falls, at \$76,164.00, using corrugated iron pipe, and \$76,207.00, using concrete pipe. The low combination bid submitted for the construction of both east and west units is that of Clifton & Applegate, Spokane, at \$168,882.00, using corrugated iron pipe, and \$169,165.00, using concrete pipe. The next low combination bid for the construction of both east and west units is that submitted by H. G. Johnson, Portland, at \$185,322.00, using corrugated iron pipe, and \$185,448.00, using concrete pipe. The Commission awards this contract to Clifton & Applegate, Spokane, at its low combination bid of \$168,882.00 on the basis of the use of corrugated iron pipe.

Multnomah County Line-Middleton and West Dayton-Lafayette Sections of the West Side Pacific Highway in Washington and Yamhill Counties, 2.1 miles of concrete pavement. The low bid is that submitted by Oregon Bridge &

Dredging Co., Portland, at \$58,309.50. The second low bid is that submitted by Theodore Arenz, Portland, at \$65,717.00. Award of this contract will be held pending the approval of the U. S. Bureau of Public Roads and the matter is referred to the Engineer with power to act.

Bridge over Canyon Creek on the Woodburn-Mt. Hood Secondary Highway No. 161, 7 miles northeast of Molalla in Clackamas County. The low bid is that submitted by Barham Bros., Salem, at \$3,968.75, using foreign steel. The second low bid is that submitted by O. N. Pierce, Portland, at \$4,100.00, using domestic steel. Due to the small difference in the amount of the bids and the desire of the Commission to use domestic products wherever it is possible to do so, the Commission has decided to award this contract to O. N. Pierce, the second low bidder, at his bid price of \$4,100.00 on the basis of the use of domestic steel.

Bridge over the South Fork of the Coquille River on the Powers Secondary Highway No. 242, about 1½ miles north of Powers in Coos County. The low bid is that submitted by Tom Lillebo, Reedsport, at \$7,130.00. The second low bid is that of Peart Bros., Coquille, at \$7,771.00. The Commission awards this contract to Tom Lillebo, the low bidder, at his bid price of \$7,130.00.

Construction of maintenance storage building at McKenzie Bridge on the McKenzie Highway in Lane County. The low bidder is A. G. Enright, Eugene, at \$2,474.00. The next low bid is that submitted by Comstock & Poole, Monmouth, at \$2,777.00. The Commission awards this contract to A. G. Enright, the low bidder, at his bid price of \$2,474.00.

Bridge over Silver Creek on Silver Creek Falls Secondary Highway No. 163, 13 miles south of Silverton in Marion County. The low bid is that submitted by A. G. Enright, Eugene, at \$2,362.50. The next low bid was submitted by the Union Engineering Co., Salem, at \$2,729.00. The Commission awards the contract to the low bidder, A. G. Enright, at his bid price of \$2,362.50.

Widening of bridge over the North Fork of Ash Creek on the West Side Pacific Highway 2 miles north of Monmouth in Polk County. The low bid for this work is that submitted by Lindstrom & Feigenson, Portland, at \$1,565.00. The next low bid is that submitted by J. F. Johnston, Newberg, at \$1,758.00. The Commission awards the contract to Lindstrom & Feigenson, the low bidder, at its bid price of \$1,565.00.

Trestle over Palmer Creek on the Lafayette Secondary Highway No. 154, 5 miles north of Hopewell in Yamhill County. The low bid submitted is that of O. N. Pierce, Portland, at \$4,572.00. The second low bid is that of J. F. Johnston, Newberg, at \$5,015.50. The contract is awarded to O. N. Pierce, the low bidder, at his bid price of \$4,572.00.

Bridge over Mary's River on the West Side Pacific Highway at Corvallis in Benton County. The low bid is that of Lindstrom & Feigenson, Portland, at \$28,694.40. The next low bid is that submitted by Portland Dredging Co., Portland, at \$29,541.00. The award of this contract will be

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held pending the approval of the U. S. Bureau of Public Roads and is referred to the Engineer with power to act.

County Judge J. M. King of Jefferson County appeared before the Commission and asked that the Warm Springs Highway be placed on the federal aid system and that the section between Madras and Deschutes River be constructed at this time with federal aid funds. He was informed by the Commission that it is too costly a project to put on at this time since it will involve an expenditure of about \$400,000 and the Commission is without funds for this purpose; also, the Commission has other plans for the placing of the additional federal aid mileage and for the expenditure of the emergency federal aid funds. Therefore, it is necessary to decline his request.

The Engineer reported that the people of Forest Grove are very urgent that some action be taken on their request for the reconstruction of the Tualatin Valley Highway at the east city limits of that town. The former highway commission, he advised, agreed to improve the highway at this point by eliminating two right angle turns provided the city would pay \$750 toward the cost of the improvement. The city has paid its cooperative share and now asks the Commission to proceed with the work in accordance with the agreement. He reported that the right of way required has been obtained and that the estimated cost of the improvement, based on the construction of pavement 30 feet wide, is \$2,400 within the city limits and \$3,700 outside the city limits, or a total of \$6,100. After some discussion it was decided by the Commission that a 20-foot pavement would be satisfactory. Thereupon motion was made by Commissioner Washburne that the Engineer be authorized to proceed with this improvement as a federal aid project in cooperation with the Bureau of Public Roads. Motion was duly seconded by Commissioner Aldrich and carried by unanimous vote. The Engineer was instructed to advise the city of Forest Grove accordingly.

Parks Engineer S. H. Boardman, who was present, reported that Mr. S. R. Winch, Business Manager of the Portland Journal, owner of a 252 acre tract of land situated adjacent to the Columbia River Highway at Mile Post 61 just west of Mitchell Point Tunnel in Hood River County, has offered this tract to the state for a park site. This tract, he stated, overlooks the Columbia River for about one mile and its acquisition will be a fine addition to the state park system. He further stated that Mr. Winch has asked that some one of the Commission inspect the site. After some discussion, Commissioner Aldrich was delegated to make this inspection when convenient for him to do so.

The Parks Engineer further reported that a Mr. Matheny of Sublimity has offered to donate to the state for park purposes a ten acre tract of land situate adjacent to the Silver Creek Falls Secondary Highway about three miles west of the state park at Silver Creek Falls in Marion County. He advised that in his opinion the state would not be justified in accepting this area inasmuch as it is such a small tract and lies apart from the present state park. He recommended that Mr. Matheny be advised to give the land to Marion County in conjunction with the right of way for the highway. After due consideration of this matter, the Commission by unanimous vote instructed

the Parks Engineer to thank Mr. Matheny for his generous offer and inform him that under the circumstances the Commission must decline its acceptance. He was also instructed to recommend to Mr. Matheny that the site be given to Marion County as a county park.

The Engineer requested authority to engage the services of Mr. Sam Murray, Chief Engineer of the O.-W. R. & N. Co., to inspect the steel in the bridge that spanned the Mary's River at Corvallis until recently when it collapsed as a result of being damaged by a truck. He stated that he anticipated an action in court by the man who was hurt when the bridge collapsed and Mr. Murray's testimony with respect to the condition of the steel will be of material assistance in this damage suit. He further stated that the inspection will take about one and one-half days and Mr. Murray's charge will be \$50.00 per day. After due consideration motion was made by Commissioner Washburne that the Engineer be authorized to employ Mr. Murray to make this inspection. Motion was duly seconded by Commissioner Aldrich and carried by unanimous vote.

Mr. W. G. Richardson, representing the American Legion, appeared before the Commission and requested that he be furnished a truck to transport a pole, 134 feet in length and weighing about seven tons, from Burlington on the Lower Columbia River Highway to the foot of Taylor Street, Portland, where it is to be placed in the Willamette River and later shipped to Washington, D. C., where it is to be erected and used as a flagpole by the "Bonus Army". In the discussion that followed, it was brought out that a truck owner of Burlington has agreed to transport this pole for the sum of \$15.00, which is cheaper than a state truck of suitable size could be brought from Salem for the purpose; therefore, Mr. Richardson's request was denied; however, the individual members of the Commission and the Engineer agreed to donate \$1.00 each toward the cost of hiring the private truck.

Consideration was given by the Commission at this time to the request presented by Robert W. Sawyer and County Judge H. H. DeArmond of Deschutes County earlier in the session for the allocation of funds to reconstruct the Bend-Redmond Section of The Dalles-California Highway to provide work this winter for the unemployed of Deschutes County. After some discussion of this matter, motion was made by Commissioner Washburne that the Commission allocate \$25,000 to this work from savings that have accrued by reason of the low prices received on projects for which bids were opened at the morning session, and that the Engineer be authorized to advertise this project for bids to be received as soon as the plans are ready. Motion was duly seconded by Commissioner Aldrich and carried by the unanimous vote of the Commission. The Secretary was instructed to inform Mr. Sawyer of the action taken.

The Assistant Attorney reported that it may become necessary to institute condemnation proceedings to acquire right of way for the improvement of the Columbia River Highway across the lands of Chas. H. Kraber between Biggs and John Day River in Sherman County. Mr. Kraber, he stated, is a shell-shocked war veteran and claims that because of his shell-shocked condition he occasionally suffers from a lapse of memory, and it was during

one of these lapses that he signed an option to sell this right of way to the state, but is now attempting to cancel the option. The Assistant Attorney requested authority to start a condemnation suit in the event that such an action becomes necessary. The authority requested was granted by the unanimous vote of the Commission.

The Engineer discussed with the Commission the matter of the proposed change in the alignment of The Dalles-California Highway north of Klamath Falls. This change, he stated, involves the relocation of the present highway for a distance of about 25 miles and, if constructed, will eliminate the bad snow conditions now prevalent on the present route in the vicinity of Sand Mountain which are very costly. He explained that the matter is being presented at this time because the present highway is badly in need of repair and it was his thought that the Commission should be fully advised of the new route before it authorizes an expenditure of funds for the reconstruction of the present highway. He urged the Commission to make a personal inspection on the ground so they will be familiar with the conditions when the matter is presented for definite action. It was decided that the Engineer should look this project over and file a report with the Commission with his recommendations before the inspection trip is made.

The Commission, by unanimous vote, approved the minutes of the meetings held on August 5, 12 and 26, 1932.

The Secretary presented petitions signed by a large number of residents of Klamath Falls and vicinity in which the Commission was urged to adopt the following location for the Klamath Falls-Weed Secondary Highway: beginning at the intersection of the present road with the Oregon-California state line and extending northerly through Midland; thence on a tangent passing east of Reames Hill and near the Great Northern water tank; thence north on the present existing Midland Market Road to the intersection of the Lakeview-Burns Highway and The Dalles-California Highway on South Sixth Street in Klamath Falls. Petitions referred to Engineer for his consideration and study.

The Commission reconsidered the action previously taken with respect to the naming of the bridge now being constructed over the Santiam River on the Pacific Highway at Jefferson, the Jacob Conser bridge, in honor of a pioneer by the name of Jacob Conser. The Chairman stated that in view of the fact that historical information of a conflicting nature has been received and also because of his desire to have the facts absolutely correct before definitely naming this bridge, he took it upon himself to appoint a committee of three members to ascertain the correctness of the historical data presented and report to the Commission. This committee, he stated, consists of Hon. Willard L. Marks, Chairman, Albany, Nellie B. Pipes, Librarian, Oregon Historical Society, and Mr. Lewis A. McArthur, Vice President, Pacific Power & Light Co., Portland, all of whom are deeply interested in the history of this state. Commissioners Aldrich and Washburne approved the action taken by the Chairman.

The Secretary presented a letter from Mr. Carl Benson, Silverton, in which inquiry was made as to whether or not the Commission will approve

the granting of a food concession at Silver Falls State Park. It was the thought of the Commission that on account of the lateness of the season it would be unwise to grant a concession at this time. The matter was referred to the Parks Engineer to inform Mr. Benson that his request for a food concession in this park will be given further consideration by the Commission next spring, if he is still interested in such concession at that time.

The Commission signed an agreement with the County Court of Polk County covering the construction and maintenance of Secondary Highway No. 190, extending from the West Side Pacific Highway at a point approximately three miles south of Monmouth to the Dallas-Louisville Road at a point approximately one mile north of Louisville in Polk County, whereby Polk County agrees to pay to the State of Oregon during the year 1932 for the construction or maintenance of said secondary highway either the sum of \$500.00 in cash for each mile of the total length of said secondary highway, totaling \$3,250.00; or, in lieu of such cash payment, the County agrees to perform work up to the value of \$3,250.00 on secondary highways in Polk County under the supervision of the State Highway Commission. The Engineer explained that this agreement is in accordance with the previous understanding between the former State Highway Commission and the Polk County Court when the above mentioned road was designated as a secondary state highway.

The Engineer reported that the following bridges on secondary highways had been posted with reduced load limit signs:

Bridge over Owyhee River on the Nyssa-Jordan Valley
Secondary State Highway No. 450; posted for 5 tons maximum loading;

Bridge over John Day River (known as Cottonwood
Bridge) on Wasco-Heppner Secondary State Highway No. 300;
posted for 5 tons maximum loading;

Bridge over Tualatin River (known as Farmington
Bridge) on Farmington Secondary State Highway No. 142; posted
for 5 tons maximum loading.

The Engineer explained that this posting was done pursuant to an order issued by the Commission in regard to secondary highway bridges by the terms of which order the Engineer was instructed to post suitable load limit signs on bridges on the secondary highway system which were not capable of sustaining the full legal load, and to report back to the Commission from time to time the location and load limit on the bridges thus posted. After due consideration the following resolution with respect to this matter was offered and adopted by the unanimous vote of the Commission:

WHEREAS, the roads or highways hereinafter named have been designated and declared to be and are Secondary State Highways and are being maintained by the State Highway Commission pursuant to the laws of the State of Oregon as secondary state highways;

AND WHEREAS, on each of the said secondary 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;

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:

NYSSA-JORDAN VALLEY SECONDARY STATE HIGHWAY NO. 450

450-9.53 Owyhee River Bridge 5 tons

WASCO-HEPPNER SECONDARY STATE HIGHWAY NO. 300

300-18.84 Cottonwood Bridge over John Day River. . 5 tons

FARMINGTON SECONDARY STATE HIGHWAY NO. 142

142-8.0 Farmington Bridge over Tualatin River. . . 5 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 September, 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 S. H. Newell & Co., requesting an extension of time of six days from July 31, 1932 to August 6, 1932 in which to complete the contract awarded to it by the Commission for the widening of the Deschutes River Tunnel Section of the Columbia River Highway in Wasco County, Contract No. 1366. 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 contracts or modifications thereof, and that said jobs are now ready for acceptance:

Contract No. 1333 with Burcham & Green for the construction of six pile trestles on the Vesper Section of Nehalem Highway No. 102 in Clatsop County, completed August 15, 1932;

Contract No. 1353 with R. H. Jones for the construction of three bridges on the Durkee-Gales Section of the Old Oregon Trail in Baker County, completed August 26, 1932;

Contract No. 1385 with Enquist Construction Co. for the re-lining of Oneonta Tunnel on the Columbia River Highway in Multnomah County, completed August 22, 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. 1333, Burcham & Green, construction of six pile trestles on the Vesper Section of Nehalem Highway No. 102 in Clatsop County, completed August 15, 1932;

Contract No. 1353, R. H. Jones, construction of three bridges on the Durkee-Gales Section of the Old Oregon Trail in Baker County, completed August 26, 1932;

Contract No. 1385, Enquist Construction Co., relining of Oneonta Tunnel on the Columbia River Highway in Multnomah County, completed August 22, 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.

The Engineer requested authority to advertise for bids at the next regular meeting for the construction of a bridge over the Columbia Slough on the Swift Secondary State Highway No. 120 in Multnomah County. He stated that this project will be an ideal job to take care of some of the unemployed in Multnomah County during the coming winter. The estimated cost of the bridge, he stated, is approximately \$26,000 and is to be paid for with secondary highway funds allocated to Multnomah County. After due consideration, motion was made by Commissioner Washburne that the request of the Engineer be granted and that he be authorized to advertise this project for bids to be received at the September meeting. Motion was duly seconded by Commissioner Aldrich and was declared by the Chairman to have received a unanimous vote.

The Commission at this time confirmed the action previously taken setting Wednesday, September 28, 1932, 10 o'clock A. M. as the date for the next regular meeting for the receiving of bids on highway construction projects; however, it was decided to hold this meeting in the Portland Hotel, instead of the Benson Hotel, if the Portland Hotel is available--otherwise, in the Multnomah Hotel. The Secretary was instructed to make the necessary arrangements.

The Secretary presented a communication from the Enterprise Chamber of Commerce in which the Commission was requested to oil as soon as possible the unrolled portions of the La Grande-Wallowa Lake Highway. The matter was referred to the Engineer for investigation and report.

A letter was presented from E. G. Harlan, Secretary of the Eugene Chamber of Commerce enclosing a resolution adopted by the Lane County Chamber of Commerce recommending that the State Highway Commission borrow funds from the Federal Government to construct five bridges on the unbridged sections of the Oregon Coast Highway and to repay the loan with tolls received from vehicles crossing said bridges. Resolution ordered filed in the records of the department.

The Commission signed an agreement with Mr. Louis Walint covering the construction of a revetment on and along the south bank of the Tualatin River at the site of the Tualatin River Bridge between Sherwood and Tigard in Washington County. The Assistant Attorney, who was present, stated that due to certain highway construction work on the West Side Pacific Highway near Mr. Walint's property, the Tualatin River has changed its channel and as a result about eight or ten feet of Mr. Walint's land was washed away

last winter. He further stated that a thorough investigation has been made and it has been found that the State is at fault; therefore, it was agreed with Mr. Walint that the State should build this revetment in order to protect his property from future damage. The estimated cost of the project, he stated, is about \$600.00, which is to be paid by the State. Also, in consideration of the construction of this revetment, Mr. Walint relieves the State of all responsibility in connection with past, present and future damage to his property.

A Mr. Bennett appeared before the Commission with a request that he be permitted to transport logs over Secondary State Highway No. 160, between Molalla and Oregon City in Clackamas County, without furnishing the customary log hauling permit bond. He stated that he has a truck, properly licensed in the State of Oregon, but has no financial standing; therefore, he is unable to furnish the required bond. The request was denied by the Commission, it being contrary to the policy adopted by the Commission with respect to such matters.

The Secretary presented a resolution from residents of West Linn, directed to Governor Meier, in which he was requested to use his influence with the State Highway Commission to secure certain improvements along the Pacific Highway between Oswego and Oregon City, to provide work for some of the unemployed in that vicinity. The Secretary was instructed to acknowledge receipt of the petition and to inform the petitioners that the work which they request is not on the Commission's program, but that unemployment relief for the people of Clackamas County will be otherwise provided.

There being no further business to come before the Commission, the meeting was adjourned at 7:30 o'clock P. M.

Ed Washburne
State Highway Engineer

A. B. Blair
Secretary

Ed Washburne
Chairman

E. B. Aldrich
Commissioner

Ed Washburne
Commissioner

La Grande, Oregon, September 10, 1932

The State Highway Commission met in special session at 8:00 o'clock P. M. in the Ball Room of the Sacajawea Inn. Present were:

Leslie M. Scott, Chairman
E. B. Aldrich, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Attorney
H. B. Glaisyer, Secretary

Charles Reynolds, President of the La Grande Chamber of Commerce, presided at the opening of the meeting. He introduced the members of the Commission and party and called upon the Chairman and Commissioner Aldrich to speak, after which the meeting was turned over to the Commission to hear the delegations present.

The Chairman spoke of financial matters pertaining to the State Highway Department, of the investment that the state and counties have in the highways, mileages constructed and to be constructed, also of expenditures that are to be made under present obligations. He called attention to the reduced revenue of the department caused by the falling off of the motor vehicle registrations and the decreased consumption of gasoline and advised that highway work will have to be greatly curtailed in the event that drastic changes are made in the present license fee schedule. He also spoke of unemployment relief and stated that the Commission has declared itself opposed to the costly hand-labor methods and has decided for construction work to be done by contract. The State, he said, has no funds for this purpose without selling additional bonds and this the Commission will not do except to preserve the credit of the State. Funds for unemployment relief work, he explained, will come from the Federal Government in the form of federal aid for highway construction work and must be expended under rules and regulations promulgated by the federal authorities. He further explained that these funds will provide work for only a small percentage of the unemployed and that it will be up to the counties to take care of practically 94 per cent of those in need. In the words of the Reconstruction Finance Corporation, he said, the Highway Commission is not a poor relief association.

Commissioner Aldrich concurred in the statements of the Chairman and added that the Commission must keep its financial house in order or it will fail. Speaking of federal aid funds, he stated that the amount apportioned to the state is based one-third on population, one-third on area of public lands and one-third on mileage of roads. Eastern Oregon, he said, has the greatest percentage of public land and the largest mileage of roads, but it does not have the most population. Therefore, it cannot expect to receive as large a proportion of the federal relief funds as Western Oregon because by the rules and regulations of the Federal Government these funds must be expended on the basis of need and the greatest need is in the more thickly populated areas. The Commission must comply with the government rules, he said, because the funds cannot be used otherwise. Commissioner Aldrich also spoke of the threatened \$5.00 motor vehicle license fee, stating that if

this materializes the State will lose about \$1,500,000 and the counties about \$750,000 of the funds they now receive from that source for road building purposes which will mean that the State will have left only about \$250,000 for new construction purposes; therefore, will not be financially able to secure its share of future federal aid allotments.

Mr. Reynolds next introduced Mr. Sylvester H. Burleigh, spokesman for a delegation appearing from Wallowa County. Mr. Burleigh urged the Commission to allocate funds for the oiling of the unoled sections of the Wallowa Lake Highway which, he estimated, will total between 40 and 50 miles. This highway, he said, has had no work done on it, except regular maintenance work, for the past twelve years and is badly in need of repairs; furthermore, it is an important tourist road as well as a local traffic road and now carries more traffic than any other unoled highway in the state. He also urged the Commission to designate and construct an extension of this highway from the town of Joseph, the present terminus, to the summer resorts at the head of Wallowa Lake, a distance of about six miles.

Mr. Burleigh also asked the Commission to give consideration to the matter of extending the Enterprise-Flora Highway northerly to the Washington state line to a connection with a proposed road in the state of Washington leading to Lewiston, Idaho. This road, he stated, is now constructed as far as Flora in Oregon and on the Washington side has been built almost to the Grande Ronde River leaving only a few miles on each side of the state line to be constructed to make a connection and thus make available another interstate highway. He pointed out that the state of Washington makes an annual appropriation for this road in that state and stated that it was his recollection that a former Oregon State Highway Commission gave the Washington highway authorities the assurance that Oregon would construct the Oregon end of this road to meet the Washington end at the state line. He urged the Commission to consider this project for future construction.

Mr. Burleigh next requested the help and advice of the Commission relative to the completion of the Little Sheep Creek Road (Secondary State Highway No. 350) extending down the Little Sheep Creek Canyon from the town of Joseph to Imnaha. Four miles of this road, he stated, were constructed in 1931 and the Bureau of Public Roads has made a survey of an additional eight-mile section leaving a balance of ten miles to be provided for. He requested advice as to how to procure funds for the construction of the remaining ten miles and suggested that this road be designated a federal aid highway so that federal aid funds may be used for the purpose.

Mr. Burleigh pointed out that this road connects with a proposed road that extends southerly from Imnaha up the Imnaha River, a distance of about 20 miles to the "Grand Canyon of the Snake River", a scenic attraction "bigger and better than the Grand Canyon of the Colorado", which proposed road, he said, the Bureau of Public Roads has signified its willingness to construct as a forest road project, it being within the borders of the Wallowa National Forest.

In reply to Mr. Burleigh's request for oiling work on the Wallowa

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Lake Highway, the Engineer stated that Wallowa County has the most severe weather conditions of any county in the state, and that before oiling can be done it will be necessary to do a lot of reconstruction work, including resurfacing between the towns of Elgin and Wallowa, which is estimated to cost approximately \$300,000.

The Chairman stated that the Commission has no funds at present for additional work in Wallowa County and until the next legislature convenes the Commission will not know what future revenues will be available; therefore, no answer can be given to their request at this time.

County Commissioner Ernest F. Johnson of Wallowa County asked the Commission to advance to Wallowa County a portion of the 1933 allotment of secondary highway funds so the county can carry on unemployment relief work on its secondary highways this winter. He was informed by the Chairman that this cannot be done because of the lack of funds.

Mr. Reynolds next introduced County Judge U. G. Couch of Union County, who requested the Commission to extend as a secondary state highway the Hilgard-Starkey Road (Secondary State Highway No. 341) from its present terminus at Starkey in a southwesterly direction a distance of about 30 miles to a connection with the Pendleton-John Day Highway at Ukiah in Umatilla County. The Engineer stated that the present secondary highway system in Union County consists of 81 miles and under present conditions there are insufficient secondary highway funds available to Union County to warrant adding additional mileage to that system. He recommended against the extension of this secondary highway at this time. Recommendation approved by the Commission.

Mr. Arthur Hallgarth was present and spoke for funds to assist Union County in completing the Union County portion of the Weston-Elgin Secondary State Highway No. 330. He stated that the Bureau of Public Roads is now making a survey of a sixteen-mile section of this road through the national forest which leaves about five miles to be taken care of by Union County. The Umatilla County end of this road, he stated, will be completed this year and Union County is desirous of connecting up with the Umatilla County construction. No action taken on this matter by the Commission.

State Senator Colon R. Eberhard of Union County, who was present, was asked to speak. He confirmed the remarks of the other speakers.

There followed a general discussion of highway matters, both local and state-wide, after which the Commission adjourned at 11:15 o'clock P. M.

La Grande and Homestead, Oregon
September 11, 1932

At 8:00 o'clock A. M. this day the State Highway Commission inspected the highway department shop and office buildings and grounds at La Grande. Present were Leslie M. Scott, Chairman, E. B. Aldrich,

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Commissioner, State Highway Engineer R. H. Baldock, Attorney J. M. Devers and H. B. Glaisyer, Secretary.

The Engineer reported that an offer has been received from the County Court of Wallowa County to purchase a number of the department's obsolete Liberty trucks for \$15.00 each. These trucks, he stated, are some of those received from the Government War Department a number of years ago without cost to the state and have outlived their usefulness. He recommended that the offer of the County Court be accepted. The Commission inspected the trucks and later authorized the Engineer to sell them to Wallowa County at \$15.00 each, subject to the condition that the tanks mounted thereon would be removed and would not be a part of the sale.

W. C. Williams, Division Engineer, who was present, stated that a number of serious fires of incendiary origin have occurred in La Grande recently, the latest of which was the burning of the high school building, and he was fearful that, unless proper precautions are taken, someone might attempt to destroy the highway shop buildings. The State Highway Engineer recommended the employment of a night watchman with a police dog, at a salary of \$75.00 per month, to safeguard the state's interests. Recommendation approved by the Commissioners present.

At 10:00 o'clock A. M. the Commission met with the County Court of Baker County and a delegation of Baker County citizens in Baker, and made a joint inspection of the proposed highway extending from the town of Halfway down Pine Creek to Homestead and the interstate bridge across the Snake River at Ballards Landing. Dinner was served at Homestead by the ladies of that vicinity after which the Chairman and Commissioner Aldrich spoke to the large gathering present on financial and other matters pertaining to the State Highway Department.

Among other things, the Chairman stated that it appeared to him that the Halfway-Homestead road is a purely local road and should be constructed by Baker County as such. The estimated cost to construct this road to state highway standards, he said, is about \$353,000.00, and the expenditure of such a large sum of money at this time is not justified in view of the fact that copper mining operations, the principal industry of this district, have been discontinued and the road, if constructed, would serve only about twenty-five automobiles from which the state receives annually only about \$1,000. He further stated that the Commission will keep this project in mind and will give it further consideration when economic conditions change and the mines resume operations.

There followed a number of talks by local citizens and others, including Senator W. H. Strayer, Baker, County Judge Chas. E. Baird, Walter W. Evans, banker, Halfway, chairman of the meeting, Mr. Carnahan, self-named "rim rock savage" and County Judge Lemon of Adams County, Idaho, all of whom urged the Commission to designate this road as a state highway.

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Baker, Oregon, September 12, 1932

The State Highway Commission inspected new construction work on the Old Oregon Trail between the City of Baker and the Malheur County line and returned to Baker at noon.

The State Highway Commission met in special session at 2:00 o'clock P. M. in the Circuit Court room of the Baker County Courthouse, in accordance with previous notice to discuss with the citizens of Baker the plans of the Commission for the rerouting of the Old Oregon Trail in the city of Baker from the north (west). 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 Chairman opened the meeting by stating that its purpose was to hear remonstrances against the plan of the Commission to reroute and reconstruct the northern or western entrance of the Old Oregon Trail into Baker over Tenth and Broadway Streets and invited all of those interested to express themselves if they so desired.

Fred W. Eppinger, the owner of two forty-acre tracts of land outside of the Baker city limits across which the proposed improvement will extend, stated that he objected to the improvement because the new routing cuts up his property too badly. He suggested the flattening of the present curve in the highway at "Monument", the point where the new route joins the present highway, and the utilization of the existing highway up to the city limits, then swing over to Tenth Street by means of a flat reverse curve.

The Engineer stated that the plan suggested by Mr. Eppinger involves too many curves which are objectionable, and it would be a waste of money to build on that alignment which at best would be only a temporary proposition whereas the other route would be permanent.

Other routes for this entrance into Baker were discussed including a route following the present highway on Chico Street to the O.-W. R. R. & N. Co. right of way; thence paralleling the railroad property to Broadway but all were discarded, the latter because of the interference of buildings.

Blaine Hallock, City Attorney of Baker, also spoke in behalf of the plan suggested by Mr. Eppinger. Mr. Eppinger's land is in a high state of cultivation, he said, and will be considerably damaged if the highway is constructed thereover. Asked by Commissioner Aldrich if he represented the interests and sentiment of the City of Baker in this matter, Mr. Hallock replied in the affirmative in so far as the change involves the highway within the city limits. Whereupon motion was made by Commissioner Aldrich that the matter be again referred to the Engineer for a further report. Motion was seconded by the Chairman and carried.

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J. N. Wingfield, who owns two forty-acre tracts lying between Mr. Eppinger's property and the north city limits of Baker, also spoke in favor of Mr. Eppinger's plan for reasons similar to those given by Mr. Eppinger.

The Chairman called attention to the fact that this hearing was for the presentation of remonstrances against the change in alignment of the highway within the city limits of Baker, and not outside of the city; nevertheless, the Commission is glad to give consideration to the wishes of Mr. Eppinger and Mr. Wingfield. At his request the Attorney explained the law which requires the Commission to hold hearings for the consideration of changes in highway alignment which involves the rerouting of existing highways within the corporate limits of cities and towns.

Mr. Hallock, speaking as city attorney, stated that in so far as the city of Baker is concerned, they have no objections to the plans of the Commission for this proposed improvement.

R. A. Shanks objected to the plan to flatten the curve at the intersection of Tenth and Broadway Streets to allow cars to turn this corner with greater ease and safety. He was informed by the Attorney that the flattening of the curve at this corner was one of the conditions upon which the former State Highway Commission agreed to improve the entrance of this highway into Baker.

Mayor Bert L. Harvey, who was present, advised that the city expects to compensate the owners of the property at this corner for the land taken for this improvement. This was agreed upon, he said, at a meeting held with the property owners.

Geo. H. Foster asked that the plans be made to include the widening of Tenth Street and the construction of curbs and gutters. He was informed by the Engineer that the Commission has given him no authority to include these features in the plans for this improvement. Mr. Foster was informed by Commissioner Aldrich, the Chairman concurring, that the construction of curbs and gutters is a matter for the city to provide. The Engineer advised that the plans provide for the construction of a concrete pavement twenty feet in width on Tenth Street from Broadway to the north city limits of Baker. He gave it as his opinion that any town or city wherein an improvement of this kind is to be undertaken should provide a thoroughfare at least fifty-four feet wide between curbs to accommodate four lanes of traffic and leave ample room on each side for parking purposes.

There followed a conference between the Commission and Mayor Bert L. Harvey, Blaine Hallock, City Attorney, and George W. Henry, City Commissioner of the Third District, at which matters pertaining to the proposed improvement within the city limits of Baker were discussed.

It was mutually agreed that the following points in connection with this proposed improvement, in addition to others, should be clearly covered by a cooperative agreement between the State Highway Commission and the City of Baker:

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The City of Baker shall, at its sole expense, purchase the right of way required for this improvement within the city limits which shall be not less than fifty-four feet wide between curb lines, exclusive of space for sidewalks, pole lines, parking, etc. on each side. (Division Engineer Williams at this time stated that Tenth Street, between Broadway and "H" Street, the end of the present improvement, is now eighty feet wide and the distance between sidewalks is sixty-eight feet.) The City shall, at its own expense, also provide the necessary catch basins and other drainage facilities including pipe lines, construct all necessary curbs and gutters and shall pay the cost of maintaining the street after completion and the renewal cost in the event reconstruction is necessary -- the drainage features, especially, to be taken care of by the City to the entire satisfaction of the State Highway Commission. The City shall also arrange for the lowering of the grade of the bridge on Bridge Street, located on the south approach of the Old Oregon Trail into Baker, to conform with the grade of the finished highway at that point.

The State Highway Commission shall at the expense of the State do the necessary grading on Tenth Street from Broadway north to the junction with the existing highway and shall construct thereon a hard surface pavement, or, at its option, surface with an oiled macadam surfacing, which pavement or surfacing, as the case may be, shall be not less than twenty feet wide, with rock or gravel shoulders six feet wide. Along Tenth Street the State shall provide, at its sole expense, all drainage required to carry surface water from the roadbed on said street to the gutters.

Mayor Harvey suggested that the State maintain the street within the city limits and bill the City later for the cost thereof, which suggestion was agreeable to the Commission.


County Judge Chas. E. Baird, who was present, was asked by the Commission to pledge the county to purchase the required right of way for this improvement outside of the city limits of Baker amounting to about seven acres. He replied that the county has no funds available for this purpose and it will therefore be impossible for him to do this. After some discussion of the matter, in which the Engineer stated that he wished to advertise this project for bids to be received on September 28, 1932 and must know definitely about the right of way before doing so, Judge Baird agreed to consult the other members of the County Court relative thereto and report to the Commission by wire on Wednesday, September 14, 1932.


Mayor Harvey stated that arrangements have been made for the acquisition of right of way within the city limits; therefore, no delays will be occasioned on account of right of way across that portion.

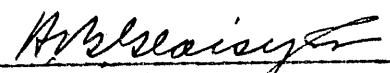
Mr. Hallock inquired as to whether or not arrangements could be made for the City to perform some of the work within the city limits in order to provide work for some of their unemployed. He was informed by the Engineer that such procedure would be impracticable and, in any event, the federal regulations require the work to be done by contract and the labor to be secured from certified registration lists. According to the approved set-up, he stated, 59 per cent of the men to be employed on this project will be selected

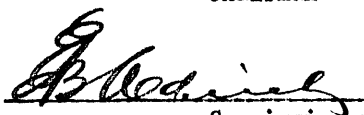
from the registration lists of Baker County and the balance from Union County.

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


Chairman


State Highway Engineer


Secretary


Commissioner

Portland, Oregon, September 14, 1932

The State Highway Commission met in special session at 9:30 o'clock A. M. in the office of the Chairman, 1025 Yeon 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

Also present were W. H. Lynch, District Engineer, and T. M. Davis, representing the Bureau of Public Roads.

This meeting was called by the Chairman primarily to reconsider the action taken by the Commission at its meeting held on August 26, 1932 with respect to the allocation of the additional federal aid mileage made available to Oregon by Congress under its Emergency Relief Act of 1932, which action contemplated the elimination from the present federal aid system of the Heppner Junction-Nye Section of the Oregon-Washington Highway in Umatilla County.

The Chairman explained that the officials of the Bureau of Public Roads will not approve the elimination of the Heppner Junction-Nye Section from the present federal aid system as recommended by the Commission. Therefore, it becomes necessary to revise the list of proposed new federal aid highways previously recommended to the Bureau to allow for the reduced mileage now available. He suggested that this might be done by recommending to the Government for addition to the federal aid system all of the highways listed in the previous recommendation of August 26, 1932 with the exception of the Cold Springs Highway, Santiam Highway and Wilson River Highway. Mr.

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Lynch signified that this would meet with his approval.

After considerable discussion of this matter, it was decided by the Commission that the recommendation to the Bureau of Public Roads at this time should include only those highways on which immediate construction is contemplated and that action on the balance should be deferred for future consideration. Thereupon the Chairman offered the following resolution covering the matter and moved its adoption:

WHEREAS, the act of Congress known as "The Emergency Relief and Construction Act of 1932" contains the following provision:

"Sec. 304. The last paragraph of section 6 of the Federal highway act, approved November 9, 1921, as amended and supplemented (U. S. C., title 23, sec. 6.), hereby is amended to read as follows:

"Whenever provision has been made by any State for the completion and maintenance of 90 per centum of its system of primary or interstate and secondary or intercounty highways equal to 7 per centum of the total mileage of such State, as required by this act, said State through its State highway department, by and with the approval of the Secretary of Agriculture, is hereby authorized to increase the mileage of the primary or interstate and secondary or intercounty systems of additional mileage equal to not more than 1 per centum of said total mileage of such state, and thereafter to make like increases in the mileage of said systems whenever provision has been made for the completion and maintenance of 90 per centum of the mileage of said systems previously authorized in accordance herewith."

and

WHEREAS, the State of Oregon has made provision for the completion and maintenance of over 90 per centum of the mileage of its system of primary or interstate and secondary or intercounty highways as such mileage has been established and recognized by the United States Bureau of Public Roads, and

WHEREAS, under previously existing Federal acts there is and now remains a total of 41.2 miles of highways which have not heretofore been designated as mileage on the 7 per cent Federal Aid system, and 418.2 miles of highways may be added to the mileage of primary or interstate and secondary or intercounty systems of highways in this State, making a total of 459.4 miles which may be added, and

WHEREAS, the State of Oregon now proposes, under the provision of Section 304 of Title III of said Emergency Relief and Construction Act of 1932 to increase the mileage of primary or interstate and secondary or intercounty highways by adding thereto

the highways and mileage hereinafter specifically set out, totaling 337 miles, and

WHEREAS, the highways hereinafter designated for incorporation in the Federal Highway System are highways upon which it is proposed by the Commission to carry on immediate construction work as a part of the Highway Commission's program for relief employment, and

WHEREAS, there are other and additional highways in the State of Oregon which, in the judgment of the Highway Commission, are qualified for incorporation in the Federal Highway System, but upon which highways immediate construction work is not contemplated and therefore the promotion and recommendation that the said highways be incorporated in the Federal Highway System will be advanced by the Highway Commission at a subsequent date, and

WHEREAS, for the sole purpose of making it possible to carry on construction work at the earliest possible date, the resolution unanimously adopted by the Highway Commission at its meeting held in Salem on August 26, 1932, in which resolution were incorporated all of the highways of the State of Oregon which, in the judgment of the Commission, are qualified for inclusion at this time in the Federal Highway System, is hereby amended so as to include for presentation to the United States Bureau of Public Roads at this time only those highways upon which and in connection with which it is proposed to carry on immediate highway construction;

NOW, THEREFORE, be it resolved by the Oregon State Highway Commission, all members being present and participating, that there be submitted to the United States Bureau of Public Roads for addition and by way of increase to the primary or interstate and secondary or intercounty highway system of the State of Oregon, under the Federal Aid Road Act, the following state highways and respective mileage thereof:

Highways	Net Federal Aid Mileage
Wolf Creek Highway, State Highway No. 47, Route No. 2, Necanicum to Portland	64.1
Oregon Coast Highway, State Highway No. 9, Route No. 101, Cannon Beach Junction to Wheeler via Cannon Beach	21.8
Willamette Highway, State Highway No. 18, Route No. 58, Goshen to Junction with The Dalles-California Highway south of Crescent	29.0
Pendleton-John Day Highway, State Highway No. 28, Route No. 11, Nye to John Day	81.8

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Central Oregon Highway, State Highway No. 7, Route No. 54, Burns to Vale via Drewsey	121.3
Tualatin Valley Highway, State Highway No. 29, Route No. 8, Portland to Forest Grove	<u>19.0</u>
Total mileage	337.0

BE IT FURTHER RESOLVED that a copy of this resolution be transmitted to the United States Bureau of Public Roads and that the adoption of the foregoing highways and the said mileage as parts of said Federal System be respectfully recommended by this Commission.

Commissioner Washburne moved to amend the Chairman's motion by including the Santiam Highway in the list of highways to be recommended at this time. His motion was lost for the want of a second.

Commissioner Aldrich moved to amend the Chairman's motion by adding the Cold Springs Highway to the list to be recommended at this time. Motion lost for the want of a second.

The Chairman moved to amend his original motion to include the Wilson River Highway in the list of highways to be recommended at this time. Motion lost because of no second.

Thereupon the original motion of the Chairman with respect to the adoption of the resolution was seconded by Commissioners Washburne and Aldrich and was declared by the Chairman to have received the unanimous vote of the Commission.

The Attorney reported that he has received a letter from Frank S. Grant, City Attorney of Portland, enclosing a copy of a redraft of the four-party agreement covering the construction of the proposed Fourth Street Highway which includes provisions which require the State to make progress payments before the grading work is completed by the City; the payment by the State of an additional 10 per cent for contingencies and the transfer of certain funds. After some discussion of the matter, the Commission instructed the Attorney to inform Mr. Grant that the Commission is not willing to make progress payments but prefers to defer any payments until after the grade has been completed; also, that the Commission is unwilling to include the 10% for contingencies, as requested by City Engineer Laurgaard and as disclosed in Mr. Grant's letter; however, the Commission is agreeable to the proposed change which would make the three sums of \$29,000.00, \$31,000.00 and \$25,000.00, mentioned in the agreement, available as one account, so that in the event the estimate for one item of work is in excess of that required and the estimate for another item is less than the amount required the several sums might supplement each other.

Mr. Lynch inquired as to what plans the Commission has for the completion of the hand labor federal aid construction projects commenced by the former Commission in the winter of 1931-1932 to assist in the relief of the unemployment situation existing at that time; those remaining incomple-

being a project near Telocaset in Union County, a project near Cottage Grove in Lane County, and a small project south of Albany in Linn County.

The Engineer stated that each of these projects is about 25 per cent complete and that it will cost approximately \$10,000 to complete the Telocaset project, \$10,000 to complete the Cottage Grove job and \$15,000 to complete the Albany project.

After some discussion of this matter it was decided by the Commission by unanimous vote to request from the Bureau of Public Roads modifications of the original project agreements authorizing these projects and to add the Albany project to this year's construction program. It was also decided to pay for the Albany project with federal aid funds originally allocated to the South Santiam Highway, but which are now released by reason of the elimination of this highway from the list recommended for additions to the federal aid system, the balance thus released (\$45,000) to be allocated to the construction of a project on the east end of the Willamette Highway in Klamath County.

The Chairman presented a letter from The Dalles-Wasco County Chamber of Commerce urging the Commission to support the County Court of Wasco County in its request for the designation as a secondary state highway of a road extending from The Dalles southwesterly to a connection with the Mt. Hood Highway, in Wasco and Hood River Counties.

In this connection the Secretary presented a letter from the Hood River County Court advising the Commission that that Court does not feel justified in obligating Hood River County for the construction and maintenance of the portion of this proposed highway lying within the borders of that county because it would not be to the best interests of the county.

The Chairman stated that he would write the Wasco County Court and state that early action on the designation of this road as a secondary state highway must be deferred because such action cannot be taken without the unanimous approval of both county courts in order to meet the requirements of the Bureau of Public Roads and Forest Service which are interested in the matter because a portion of this proposed road is a designated forest highway and federal funds will be involved in its construction and maintenance.

The Chairman and Commissioner Aldrich at this time discussed with Commissioner Washburne matters pertaining to the special meeting held in Baker on September 12, 1932 and at Homestead on September 11, 1932.

The Commission adjourned at 12:30 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 office of the Chairman, 1025 Yeon Building, with all members, State Highway Engineer, the Attorney and the Secretary present.

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County Judge Chas. E. Baird of Baker County and Mayor Bert L. Harvey of the City of Baker appeared before the Commission relative to the proposed improvement of the Old Oregon Trail into the city of Baker from the north (west). Judge Baird stated that he has conferred with the other two County Commissioners of Baker County concerning the acquisition of right of way for this proposed improvement outside the city limits of Baker and the Commissioners stated that they would not agree to purchase this right of way at the expense of Baker County. The Chairman thereupon inquired of Judge Baird as to whether or not the County Court would agree to assign to the State a portion of its share of the 1933 motor vehicle license fees to reimburse the State in the event that the State advanced the cost of acquiring this right of way at the present time. He stated that the Highway Commission has no funds with which to pay the county's bills and unless such an arrangement or some other satisfactory arrangement can be made with the county to obtain this right of way, it will be necessary to eliminate the project from the Commission's construction program for this year.

Judge Baird stated that he could not make a definite statement at this time, but would take it under consideration. It was his understanding, he stated, that the county is obligated to use its motor vehicle license monies in the first instance to pay off its bonded indebtedness for road purposes. Therefore, he could not legally bind the other members of the County Court without first consulting them.

The Attorney advised that Section 55-1111 of the Oregon Code for 1930 states that the county share of the license money is to be preferentially applied to the payment of interest and principal on bonds, but does not make that mandatory upon the county court so to do. With this assurance, and with the further statement of the Chairman that it is necessary to do this grading work this year in order to prepare the grade for pavement next year, Judge Baird stated that he would pledge a sufficient amount of Baker County's motor vehicle license fees for 1933 to reimburse the State for advancing the cost of acquiring the necessary right of way at this time. The Attorney was instructed by the Commission to prepare an appropriate agreement with Baker County to cover this matter; also, the Engineer was authorized to advertise this project for bids to be received at the September 28, 1932 meeting.

The Secretary presented a letter from the Gold Hill Chamber of Commerce in which the Commission was requested to give favorable consideration to the matter of creating a "vista rest" on top of Blackwell Hill adjacent to the Pacific Highway in Jackson County, from which point, it was stated, a splendid view of Mt. Pitt and the whole Rogue River Valley may be obtained. The matter was referred to the Engineer for report.

The Secretary presented for the approval of the Commission a number of detailed estimates covering the following market road construction and maintenance projects:

BENTON COUNTY

Bellfountain North Market Road #8, Bellfountain to J. Bullivants Section, 5.5 miles surfacing, estimated cost \$ 9,603.00

COLUMBIA COUNTY

Nehalem Highway Market Road #4, Pittsburg and Vernonia Section Bridge Repairs on Parker Bridge, estimated cost. 500.00

Nehalem Highway Market Road #4, Birkenfeld Section, oiling through town of Birkenfeld, estimated cost 50.00

Mist-Clatskanie Market Road #3, Mist Section, oiling through town of Mist, estimated cost 50.00

Liberty Canyon Market Road #9, Scappoose-Washington County Line Section, Bridge Repairs, estimated cost. 60.00

Liberty Canyon Market Road #9, Scappoose-Washington County Line Section, grading and surfacing, estimated cost 1,166.55

CURRY COUNTY

Elk River Market Road #1, Maintenance for 1932, estimated cost 450.00

Winchuck Market Road #3, Maintenance for 1932, estimated cost. 400.00

Floras Creek Market Road #5, Maintenance for 1932, estimated cost 750.00

Sixes River Market Road #6, Maintenance for 1932, estimated cost 50.00

Chetco Market Road #7, Maintenance for 1932, estimated cost. 150.00

Cedar Fork Market Road #8, Maintenance for 1932, estimated cost. 200.00

Jerry Flat Market Road #9, Maintenance for 1932, estimated cost. 200.00

Bagnalls Ferry-Alf Millers Market Road #12, Maintenance for 1932, estimated cost 190.00

DOUGLAS COUNTY

Loon Lake Market Road #3, Ash Valley Section, Bridge over Lake Creek, estimated cost. 2,700.00

Loon Lake Market Road #3, Ash Valley Section, grading and surfacing, estimated cost. 7,600.00

Edenbower-Millwood Market Road #6, Edenbower-Brown Bridge Section, re-oiling, 3.25 miles, estimated cost. 1,920.00

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Roseburg-Umpqua Market Road #13, Roseburg-Melrose Bridge Section,
re-oiling, 5.3 miles, estimated cost. \$3,500.00

Riddle-Pacific Highway Market Road #20, Pruner Bridge Section,
grading and surfacing, 5,600 ft., estimated cost 9,000.00

Smith River Market Road #48, Smith River Section, grading,
1,700 ft. estimated cost. 3,462.00

JACKSON COUNTY

Table Rock Market Road #3, Pacific Highway-Bybee Bridge Section,
re-oiling 6 miles, estimated cost 2,548.00

KLAMATH COUNTY

Lorella-Langell Valley-West Side Market Road #6, Turner Hot
Springs-Malone Bridge Section, stock piling surfacing material,
estimated cost. 3,000.00

Lorella-Langell Valley-East Side Market Road #5, Lorella-Malone
Bridge Section, stock piling surfacing material, estimated cost . 3,000.00

Bonanza-Lorella-South Side Market Road #4, Bonanza-Turner Hot
Springs Section, stock piling surfacing material, estimated cost. 1,500.00

Bonanza-Lorella-North Side Market Road #3, Bonanza-Lorella
Section, stock piling surfacing material, estimated cost. 1,500.00

Keno-Worden Market Road #19, Keno-Worden Section, 7.75 miles
oiling, estimated cost. 12,600.00

YAMHILL COUNTY

Buck Hollow Market Road #31, Buck Hollow Section, 1.5 miles
surfacing, estimated cost 3,000.50

At the Secretary's request the Attorney explained that by the provisions of the statutes relating to market roads, which were left intact at the close of the 1931 session of the Oregon Legislative Assembly, it is still incumbent upon the State Highway Commission to exercise the same control over market road work as theretofore and, in order to comply with the provisions of the statutes and to legalize the expenditure of market road funds by the counties, it is essential that the State Highway Commission approve the estimates.

Motion was thereupon made by Commissioner Washburne that the estimates covering the market road work submitted by the Secretary be approved. Motion was duly seconded by Commissioner Aldrich and was declared by the Chairman to have received the unanimous vote of the Commission.

H. T. Botts, Tillamook, appeared before the Commission in the interests of the Wilson River Road. He urged the Commission to allocate funds for the construction of this highway.

The Engineer reported that the total estimated cost for the construction of this road from its junction with the Oregon Coast Highway to the town of Banks in Washington County, which estimate includes a rock surface and oil finish, is approximately \$3,000,000. Also, to construct a hard-surface pavement will cost about \$1,000,000 additional.

The Chairman informed Mr. Botts that the funds which the Commission has available at this time for construction purposes are federal aid funds and that the Commission is under the control of the Bureau of Public Roads with respect to the disbursement thereof. The Bureau, he stated, is not in favor of the construction of two roads to the sea at the present time and believes the funds now available should be concentrated on only one route. For this reason, the State Highway Commission has decided to remove the Wilson River project from its construction program this season and to expend the monies available on the Wolf Creek route between Necanicum and Sunset Camp, construction work to start at the west end. Mr. Lynch, District Engineer of the Bureau of Public Roads, who was present, confirmed the Chairman's statement and added that there is "no use fooling our monies away on two roads to the sea". The Chairman further stated that the funds of the Highway Commission will not permit the construction of both Wilson River and Wolf Creek roads at this time; therefore the Commission has elected to construct the Wolf Creek route because it will cost \$1,800,000 less to make this road available to the traveling public than the Wilson River Highway.

Mr. Raymond B. Wilcox, Chairman, and Mr. Paul V. Maris, Secretary, State Relief Committee appointed by Governor Meier, accompanied by Mr. A. W. McMillen, field representative of the Reconstruction Finance Corporation of Washington, D. C., appeared before the Commission at this time by previous appointment to discuss matters pertaining to the administration of the destitution clause of the Emergency Relief and Construction Act of 1932, especially the clause under Title 1, Subdivision E relating to loans to individual counties. He stated that he has found that the negotiating of loans by individual counties, as is contemplated under that clause, will involve delay which, while not insurmountable, can be avoided by application under Title 1, Subdivision C, wherein the Reconstruction Finance Corporation is protected on account of any loan made through deductions from future federal aid apportionments to the state. He further stated that he has written a letter to Governor Meier recommending that applications for loans by the counties be made under Subsection C of the emergency clause so as to make the funds immediately available and that consideration be given later to the proper method of placing the burden upon the counties receiving the funds. He offered the suggestion that the counties might obligate themselves to repay the loans from their tax delinquencies as collected and if that is insufficient, an arrangement be made for the payment of the balance from secondary highway funds. If necessary or advisable, he stated, the next legislature might be asked to enact certain legislation

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to protect the Highway Commission and the State in the fulfillment of the counties' obligation to the State with respect to the repayment of these loans.

Mr. McMillen advised the Commission that the Reconstruction Finance Corporation will not consider or receive applications for loans under the destitution clause of the emergency act after January 1, 1933, unless there is a sufficient balance remaining at that time in the fund appropriated for this purpose by that Act. He further added that the only way that the destitution funds can be made immediately available to the counties is under Section C of the Act, by which repayments are guaranteed through deductions from future federal aid apportionments to the State.

The Attorney advised that the obstacles in the way of the counties borrowing the money are prohibitions and limitations in the constitution which the legislature would be without authority to cure. However, it was his thought that the legislature could and should provide means for repaying these loans by appropriation. He further stated that contracts by the State Highway Commission with the counties for reimbursement will not be enforceable unless aided by legislation. He suggested that the counties might assign their future motor vehicle license fees to the State, but this would not be entirely satisfactory because in the event of the adoption of a \$3.00 license fee for motor vehicles the counties would then have no such funds to assign.


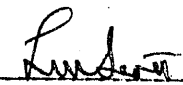



Mr. Wilcox then explained that his object in presenting the matter to the State Highway Commission at this time was simply in the spirit of co-operation. The Governor is going to make application for loans under the Act, he said, and while the Committee does not wish to impair the finances of the State Highway Commission by obligating the future federal aid allotments, the Commission is being notified in advance so that arrangements can be made to take care of the matter. Mr. Wilcox read his letter directed to Governor Meier, also a draft of a letter that he intended to mail to the several county courts regarding unemployment matters. His letter to the counties was approved by the Commission with several slight alterations and additions.

The Chairman thanked the group for their appearance and advised that the Commission will cooperate with them as far as it is possible to do so.

A letter was presented from F. C. Walters, President of the Oregon Mill & Truck Operators' Association, in which he requested enlightenment on certain features in connection with the "Truck and Bus Bill" sponsored by the Highway Protective Association which is to appear on the November ballot for the approval or disapproval of the electorate. The Commission decided not to answer Mr. Walters' questions because they involve matters of a technical and legal nature; also because members of the State Highway Department are expected to abstain from controversial subjects. The Chairman stated that he would acknowledge Mr. Walters' letter.

A letter was presented from Mr. George W. Monroe, Portland, in which permission was requested to transport the elephant "Tusko" on a solid-tired trailer over state highways from Portland to Eugene. The request was denied by the Commission.

There being no further business to come before the Commission at this time, the meeting was adjourned at 4:45 P. M.

	 Chairman
 Secretary	 Commissioner
	 Commissioner

Aurora, Oregon, September 27, 1932

The State Highway Commission met in special session at two o'clock P. M. in the Odd Fellows Hall, Aurora, the City Hall being not available, pursuant to previous notice given to the City Recorder of that city as required under the provisions of Chapter 64 of Oregon Laws, 1931, to hear remonstrances or objections with respect to the plans of the Commission to change the route of the Pacific Highway through that city. Present were:

Leslie M. Scott, Chairman
Carl G. Washburne, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Attorney
H. B. Glaisyer, Secretary

Also present were about sixty residents and property owners of the city of Aurora, including J. G. Wurster, Mayor of Aurora, Percy Ottaway, George Miller, George W. Fry, Recorder and City Water Superintendent, and H. L. Grafious.

The Chairman opened the meeting by stating its necessity and object and then explained that the Commission proposes to improve the alignment of the highway through Aurora by reconstructing it on a new route so as to eliminate the three bad turns within the city limits. He displayed a blue print map on which were shown the several routes under contemplation, including that designated as the "A" route, which begins at a point on the existing highway south of Aurora at the northerly end of a tangent which bears North 31° 18' East, said point being approximately

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1,000 feet south of the Stafford's Pickle Factory, and continuing on the northeasterly extension of said tangent crossing Main Street at a point 80 feet northerly of the southerly terminus thereof; thence bearing northeasterly on a 2° curve to the left across Bob's Avenue near its intersection with the alley running north and south between Blocks 2 and 3 of Snyder's Addition and continuing northeasterly across Block 3 of said Addition and crossing Liberty Street at a point approximately 430 feet southerly of the intersection thereof with Third Street; thence continuing northeasterly on a tangent across Block 6 of Aurora to a point on Second Street approximately 15 feet west of the easterly terminus thereof, at which point the line bears northeasterly on a 6° curve to the right to an intersection with the center line of the Pudding River Bridge on the present route of the Pacific Highway; and that designated as the "X" route which begins at a point on the existing highway in Aurora at the southerly end of the southerly right angle turn in Bob's Avenue and extends northerly along the old county road to a point near the westerly terminus of Fourth Street; thence bears northeasterly on a 4° curve to the right to a point in Main Street approximately 250 feet north of its intersection with Third Street; thence extends northeasterly across Second Street and bears on a 6° curve to the right across Liberty Street at a point 250 feet north of its intersection with Second Street and continues northeasterly across Block 5 to an intersection with the southwesterly extension of the present highway tangent across the Pudding River bridge.

The Chairman invited all present who are property owners within the Aurora city limits to express themselves concerning this matter and informed them that suggestions offered will be given full consideration by the Commission in determining a definite route for this contemplated improvement.

At the Chairman's request, the Attorney explained the purpose of the law and the necessity for holding the meeting.

Mayor Wurster described the general route of both the "X" line and the "A" line for the benefit of the local citizens present, giving the names of the owners of property across which the proposed routes extend. He pointed out that the meeting is being held for the benefit of the people of Aurora and urged all who had objections or preferences with respect to the selection of the route to express themselves at this time.

Mr. Ottaway spoke for the adoption of the "X" route stating that he opposed the adoption of the "A" route because it would necessitate the moving of his residence, which is located at the southerly end of the proposed improvement near the junction of this route with the existing highway.

Mr. Miller expressed himself as being perfectly satisfied with the highway in its present location because the present highway is now graded 50 feet in width and paved 16 feet wide and the necessity for changing the route is not apparent to him. The Chairman explained that the increasing volume of traffic along the Pacific Highway demands that it be widened and straightened; also, that the cost of procuring the extra right of way to widen the present highway through the business section of Aurora will be much more

than that to procure right of way along either of the other routes proposed, therefore, the Commission has decided that it would be best to reconstruct the highway on an entirely new alignment which will provide for the elimination of the bad curves. The Engineer explained that the designs for the improvement of this highway provide for four lanes of traffic for permanent construction.

Mr. Fry, while expressing no preference as to routes, pointed out that the city's water supply lines will be considerably affected if the "A" line is adopted and that the city would then be put to considerable expense in reconstructing these pipe lines to conform with the highway improvement.

Mr. Grafious inquired how soon the property owners will have to make changes in their properties on account of the proposed improvement. He was informed by the Engineer that it is the plan of the Commission to advertise this project for bids to be received during the latter part of October and it is likely that the contractor will start construction operations about Thanksgiving time.

At the suggestion of Mr. Grafious, the citizens of Aurora who were present then held a special meeting among themselves to decide which of the alternate routes under contemplation they should recommend to the State Highway Commission for improvement. Mayor Wurster was elected by the people as chairman of this meeting. Thereupon, motion was made by Mr. Grafious that the people recommend to the State Highway Commission the adoption of the "X" route for this contemplated improvement. The motion was duly seconded and at the request of Mayor Wurster a rising vote was taken, which disclosed twenty-seven votes in favor of the adoption of the "X" route and one opposed thereto. In order to ascertain the sentiment of the people with respect to the adoption of the "A" route, Mayor Wurster called for a rising vote of those in favor of this route. There was no response to this request. Thereupon Mayor Wurster declared that the people of Aurora, as expressed by the vote at this meeting, are in favor of recommending to the State Highway Commission the adoption of the "X" route for the proposed improvement. Acting in his capacity as Mayor of the City of Aurora and Chairman of the group of citizens present, Mayor Wurster then informed the State Highway Commission that the people of Aurora wish to recommend to the Commission the adoption of the "X" line for the route of the proposed reconstruction of the Pacific Highway through their city.

The matter of securing right of way for the proposed improvement was then discussed. The Chairman stated that ordinarily the people of Aurora would be required to furnish the State with the necessary right of way. Mayor Wurster, speaking unofficially, stated that he believed that it would be impossible for the city to buy the land required for this improvement. Mr. Miller also stated that the people of Aurora are financially unable to buy the required right of way and suggested that the Commission use federal aid funds for this purpose. Unless the State can buy the right of way, he said, it will be necessary to defer reconstruction. The Chairman explained that Federal aid funds cannot be used for the purchase of right of way, but are available for construction purposes only.

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It is now possible, he said, for the people of Aurora to secure a much needed improvement of the highway through their town without cost to them, while federal funds are available, but it is up to the people of Aurora to cooperate with the Commission in securing the necessary right of way. No definite decision was rendered at this time with respect to the acquisition of the right of way.

The Chairman stated that a decision with regard to the choice of the routes will be made later and thereupon declared the hearing to be ended.

The Attorney presented a list of options that he has secured to acquire property for right of way, quarry site, gravel or other material sites, stock pile sites, etc., which is needed in connection with highway construction work. He asked the Commission to approve this list so that he can complete negotiations for the acquisition of the land. After due consideration of this matter, the following resolution was offered by Commissioner Washburne who moved its adoption:

WHEREAS, in connection with the further improvement of the highways hereinafter designated, it is and has been found necessary to acquire property for right of way, quarry sites, gravel or other material sites, or sites for the storage of materials, as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the properties required, options have been obtained, which options have been considered by the State Highway Commission, or reports have been presented to and considered by the Commission outlining the basis of settlement which has been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said option should be approved and accepted, and/or the said reports be declared acceptable to the State Highway Commission as a basis for settlement for the properties involved, and that the acquisition of the properties desired should be completed;

NOW, THEREFORE, BE IT RESOLVED that the several offers or bases of settlement hereinafter enumerated be, and the same hereby are, approved and accepted, and that the Attorney for the State Highway Commission be, and he hereby is, instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon. The said properties hereby ordered and authorized to be acquired are as follows:

Section, Hwy., and Owner Purpose	Acres	Approximate Amounts	Agent
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Salem-Aurora Section of Pacific Hwy.

Harpol, Nancy E.	R. of W.	0.42	\$200.00 per acre plus fencing	Gardiner
Manning, E. W.	"	1.16	850.00	"
Booster, Virginia O.	"	0.17	200.00 per acre plus \$78.75	"

Section, Hwy., and Owner Purpose	Acres	Approximate Amounts	Agent
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Salem-Aurora Section of Pacific Hwy.

Schiedler, Lawrence F.	R. of W.	0.43	\$200.00 per acre plus \$76.25	Gardiner
Wynn, Geo., Estate	"	0.16	325.00 per acre plus \$22.50	"
Wynn, Lutesha	"	0.38	200.00 per acre plus \$90.00	"
Keppinger, Lillian E.	"	0.73	200.00 per acre plus \$228.25	"
Jones, Scott	"	0.72	331.50 lump sum	"
Eder, Frank	"	0.22	300.00 lump sum	"
Eder, Clara	"	0.21	318.25 lump sum	"
Brixy, Sylva	"	0.65	1175.00 lump sum	"
Eder, Henry	"	1.25	200.00 per acre plus \$263.25	"
Salem Indian School	"	1.272	159.00 lump sum	"

Albany-Tangent Section of Pacific Hwy.

Whitney, W. A., et al	R. of W.	0.16	20.00 lump sum	
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Albany-Jefferson Section of Pacific Hwy.

Sox, C. E.	Stockpile	0.276	5.00 lump sum	
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Short Road to Coast, Washington County

Voges, Herman	R. of W.	3.0	\$105.00 per acre plus \$1.00 rd. fence	Gardiner
Seppin, Adolph	"	3.0	150.00 per acre plus \$1.00 rd. fence	"
Beach, H. T.	"	3.48	75.00 per acre plus \$1.00 rd. fence, plus appr. \$258.75 severance	"
Connell, Thomas	"	3.9	75.00 per acre plus \$1.00 rd. fence	"
Jackson, Ray	"	1.1	75.00 per acre plus \$1.00 rd. fence, plus appr. \$131.25 severance	Bentley
Kelley, C. H.	"	0.77	75.00 per acre	"
Daniels, Wm. N.	"	4.2	400.00 per acre plus moving buildings	"
Lehman, Ernest	"	3.4	2300.00 lump sum	"
Collin, M. J.	"	1.11	100.00 per acre	"
Blimpton, Alice J.	"	1.8	200.00 per acre plus \$100.00 severance	"
Johnson, John	"	2.29	100.00 per acre	"
Murray, J. O.	"	0.94	200.00 per acre plus \$1.00 rd. fence	"
Beamish, Richard	"	1.59	100.00 per acre	"
Lundgren, John	"	0.23	200.00 per acre plus 7.00	"
Statder, Paul J.	"	3.47	200.00 per acre, plus \$1.00 rd. fence, plus \$225.00 severance	"

Section, Hwy., and Owner Purpose	Acres	Approximate Amounts	Agent
<u>Short Road to Coast, Washington County</u>			
Reppeto, Catherine R. of W.	1.87	\$2.00 plus \$1.00 rd. fence	Bentley
Schlegel, Edwin "	1.34	125.00 per acre plus \$615.00	"
Friday, B. F. "	4.86	50.00 per acre plus \$1.00 rd. fence	"
Carels, Gus "	2.27	115.00 per acre plus .50 rd. fence, plus \$37.00	"
Armentrout, B. W. "	0.45	80.00 per acre plus .50 rd. fence	"
Cuene, John "	1.89	78.00	"
Shadden, Dee "	3.82	100.00 per acre plus 1.00 rd. fence, plus \$40.00 severance	"
Thompson, Jesse B. "	4.7	1.00 plus 1.00 rd. fence	"
Bauer, Herbert "	2.27	200.00 per acre plus 500.00	"
Taylor, Mary A. "	4.15	75.00 and 115.00 per acre, plus 1.00 rd. fence, plus 125.60 severance	"
Erickson & Co. "	0.28	1.00 plus 1.00 rd. fence	"
Meier, Albert "	4.4	1500.00 lump sum	"
Shipley, Clarence E. "	1.47	400.00 lump sum	"
Thornburgh, W. J. "	11.0	2600.00 plus 1.00 rd. fence	"
Nathan, Emma Jane Blake "	0.75	75.00 per acre plus .50 rd. fence	"
Berger, John "	5.16	1650.00 lump sum	"
Westhoff, Wm. "	1.89	200.00 per acre plus 1.00 rd. fence, plus 100.00 severance	"
Berger, Fred W. "	2.8	1000.00 lump sum	"
Rasmussen, Caroline "	0.75	200.00 per acre plus 1.00 rd. fence, plus 20.00 severance	"

Columbia River Hwy., Sherman County

Ramsey, Pearl "	1.64	286.00 lump sum	Langille
Hill, Herbert "	0.156	50.00 lump sum	"
Lindeman, J. P. "	0.37	75.00 lump sum	"
Kuypers, Elizabeth "	0.40	25.00 plus .50 rd. fence	"
Ramey, Geo. W. "	0.248	45.00 lump sum	"
Willard, Alta "	0.131	100.00 lump sum	"
Bartholomew, Cora E. "	0.006	20.00 lump sum	"
Bartholomew, Cora E. "	2.14	380.00 land, plus 125.00 fencing	"
Morris, Walter A. "	3.65	3000.00 lump sum	"
Bartholomew, W. F. "	0.043	320.00 lump sum	"
Kraber, Chas. H. "	2.08	800.00 lump sum	Langille & Rose
Wilson, William L. "	4.84	300.00 plus 180.00 fencing	Langille
Wilson, S. A. "	9.29	1000.00 lump sum	"
United States Trust Co. "	3.05	Nominal	"

Section, Hwy., and Owner Purpose	Acres	Approximate Amounts	Agent
<u>Columbia River Hwy., Multnomah County</u>			
Nelson, Johanna, et al R. of W.	1.17	\$362.00 lump sum	
<u>The Dalles-California Hwy.</u>			
Glick, Orville F.	Filler Pit		
	Lease 4.13	25.00 lump sum	Slavens
Posvar, Chas. A.	Stock Pile		
	Lease 0.5	50.00 lump sum	
Martin, Harry	Filler Pit		
	Lease 10.0	75.00 lump sum	
<u>Old Oregon Trail, Huntington-Slides Sec.</u>			
Oscar Jacobsen Estate	Stock Pile 1.00	75.00 lump sum	Williams
<u>Santiam Hwy., Sisters-Suttle Lake</u>			
W. A. Gilchrist Estate	Gravel Pit 5.1	137.00 lump sum	Lytle
<u>Oregon-Washington Hwy.-Weston</u>			
Saling, Melinda et al R. of W.	0.043	25.00 lump sum	Williams
<u>Ochoco Hwy.-East of Mitchell</u>			
Butcher, Isaac	Stock Pile 0.75	25.00 lump sum	
Shown, H. C.	" 0.275	50.00 lump sum	

Motion was seconded by the Chairman and was declared by him to have carried by the unanimous vote of the Commissioners present.

There being no further business to come before the Commission at this time, the meeting was adjourned at 3:15 o'clock P. M. to reconvene at 8 o'clock P. M. this day in the Multnomah Hotel, Portland.

Portland, Oregon, September 27, 1932

The State Highway Commission reconvened at 8 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
H. B. Glaisyer, Secretary

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Senator Ed. W. Miller, Marshfield, Executive Secretary, and M. R. Chessman, Astoria, Director of Oregon Coast Highway Association, appeared before the Commission and renewed their request for the construction of bridges over the unbridged waterways on the Oregon Coast Highway. They urged the Commission to secure a loan from the Reconstruction Finance Corporation under the provisions of the Emergency Relief and Construction Act of 1932, to finance the construction of these bridges, and suggested that someone representing the Commission be sent East to confer with the officials of the Reconstruction Finance Corporation with respect to securing such a loan, if that is found necessary. Mr. Miller stated that he believed that an investigation of the records of the Commission will disclose that the former State Highway Commission pledged itself to construct these bridges. Therefore, it was his thought that it is incumbent upon the present Commission to do all it can to build the bridges at the present time while there is a possibility that federal aid funds can be secured for the purpose. Mr. Miller also referred to the traffic survey report of the Bureau of Public Roads in which, he stated, the Bureau has been far more liberal in its estimate of future traffic on the Oregon Coast Highway than the Oregon Coast Highway Association in its estimate, which is very conservative.

The Chairman stated that the estimates for traffic and income from proposed tolls are based on unknown quantities, and it is his personal opinion that if these bridges are to be constructed they should be built one at a time as funds become available, starting perhaps with the bridge across the Alsea River at Waldport, then perhaps the bridge across the Siuslaw River at Florence and the Umpqua River at Reedsport. The whole state is not concerned with the building of these bridges, he said, and the Highway Commission is pledged to keep intact the credit of the state; furthermore, if the Commission builds all of the bridges now, it will take all of the funds that are now available. He suggested that the matter be deferred until after the legislature meets to find out what, if any, change will be made in the revenues of the State Highway Department; it was his thought that the matter should be postponed until the Commission has a better idea as to the amount of traffic that will use the bridges. The Commission has a big debt at the present time, he said, which it is not disposed to increase and the funds immediately available are federal aid funds which are limited.

Mr. Chessman stated that it was his belief that the people of the coast counties have conceded a lot in agreeing to pay a toll charge for the use of the bridges. It is a good business proposition, he said, to build these bridges now with the so-called "cheap money" and while the cost of construction materials is low. In answer to the inquiry of the Engineer as to which of the three bridges they prefer to have constructed first, Mr. Chessman stated (Mr. Miller concurring) that they preferred the construction of the three inside bridges--Waldport, Reedsport and Florence, in the order named. In reply to the Engineer's suggestion that a toll charge, big enough to assure the liquidation of the cost of construction of the bridges, be placed on each, Mr. Miller stated that the coast counties will not consent to any arrangement which will require them to retire the bridge debt alone without help from other sources. Commissioner Washburne pointed out that the Commission has two years within which to expend any funds that might be borrowed from the

Reconstruction Finance Corporation for this purpose which will give the State Highway Commission an opportunity to gather additional information which is required before a definite decision can be rendered. In the meantime, he said, the Engineer has been authorized to proceed with the preparation of plans for all of the bridges so they can be presented to the Reconstruction Finance Corporation's engineers for approval if and when a loan from that corporation is requested. We are doing all we can, Mr. Washburne stated, to be fair in this matter; we have authorized the Engineer to proceed with the bridge designs and are securing full data from the Reconstruction Finance Corporation. Attention was directed by Commissioner Washburne to the fact that it will be impossible to use for the construction of these bridges any of the \$3,000,000 of federal aid funds that the Commission is allocating to other projects at this time because these funds must be expended before July 1, 1933, and it would be impossible to construct the bridges before that time, and it would then be necessary for the state to assume the balance of the costs which it is financially unable to do. Commissioner Aldrich gave as his opinion that the Commission should wait until after the legislature meets when a better idea can be had as to what the revenues of the State Highway Department will be. Further consideration can then be given to the matter, he said, at least to the construction of the bridge over the Alsea River at Waldport. Both Mr. Miller and Mr. Chessman indicated that the action now being taken by the Commission with respect to this matter is satisfactory and is about all they can expect at this time.

Mr. Miller also spoke to the Commission regarding the completion of the highway in the state of California extending from Crescent City, California, northerly to a connection with the Oregon Coast Highway in Oregon at the state line. He asked the Commission to intimate in some way to the California highway authorities that the Oregon State Highway Commission would appreciate having this section of the highway surveyed and constructed as soon as possible. There are two routes proposed for this highway between Crescent City and the California-Oregon state line, he stated, one of which is along the ocean frontage and the other crosses the Lewis River farther inland, but declared they have no preference as to any particular route. Mr. Miller submitted a copy of a letter that he had written to the California State Highway Commission with regard to this matter and suggested that the Commission take similar action. Matter taken under advisement by the Commission.

County Judge Guy Boyington and Commissioners Wm. Larson and Jas. Elliott of Clatsop County and Mr. C. A. Nyquist, Astoria, member of the Clatsop County Unemployment Relief Committee, appeared before the Commission and inquired as to what plans the Commission has for relief of unemployment in Clatsop County. This information is needed, they stated, so that they can arrange their plans and program to take care of the unemployed, otherwise unprovided for. The Engineer explained that the program adopted by the Commission for unemployment relief throughout the state includes the furnishing of jobs for 86 men of Clatsop County for a period of eight months. An attempt is being made, he added, to provide additional

funds from some source with which to construct the Arch Cape Tunnel on the Cannon Beach-Neahkahnie Mountain Section of the Oregon Coast Highway. The program, as explained by the Engineer, appeared to be satisfactory to the Clatsop County Court.

Judge Boyington then discussed with the Commission the matter of providing funds with which to pay the contractor, Gilbert & Goodwin, for constructing the Vesper Section of Nehalem Highway (Secondary Highway No. 102) under State Highway Contract No. 1330. He stated that in accordance with previous understanding and agreement between the State and County, the State was to assume all payments for the cost of this work up to the limit of the secondary funds available and the County was to pay the balance. The contractor, he said, has completed the project and the State has fulfilled its part of the agreement, but the County now finds that it is without funds to pay the balance of the cost because of delinquent tax payments and will not have funds until the November taxes are paid in. Therefore, they now request the State to advance funds for the payment of the County's share of this improvement, so the contractor can pay off his labor, and agree to reimburse the State just as soon as the County receives its tax monies in November.

The Engineer stated that the Commission has sufficient funds on hand to meet this payment and it would be satisfactory to comply with Clatsop County Court's request were it not for the fact that other counties, in a similar predicament, might ask the Commission to grant them the same concession. After some discussion of this matter, the Commission deferred its decision with respect thereto pending legal advice from the Attorney. The County Court was informed that a definite answer would be given them later.

Judge Boyington stated that Clatsop County has acquired through tax foreclosure proceedings a tract of land containing about 40 acres, situated in Section 2, T. 8 N., R. 9 W. W. M., lying adjacent to the city of Astoria north of the Lower Columbia River Highway west of the Naval Base Road and immediately adjoining the U. S. Naval Base Reserve at Tongue Point, which it wishes to convey to the State of Oregon without cost for park site purposes. He further stated that if the Commission will accept this park and will authorize the Engineer to make a survey for a roadway over the tract, the county will put some of its unemployed to work there this winter constructing the road as a relief project. Parks Engineer S. H. Boardman, who was present, stated that he has inspected the tract and while it would be a fine addition to the state park system it would be better as a city park on account of its proximity to the city of Astoria. After some discussion, the Chairman thanked the Clatsop County Court for its offer and advised them that the Commission will give them an answer later.

The Commission at this time signed a joint letter with W. H. Lynch, District Engineer of the Bureau of Public Roads and F. A. Brundage, Acting Regional Forester, directed to The Forester and Chief of Bureau at Washington, D. C., recommending that the northerly terminus of the Heppner-Spray Forest Highway be extended in a northerly direction to the town of Hardman in Morrow County, increasing the length of this highway from 24.5 miles to 30 miles.

The Commission by unanimous vote approved the minutes of the meeting held on August 22 and 23, 1932.

The Engineer requested authority to purchase ten automobiles of the Ford or Chevrolet type to replace some of those now owned by the department which have outlived their usefulness. Upon motion of Commissioner Washburne, which was duly seconded by Commissioner Aldrich and was declared by the Chairman to have received a unanimous vote, the Engineer was authorized to purchase the automobiles requested and was instructed to advertise for bids for the same in accordance with the usual practice.

The Secretary presented an invoice from Ladd & Bush Trust Co., Salem, in the sum of \$10.00, being the amount that this company claims for rental of a stock pile site located on the Oregon Coast Highway in Lincoln County from November 1, 1930 to November 1, 1931. He stated that the consideration shown in the lease given by the Ladd & Bush Trust Co. to the former State Highway Commission is One and no/100 (\$1.00) Dollars for the period November 1, 1930 to November 1, 1931, but the company alleges that the consideration shown in the lease is in error and that it executed the lease with the understanding that the rental would be \$10.00 for the period covered, basing its claim on a certain letter written to the company by the Division Engineer with whom negotiations were carried on. It was the thought of the Commission that the consideration shown in the lease should govern. Thereupon motion was made by Commissioner Washburne that the claim of the Ladd & Bush Trust Company be allowed in the sum of \$1.00 only, as set forth in the lease agreement. Motion was duly seconded by Commissioner Aldrich and declared by the Chairman to have received a unanimous vote.

The Secretary presented the report of S. Murray, Bridge Engineer of the O.-W. R. R. & N. Co., who was employed by the Engineer, under authority previously granted by the Commission, to inspect the members of the steel bridge which formerly spanned the Mary's River on the West Side Pacific Highway at Corvallis, but which collapsed recently when it was struck by a freight truck. After due consideration, the report was accepted by the Commission and ordered filed in the records of the department.

The following resolution designating a new route for the Old Oregon Trail through the City of Baker, Baker County, was offered by Commissioner Aldrich who moved its adoption:

WHEREAS, it is the judgment of this Commission that there should be provided a more convenient, adequate and direct approach or entrance into the City of Baker for traffic entering or leaving said city over the Old Oregon Trail to the north of said city, and

WHEREAS, as a part of a contemplated plan, having for its object a change of location of said highway immediately to the north of the north city limits of the City of Baker and a change in the route of said highway immediately entering said

city from the north, a public hearing was held in said city pursuant to the provisions of Chapter 64, Laws of 1931, and

WHEREAS, it is the judgment of this Commission that the Old Oregon Trail Highway should, from a point approximately one-half mile north of the corporate limits of said city, beginning at highway mile post No. 335 (Engineer's Sta. 461+64=0+00), opposite the D. A. R. monument, be relocated, and that said section of said highway should be located along the route hereinafter defined, and that the streets of said city over which said highway shall be routed are as hereinafter designated;

THEREFORE, BE IT RESOLVED by this Commission, all members being present and participating, that the section of the Old Oregon Trail Highway, which said highway is state highway No. 6, and which said section begins at highway mile post No. 335 (Engineer's Sta. 461+64=0+00), opposite the D. A. R. monument approximately one-half mile north of the city limits of the City of Baker in Baker County, Oregon, be and said section hereby is located as follows:

Beginning at highway mile post No. 335 (Engineer's Sta. 461+64=0+00), opposite the D. A. R. monument and running thence in a southeasterly direction to a point on the north city limits of the City of Baker, which point is approximately seventy feet west of Twelfth Street as extended, thence continuing on a curve to the right to a connection with Tenth Street;

BE IT FURTHER RESOLVED that Tenth Street in the City of Baker from the point where said street is entered by the Old Oregon Trail to the intersection of Tenth Street with Broadway, thence over Broadway to its intersection with Main Street, thence over Main Street to its intersection with Auburn Avenue, thence over Auburn Avenue to its intersection with Bridge Street, thence over Bridge Street to its intersection with Elm Street, thence over Elm Street to Occidental Avenue, thence over Occidental Avenue to where the Old Oregon Trail enters the City of Baker from the south be and said streets or said sections thereof hereby are selected and designated as streets of the City of Baker over which shall be and there hereby is routed state highway No. 6, otherwise known as the Old Oregon Trail,

BE IT FURTHER RESOLVED that the State Highway Engineer be and he hereby is directed to cause suitable road signs to be erected along said streets, said signs to be of the material and design heretofore adopted by the State Highway Commission,

BE IT FURTHER RESOLVED that the survey and field notes covering the said change in the route and location of the Old Oregon Trail entering Baker from the north be and said survey and field notes are hereby approved and adopted as the survey and location

of said route, and said survey, field notes and other records and engineering data are hereby ordered filed in the records of the Highway Commission at Salem, Oregon.

BE IT FURTHER RESOLVED that nothing in this resolution shall be deemed or construed to in any way commit or obligate the Highway Commission or the State of Oregon to construct, maintain or repair any of said streets or any part thereof, nor does the Highway Commission by this resolution assume any responsibility for the upkeep, maintenance or repair of said streets or any part thereof.

The motion was duly seconded by Commissioner Washburne and was declared by the Chairman to have received the unanimous vote of the Commission.

The Engineer reported that pursuant to authority heretofore granted by the State Highway Commission, he has posted a number of bridges on secondary state highways for reduced load limits. He explained that the load limit indicated by the posting is the maximum total gross load which can safely occupy any portion of the structure at any one time, and requested the Commission to approve the posting of these bridges. After due consideration, the following resolution with respect thereto was offered by Commissioner Washburne who moved its adoption:

WHEREAS, the roads or highways hereinafter named have been designated and declared to be and are Secondary State Highways and are being maintained by the State Highway Commission pursuant to the laws of the State of Oregon as secondary state highways;

AND WHEREAS, on each of the said secondary 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;

NOW THEREFORE, the premises being in part as above stated and the State Highway Commission having as a result of

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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:

BENTON COUNTY:

Alsea-Deadwood Secondary Highway No. 201

201-00.1 Covered Bridge over Alsea River 7 tons

201-01.4 Covered Bridge over South Fork Alsea River 5 tons

CLACKAMAS COUNTY:

Woodburn-Mt. Hood Loop Secondary Highway No. 161

161-2.7 Steel span over Butte Creek 5 tons

161-34.6 Covered Bridge over Clackamas River . . . 5 tons

161-42.9 Wood truss over Tickle Creek. 5 tons

COOS COUNTY:

Powers Secondary Highway No. 242

242-0.1 Hoffman Bridge over Coquille River. . . . 8 tons

242-18.5 White Bridge over Coquille River. 5 tons

242-19.6 Powers Bridge over Coquille River 5 tons

Cape Arago Secondary Highway No. 240

240-8.4 Bridge over South Slough. 8 tons

DOUGLAS COUNTY:

Elkton-Sutherlin Secondary Highway No. 231

231-13.5 Wood truss span over Yellow Creek 8 tons

HOOD RIVER COUNTY:

Hood River Secondary Highway No. 281

281-12.6 Trout Bridge over Hood River. 8 tons

JACKSON COUNTY:

Tiller-Trail Secondary Highway No. 230

All bridges from Douglas-Jackson County line
to Trail 8 tons

Sams Valley Secondary Highway No. 271

271-15.6 Dodge Bridge over Rogue River 10 tons

JOSEPHINE COUNTY:

Williams Secondary Highway No. 261

261-18.5 Bridge over Williams Creek. 4 tons

Rogue River Loop Secondary Highway No. 260

260-13.8 Ferrydale Bridge over Rogue River 15 tons

KLAMATH COUNTY:

Adjacent to the Chiloquin Secondary Highway No. 422

Bridge over Sprague River near Chiloquin 8 tons

LINCOLN COUNTY:

Eddyville-Blodgett Secondary Highway No. 180

180-12.3 Covered wood truss over Yaquina River 7 tons

Siletz Secondary Highway No. 181

181-12.4 "A" frame span over Davis Creek 5 tons

181-13.0 "A" frame span over Roots Creek 5 tons

181-19.4 Covered truss span over Euchre Creek. 5 tons

181-31.0 Pile trestle over Depot Slough 5 tons

LINN COUNTY:

Halsey-Sweet Home Secondary Highway No. 212

212-17.9 Covered wood bridge over the Calapooia River . 5 tons

MALHEUR COUNTY:

Adrian-Parma Secondary Highway No. 452

452-0.10 Bridge over Snake River 8 tons

MARION COUNTY:

Hillsboro-Woodburn Secondary Highway No. 140

140-26.7 Pile trestle approximately $1\frac{1}{2}$ miles south
from St. Paul 6 tons

140-31.5 Pile trestle over West Champoeg Creek 6 tons

140-32.1 Pile trestle over East Champoeg Creek 6 tons

140-39.4 Covered wood bridge over Pudding River 10 tons

140-44.5 Short timber span approximately 3 miles west

from Silverton. 5 tons

140-45.1 Short timber span approximately $2\frac{1}{2}$ miles

west from Silverton 5 tons

Beaverton-Aurora Secondary Highway No. 141
 141-20.8 Pile trestle over Mill Creek. 7 tons

Cascade Secondary Highway No. 160
 160-34.25 Covered wood truss over Abiqua River 5 tons

POLK COUNTY:

Dallas-Coast Secondary Highway No. 192
 192-10.8 Covered wood truss over Mill Creek. 5 tons

Independence Secondary Highway No. 193
 193-00.3 Steel span over Rickreall Creek 7 tons
 193-02.9 Steel span approximately 3 miles east from
 Brunk's Corner. 7 tons

WASHINGTON COUNTY:

Farmington Secondary Highway No. 142
 142-1.9 Steel truss over Tualatin River. 5 tons

YAMHILL COUNTY:

Salem-Dayton Secondary Highway No. 150
 150-0.6 Pile trestle approximately $\frac{1}{2}$ mile north from
 Pine Tree Corners 5 tons

Yamhill-Newberg Secondary Highway No. 151
 151-5.9 Log span over Chehalem Creek 7 tons
 151-11.4 Pile trestle over Chehalem Creek. 10 tons

Three Mile Lane Secondary Highway No. 152
 152-0.4 Steel span over Yamhill River. 7 tons

Bellevue-Hopewell Secondary Highway No. 153
 153-0.85 Timber truss over Deer Creek. 6 tons

Lafayette Secondary Highway No. 154
 154-4.5 Pile trestle approximately $1\frac{1}{2}$ miles west
 from Pine Tree Corners. 5 tons
 154-5.7 Short trestle span approximately $\frac{1}{4}$ mile
 west from Pine Tree Corners 5 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 27th day of September, 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.

Motion was duly seconded by Commissioner Aldrich and carried by unanimous vote.

The Engineer further reported that it has been necessary to place reduced load limit signs on the following bridges on the Umpqua Highway, between Scottsburg and Reedsport:

Koepke Slough at Mile 3.7	6 tons;
Hinsdale Slough at Mile 4.5	6 tons;
Dean Creek at Mile 5.4	6 tons.

He requested the Commission to approve the posting of these bridges. After due consideration, the following resolution with respect thereto was offered by Commissioner Washburne who moved its adoption:

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

AND WHEREAS, on said state highway 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;

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 herein-after 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:

UMPQUA HIGHWAY

45 3.7	Koepke Slough Bridge	6 tons
45 4.5	Hinsdale Slough Bridge	6 tons
45 5.4	Dean Creek Bridge	6 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 27th day of September, 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 said highway is 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 by Commissioner Aldrich and carried by unanimous vote.

The Engineer reported that the surfacing on the Cape Arago Secondary Highway in Coos County between Charleston and the end of the road at South Bay, a distance of about six miles, consists of a very light surfacing of gravel and that in past years this road has been rendered impassable during the fall, winter and spring months by reason of log hauling operations thereover. There are a number of people living on this road, he said, and

it is more important that the road be kept passable for them than it is to permit log hauling. He further stated that he has ordered an investigation to determine whether or not the road should be posted for reduced load limit and requested authority from the Commission to order a reduction in the load limit on this highway, if that is found necessary. Request approved by the unanimous vote of the Commission.

The Secretary presented a letter from C. J. Buck, Regional Forester, regarding the proposed development of the recreational values of the Mt. Hood area in the vicinity of Government Camp, to which was attached a map showing the proposed layout of roads to serve this district. No action was taken by the Commission on this matter. The letter and map were ordered filed in the records of the department.

The Engineer reported that he has awarded contracts as follows for highway construction work for which bids were received by the Commission at the meeting held on August 31, 1932, and which were referred by the Commission to him at that time with power to act:

First Hughes Section of Secondary Highway No. 250, Curry County, 1.10 miles of grading and surfacing, contract awarded on September 6 to R. L. Houck, Independence, the low bidder, at \$5,669.05.

Horse Ridge-Millican Section of Central Oregon Highway, Deschutes County, 4.55 miles of surfacing, contract awarded on September 16 to Griffiths & Hollenbeck, Bend, the low bidders, at their bid price of \$4,450.00.

Lake County Line-Silver Creek Section of the Central Oregon Highway, Harney County, 14.15 miles of surfacing, contract awarded on September 13 to Dunn & Baker, Klamath Falls, the low bidders, at their bid price of \$16,290.00.

Multnomah County Line-Middleton and West Dayton-Lafayette Sections of West Side Pacific Highway, Washington and Yamhill Counties, 2.1 miles of concrete pavement, contract awarded on September 19 to the Oregon Bridge & Dredging Co., the low bidder, at its bid price of \$58,309.50.

Bridge over Mary's River on the West Side Pacific Highway at Corvallis, Benton County, awarded on August 31, 1932 to Lindstrom & Feigenson, Portland, the low bidder, at its bid price of \$28,694.40.

After due consideration, motion was made by Commissioner Washburne and duly seconded by Commissioner Aldrich that the action taken by the Engineer in awarding these contracts be approved. The Chairman declared the motion carried by the unanimous vote of the Commission.

The Engineer reported that in accordance with the oral approval given him by the Commission subsequent to the meeting held on August 31, 1932, he rejected all bids received that date for the construction of the

Paradise Creek-Red Bridge Section of the Umpqua Highway in Douglas County, consisting of 12.41 miles of surfacing, and readvertised this project for bids to be received on September 28, 1932. The Commission by unanimous vote confirmed the action taken by the Engineer with respect to this matter.

The Secretary presented the following requests for extensions of time for completing contracts:

Schmeer & Williams, contract No. 1350, furnishing crushed rock in stock piles, Heppner Junction-Umatilla County Line Section of Columbia River Highway in Gilliam and Morrow Counties, requested an extension of time to October 31, 1932. The Engineer reported that the State has been put to no extra expense by reason of the non-completion of this contract within the time limit specified. He, therefore, recommended that the extension requested be granted without penalty. Recommendation approved by the unanimous vote of the Commission.

Barham Bros., contract No. 1357, widening Dillon Overcrossing structure on the Columbia River Highway in Wasco County, requested an extension of time to September 30, 1932. The Engineer stated that this has been a rather difficult job to handle on account of traffic on the highway; also, that the State has not been to extra expense by reason of the job not being completed within the specified time limit. He, therefore, recommended that the extension requested be granted without penalty. Recommendation approved by the unanimous vote of the Commission.

J. F. Forbes Company, contract No. 1360, oiling The Dalles-California and Ochoco Highways in Deschutes and Wheeler Counties (known as Oiling Project No. 10) requested an extension of time of fifteen days to September 15, 1932. The Engineer stated that the State has been caused no extra expense on account of the non-completion of this project within the time limit specified. He, therefore, recommended that the extension requested be granted without penalty. Recommendation approved by the unanimous vote of the Commission.

West Contract Company, contract No. 1363, paving and regrading Brooks-Salem Section of the Pacific Highway in Marion County, requested an extension of time to October 1, 1932. The Engineer stated that the contractor's delay was caused principally by abnormal weather conditions. He recommended that the extension requested be granted without penalty. Recommendation approved by the unanimous vote of the Commission.

J. C. Compton, contract No. 1373, pavement widening and resurfacing work on the Pacific and West Side Pacific Highways in Benton, Linn and Polk Counties (known as Bituminous Macadam Project No. 12) requested an extension of time to September 30, 1932. The Engineer stated that the overrun of the time limit on this project will not cause the State extra expense; therefore, it was his recommendation that the extension requested be granted without penalty. Recommendation approved by the Commission by unanimous vote.

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. 1339, Dunn & Baker, contractor, construction of bituminous macadam wearing surface on Huntington-Slides Section of the Old Oregon Trail in Baker and Malheur Counties, completed August 30, 1932;

Contract No. 1345, J. C. Compton, contractor, planing bituminous pavement on Benton County and Adams-Milton Sections of the West Side Pacific and Oregon-Washington Highways in Benton and Umatilla Counties, completed on September 1, 1932;

Contract No. 1347, J. C. Compton, contractor, bituminous macadam and oiling on Berry Creek-Florence Section of the Oregon Coast Highway in Lane County, completed September 5, 1932;

Contract No. 1348, J. C. Compton, contractor, bituminous macadam and oiling on Hendricks Bridge-South Fork Bridge Section of the McKenzie Highway in Lane County.

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. 1339, Dunn & Baker, contractor, construction of bituminous macadam wearing surface on Huntington-Slides Section of the Old Oregon Trail in Baker and Malheur Counties, completed August 30, 1932;

Contract No. 1345, J. C. Compton, contractor, planing bituminous pavement on Benton County and Adams-Milton Sections of the West Side Pacific and Oregon-Washington Highways in Benton and Umatilla Counties, completed on September 1, 1932;

Contract No. 1347, J. C. Compton, contractor, bituminous macadam and oiling on Berry Creek-Florence Section of the Oregon Coast Highway in Lane County, completed September 5, 1932;

Contract No. 1348, J. C. Compton, contractor, bituminous macadam and oiling on Hendricks Bridge-South Fork Bridge Section of the McKenzie Highway in Lane 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 Engineer requested authority to advertise for bids for the construction of a trestle bridge on the Klamath Falls-Weed Secondary Highway No. 420 (now known as the Midland Market Road), the estimated cost of which is \$4,500. He stated that there are sufficient secondary state highway funds remaining unallocated from this year's apportionment to Klamath County for this project and that the use of these funds for the construction of this bridge meets with the approval of the Klamath County Court. Request approved by unanimous vote of the Commission. The Engineer then reported that there is a possibility that the Klamath County Court may elect to construct the fill approaches to this bridge with county forces. He requested authority to advertise this work for bids in the event the County Court does not so elect. Motion was thereupon made, duly seconded and carried by the unanimous vote of the Commission that the Engineer's request be granted.

The Engineer also requested authority to advertise for bids to be received at the next meeting for the construction of a bridge across Rock Creek on Secondary State Highway No. 300 in Gilliam County, estimated to cost \$1,600. He reported that there is a balance of \$2,000 remaining unallocated in the secondary state highway fund apportioned to Gilliam County for 1932, and that the use of these funds for the construction of this bridge has been requested by the Gilliam County Court. The authority requested by the Engineer was granted by the Commission by unanimous vote.

Consideration was given by the Commission to the matter of holding a meeting in the town of Central Point to hear remonstrances or objections to the plan of the Commission which provides for the rerouting of the Pacific Highway through that town. The Commission approved the date previously set for this meeting, which is two o'clock P. M. on Monday, October 24, 1932. The Secretary reported that he has already notified the city officials of Central Point in conformance with the provisions of Chapter 64, Oregon Laws of 1931.

The Secretary presented a letter from the Redwood Empire Association in which the State Highway Commission and its engineers are invited to attend the annual banquet of that association which is to be held in Eureka, California, on Saturday, October 22, 1932. The Secretary was instructed to thank the Redwood Empire Association for the invitation and to inform them that the Commission will be pleased to be present in the event that their duties will permit.

The Secretary presented a letter from the Jackson County Taxpayers' League requesting the Commission to hold a hearing at an early date in the city of Ashland to discuss the proposed realignment of the Pacific Highway between Ashland and the California state line. The request was declined by the Commission.

The Secretary presented a letter from J. B. Protzman, Salem, offering his services to the Commission at \$125.00 per month, with expenses when away from headquarters, to supervise accident prevention work. Action was deferred by the Commission for further consideration.

A letter was presented from the Attorney calling attention to the fact that the liability insurance policy covering various motor vehicles owned and operated by the State Highway Department expires at noon, October 15, 1932. After some discussion of this matter, the Commission authorized the Engineer to call for bids for the renewal of this policy for the ensuing year.

A letter was presented from Colon R. Eberhard, State Senator from Union and Wallowa Counties, in which the Commission was urged to consider in its arrangement of a highway construction program the extension of the Enterprise-Flora Highway from its present terminus at Flora northerly to the Washington state line to connect with a Washington highway which leads to Clarkston, Washington, and Lewiston, Idaho. The Engineer was authorized by the unanimous vote of the Commission to make a reconnaissance survey of the extension proposed by Senator Eberhard and report to the Commission later.

A letter was presented from the Reedsport Chamber of Commerce endorsing the Commission's plans for the expenditure of road funds and suggesting that the Commission consider in its construction program the widening of the Reedsport-Scottsburg Section of the Umpqua Highway. Request denied by the Commission because of lack of funds.

A letter was presented from the Oceanlake Chamber of Commerce directed to Governor Julius L. Meier, and referred by him to the State Highway Commission, in which inquiry was made as to what plans have been proposed for the preserving of timber on the Salmon River Highway. Letter referred to Parks Engineer for reply.

The Secretary presented an application for a lease of the following described Government lands situate adjacent to the Crater Lake Highway in Jackson County, Oregon:

N $\frac{1}{2}$ of SE $\frac{1}{4}$ of Sec. 27, T. 33 S., R. 1 E. W. M. - 80 acres
 NW $\frac{1}{4}$ of SE $\frac{1}{4}$ of Sec. 23, T. 33 S., R. 1 E. W. M. - 40 acres
 SE $\frac{1}{4}$ of NE $\frac{1}{4}$ of Sec. 17, T. 33 S., R. 2 E. W. M. - 40 acres
 N $\frac{1}{2}$ of SE $\frac{1}{4}$ of Sec. 17, T. 33 S., R. 2 E. W. M. - 80 acres
 SE $\frac{1}{4}$ of SE $\frac{1}{4}$ of Sec. 17, T. 33 S., R. 2 E. W. M. - 40 acres
 NW $\frac{1}{4}$ of SW $\frac{1}{4}$ of Sec. 11, T. 33 S., R. 2 E. W. M. - 40 acres

He explained that at the request of the former State Highway Commission, these lands were withdrawn from public entry and appraised by the Government to fix the purchase price, and the annual rental charge, if the Commission preferred to rent the properties rather than to purchase them outright. The appraisal has been made, he stated, and notice has been received from the Commissioner of the General Land Office that the State may purchase

the lands outright for \$3,339.50, or they may be leased at an annual rental charge of \$166.98. After due consideration of this matter, the Commission decided to lease the property at the annual rate fixed by the Commissioner of the General Land Office. The application for the lease of the lands was thereupon signed by the Commission.

The Engineer reported that the annual meeting of the American Association of State Highway Officials is to be held in Washington, D. C. on November 14, 15, 16 and 17, 1932, and inquired as to whether or not it was the pleasure of the Commission that they be represented at this meeting. He explained the object and the importance of the meeting and the many advantages that may be gained by being present. After due consideration, motion was made by Commissioner Washburne that one of the Commissioners and the Engineer be authorized to attend this meeting at the expense of the State provided this meets with the approval of Governor Meier. Motion was duly seconded by Commissioner Aldrich and was declared by the Chairman to have received a unanimous vote. The decision as to which commissioner should attend this meeting with the Engineer was deferred until later. The Engineer was authorized to make the necessary preparations in line with the motion adopted.

A letter was presented from the Auditor of the City of Portland enclosing a copy of a resolution adopted by the Council of the City of Portland on September 26, in which the Commission was petitioned to make a more equitable allocation of the federal aid funds now available, as well as any future funds available from whatever sources, than has been indicated by press announcements based upon Multnomah County's justly proportionate share of total funds available. A similar letter was presented from the Board of County Commissioners of Multnomah County. The Secretary was instructed to acknowledge receipt of these communications and state that it is the opinion of the State Highway Commission that the allocation of funds as already arranged and as partly approved by the consent by the U. S. Bureau of Public Roads, under the circumstances and considering the needs of both state highway construction and relief employment throughout the state, is as satisfactory and equitable as can be made at this time.

The Commission set ten o'clock A. M., Wednesday, October 26, as the date for the next regular meeting for the receiving of bids for construction projects. The Secretary was instructed to make the necessary arrangements to hold this meeting in the Benson Hotel, Portland, if possible.

The Commission adjourned at 10:30 o'clock P. M. to reconvene in the same room at 8:30 o'clock A. M. the following day.

Portland, Oregon, September 28, 1932

The State Highway Commission reconvened in Room 8-A, Multnomah Hotel, at nine o'clock A. M., with all Commissioners, the State Highway Engineer, the Attorney and the Secretary present.

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The Engineer reported that the plans for the improvement of the West Side Pacific Highway through Lafayette, Yamhill County, include the changing of the route of the highway through that town. Therefore, it is necessary to hold a public hearing in that town in conformance with the requirements of Chapter 64, Oregon Laws of 1931. After due consideration of this matter, the Commission instructed the Engineer to set a convenient date for this meeting.

The Attorney was instructed to prepare a bill for presentation to the next legislature providing for the repeal of the law which requires the Commission to hold meetings of this kind.

The Engineer submitted a report in reference to certain negotiations that he has carried on to acquire right of way for the improvement of the Umpqua Highway at Hinsdale or Cabin Slough in Douglas County. It appeared that at a prior informal conference, Chairman Scott made a tender of \$500.00 to Mr. Howard Hinsdale for a certain parcel of land containing between two and three acres which the State needed at this point for a line revision, and Mr. Hinsdale had tentatively accepted that offer subject to the approval of the other members of the Hinsdale Estate Company. The Engineer reported that the Hinsdale Estate Company now desires a cash consideration of \$750.00 and, in addition, that the bridges at Hinsdale (Cabin) Slough and Koepke Slough be changed to tide boxes. He further reported that this will involve very little additional expense on the part of the State and recommended that the counter-offer of the Hinsdale Estate Company be accepted with the understanding that the State shall be relieved from the maintenance of certain small tide boxes now existing near the present bridge structures and that the consideration mentioned, to wit, \$750.00, include the cost of all necessary right of way for Hinsdale (Cabin) Slough, Koepke Slough and Dean Creek. After due consideration, the Commission accepted the recommendation of the Engineer and instructed him to confer further with the Hinsdale Estate Company and report back whether such an arrangement will be satisfactory to them.

The Attorney reported that at the request of the Governor and the Attorney General he had prepared a form of agreement to be used by the several counties in connection with the securing of loans by the State from the Federal Government under the provisions of the "destitution clause" of the Emergency Relief Act of 1932. He presented the form of agreement which, he stated, had been approved by the Attorney General, and explained that the State Highway Commission would not be required to become a party thereto but it would be signed on behalf of the State by the Governor and the Secretary of State. The agreement was then read to the Commission by the Attorney and, after some discussion relative thereto, was approved by the Commission as to form.

The Commission adjourned at 9:55 o'clock A. M. to reconvene immediately in the Assembly Room, Multnomah Hotel.

The State Highway Commission reconvened at ten o'clock A. M. in

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the Assembly Room of the 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

Bids were opened on state highway construction projects in accordance with previously published notice, as follows:

OLD OREGON TRAIL
WINGVILLE LANE-BAKER SECTION - REGRADING AND SURFACING

	Alternate "A"	Alternate "B"
Dunn & Baker	\$55,745.00	\$55,518.50
Kern & Kibbe	55,768.50	55,672.50
March Construction Co.	63,614.50	63,277.50
Triangle Construction Co.	66,069.00	65,738.50
The United Contracting Co.	75,787.50	75,673.00
H. G. Johnson	77,140.50	76,891.50
Schmeer, Williams & Gentemann	78,433.50	78,668.50
Interstate Construction Co.	90,458.60	90,445.10

ALSEA-DEADWOOD SECONDARY STATE HIGHWAY NO. 201
LOBSTER MOUNTAIN SECTION - GRADING

	Concrete Pipe	Corr. Iron Pipe
Yunker, Wiecks & Co.	\$ 4,010.00	\$ 4,055.00
O. N. Pierce	4,555.00	4,546.00
Earl L. McNutt	4,655.00	4,718.00
Enquist Construction Co.	4,741.60	4,801.00
Treharne & Co.	4,998.60	5,040.00
Willamette Construction Co.	5,375.00	5,330.00
Logan Construction Co.	6,304.00	6,376.00
Joplin & Eldon	7,634.00	7,634.00

EAST PORTLAND-OREGON CITY HIGHWAY
JENNINGS LODGE SECTION - GRADING

Dennis Construction Co.	\$11,507.00
T. B. Bidwell	11,789.50
Fisher Bros.	14,394.50
J. A. Lyons	16,722.00
Logan Construction Co.	18,736.00
Jacobsen-Jensen Co.	19,065.00

Cont'd

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Jennings Lodge Section - cont'd

Kern & Kibbe	\$19,534.00
West Contract Co.	19,817.00
Edlefsen-Weygandt Co.	20,761.00
The United Contracting Co.	27,541.00

WOLF CREEK HIGHWAY
NECANICUM-NORTH FORK SECTION - GRADING

	West Unit	East Unit	Both Units with Reduction
Joplin & Eldon	\$112,526.00	\$ 86,545.00	\$196,071.00
Fred H. Slate	115,574.00	88,510.00	204,084.00
P. L. Crooks & Co., Inc.	131,930.00	95,390.00	227,320.00
Kern & Kibbe	130,040.50	103,682.50	231,723.00
Hauser Construction Co.	169,844.00	147,065.00	313,909.00

OREGON COAST HIGHWAY
HUG POINT-ARCH CAPE SECTION - GRADING

P. L. Crooks & Co., Inc.	\$99,475.00
Joplin & Eldon	103,725.00
E. C. Peck & Co.	105,375.00
J. A. Lyons	106,915.00
Hauser Construction Co.	153,485.00

UMPQUA HIGHWAY
PARADISE CREEK-RED BRIDGE SECTION - SURFACING

F. J. Kernan	\$40,555.00
Brookfield Co.	42,685.00
A. S. Wallace	46,785.00
Saxton & Looney	47,590.00
Roy L. Houck	47,670.00
Theodore Arenz	51,080.00
H. G. Johnson	51,595.00

PACIFIC HIGHWAY
GREEN CREEK-JACKSON COUNTY LINE SECTION - PAVEMENT

Dunn & Baker	\$58,338.50
Jacobsen-Jensen Co.	61,378.00
Theodore Arenz	61,559.50
West Contract Co.	64,523.00
The United Contracting Co.	69,158.00

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PACIFIC HIGHWAY
AURORA-WOODBURN SECTION - GRADE WIDENING

	Concrete Pipe	Corr. Iron Pipe
Theodore Arenz	\$31,105.00	\$31,140.00
H. G. Johnson	31,337.50	31,225.00
The United Contracting Co.	32,593.50	32,648.50
Newport Construction Co.	33,142.50	33,142.50
J. A. Lyons	36,380.00	36,380.00

OLD OREGON TRAIL
THREE BRIDGES - LIME-HUNTINGTON SECTION

R. H. Jones	\$14,414.00
A. Ritchie & Co.	16,165.20
Tom Lillebo	17,282.50
Curtis Gardner	17,483.00
Union Bridge Co.	18,053.90
R. F. Nichol	18,992.00
Clifton & Applegate	19,352.50
Guthrie-McDougall Co.	20,359.90

WEST SIDE PACIFIC HIGHWAY
BRIDGE OVER MILLER CREEK NEAR MONROE

A. G. Enright	\$4,077.75
C. J. Montag	4,139.00
Lindstrom & Feigenson	4,443.00
P. L. Read	4,486.00
O. N. Pierce	4,497.00
J. F. Johnston	4,814.00
The Starr Co., Inc.	4,970.61
Guthrie-McDougall Co.	5,535.10
Sig Ash	5,582.00

UMPQUA HIGHWAY
BRIDGES OVER DEAN CREEK AND KOEPKE SLOUGH

C. J. Montag	\$12,879.50
J. W. & J. R. Hillstrom & John Hillstrom	12,991.50
Odom & DuRette	13,464.00
P. L. Read	13,865.00
Peart Bros.	13,479.50
Tom Lillebo	14,045.50
J. F. Johnston	14,410.50
Sig Ash	15,892.00
Guthrie-McDougall Co.	17,672.40
C. A. Catching	18,521.20

SECONDARY STATE HIGHWAY NO. 120
BRIDGE OVER COLUMBIA SLOUGH

Portland Dredging Co.	\$21,527.00
The Gilpin Construction Co.	22,645.00
Liesch & Tofte	23,267.00
Lindstrom & Feigenson	24,530.00
Guthrie-McDougall Co.	25,275.60
Parker-Schram Co.	26,345.40
Union Bridge Co.	26,357.00
L. H. Hoffman	29,280.60

The Chairman announced that the awards of contracts would be made at four o'clock P. M. this day in the same room.

County Judge J. H. Wellington and County Commissioners J. N. Miller and T. B. Mills of Columbia County appeared before the Commission relative to unemployment relief matters in that county. The Engineer explained the plans of the Commission for providing work for the unemployed in each county and informed the County Court that these plans include furnishing work for 83 Columbia County men for a period of eight months, some of whom will be employed on the Hug Point-Arch Cape and Wolf Creek projects for which bids were opened today. He further stated that the Commission does not guarantee the number of men to be employed on any particular project because some projects will require more men than others, but he assured the County Court that a proper proportion of Columbia County men will be given employment in accordance with the schedule that has been arranged.

Judge Wellington then requested information as to how to secure a loan from the Reconstruction Finance Corporation under the provisions of the Emergency Relief and Construction Act of 1932. He was informed by the Chairman that application for such a loan must be made through the Governor and that it will be necessary for the county to make a showing that it has exhausted its own resources. Judge Wellington stated that he did not think that Columbia County could secure a loan under such condition.

County Commissioner Ed. H. Lindsey of Tillamook County appeared before the Commission and requested the Commission to designate as a primary or secondary state highway a proposed road extending from the Wolf Creek Highway down Cronin Creek and the Nehalem River to a connection with the Oregon Coast Highway near Mohler. He also requested a survey of this route at an early date because the county has about \$10,000 of market road funds on hand which they wish to spend on this road this fall and winter to take care of some of the county's unemployed and want to be sure to spend their money on the proper location. The Engineer suggested that the County Court make the survey as an extension to the present market road which follows along this route for some distance. Mr. Lindsey objected to this because he feared their survey might not be accepted by the State Highway Commission if this road is designated later as a secondary or a primary state highway, in which case, he said, the monies expended by the county for construction purposes will have been wasted. After further

discussion, Mr. Lindsey was informed by the Chairman that the matters presented by him will be given consideration by the Commission later.

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

The State Highway Commission reconvened at 1:30 o'clock P. M. in the Assembly Room, Multnomah Hotel, with all Commissioners, the State Highway Engineer, the Attorney and the Secretary present.

A delegation consisting of County Judge R. J. Williams and County Engineer J. J. Walsh of Harney County, County Judge P. A. Retrum, County Commissioner R. W. Shaw and County Engineer L. E. Lucas of Grant County appeared before the Commission in the interests of the Canyon City-Burns Highway (Secondary State Highway No. 400). They urged the Commission to designate this highway as a primary state highway so that secondary highway funds which are now being used to maintain this road may be released for other purposes. Judge Williams stated that Harney County plans to do most of its unemployment relief work this winter on the Frenchglen and Diamond Valley secondary state highways from which districts the county receives most of its tax monies, but will be unable to do so unless secondary state highway funds are released from the maintenance of the Canyon City-Burns Road. The Chairman called attention to the fact that the designation of the Canyon City-Burns Road will increase the demands on state highway funds at a time when these funds are shrinking. He gave it as his thought that the people of the state would not want to increase the mileage of the primary system; therefore, the Commission is not justified in adding to its financial burden, especially in view of the fact that the revenues of the department are less than they have been for the last ten years. He further stated that the Commission will give consideration later to the request, but whatever is done in the future will depend upon the revenues of the department. Judge Williams filed a brief with the Commission in support of his request.

Judge Williams then read a telegram from the Burns Chamber of Commerce in which the State Highway Commission was requested to provide some construction work on the Burns end of the Burns-Juntura Section of the Central Oregon Highway as well as on the Juntura end of this section. The Engineer explained that the Commission is using government Oddie-Colton funds for the construction of this section of this highway and that the Government requires that such funds be expended on construction work across public lands only. Therefore, it is necessary to carry on the construction operations at the east end of the project where most of the public lands are situated. He also explained the Commission's plans for the relief of unemployed in each county, which include, he said, the furnishing of jobs for twenty-four men from Harney County for a period of eight months and for twenty-four men from Grant County for a like period.

County Engineer Lucas inquired whether or not secondary highway funds are cumulative and may be used in the year following the apportionment in the event that they are not expended previously. He was informed

by the Attorney that the law makes it mandatory upon the Commission to spend a certain sum of money in each county each year, and no provision is made in the law for carrying over any unexpended balance from one year to another.

Judge Retrum stated that Grant County has three roads which are eligible to be designated as secondary state highways but they have as yet been unable to decide which to recommend for such designation. The Engineer suggested the designation of the road extending from Kimberly on the John Day Highway easterly through Monument and Hamilton to a connection with the Pendleton-John Day Highway at Long Creek. The only objection to this road, he said, is that it will require the reconstruction of the bridge over the North Middle Fork of the John Day River, which will be quite expensive. Judge Retrum stated that the Court would discuss the matter further among themselves and it was his thought that they could reach some sort of a settlement prior to the next regular meeting of the State Highway Commission.

The maintaining of the Canyon City-Burns Secondary State Highway was then discussed. Judge Retrum gave as his opinion that the State should maintain this road with state forces. Judge Williams also stated that it would be best for the State to maintain this road notwithstanding the fact that the County has equipment and men for the purpose. After further discussion, it was mutually agreed among the State Highway Commission, the members of the County Courts of Harney and Grant Counties who were present, and W. H. Lynch, District Engineer of the Bureau of Public Roads, who was also present, that the State should maintain this highway throughout its entire length with state forces, starting November 1, 1932; and that the cost of such maintenance work should be paid for with secondary state highway funds allocated to Grant and Harney Counties. It was further agreed with Mr. Lynch that the Government will reimburse the State Highway Commission for the maintenance of those portions which the Government has not yet relinquished to the State but which are now being maintained by it under previous cooperative agreement. The Attorney was instructed to prepare an appropriate agreement to cover this matter.

Commissioner Aldrich stated that it was his belief that Grant and Harney Counties have a good claim for requesting that this road be placed on the primary state highway system. It was his belief, however, that such designation should not be further considered until after the next legislature meets and the Commission has a better idea as to what funds will be available for highway purposes.

Judge Retrum requested the State Highway Commission to make some provision for the improvement of the John Day Highway between John Day and Prairie City. He was informed by the Chairman that the Commission is without funds at the present time for this purpose.

County Judge F. L. Phipps and County Engineer Christ Fauerso of Wasco County were present and renewed their previous request for the designation as a secondary highway of the proposed road extending from The

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Dalles in a southwesterly direction to a connection with the Mt. Hood Highway. Judge Phipps reviewed the history of this proposed project and read a letter directed to him by County Judge Jeffrey of Hood River County in which Judge Jeffrey stated that if the Hood River County Court is given assurance that the construction of this road will not require any participation by Hood River County out of the secondary highway funds that may be allocated to that county, and that the expense that Hood River County would be called upon to bear in connection with this road will be limited to the maintenance of the road after the period of federal maintenance expires, they will reconsider their former action refusing to designate the Hood River County end of this road as a secondary state highway. Judge Phipps further stated that the proposed road is the only one in close proximity to The Dalles that is adapted to construction by hand labor methods and the County Court is very desirous that it be designated as a secondary state highway so that secondary highway funds may be expended thereon this winter to provide work for some of the county's unemployed. He informed the Commission that the Wasco County Court has it in mind to secure a loan of about \$35,000 or \$40,000 from the Reconstruction Finance Corporation under the provisions of the Emergency Relief Act of 1932 and it is their intention, if successful in securing such a loan, to expend about 80% of it for relief construction work on this particular highway. Judge Phipps further informed the Commission that if this road is designated as a secondary state highway, the County Court of Wasco County will agree to extend the present market road which leads in a northwesterly direction from Dufur, to conform with the wishes of the people of that district. After a further discussion of this matter, it was mutually agreed with Judge Phipps that he should contact the Hood River County Court and secure their approval of the designation as a secondary state highway of the Hood River County portion of this proposed road. It was also agreed that the requests of both counties for such designation should be considered by the Commission at the same time. In the discussion that followed, the question arose as to whether or not Hood River County could place limitations on its request for the designation of this road as a secondary state highway. The Attorney advised that this could not be done; in any event, he said, it would not be necessary to limit such designation within the borders of Hood River County because that portion of the road has already been designated as a forest highway and may be constructed entirely with forest highway funds. The Secretary was instructed by the Commission to write the Hood River County Court and explain the matters discussed at this conference.

County Judge Guy Boyington and Commissioners Wm. Larson and Jas. Elliott of Clatsop County reappeared before the Commission regarding their request for an advance of funds with which to pay the contractor, Gilbert & Goodwin, for grading the Vesper Section of the Nehalem Highway (Secondary State Highway No. 102); action on which was deferred by the Commission on the previous day. The Engineer reported that the secondary highway funds apportioned to Clatsop County this year amounted to \$31,724.71, of which \$9,958.50 was allocated to the construction of six pile trestles on the Vesper Section under contract to Burcham & Green, and the balance, \$21,766.21, to the grading and surfacing of the Vesper Section. Also, due to the fact that the secondary highway funds were not sufficient to pay the entire cost

of both projects, Clatsop County agreed to pay the difference with county funds. He further reported that the trestle contract has been completed and the records show that of the secondary funds set up for this project there remain about \$2,000 unexpended which are now available for other work. He suggested that this amount be paid to Gilbert & Goodwin, the grading contractors, as a semi-final payment, so they can pay off their outstanding labor claims, the balance to be paid by the county later when the county receives its tax monies. By doing this, he said, the Commission will not be violating its established policy of declining to make advance payments to a county of future secondary highway funds. The suggestion offered by the Engineer was agreeable to the Clatsop County Court. Thereupon motion was made, duly seconded and carried by the unanimous vote of the Commission that the Engineer's suggestion be approved and adopted. The Engineer was authorized by the Commission to prepare a voucher in favor of Gilbert & Goodwin in conformance therewith.

Judge Boyington informed the Commission at this time that hereafter if the Commission wishes Clatsop County to acquire right of way for any state highway project, the county must receive notice to that effect a sufficient time in advance so the right of way can be secured before construction operations begin; otherwise, the county will refuse to spend its money for right of way purposes.

J. M. Kelly, H. H. Jordan and Mrs. _____ Peterson, St. Helens, appeared before the Commission and inquired as to what plans the Commission has for straightening the Columbia River Highway in front of their property at Columbia City. They stated that they own a narrow strip of land about 2,100 feet long fronting on the highway at this point which they wish to develop, but cannot do so properly until they know where the highway is to be located. After some discussion of this matter, motion was made by Commissioner Washburne that the Engineer be authorized to make a complete survey of this proposed improvement and report his findings to the Commission at the next meeting, October 26, 1932.

A resolution adopted by the Exchange Club of Portland in which the Commission was petitioned to provide a more equitable allocation of funds available from whatever source "based upon Multnomah County's justly proportionate share of total available" was presented by Mr. U. L. Upson, Secretary, Portland Uptown Association. Resolution ordered filed in the records of the department.

Consideration was given by the Commission to the bids received at the morning session for the grading of the Necanicum-North Fork Section of the Wolf Creek Highway. The Attorney reported that Joplin & Eldon, the low bidders, submitted a bid bond in connection with their proposal which was written by a reliable bonding company but was not on the standard form prepared by the State Highway Department. He explained that there is no provision in the law that prohibits the Commission from accepting this form of bond if it so desires although for several years past, contractors have been required by former highway commissions to use the standard department

form. The Engineer stated that the next low bid submitted on this project is that of Fred H. Slate, which is about \$8,000 higher than that of Joplin & Eldon. In view of the fact that there is no legal impediment to prevent the Commission from accepting the bid bond submitted by the low bidder, Joplin & Eldon, which would result in a saving of \$8,000 to the state, the Commission, by unanimous vote, decided to accept this bond notwithstanding the fact that it was not written on the Commission's standard form.

The Secretary presented to the Commission for approval a form of deed by which the State, through the State Highway Commission, conveys to the Nelscott Land Company a small, triangular parcel of land containing 0.15 acres, situated in the SW $\frac{1}{4}$ of the SE $\frac{1}{4}$ of Sec. 22, T. 7 S. R. 11 W., W. M. adjacent to the Oregon Coast Highway at Nelscott in Lincoln County. The Attorney explained that the land in question is part of a tract acquired for right of way for the improvement of the Otis-Siletz River Section of the Oregon Coast Highway. This parcel, he stated, is not absolutely required by the state, it being beyond the limits required for the highway improvement, but is desired by the Nelscott Company to fill out their holdings; also, there is no cash outlay involved in the transfer but in exchange for this property the Nelscott Company will give to the state, free of cost, the land required for right of way across its holdings. The Engineer stated that the area desired by the Nelscott Company is not needed by the Highway Department for stock pile sites. After further discussion, motion was made, duly seconded and carried by unanimous vote of the Commission that an exchange of properties with the Nelscott Land Company be approved as requested. The Commission thereupon signed the deed conveying this property to the Nelscott Land Company and instructed the Attorney to deliver the deed to the grantee upon receipt of their deed for the right of way.

The Commission signed a joint letter with W. H. Lynch, District Engineer, Bureau of Public Roads, recommending to the Chief, Bureau of Public Roads, Washington, D. C., the following allocation of Oddie-Colton Act funds, amounting to \$130,705, authorized by Congress under its Emergency Relief Act of 1932, for construction of highway projects through unappropriated or unreserved public lands other than forest reserves: Survey, McDermitt, Nevada, through Rome, Oregon, to Crane, Oregon, and Jordan Valley, Oregon, \$10,000; additional pit-run gravel and cinder surfacing on portions of the unsurfaced sections of the Lakeview-Burns Highway, \$30,000; grade and surface approximately six miles of the Juntura-Burns Section of the Central Oregon Highway, \$90,705.

The Engineer submitted maps and profiles of the following secondary state highway construction projects and recommended that they be approved by the Commission:

M A P S

County	Sec. Hwy. No.	Secondary Highway	Section
Wallowa	350	Little Sheep Creek	Unit 1, Sta. 0+00 to Sta. 233
Malheur	451	Vale West	Vale West Section
Union	340	Medical Springs	Unit D, Sta. 708 - Sta. 1051
Lane	221	Fox Hollow	Sta. 0+00 to Sta. 90
Multnomah	120	Swift Road	Sta. 17 - Sta. 87
Sherman	290	Sherars Bridge	Sects. 1 & 2, Sta. 5 to Sta. 200
Lake	431	Warner	Unit #1
Umatilla	330	Weston-Elgin	Unit #2
Jackson	271	Sams Valley	Bingham Lane-Dodge Bridge
Lane	220	Eugene-Swisshome	Linslaw School Sta. 617 - Sta. 768
Lane	222	Springfield-Cottage Grove	Rocky Point Sect., Sta. 71 - 86
Yamhill	154	Lafayette	Holdredge Bridge Section
Yamhill	154	Lafayette	Fulgham Trestle Section
Jefferson	360	Warm Springs	Lamonta-Crook County Line
Umatilla	333	Bingham Springs	River Section
Douglas	231	Elkton-Sutherlin	Rocky Point Sect. Sta. 821 - 835
Baker	411	Haines-Anthony	North Powder River Sta. 0+00 - 292
Wheeler	291	Shaniko-Fossil	Pine Creek Hill Sect. Sta. 0+00 - 44
Benton	201	Alsea-Deadwood	Bummer Creek-Lobster Mt. Section
Benton	201	Alsea-Deadwood	Lobster Mountain Section
Curry	250	Cape Blanco	First Hughes Sect. Sta. 82 - 132+50
Wasco	291	Shaniko-Fossil	Antelope Section, Sta. 6 - 85
Gilliam	300	Wasco-Heppner	Six Mile Section
Umatilla	330	Weston-Elgin	Tamarack School-McDougal Ranch
Columbia	102	Nehalem	Fish Hawk Road-Banzer Bridge

P R O F I L E S

County	Sec. Hwy. No.	Secondary highway	Section
Wallowa	350	Little Sheep Creek	Unit 1, Sta. 0+00 - Sta. 233
Malheur	451	Vale West	Vale West Section
Umatilla	330	Weston-Elgin	Unit #2
Clatsop	102	Nehalem	Vesper Section
Multnomah	120	Swift Road	Sta. 17 - Sta. 87
Umatilla	331	Bingham Springs	River Section
Union	340	Medical Springs	Unit D, Sta. 708 - Sta. 1051
Jackson	271	Sams Valley	Bingham Lane-Dodge Bridge
Lincoln	180	Eddyville-Blodgett	Stony Creek-Sta. 303 - Sta. 353
Jefferson	360	Warm Springs	Lamonta-Crook County Line
Lake	431	Warner	Unit #1
Sherman	290	Sherars Bridge	Sect. 1 & 2, Sta. 5 - Sta. 200
Yamhill	153	Bellevue-Hopewell	Henderson Bridge

Cont'd

Profiles - cont'd

County	Sec. Hwy. No.	Secondary Highway	Section
Benton	201	Alsea-Deadwood	Bummer Creek-Lobster Mountain
Benton	201	Alsea-Deadwood	Lobster Mountain
Baker	411	Haines-Anthony	North Powder River, Sta. 0+00 - 292
Yamhill	154	Lafayette	Holdredge Section
Yamhill	154	Lafayette	Fulgham Trestle Section
Washington	102	Nehalem	Beaver Creek Section
Washington	140	Hillsboro-Woodburn	Rodgers Farm Section
Washington	141	Beaverton-Aurora	Fanno Section
Curry	250	Cape Blanco	First Hughes Sect., Sta. 82 - 132+50
Columbia	102	Nehalem	Fish Hawk Road-Banzer Bridge
Gilliam	300	Wasco-Heppner	Six Mile Section
Umatilla	330	Weston-Elgin	Tamarack School-McDougal Ranch
Wasco	291	Shaniko-Fossil	Antelope Sect., Sta. 6 - Sta. 85

After due consideration, motion was made by Commissioner Washburne that the maps and profiles presented by the Engineer be approved and adopted. Motion was duly seconded by Commissioner Aldrich and was declared by the Chairman to have received the unanimous vote of the Commission.

The Engineer reported that there remains in the secondary state highway fund an unapportioned balance of approximately \$20,000 which was reserved at the time the apportionment was made to the counties on January 1, 1932 in order to have a fund on hand with which to pay administrative overhead expense that might be incurred by the Highway Department in connection with secondary state highway work. This money, he stated, has not been used for the purpose intended because the small amount of secondary highway overhead expense has been absorbed in other places. He asked instructions from the Commission as to whether or not he should apportion this money to the counties at the present time. Commissioner Washburne gave as his thought that the State should withhold these funds for use in the event that an emergency arises in connection with secondary state highways, such as the rebuilding of a bridge, etc., which would require an immediate expenditure. He also gave as his thought that it would be a good idea to reserve about \$50,000 each year from the secondary state highway fund apportionment to cover such emergencies. After due consideration of this matter, motion was made, duly seconded and carried by the unanimous vote of the Commission, that the \$20,000 secondary highway fund reserve that the Commission now has on hand be retained by the State for emergency use as suggested by Commissioner Washburne. The decision with respect to the annual deduction of \$50,000 from the apportionment of secondary highway funds for emergency purposes was deferred until a later date.

A resolution was presented from the County Court of Tillamook County requesting that the following road be designated as a market road so the county can spend market road funds thereon this winter to provide unemployment

relief: The Foss Road from its intersection with Market Road No. 9 near Mohler, easterly up the north side of the South Fork of the Nehalem River to a terminus approximately on the line between Sections 34 and 35, Township 3 North, Range 9 W. W. M., which is to be known as Market Road No. 20. After due consideration and upon recommendation of the Engineer, motion was made by Commissioner Washburne that the resolution of the Tillamook County Court be accepted and approved. Motion was duly seconded by Commissioner Aldrich and was declared by the Chairman to have carried by unanimous vote of the Commission.

Resolutions were presented from the County Courts of Umatilla and Lane Counties requesting the transfer of secondary state highway funds as follows from certain secondary highway projects to other secondary highway projects within those counties:

1. Umatilla County Court requested the transfer of \$498.53 from extra gang oiling work on Lexington-Echo Secondary State Highway No. 320 to extra gang maintenance filler work on the same section of highway. The County Court gave as the reason for this request that the above mentioned oiling work was completed at a less cost than was originally estimated, but that the cost of placing the filler was more than that originally estimated, hence the necessity of a transfer of funds to complete the filler work.

2. Lane County Court requested the transfer of \$2,208.00 from the bridge construction project on the Springfield-Cottage Grove Secondary Highway No. 202 to some other secondary highway project in Lane County. They gave as their reason for this request that the location of this highway has been changed, eliminating the necessity for the bridge structure.

3. The Lane County Court also requested the transfer of \$4,625.00 from the regrading and resurfacing project on the Territorial Secondary Highway No. 200 to other projects. The explanation given by the Court for this transfer was that subsequent to the allocation of these funds to this particular project, it was found that they were needed more urgently elsewhere.

After due consideration of these requests, and it appearing to the Commission that it will be to the best interests of the state and the counties that they be granted, motion was made by Commissioner Washburne that each resolution be accepted and approved by the Commission. Motion was duly seconded by Commissioner Aldrich and was declared by the Chairman to have received the unanimous vote of the Commission.

The Engineer reported the receipt of a communication from the County Engineer of Jackson County requesting copies of letters directed by L. M. Sweet, Sams Valley, Oregon, to the State Highway Commission regarding the completion of the Sams Valley Secondary State Highway; also requesting copies of his replies thereto. He stated that as Mr. Sweet's letters were directed to the State Highway Commission and involved matters of a controversial nature, he hesitated to comply with the County Engineer's request

without first securing the Commission's approval. It was the decision of the Commission that, in view of the controversial nature of the correspondence, it would be best not to comply with the County Engineer's request at this time but to let the matter rest.

The Engineer reported that he conferred further with the Hinsdale Estate Company with respect to the right of way matters presented by him on the previous day and that the arrangement outlined by him at that time was satisfactory to the Hinsdale Estate Company with the exception of one or two minor revisions which were not disadvantages to the state; therefore, he recommended their approval. After some discussion, the Commission approved the recommendation of the Engineer and instructed the Attorney to prepare a suitable form of agreement with the Hinsdale Estate Company to include all the matters hereinbefore agreed upon.

The Engineer requested authority to take out membership in the American Roadbuilders' Association, the dues of which are \$3.00 per year, in order to secure valuable information concerning highway traffic and accidents. The Attorney advised that the Commission is without authority to authorize the expenditure of state funds for this purpose. Thereupon, motion was made, duly seconded and carried by unanimous vote, that authority be granted to the Engineer to subscribe to the technical magazine published by that association at \$3.00 per annum.

The Engineer reported that a dangerous condition exists on the Wallula Cut-off Section of the Columbia River Highway in Umatilla County where this highway crosses the railroad tracks of the O.-W. R. R. & N. Co. at Jones-Scott spur, and it would be desirable to install a wigwag danger signal at that point as a safeguard to highway traffic. The cost of this type of signal, he stated, is about \$800.00 which the railroad company has asked the state to pay in return for its permission to use the grade crossing at this point. The Attorney advised the Commission that it is without legal authority to expend state funds for such purpose; thereupon the request of the railroad company was denied by the Commission.

A letter was presented from L. E. Henry, Bandon, requesting that he be relieved of the cost of repairing the handrail on Two Mile Creek Bridge on the Oregon Coast Highway south of Bandon, which was damaged by him on the night of August 6, 1932 when he drove his truck through the railing after having fallen asleep. Mr. Henry stated that he feels that he has already received sufficient punishment by being obliged to pay for the repair of his truck which amounts to over \$100.00, and, in addition thereto, doctor bills for medical aid given him. The Engineer stated that the cost of fixing the handrail on this bridge will amount to about \$25.00. After some discussion of the matter, motion was made, duly seconded and carried by unanimous vote of the Commission, that the Attorney be directed to demand of Mr. Henry full reimbursement for the cost of repairing the damage done by him to this state property.

The Attorney presented to the Commission for approval a form of agreement with the City of Baker, covering the matters previously agreed upon

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between the Commission and the Baker city officials pertaining to the reconstruction of the northern entrance of the Old Oregon Trail within the Baker city limits. After due consideration, the form of agreement submitted by the Attorney was approved by the Commission without dissenting vote. The Attorney also presented to the Commission for approval a form of agreement with Baker County covering the matter of acquiring the right of way for this improvement outside of the city limits of Baker. He asked the Commission to defer execution of this agreement until he has ascertained whether or not it will be necessary to institute condemnation proceedings to acquire any of this right of way because, he stated, the existence of an agreement of this kind might defeat his condemnation case in that it will be necessary for him to allege that the county has failed, neglected or refused to obtain the right of way and such an agreement might negate that allegation. The Commission approved the form of agreement presented by the Attorney but deferred signing it until advised by the Attorney that it is satisfactory to do so.

At four o'clock P. M. the Chairman announced the following awards of contracts for which bids were received at the morning session, the Commission having approved these awards previously by unanimous action:

Wingville Lane-Baker Section of the Old Oregon Trail, Baker County, 4.85 miles grading, gravel topping and crushed gravel surfacing. The low bid is that of Dunn & Baker, Klamath Falls, at \$55,518.50 on Alternate "B", and \$55,745.00 on Alternate "A". The second low bid is that submitted by Kern & Kibbe, Portland, at \$55,672.50 on Alternate "B" and \$55,768.50 on Alternate "A". The Commission awards this contract to Dunn & Baker, the low bidder, at \$55,518.50 on Alternate "B".

Lobster Mountain Section of Alsea-Deadwood Secondary State Highway No. 201, Benton County, 0.75 miles of grading. The low bid is that submitted by Yunker, Wiecks & Co., Toledo, at \$4,010.00 using concrete pipe, and \$4,055.00 using corrugated iron pipe. The second low bid is that submitted by O. N. Pierce, Portland, at \$4,546.00 using corrugated iron pipe, and \$4,555.00 using concrete pipe. The contract is awarded by the Commission to Yunker, Wiecks & Co., the low bidder, on its bid price of \$4,010.00, using concrete pipe.

Jennings Lodge Section of the East Portland-Oregon City Highway, Clackamas County, 0.78 miles of grading. The low bidder is Dennis Construction Co., Milwaukie, at \$11,507.00; the next low bid is that of T. B. Bidwell, Portland, at \$11,789.50. The contract is awarded to Dennis Construction Co., the low bidder, at its bid price of \$11,507.00.

Necanicum-North Fork Section of Wolf Creek Highway, Clatsop County, 3.56 miles of grading. The low bid is that submitted by Joplin & Eldon, Portland, at \$112,526.00 for the west unit, \$86,545.00 for the east unit, and \$196,071.00 for both units. The next low bid is that submitted by Fred H. Slate, Portland, at \$115,574.00 for the west unit, \$88,510.00 for the east unit and \$204,084.00 for both units. The award of this contract is held pending the approval of the Bureau of Public Roads, and is referred to the Engineer with power to act.

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Hug Point-Arch Cape Section of the Oregon Coast Highway, Clatsop County, 1.70 miles of grading. The low bid is that submitted by P. L. Crooks & Co., Inc., Portland, at \$99,475.00. The next low bid is that submitted by Joplin & Eldon, Portland, at \$103,725.00. The award of this contract is held pending the approval of the Bureau of Public Roads and is referred to the Engineer with power to act.

Paradise Creek-Red Bridge Section of the Umpqua Highway, Douglas County, 12.41 miles of surfacing. The low bidder is F. J. Kernan, Portland, at \$40,555.00. The next low bidder is Brookfield Co., Astoria, at \$42,685.00. The contract is awarded to F. J. Kernan, the low bidder, at his bid price of \$40,555.00.

Green Creek-Jackson County Line Section of the Pacific Highway, Josephine County, 2.06 miles of concrete pavement. The low bid is that submitted by Dunn & Baker, Klamath Falls, at \$58,338.50. The second low bidder is Jacobsen-Jensen Co., Portland, at \$61,378.00. The contract is awarded to Dunn & Baker, the low bidders, at their bid price of \$58,338.50.

Aurora-Woodburn Section of the Pacific Highway, Marion County, 5.08 miles of grade widening. The low bid is that of Theodore Arenz, Portland, at \$31,105.00, using concrete pipe, and \$31,140.00, using corrugated iron pipe. The second low bid is that of H. G. Johnson, Portland, at \$31,225.00, using corrugated iron pipe, and \$31,337.50, using concrete pipe. The contract is awarded to Theodore Arenz, the low bidder, at his bid price of \$31,105.00, using concrete pipe.

Three bridges on the Lime-Huntington Section of the Old Oregon Trail, Baker County. The low bidder is R. H. Jones, Baker, at \$14,414.00. The next low bidder is A. Ritchie & Co., Baker, at \$16,165.20. The award of this contract is held pending the approval of the Bureau of Public Roads and is referred to the Engineer with power to act.

Bridge over Miller Creek, near Monroe, on the West Side Pacific Highway, Benton County. The low bid is that of A. G. Enright, Eugene, at \$4,077.75; the next low bid is that of C. J. Montag, Portland, at \$4,139.00. The contract is awarded to A. G. Enright, the low bidder, at his bid price of \$4,077.75.

Two bridges over Dean Creek and Koepke Slough on the Umpqua Highway, Douglas County. The low bid is that of C. J. Montag, Portland, at \$12,879.50. The second low bid is that of J. W. & J. R. & John Hillstrom, Marshfield, at \$12,991.50. The bids on this project are referred to the Engineer for conference with the Bureau of Public Roads, with power to act.

Bridge over Columbia Slough on Secondary State Highway No. 120, Multnomah County. The low bidder is Portland Dredging Co., Portland, at \$21,527.00. The second low bidder is the Gilpin Construction Co., Portland, at \$22,645.00. The contract is awarded to the Portland Dredging Co., the low bidder, at its bid price of \$21,527.00.

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A communication was presented from Midland Grange No. 781, Midland, Oregon, requesting that they be placed on record as favoring the western location for the entrance of the proposed Klamath Falls-Weed Secondary Highway No. 420 into the city of Klamath Falls, which location crosses the Klamath River below Klamath Falls and enters Klamath Falls over the Green Springs Highway. Communication referred to the Engineer.

The Secretary presented resolutions adopted by the La Grande Chamber of Commerce and the Joseph Commercial Club, requesting the Highway Commission to oil the uncoiled portions of the Wallowa Lake Highway in Union and Wallowa Counties as soon as possible. These resolutions were ordered filed in the records of the department.

A petition was presented from 85 residents of Oak Grove and vicinity, requesting the use of local unemployed labor on highway construction work in Northern Clackamas County. Petition referred by the Commission to the Engineer.

The Secretary presented a number of letters requesting the Commission to give equal consideration to the construction of the Wilson River Highway as is given to the construction of the Wolf Creek Highway. These were ordered filed in the records of the department.

A petition was presented from the Jackson County Taxpayers' League protesting against the plan of the Commission to change the alignment of the Pacific Highway between Ashland and the California state line. In this connection, the Secretary also presented resolutions adopted by the Ashland Chamber of Commerce, Jackson County Court and the City Council of the city of Ashland, endorsing the plan of the State Highway Commission for the proposed improvement. A letter was also presented from the Roseburg Chamber of Commerce stating that it was their belief that the matter of providing for the improvement of the highway between Ashland and the California state line should be left entirely with the State Highway Commission and its engineers who are qualified to pass on this matter. After due consideration by the Commission, these communications were ordered filed in the records of the department.

There being no further business to come before the Commission at this time, the meeting was adjourned at 4:45 o'clock P. M.

Robert A. ...
State Highway Engineer

W. B. ...
Secretary

Lincoln
Chairman

E. B. ...
Commissioner

W. H. ...
Commissioner

SEP 28 1932

Monroe, Oregon, October 5, 1932

The State Highway Commission met in special session at ten o'clock A. M. in the Modern Woodmen of America Hall, the City Hall being not available, in accordance with previous notice given the officials of the city of Monroe as required by Chapter 64, Oregon Laws of 1931, to hear objections to the plan of the Commission to reroute the West Side Pacific Highway through that city. Present were:

Leslie M. Scott, Chairman
 Carl G. Washburne, Commissioner
 R. H. Baldock, State Highway Engineer
 J. M. Devers, Attorney
 H. B. Glaisyer, Secretary

Also present were about sixty residents of Monroe, and others.

The Chairman called the meeting to order by stating its purpose and then describing in a general way the three different routes proposed by the engineers to improve the alignment of the West Side Pacific Highway through the town of Monroe. He displayed a blue print map on which were shown the three routes under consideration and pointed out that the adoption of either of two of these routes, while more desirable from an engineering standpoint, will leave the city of Monroe a considerable distance off the main highway. The third route, he said, passes through the northern part of the city, crosses the Long Tom River a short distance below the Wilhelm Mill and rejoins the present highway about one-half mile east of the present bridge. This route, he said, is a sort of a compromise route and while it may be not as desirable from a local standpoint as the present route of this highway, which follows the main street of the town, it eliminates the hazardous turn at the west approach to the present bridge and the adoption of the route will make it possible to construct the modern highway on permanent alignment not too far removed from the business section of the city of Monroe.

The Chairman further stated that he is not unaware of the plan proposed by the people of the city of Monroe to relieve the hazard existing at the west end of the present bridge by flattening the curve at this point, but gave it as his opinion if such a plan is adopted by the Commission and the highway is reconstructed in conformance therewith, it will result in only a temporary expedient and the Commission will eventually be forced to reconstruct this highway on one of the routes suggested by the engineers that will require drastic changes which will throw the town of Monroe entirely off the highway. The Chairman then invited all present who are property owners within the city limits of Monroe to express their views concerning this matter.

County Judge Victor P. Moses of Benton County, who was present, stated that he was asked by Mayor Halloway of Monroe to represent the Monroe City Council at this hearing. He stated that the people of Monroe are opposed to the changes proposed by the State Highway Engineers but offer as an alternative proposition the adoption of a new route extending directly south of the town of Monroe to a connection with the Siuslaw Highway at

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Cheshire, thence in a southeasterly direction to Eugene or some other point south of Eugene on the present Pacific Highway, if that appears to be more desirable. If this route is adopted, he said, it will not only eliminate the dangerous turn at the west approach of the present bridge at Monroe but in addition will eliminate the high water hazard which now exists along the present highway between Monroe and Eugene. Commissioner Washburne called Judge Moses' attention to the fact that the plan proposed by him is a major improvement and would cost much more to construct than the changes proposed by the engineers. Judge Moses filed with the Commission a copy of a resolution adopted by the Benton County Court, remonstrating against the changes proposed by the State Highway Commission for the improvement of this highway at Monroe and offering as a substitute therefor a change which will depart from the present highway at or near its intersection with Orchard Street, Monroe, and, with a flat curve, rejoin the present highway east of the present bridge over the Long Tom River at this place. He then called upon a number of citizens of Monroe to speak concerning this matter.

S. H. Turner, City Treasurer and Cashier of the Monroe Bank, presented statistics concerning the city of Monroe. He said the total assessed value of all business real estate (including furniture, fixtures and stock) located on the present highway within the Monroe city limits is \$37,820.00 and the appraised real value of this property is \$89,170.00. If the highway through Monroe is abandoned, he stated, the appraised value will be reduced to \$45,250.00. He further stated that the sales to tourists and strangers attracted to the Monroe business houses amount to approximately 19% of the total gross sales, and he predicted that this business will all be lost if the plans of the Commission to reroute the highway away from Monroe materialize. Mr. Turner filed a statement of the statistics presented by him.

The Chairman pointed out that the estimated cost of the improvement which the Commission has in mind at this time is about \$40,000, which is a considerable sum compared with the assessed valuation of the business district of Monroe; also, the estimated cost of the ultimate improvement is much more than the assessed valuation. He explained that traffic on the highways is increasing annually in volume and speed and that it is the duty of the Highway Commission to provide for the safety of that traffic by eliminating bad turns and other traffic hazards, also, while the Commission tries to be fair to local interests in all its deliberations, it is imperative that the Commission view its problems from a state-wide standpoint.

Mr. W. N. Halloway, Mayor, read a copy of resolution adopted by the City Council of Monroe at a meeting held September 27, 1932, in which that body opposes the plan of the State Highway Commission to change the route of the West Side Pacific Highway through the business district of Monroe and requests that no change be made in the route of the present highway unless such change be made at or south of the intersection of Orchard Street with this highway. Mayor Halloway filed a copy of this resolution with the Commission, together with a number of petitions signed by citizens of Monroe and others, requesting the Commission to retain the present route of the West Side Pacific Highway through their city.

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In reply to the inquiry of the Chairman as to how the people of Monroe would feel if no improvements were made to the highway through their city, Mayor Halloway replied, "That is just what we want -- leave the present highway as it now is." Mr. Halloway also stated that he was informed by Mr. S. M. P. Dolan, President of the West Side Pacific Highway Association, that that Association is satisfied with the present route of this highway through Monroe, if the people of Monroe are satisfied.

Commissioner Washburne stated that the State Highway Commission has received communications from the West Side Pacific Highway Association and has had personal interviews with some of the members thereof from which the Commission has gained the impression that that Association, as a whole, approves this improvement. If this impression is erroneous, he said, and the West Side Highway Association will indicate to the Commission that they wish the highway through Monroe left in its present location, the Commission will give serious thought to their request.

W. F. Grove, Corvallis, member of the Executive Committee of the West Side Pacific Highway Association, stated that he did not represent that Association at this meeting, but was opposed to any change in the present highway through the town of Monroe; he advocated the construction of an entirely new highway extending south from Monroe to Cheshire.

R. C. von Lehe, County Commissioner of Benton County, gave it as his opinion that the improvement of the highway through Monroe should be deferred until it becomes necessary to rebuild the bridge over the Long Tom River at that place, which would relieve the county from the expense of maintaining the present bridge.

Mr. Wilhelm, Eugene, vigorously opposed the plan of the Commission to reroute the highway through Monroe. He has satisfied himself, he said, that the people of Monroe do not want the highway changed through their town; therefore, it would be much better to spend the monies available elsewhere; also, if the highway is changed, it will depreciate property values at least fifty per cent. It is not fair, he said, to take business away from the small towns for the benefit of the larger ones.

Others speaking against the proposed improvement of the highway were Dr. E. Bennett, Mrs. Abbie Smith, W. L. Starr, R. A. Chisholm, Postmaster, and Ernest E. Henry, Manager, Oregon Apple Company.

Mr. Starr said that the "compromise" line suggested by the engineers will ruin his property through which it passes; however, he would rather lose all of his property for highways than have the highway miss the town of Monroe altogether. He stated his preference for the present route.

Mr. Chisholm stated that the highway is the main asset of Monroe and is as important to their city as it is to any other city through which it passes. He urged the retention of the highway on the present route and remarked that the former Highway Commission was satisfied to make a minor change near the present bridge site.

Mr. Henry gave it as his thought that, if the State Highway Commission intends to make a real improvement of the highway through Monroe, the people of Monroe should get together and reach some kind of an agreement as to the route which they wish to recommend to the Commission for the improvement if it is to be carried out.

The Chairman stated that the Commission has taken the view and has decided that it will do nothing with the improvement of the highway at Monroe, unless the people of Monroe request the improvement on the "compromise" line. He again pointed out that this line is not best from an engineering standpoint, but has been selected by the Commission in an effort to adjust the highway to meet the desires of the people of Monroe. He further stated that the Commission must be advised of their decision within one week because the Commission wishes to advertise the project for bids within that time. Commissioner Washburne: "The Commission will wait one week for suggestions from you (people of Monroe) that we proceed with the improvement on the 'compromise line'. If we do not hear from you, or if you are not unanimous in recommending that we proceed with the improvement, then the money budgeted for this work will be allocated elsewhere and the project will be abandoned."

Mayor Halloway stated that they will notify the Commission in less than a week's time.

Judge Moses thanked the Commission for its frankness and for the opportunity given the people of Monroe to express themselves on this matter.

There being no other desirous of being heard in this matter, the meeting was adjourned at 11:30 o'clock A. M.

Junction City, Oregon, October 5, 1932

The State Highway Commission met in special session at 2:00 o'clock P. M. in the City Hall, in conformance with the previous notice given to the city officials of Junction City, to hear objections or remonstrances against the plan of the Commission to reroute the West Side Pacific Highway within the corporate limits of that city. Present were:

Leslie M. Scott, Chairman
Carl G. Washburne, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Attorney
H. B. Glaisyer, Secretary

Also present were J. H. Miller, Mayor of Junction City; Carl Blirup, City Recorder; H. C. Hansen and C. B. Washburne, Councilmen, and a number of interested citizens.

The Chairman opened the meeting by explaining its necessity and object and then outlined, in a general way, the Commission's plans to reroute the West Side Pacific Highway north from Junction City in order to

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Others speaking against the proposed improvement of the highway were Dr. E. Bennett, Mrs. Abbie Smith, W. L. Starr, R. A. Chisholm, Postmaster, and Ernest E. Henry, Manager, Oregon Apple Company.

Mr. Starr said that the "compromise" line suggested by the engineers will ruin his property through which it passes; however, he would rather lose all of his property for highways than have the highway miss the town of Monroe altogether. He stated his preference for the present route.

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Mr. Henry gave it as his thought that, if the State Highway Commission intends to make a real improvement of the highway through Monroe, the people of Monroe should get together and reach some kind of an agreement as to the route which they wish to recommend to the Commission for the improvement if it is to be carried out.

The Chairman stated that the Commission has taken the view and has decided that it will do nothing with the improvement of the highway at Monroe, unless the people of Monroe request the improvement on the "compromise" line. He again pointed out that this line is not best from an engineering standpoint, but has been selected by the Commission in an effort to adjust the highway to meet the desires of the people of Monroe. He further stated that the Commission must be advised of their decision within one week because the Commission wishes to advertise the project for bids within that time. Commissioner Washburne: "The Commission will wait one week for suggestions from you (people of Monroe) that we proceed with the improvement on the 'compromise line'. If we do not hear from you, or if you are not unanimous in recommending that we proceed with the improvement, then the money budgeted for this work will be allocated elsewhere and the project will be abandoned."

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Leslie M. Scott, Chairman
Carl G. Washburne, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Attorney
H. B. Glaisyer, Secretary

Also present were J. H. Miller, Mayor of Junction City; Carl Blirup, City Recorder; H. C. Hansen and C. B. Washburne, Councilmen, and a number of interested citizens.

The Chairman opened the meeting by explaining its necessity and object and then outlined, in a general way, the Commission's plans to reroute the West Side Pacific Highway north from Junction City in order to

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eliminate some bad turns and reduce the highway mileage. He then invited all present who are property owners in Junction City to express their views on this matter.

J. H. Miller, Mayor, stated that so far as the city is concerned, they have no protests to offer. The change does not affect us financially, he said; you are simply returning to us the city street that the state has been maintaining and it is in better condition now than it was when the state took it over.

Carl Blirup, City Recorder, inquired whether there is not some way for the state to continue the maintenance of the city street that will be abandoned as a highway route by the proposed change. He pointed out that considerable of the coast traffic will use this street. He was informed by the Chairman that this street will not be needed on the state highway system when the West Side Pacific Highway is reconstructed on the proposed new alignment and, therefore, will be eliminated from the state system at that time.

H. C. Hansen, Councilman, asked that the Pacific Highway at its intersection with the present West Side Pacific Highway be declared a "stop" street for the protection of traffic. He was informed that the street will automatically become a "stop" street after the reconstruction and will be properly signed in due time.

C. B. Washburne, Councilman, and Thos. Nelson, Editor, Junction City Times, also gave it as their belief that the people of Junction City have no objections to the plan of the Commission to reroute the West Side Pacific Highway through their city.

There being no other persons present desirous of being heard on this matter, the Chairman declared the hearing ended at 2:15 o'clock P. M. following which the Commission remained in session to dispose of a number of routine matters of the highway department.

The Engineer reported that the contract for the construction of the bridge over the south fork of the Coquille River on Secondary State Highway No. 242, one mile north of Powers in Coos County, was awarded at a figure about \$2,000 below the estimated cost and it now appears that there are sufficient secondary highway funds remaining in this year's allotment to Coos County to pay for the grading and surfacing of the approaches to this bridge, estimated to cost \$2,500; therefore, he requested authority to advertise this project for bids to be received at the next meeting. The authority requested by the Engineer was granted by the Commission by the unanimous vote of the Commissioners present.

The Engineer reported that a further study of the proposed improvement of the West Side Pacific Highway through the town of Lafayette, Yamhill County, reveals that it will not be necessary to reroute this highway within the city limits of that town; therefore, the Commission need hold no public hearing there as previously contemplated. Report accepted and approved by the Commission.

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The Secretary presented to the Commission for approval a number of pay rolls and bills submitted by the Tillamook County Court covering expense incurred by that county in the performance of certain work on the Nestucca River Highway in accordance with an agreement with the trustees of the Nestucca Highway Improvement District. He explained that the agreement between the county and the district was made with the previous approval of the Commission, and further explained that the statutes require that the State Highway Commission shall approve bills incurred in connection with highway improvement district work to legalize the payment thereof by the State Treasurer who is the custodian of the district funds.

The Engineer recommended the approval of the claims. After due consideration, motion was made by Commissioner Washburne that the claims presented by the Tillamook County Court be allowed and that they be endorsed for payment by the State Treasurer. Motion was duly seconded by Chairman Scott and was declared by him to have carried by the unanimous vote of the Commissioners present. The claims were thereupon endorsed by the Commission.

The Secretary presented for the approval of the Commission a form of application for the lease of the following described public lands situated near Silver Falls State Park in Marion County, and recommended by the Parks Engineer as a valuable addition to that park:

The Southwest Quarter (SW $\frac{1}{4}$) and the Southwest Quarter of the Northwest Quarter (SW $\frac{1}{4}$ of NW $\frac{1}{4}$) of Section Three (3) Township Eight (8) South of Range One (1) East of the Willamette Meridian, containing two hundred (200) acres of land, more or less, situate in Marion County, State of Oregon.

He explained that this area was withdrawn from public entry by the Federal Government at the request of the former State Highway Commission and has been appraised by the Government to fix a purchase price and an annual rental charge; also, that notification has now been received from the Commissioner of the General Land Office to the effect that the area may be purchased outright by the state for the sum of \$700.00, or it may be leased by the state at an annual rental charge of \$35.00. After due consideration of this matter, the Commission decided to lease the property at the annual rental charge of \$35.00 quoted by the Commissioner of the General Land Office, and thereupon signed the lease on that basis.

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

Burcham & Green, contract No. 1333, construction of six trestles on the Vesper Section of Secondary State Highway No. 102 in Clatsop County, requested an extension of time of thirty days to August 31, 1932, to complete this project. The Engineer reported that the state has been put to no extra expense by reason of the contract not having been completed within the time

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limit specified and it was his recommendation that the extension requested be granted without penalty. Recommendation approved by the Commission.

Earl L. McNutt, contract No. 1327, grading Paradise Creek-Elkton Section of the Umpqua Highway in Douglas County, requested an extension of time of sixty days, to November 30, 1932, to complete this project. The Engineer reported that the contractor has finished the grading work and has the first course of gravel topping placed over the entire section; also that no extra expense will accrue to the state by reason of the failure of the contractor to complete this contract within the specified time limit. He, therefore, recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

A. Milne, contract No. 1386, pavement widening and resurfacing Adams-Milton Section of the Oregon-Washington Highway, in Umatilla County, requested an extension of time to September 30, 1932. The Engineer stated that bids were received by the Commission on June 23, 1932, for the construction of this project, but the contract was not officially awarded until July 6, 1932; also that it was through no negligence on the part of the contractor that the work was not completed within the specified time limit. He further stated that the state has been put to no extra expense and very little inconvenience by reason of the failure of the contractor to complete this project on time; therefore, he recommended that the extension requested be granted without penalty, notwithstanding the fact that the contract carries a \$50.00 penalty for each day the contractor overruns the time limit specified therein. The Engineer's recommendation was approved by the unanimous vote of the Commissioners present.

J. F. Forbes Company, contract No. 1359, bituminous macadam and oiling (known as Bituminous Macadam Project No. 11) on the Umpqua and Oregon Coast Highways and Secondary State Highway No. 260, in Coos, Curry, Douglas and Josephine Counties, requested an extension of time of thirty days from August 31, 1932 to September 30, 1932. The Engineer reported that bids were received by the Commission on this project on May 18, 1932, but the contract was not officially awarded until June 6, 1932, and that the contractor was delayed thereby; also, that the contractor worked diligently to complete the work within the time limit specified and succeeded in doing so with the exception of constructing gravel shoulders near Bandon and placing the seal coat on the pavement near Grants Pass. He further stated that the contract provides a penalty of \$100.00 for each day the contractor overruns the specified time limit, which, in this case will amount to nearly \$3,000.00, but recommended that this penalty be waived and that the extension requested be granted without penalty in view of the fact that the work is now completed and the state has been put to no extra expense by the contractor's failure to complete the contract within the specified time limit. Recommendation approved by the unanimous vote of the Commissioners present.

R. H. Jones, contract No. 1381, construction of a bridge over the O.-W. R. R. & N. Co. tracks on the Columbia River Highway at Umatilla in Umatilla County, requested an extension of time of sixty days from October 31, 1932 to December 31, 1932 to complete this project. The Engineer

reported that this contract was awarded to Mr. Jones by the Commission on June 23, 1932, but construction operations were delayed over two months because of the failure of the grading contractor to lower the spur tracks of the railroad company before that time, the contract providing that the work shall be carried on in such a manner as not to interfere with the grading operations. He also reported that the contract provides a penalty of \$50.00 for each day the contractor overruns the specified time limit, but further provides that the time for completion of the project shall be extended without penalty in the event that delays are occasioned on account of any act or cause chargeable to the state. He recommended that the extension requested by Mr. Jones be granted and that he be charged no penalty for his failure to complete his contract within the specified time limit. Recommendation approved by the unanimous vote of the Commissioners present.

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. 1351, Wren & Greenough, contractor, bituminous macadam and oiling, Boyer-Valley Junction and Dolph-Sheridan Sections of Salmon River and McMinnville-Tillamook Highways in Polk and Yamhill Counties, completed September 24, 1932;

Contract No. 1354, Tom Lillebo, contractor, construction of a bridge over Paradise Creek on the Umpqua Highway in Douglas County, completed September 10, 1932;

Contract No. 1359, J. F. Forbes Co., contractor, Bituminous Macadam Project No. 11, on the Umpqua and Oregon Coast Highways and Secondary Highway No. 260 in Coos, Curry, Douglas and Josephine Counties, completed September 24, 1932;

Contract No. 1360, J. F. Forbes Co., contractor, Oiling Project No. 10, on The Dalles-California and Ochoco Highways in Deschutes and Wheeler Counties, completed September 15, 1932;

Contract No. 1386, A. Milne, contractor, pavement widening and resurfacing on Adams-Milton Section of the Oregon-Washington Highway in Umatilla County, completed September 24, 1932;

Contract No. 1331, Knute Lien, contractor, surfacing Valley Falls-Okerman Ranch Section of the Lakeview-Burns Highway in Lake and Harney Counties, completed September 24, 1932; and

Contract No. 1341, Knute Lien, contractor, furnish maintenance materials for the Endicott Creek-Mystic Creek Section of the Coos Bay-Roseburg Highway in Douglas County, completed August 28, 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 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. 1351, Wren & Greenough, contractor, bituminous macadam and oiling, Boyer-Valley Junction and Dolph-Sheridan Sections of Salmon River and McMinnville-Tillamook Highways in Polk and Yamhill Counties, completed September 24, 1932;

Contract No. 1354, Tom Lillebo, contractor, construction of a bridge over Paradise Creek on the Umpqua Highway in Douglas County, completed September 10, 1932;

Contract No. 1359, J. F. Forbes Co., contractor, Bituminous Macadam Project No. 11, on the Umpqua and Oregon Coast Highways and Secondary Highway No. 260 in Coos, Curry, Douglas and Josephine Counties, completed September 24, 1932;

Contract No. 1360, J. F. Forbes Co., contractor, Oiling Project No. 10, on The Dalles-California and Ochoco Highways in Deschutes and Wheeler Counties, completed September 15, 1932;

Contract No. 1386, A. Milne, contractor, pavement widening and resurfacing on Adams-Milton Section of the Oregon-Washington Highway in Umatilla County, completed September 24, 1932;

Contract No. 1331, Knute Lien, contractor, surfacing Valley Falls-Okerman Ranch Section of the Lakeview-Burns Highway in Lake and Harney Counties, completed September 24, 1932; and

Contract No. 1341, Knute Lien, contractor, furnish maintenance materials for the Endicott Creek-Mystic Creek Section of Coos Bay-Roseburg Highway in Douglas County, completed August 28, 1932.

NOW THEREFORE, BE IT RESOLVED that the work covered by said state highway contracts for the construction of said

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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.

The Engineer reported that the Klamath County Court has elected to have the approaches to the bridge over Klamath Straits on the Klamath Falls-Weed Secondary Highway No. 420 constructed by contract rather than to perform this work with county forces; therefore, he recommended that this project be advertised for bids to be received at the next regular meeting. Recommendation approved by the Commission upon motion of Commissioner Washburne, which was duly seconded by Chairman Scott.

The Engineer reported that satisfactory arrangements have been made with the Hinsdale Estate Company for the acquisition of right of way for the improvement of the Umpqua Highway across the holdings of that company in Douglas County by which arrangements the company agrees to convey to the state all of the land required for this improvement and, in addition thereto, authorizes the state to close up certain existing tide gates which, by former agreement between this company and Douglas County, the state is obligated to maintain; also, as a consideration the state is to pay the Hinsdale Estate Company the sum of \$750.00 in cash and construct tide gates at Hinsdale (Cabin) and Koepke Sloughs in lieu of the bridges. In view of this arrangement, he recommended the rejection of all bids received by the Commission on September 28, 1932 for the construction of two bridges at this point and the readvertisement of the project for bids to be received at the next meeting for the construction of tide gates instead of bridges. After due consideration the Commission approved the Engineer's recommendation and authorized him to readvertise the project for the construction of tide gates.

The Engineer also reported the receipt of the following letter from the Acting Secretary, Department of Agriculture, Washington, D. C., approving the additions to the system of federal aid highways in the state of Oregon, previously recommended by the State Highway Commission and the Bureau of Public Roads, and also approving the request of the State Highway Commission for 1% increase in the mileage of the federal aid system in Oregon, provision for which was made by Congress in its Emergency Relief and Construction Act of 1932:

"DEPARTMENT OF AGRICULTURE
Washington

"Oct 1 1932

"Mr. R. H. Baldock
State Highway Engineer,
State Highway Commission,
Salem, Oregon.

"My dear Mr. Baldock:

"By letter of January 8, 1923, addressed to Mr. R. A. Booth, then Chairman, the Department approved the proposed system of Federal aid highways

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selected and submitted by the State Highway Commission of Oregon, pursuant to the provisions of Section 6 of the Federal Highway Act, and by subsequent letters certain corrections and additions thereto were approved. The Bureau of Public Roads has now submitted with its recommendation of approval a request from the State Highway Commission for the addition of six new routes, as follows:

- "27. From a point on the Federal aid road at Portland via the Wolf Creek route to a point on the Federal aid road at Necanicum.
- "28. From a point on the Federal aid road near Wheeler via Cannon Beach to a point on the Federal aid road approximately 5 miles north of Cannon Beach.
- "29. From a point on Federal aid route 3 near Goshen to a point on Federal aid route 4 south of Crescent.
- "30. From a point on Federal aid route 8 near Nye to a point on Federal aid route 5 near John Day.
- "31. From a connection with Federal aid route 21 at Burns, via Drewsey, to a point on Federal aid route 5 at Vale.
- "32. From a point on the Wolf Creek route near Portland via Hillsboro to Forest Grove.

"The foregoing additions to the system of Federal aid highways previously approved for the State of Oregon are hereby approved by me. By reason of recent and more accurate measurements and the addition of the routes hereby approved the mileage of the system as approved for the State is now approximately 3,159.6 miles, exclusive of 433.8 miles on the system lying within Federal reservations. The Bureau of Public Roads advises me that provision has been made for the construction and maintenance of 90 per centum of the system of Federal aid highways as heretofore approved for the State, so that, in accordance with the last paragraph of Section 6 of the Federal Highway Act as amended by Section 304 of the Emergency Relief and Construction Act of 1932, the Federal aid system of the State may now be increased by 1 per cent, increasing the permissible mileage of the State to 3,346.0, exclusive of the mileage on the system lying within Federal reservations.

"Sincerely,

(Signed) "C. F. MARVIN
Acting Secretary"

The Engineer stated that the six new federal highways thus approved by the Government take up 337 miles, exclusive of 74.3 miles in Indian

Reservations, of the total of 468.5 miles available according to the latest Government revised mileage, which leaves a balance of 131.5 miles yet to be allocated. He further stated that in conformance with the instructions previously given him by the Commission, he informed the Bureau of Public Roads by letter, dated September 15, 1932, that the Commission would request the allocation of the remaining mileage after sufficient time had been given the Commission to make a more thorough study of the matter. He requested further instructions from the Commission at this time as to how to proceed.

After due consideration, the Commissioners gave as their opinion that all of the highways which were previously recommended to the Bureau of Public Roads as additions to the Oregon federal aid highway system in the Engineer's letter dated August 26, 1932 are important highways and should be added to the federal aid system. Also, the Commissioners present expressed themselves as still being of the opinion that the Nye-Heppner Junction Section of the Oregon-Washington Highway, which section is now on the federal aid highway system, is of minor importance to that system and should be removed therefrom because of the small volume of traffic that this road carries and also because of the fact that the road has been constructed in its entirety without the use of federal aid funds. It was their thought that it is more important that all of the highways listed in the Engineer's letter dated August 26, 1932 should be placed on the federal aid system than it is to retain the Nye-Heppner Junction Section on that system. Therefore, the Commission instructed the Engineer to write again the Bureau of Public Roads and petition the removal from the federal aid system of the Nye-Heppner Junction Section and the additions thereto of all of the highways listed in his said letter of August 26, 1932, which were not approved by the Secretary of Agriculture under date of October 1, 1932.

The following resolution with respect to this matter was offered by Commissioner Washburne, who moved its adoption:

WHEREAS, pursuant to the provisions of the Federal Aid Highway Act, there was and now is included within the Federal Highway System in the State of Oregon a section of the Oregon-Washington Highway, which said section lies between Heppner Junction and Nye, and which said section has a total length of 85.1 miles, and

WHEREAS, it now appears to the Oregon State Highway Commission that it will be of advantage to the State of Oregon to have said section of said highway removed and eliminated from the said Federal Highway System, and

WHEREAS, the act of Congress known as "The Emergency Relief and Construction Act of 1932" contains the following provision:

"Sec. 304. The last paragraph of section 6 of the Federal highway act, approved November 9, 1921, as amended and supplemented (U. S. C., title 23, sec. 6.),

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hereby is amended to read, as follows:

"Whenever provision has been made by any State for the completion and maintenance of 90 per centum of its system of primary or interstate and secondary or intercounty highways equal to 7 per centum of the total mileage of such State, as required by this act, said State through its State highway department, by and with the approval of the Secretary of Agriculture, is hereby authorized to increase the mileage of the primary or interstate and secondary or intercounty systems of additional mileage equal to not more than 1 per centum of said total mileage of such state, and thereafter to make like increases in the mileage of said systems whenever provision has been made for the completion and maintenance of 90 per centum of the mileage of said systems previously authorized in accordance herewith."

and

WHEREAS, the State of Oregon has made provision for the completion and maintenance of over 90 per centum of the mileage of its system of primary or interstate and secondary or intercounty highways as such mileage has been established and recognized by the United States Bureau of Public Roads, and

WHEREAS, under previously existing federal aid acts there remained a total of 50.3 miles of highways which, prior to October 1, 1932, had not theretofore been designated as mileage on the 7% federal aid system, and subsequent to the passage of the aforesaid Act of Congress and upon the approval of the Secretary of Agriculture an additional 418.2 miles of highways were permitted to be added to the available mileage of primary or interstate and secondary or intercounty systems of highways in the state, making available a total of 468.5 miles of unallocated mileage, and

WHEREAS, on the 14th day of September, 1932, the State Highway Commission in meeting duly assembled, all members being present and participating, adopted a resolution recommending to the United States Bureau of Public Roads the adoption of 337.0 miles of new highways to be added to the mileage of primary or interstate and secondary or intercounty systems of highways in this state under the federal aid system, and

WHEREAS, on October 1, 1932, the Secretary of Agriculture approved the said mileage of highways as additional mileage to be added to the system of federal aid highways in the state of Oregon, the addition of which approvals leaves a total of 131.5 miles now available for addition to the federal aid system in this state, and

WHEREAS, the removal from the federal highway system of the Heppner Junction-Nye Section of the Oregon-Washington Highway will

provide and make available an additional 85.1 miles of highways which may be added to the said federal aid system, making a total of 216.6 miles, and

WHEREAS, the highways hereinafter separately designated for incorporation in the federal highway system are highways upon which it is proposed by the Commission to carry on construction work;

NOW, THEREFORE, BE IT RESOLVED by the Oregon State Highway Commission in meeting duly assembled, a quorum being present and participating, that the United States Bureau of Public Roads be and hereby is respectfully petitioned to remove from the federal highway system that section of the Oregon-Washington Highway designated as being between Heppner Junction and Nye and having a length of 85.1 miles.

BE IT FURTHER RESOLVED that there be and hereby is submitted to the Bureau of Public Roads for addition and by way of increase to the primary or interstate and secondary or intercounty highway system of the State of Oregon under the Federal Aid Road Act the following state highways and respective mileages thereof:

<u>Highways</u>	<u>Net Federal Aid Mileage</u>
Santiam Highway, State Highway No. 16, Route No. 54, Albany to Sisters	47.3
Wilson River Highway, State Highway No. 37, Route No. 6, Tillamook to Banks	53.0
Dolph to Boyer, State Highway No. 32, Route No. 201	0.7
Klamath Falls-Weed Highway, State Highway No. 48, Route No. 97, Klamath Falls to California state line	17.0
Tualatin Valley Highway, State Highway No. 29, Route No. 47, Forest Grove to junction with West Side Pacific Highway near McMinnville	23.1
Fourth Street Highway, State Highway No. 49, Route No. 99W, Portland to junction with West Side Pacific Highway near Tigard	5.7
Pendleton-Cold Springs Highway, State Highway No. 36, Route No. 15, Pendleton to junction with Columbia River Highway	30.5
Total mileage	177.3

BE IT FURTHER RESOLVED that a copy of this resolution be transmitted to the United States Bureau of Public Roads, and that the elimination of the Heppner Junction-Nye Section of the Oregon-Washington Highway as part of the federal highway system and the adoption of the foregoing state highways and said mileages thereof as parts of said federal highway system be respectfully recommended by this Commission.

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Motion was duly seconded by Chairman Scott and was declared by him to have received the unanimous vote of the Commissioners present.

The following resolution authorizing the Engineer to acquire real property for right of way, stock pile sites and quarry sites for state highway purposes was offered by Commissioner Washburne, who moved its adoption:

WHEREAS, in connection with the further improvement of the highways hereinafter designated, it is and has been found necessary to acquire property for right of way, quarry sites, gravel or other material sites, or sites for the storage of materials, as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the properties required, options have been obtained, which options have been considered by the State Highway Commission, or reports have been presented to and considered by the Commission outlining the basis of settlement which has been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said option should be approved and accepted, and/or the said reports be declared acceptable to the State Highway Commission as a basis for settlement for the properties involved, and that the acquisition of the properties desired should be completed;

NOW, THEREFORE, BE IT RESOLVED that the several offers or bases of settlement hereinafter enumerated be, and the same hereby are, approved and accepted, and that the Attorney for the State Highway Commission be, and he hereby is, instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon. The said properties hereby ordered and authorized to be acquired are as follows:

Section, Hwy., and Owner Purpose Acres	Approximate Amounts	Agent
<u>Salem-Aurora Section of Pacific Hwy.</u>		
Welsh, Ella	R. of W. 0.09 \$307.50 lump sum	Gardiner
Duda, Frank	" 0.45 200.00 per acre plus 208.00	"
Seely, P. W.	" 0.22 200.00 per acre plus 42.75	"
Berning, Otto	" 0.22 200.00 per acre plus 66.25	"
Grassman, Agnes	" 0.20 200.00 per acre plus 112.75	"
Cutsforth, John	" 0.33 200.00 per acre plus 90.50	"
Bell, Wells A.	" 0.07 200.00 per acre plus 36.00	Langille
Schwabauer, John	" 0.34 413.00 lump sum	"
Heisig, Bertha	" 0.04 13.00 lump sum	"
Peebles, L. R.	" 0.30 82.50 lump sum	"
Reimer, Augusta	" 0.11 37.50 lump sum	"
Oberst, George	" 0.61 128.00 lump sum	"
Burkholder, J. C.	" 0.45 200.00 per acre plus \$3.50	"
Pittenger, Laura B.	" 0.91 200.00 per acre plus \$202.00	Gardiner

Section, Hwy., and Owner Purpose Acres	Approximate Amounts	Agent
<u>Salem-Aurora Section of Pacific Hwy. - cont'd</u>		
Walker, Loretta J.	R. of W. \$ 84.50 lump sum	Gardiner
Reas, Anna M.	" 0.11 51.50 lump sum	Langille
Burkholder, Arthur E.	" 0.14 200.00 per acre plus 0.50 rd. fence	"
Burkholder, Arthur E.	" 0.04 200.00 per acre plus 0.50 rd. fence	"
Kendall, Alpha M.	" 0.14 200.00 per acre plus \$62.50	"

Short Road to Coast, Washington County

Powels, Frank	R. of W. 0.76	150.00 per acre plus appr. 19.50 severance, plus 91.50, plus moving buildings	Bentley
Moshofsky, George Edward	" 0.69	200.00 per acre plus appr. 10.00 severance	"
Stauss, Minnie	" 1.06	125.00 per acre plus appr. 40.00 severance, plus 0.50 rd. fence	"

West Side Pacific Highway, Dundee - Lafayette

Lunstad, P. J.	R. of W. 0.83	1867.00 lump sum	Jones
Nelson, Mamie	" 0.60	1500.00 lump sum	"

Oregon Coast Hwy., Port Orford-Euchre Cr.

Coast Counties Land Co.	Stock Pile		
	Site 0.47	150.00 lump sum; 10-yr. lease	
Sweet, A. P.	R. of W. 1.00	100.00 lump sum	Collier
Sweet, A. P.	Stock Pile		
	Site 0.16	35.00 lump sum; 5-yr. lease	"
Mark, Clayton	Stock Pile		
	Site 0.24	50.00 lump sum; 5-yr. lease	

Oregon-Washington Hwy. and Pendleton-John Day Hwy.

Stanton, James B.	Quarry Site 3.57	100.00 lump sum	Williams
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Pacific Hwy., Eugene-Jct. City

Zimmerman, E. L.	R. of W. 0.46	92.00 lump sum	
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Central Oregon Hwy. E. of Gap Ranch

State Land Board	Gravel Pit 5.62	75.00 lump sum	
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Section, Hwy., and Owner Purpose Acres Approximate Amounts

Agent

Old Oregon Trail, Huntington-Slides

South, Lucinda J. Stock Pile
Site 1.05 \$50.00 lump sum

Williams

Old Oregon Trail, Durkee-Gales

Ells, Laura R. of W. 0.04 375.00 lump sum
Ells, Laura " 6.01 Nominal, Quitclaim Deed

The motion was duly seconded by Chairman Scott and was declared by him to have carried by the unanimous vote of the Commissioners present.

The following resolution regarding the acquiring of right of way for the West Side Pacific Highway in Multnomah County from Joseph P. Parker and Anna Parker, was offered 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, in the permanent location, improvement, construction and maintenance of said highways, and particularly that portion of State Highway No. 2 in Multnomah 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 lying in Lot 1 of Section 1, Twp. 2 North, Range 2 West, W. M., Multnomah County, Oregon; said parcel of land being more particularly described as follows:

Beginning at a point, said point being South 88° 47' East, along the South line of said Lot 1 a distance of 104.28 feet from an iron pipe which marks the Southwest corner of said Lot 1, said point also being 50 feet westerly from (and measured at right angles to) the 1931 relocated center line of the Columbia River Highway at Engineer's Station 370+62.18; thence parallel to said relocated center line as follows: North 10° 06½' East, 502.82 feet; thence on a 1860 foot radius curve left (the long chord of which bears North 4° 43¼' East) a distance of 349.8 feet; thence North 0° 40' West a distance of 448.85 feet to the North line of said Section 1; thence along said North line South 89° 31' East a distance of 100.02 feet to a point which is 50.0 feet easterly from (and measured at right angles to) the said 1931 relocated center line at Engineer's Station

383+71.05; thence parallel to said 1931 relocated center line South 0° 40' East a distance of 221.05 feet; thence North 80° 20' East 67.56 feet to the westerly right of way of the Spokane, Portland and Seattle Railway (formerly the Northern Pacific Railway); thence along said right of way line as follows: South 10° 51' West 316.72 feet, thence South 89° 31' East 20.33 feet, thence South 10° 51' West a distance of 411.25 feet, thence on an 11489.2 foot radius curve left (the long chord of which bears South 10° 47' West) 16.81 feet to a point which is 50.0 feet easterly from (and measured at right angles to) said 1931 relocated center line, at Engineer's Station 374+24.2; said point being also 30.0 feet westerly from and measured at right angles to the said Spokane, Portland and Seattle Railway center line, at Engineer's Station 801+81.03; thence continuing along said railway westerly right of way line on an 11489.2 foot radius curve left (the long chord of which bears South 9° 48' 14" West a distance of 346.54 feet to the South line of said Lot 1; thence along said South line North 88° 47' West 102.33 feet to the point of beginning.

The parcel of land described above contains 3.37 acres, which includes the 1.76 acres now within the public highway.

and

WHEREAS, in the judgment of the highway commission it is necessary that the alignment of said highway be straightened and that certain dangerous curves be eliminated from said highway, and therefore and for such purpose it is necessary that additional right of way be obtained, and the Commission therefore finds that it 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 for and in connection with the further improvement of said highway, and

WHEREAS, under and by virtue of the provisions of Section 44-131, Oregon Code 1930, as amended, Multnomah 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, and make possible a proper alignment and permit the elimination of dangerous curves.

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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 motion was duly seconded by Chairman Scott and was declared by him to have carried by the unanimous vote of the Commissioners present.

The Secretary presented a form of agreement between the State and the City of Baker covering the matters previously agreed upon by the State Highway Commission and the Baker city officials, at a joint conference held in the city of Baker on September 12, 1932, with respect to the improvement of the northern entrance of the Old Oregon Trail into that city. The Commissioners signed the agreement, it appearing to them that the matters covered therein are in all respects in conformance with the previous understanding.

There being no further business to come before the Commission at this time, the meeting was adjourned at 3:15 o'clock P.M.

Carl G. Washburne
State Highway Engineer

H. B. Glaisyer
Secretary

Leslie M. Scott
Chairman

E. B. Aldrich
Commissioner

Grants Pass, Oregon, October 24, 1932

The State Highway Commission met in special session at 8:30 o'clock A. M. in Room 209 Del Rogue 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 Engineer reported that his plans for the surfacing of the Paradise Creek-Red Bridge Section of the Umpqua Highway in Douglas County, the contract for which was awarded by the Commission to F. J. Kernan at the September 28 meeting, contemplated the use of gravel from a gravel bar located on the lands of Orval S. Beckley at Elkton, and when he approached Mr. Beckley to secure the rights to this bar Mr. Beckley informed him that these rights have already been sold to a contractor by the name of Homer G. Johnson; hence are no longer available to the state except by purchase from Mr. Johnson who demands an exorbitant fee therefor. He explained that there are several other small gravel deposits along the Umpqua River which might be used for this project, but the Beckley bar is by far the best and most convenient to the job. Therefore, he requested authority from the Commission to acquire the rights to the Beckley bar by condemnation if that is necessary after further conferring with Mr. Johnson. After a full discussion of that matter, the Commission instructed the Engineer to secure options on all of the other gravel deposits available for this project and then negotiate with contractor F. J. Kernan on a rational and reasonable basis to secure his surfacing materials from these deposits rather than from the Beckley deposit; otherwise, to make his own arrangements for surfacing materials. The Attorney was authorized by the Commission to institute condemnation proceedings to acquire the rights to the Beckley gravel deposit in the event that satisfactory arrangements for their acquisition cannot be made otherwise. The following resolution with respect thereto was offered and was adopted by the unanimous vote of the Commission:

WHEREAS, that certain highway known and designated as the Umpqua Highway and otherwise defined as state highway No. 45 has been definitely surveyed and located, pursuant to the provisions of the laws of the State of Oregon, and the location and survey thereof adopted as the survey and location of said highway and in harmony with said survey and location the said highway is being improved and maintained by the state, and

WHEREAS, the State Highway Commission is directed by law to permanently improve and maintain said highway as a part of the state highway system, and

WHEREAS, in order that said highway may be properly constructed, improved and maintained it is in the judgment of the

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Highway Commission necessary that said road building materials to-wit: rock, sand, gravel and other mineral deposits be procured, and

WHEREAS, there exists upon and under the parcel of land hereinafter described rock, sand, gravel and other mineral deposits suitable for road construction, improvement and maintenance, which said materials the State Highway Commission requires and needs in order to properly improve and maintain said highway, and

WHEREAS, the Commission has found that the said materials are needed and required by the state for said road construction and maintenance, and

WHEREAS, said materials are of a character suitable for road construction and road maintenance and are conveniently located so that the same may be produced and appropriated to the advantage of the state, and

WHEREAS, the said parcel of land upon and under which said materials are found and are deposited, and which said parcel of land in the judgment and determination of the Highway Commission is required and is necessary for the purposes herein stated, is described as follows, to-wit:

A parcel of land lying on the left or southerly bank of the Umpqua River and being in the Northeast quarter (NE $\frac{1}{4}$) of Section 30, Twp. 22 South, Range 7 West, W. M., Douglas County, Oregon; said parcel of land being more particularly described as follows:

Beginning at a point on the southerly right of way line of the Beckley Road being Douglas County Market Road No. 11, said point being 1228 feet south and 791 feet west of the Northeast corner of Section 30, Twp. 22 South, Range 7 West, W. M.; thence South 7° 35' West a distance of 425.5 feet; thence South 48° 54' East a distance of 116.4 feet; thence South 1° 31' East a distance of 612.4 feet; thence South 86° 58' East a distance of 110.1 feet; thence North 7° 15' East a distance of 623.0 feet; thence North 10° 13' West a distance of 468.3 feet; thence North 56° 44' West a distance of 125.2 feet to a point on the southerly right of way line of the Beckley Road and being opposite the west end of the Beckley Bridge over the Umpqua River; thence in a southwesterly direction along the southerly right of way line of the Beckley Road approximately 57.6 feet to the point of beginning, containing 4.71 acres more or less and being 2.41 acres below the bank of the river and 2.30 acres above the bank of the river.

WHEREAS, it appears that title to the above described parcel of land is vested in the defendants, Orval S. Beckley and Grace L.

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Beckley, husband and wife, and that the defendant, Homer G. Johnson, is the owner of and entitled to the possession of the rock, sand, gravel and other mineral deposits found upon said property, and

WHEREAS, it is the judgment and determination of the Highway Commission and the Commission finds that it is necessary and will be of advantage to the State of Oregon on the ground and for the reasons herein stated that title to said parcel of land be procured for the purposes herein stated;

THEREFORE, BE IT RESOLVED, that the Highway Commission and said Commission does hereby declare that it is necessary and that it will be of advantage to the state for the state to acquire the parcel of land herein described for the purpose of procuring materials therefrom for road construction and road maintenance purposes, and for the purpose of manufacturing and storing thereon such road building materials, and said Commission does further declare that the acquisition of said materials and the acquisition of said parcel of land, and the manufacture and storage of road building materials on said parcel of land is necessary in order to make it possible for the state to improve and maintain said road with a surface adequate to the needs of the traveling public, and said Commission does further resolve and declare that the acquisition of said materials and the acquisition of title to the said parcel of land for the purposes herein stated is and will be of advantage to the state for the reasons herein set forth, all of which reasons and purposes and necessities the Commission does hereby declare and determine, and

BE IT FURTHER RESOLVED, that an effort be made to agree with the owners of said parcel of land with respect to the compensation to be paid for the taking of the same and the damage, if any there be, and in the event that no satisfactory agreement can be reached then it is hereby further resolved that the Attorney General of the State of Oregon, and J. M. Devers, Attorney for the State Highway Commission, be and they are hereby requested to negotiate with said parties for the acquisition of said parcel of land, and in the event that they are unable to reach an agreement then 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.

At 9:15 o'clock A. M. the Commission made an inspection trip over the Redwood Highway to the California state line following which the Commission reconvened in special session at 12:30 o'clock P. M. in Room 209

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Del Rogue Hotel.

The Commission discussed with the Engineer matters pertaining to the department budget covering the two-year period 1933 and 1934. The Engineer's letter concerning this matter, directed to Henry M. Hanzen, State Budget Director, was read aloud by the Secretary and with slight changes was approved by the Commission by unanimous vote.

The Commission adjourned at 1:45 o'clock P. M. to hold its previously scheduled meeting at Central Point.

Central Point, Oregon, October 24, 1932

The State Highway Commission met in special session at 2:30 o'clock P. M. in the Central Point Grange Hall, the City Hall being too small to accommodate the people present, in conformance with previous notice given the City Recorder as required by Chapter 64, Oregon Laws, 1931, to hear objections or remonstrances to the plan of the Commission to reroute the Pacific Highway through that town. 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

Also present were about eighty citizens of Central Point and vicinity, including W. C. Leever, Mayor of Central Point.

Chairman Scott called the meeting to order by explaining the necessity and purpose of the hearing and describing in a general way the plan of the Commission to reroute the Pacific Highway between Central Point and Medford so as to eliminate seven bad turns and shorten the distance between those points. He further explained that the meeting is being held in conformance to legal requirements primarily to hear the objections of those who own property within the city limits of Central Point but opportunity will also be given to others to express themselves if time permits.

At the request of the Chairman, the Attorney explained the purpose and necessity for the hearing, from the legal standpoint.

At the request of Mayor Leever, the Engineer exhibited a map on which were shown the four alternate routes that have been considered by the Commission for this improvement, and briefly explained the merits of each route. He called attention to the fact that right of way costs along the route that parallels and lies adjacent to the Southern Pacific railroad will be much less than along any of the other proposed routes because private property will not be so badly cut up along this route as along the other routes and there will be a minimum of severance.

Mr. Andre Chomel, proprietor of the Hotel Valandra, Central Point, stated that he represented 248 citizens of Central Point whose petition was previously filed with the Commission and in which the Commission was requested to adopt the location which follows along the railroad right of way in the event it is decided to reroute the highway between Central Point and Medford. He stated that over 95 per cent of the people whose names appear on the petition are property owners within the city limits of Central Point and about 80 per cent of those signing represent Central Point business interests. He explained that they were very careful to see that the petition was signed by only those who own property inside the city limits.

Mr. M. F. Handley stated that he represented about 200 families who live along the present highway in the Berrydale district, midway between Central Point and Medford, who object to the rerouting of the highway between these points. He said that these people have built their homes and improved their properties with the understanding that the highway was permanently located and if the highway is rerouted now it will reduce their property values fifty per cent.

In reply to an inquiry as to what the state plans to do with the present highway in the event it is abandoned as the main highway route, Chairman Scott stated that the old highway will be turned over to the county to maintain. He further explained that the people of the state are asking for straighter and faster roads with fewer obstructions and death-turns and fewer delays in passing cities and towns; also, that it is doubtful that the federal government, whose money is to be used in financing this proposed improvement, will cooperate in the cost of the work unless it is done to modern standards. He added that the state has no funds available with which to rebuild the present highway; therefore, it would have to go to pieces unless advantage is taken of the government money now available.

J. D. Culbertson called attention to the fact that the present highway passes in front of two schools. It was his thought that the highway should be reconstructed on another alignment to eliminate the hazard to school children.

Mr. Handley offered the suggestion that the highway be rerouted straight through from the foot of Blackwell Hill, northwest of Central Point, to Medford thus eliminating the curves in the present highway. He was informed by the Engineer that such plan would be a major reconstruction project and would involve a grade crossing of the Southern Pacific railroad in Medford which is undesirable; also, that the expense of such a reconstruction project would be too great for the state to undertake at this time because of the shortage of funds available.

Mr. W. E. Alexander spoke against the proposed improvement. It was his thought that the people are satisfied with the present highway and that the money could be much better spent elsewhere or for developing the community in other ways. He suggested that people who want straighter and faster travel ways should use airplanes.

Mayor Leever offered the following route for consideration: Use the present highway from Medford north to its junction with the county road known as Bell Lane, thence follow along Bell Lane to a point near the S. P. railroad; thence follow along the railroad into Central Point. This route, he stated, while a little longer than the route that parallels the railroad, will eliminate most of the sharp turns and will pass through the Berrydale district which will satisfy the people of that community and will also make it possible to utilize about two miles of the present pavement north from Medford. Mr. Alexander, speaking again, stated that if it is definitely decided to change the route of the highway, then he favored the alternate route suggested by Mayor Leever.

Mr. A. E. Powell, member of the Central Point School Board and publisher of the Central Point newspaper, gave it as his opinion that anything that the state might do to improve the highway in its present location will tend to speed up traffic past the schools which will greatly increase the hazard to school children. As a member of the school board, he said, he favored the rerouting of the highway along the railroad which will take the traffic away from the schools.

E. C. Faber, business man, advocated the relocation of the highway south from Central Point along an extension of Second Street which will keep the highway away from the railroad and will fit in with the plans of the City Planning Commission of Medford for the industrial development of this district. There is only one house on that route, he stated, that would have to be moved, which would cost about \$300.00. The Chairman explained to Mr. Faber that the right of way along the route suggested by him would cost considerably more than that along the railroad route; also, that in order to make a proper connection of the Second Street route with the highway north of Central Point it would be necessary to abandon a lot of good pavement.

W. B. Roberts, Medford, member of the City Planning Commission of Medford, spoke in favor of the Second Street route suggested by Mr. Faber. He stated that there is a law which gives a city authority to lay out streets, et cetera, for a distance of six miles outside its city limits and under that authority they have made plans for the development of the area between Medford and Central Point which include an industrial development for a distance of 1,000 feet on each side of the railroad. The Second Street route, he said, will fit in with their plans better than the railroad route; therefore, they ask the Commission to give that route due consideration. Chairman Scott replied that it is the business of the State Highway Commission to construct state highways and it is not especially concerned with the construction of city streets which the Commission considers is purely a local matter.

Mr. Chomel at this time voiced his objections to any action that might be taken by the city of Medford that would affect the action of the Commission in this matter. He reiterated that the largest percentage of the signers of the petition presented by him are property owners in Central Point. Mr. Faber gave it as his opinion that many of the people who signed Mr. Chomel's petition would not now sign if given another opportunity.

At the request of Commissioner Aldrich, Chairman Scott stated that it was the thought of the Commission that the people of Central Point should give their consent to the proposed change in the route of this highway as recommended by the Engineer which will place the highway in its proper location for all time. If this is not done now, he added, there is a possibility that traffic, nature and other forces will later force the Commission to make a more drastic change in the route which might miss Central Point altogether and go straight through from Blackwell Hill to Medford.

A. E. Hall, owner of a service station on the present highway at the south city limits of Central Point, filed a petition containing about 100 names, requesting the Commission to adopt the following described route for the improvement of this highway: Beginning at a point on the present highway north of Central Point, thence in a direct line to connect with the north end of Fourth Street; thence south along Fourth Street and its extension, parallel to the Southern Pacific railroad, to a connection with the present highway in Medford. Mr. Hall explained that between 50 per cent and 60 per cent of the signers of this petition are property owners in Central Point and that all are residents of that town.

Mr. Powell advised that the city of Central Point has recently given a free site for the establishment of a cheese factory near the double curve near the north city limits and that the manager of that factory has informed him that they will not accept the site in the event the highway is rerouted, because it is imperative that they have a location that is adjacent to both highway and railroad.

Dr. J. M. Keene, Medford, gave it as his opinion that the proposed improvement is not absolutely necessary. It was his thought that the wishes of the people residing between Medford and Central Point should be given greater consideration since it will create a hardship on them if the highway is rerouted.

H. E. Peyton, representing Peyton & McCoy, owners of a general store in the Berrydale district about one-half mile north of Medford on the present highway, stated that if the highway is rerouted parallel to the railroad it will ruin his business; nevertheless, he favored that route in the event it is adopted by the Commission.

Chairman Scott announced that the Commission will give faithful consideration to all of the points brought out at this hearing and all of the routes suggested for this proposed improvement and will endeavor to choose a route that will serve all interests. He expressed regrets that it will be necessary to displease and disappoint some of the people concerned in this matter.

There being no others present desiring to be heard, the Commission adjourned at 4:00 o'clock P. M. to reconvene at 5:00 o'clock P. M. this day in Room 209, Del Rogue Hotel, Grants Pass.

Grants Pass, Oregon, October 24, 1932

The State Highway Commission reconvened at 5:00 o'clock P. M. in Room 209, Del Rogue Hotel, with all Commissioners, State Highway Engineer, Attorney and the Secretary present.

The Commission, by unanimous vote, approved the minutes of the meetings held on August 30 and 31, September 10, 11, 12, 14, 27 and 28 and October 5, 1932.

The Engineer reported that in conformance with the blanket authority previously given him by the Commission he has ordered the posting of the Charleston-South Bay Section of the North Bend-Cape Arago Road (Secondary State Highway No. 240), in Coos County, for a reduced load limit of one-half of the maximum limits prescribed by law. This order was given, he stated, as a result of an inspection trip over this road by J. N. Bishop, Maintenance Engineer, E. A. Collier, Division Engineer, and Wm. Weekly, representative of the Oregon Mill & Truck Operators' Association, who joined in recommending that the maximum allowable load be reduced fifty per cent. After due consideration of this matter, the following resolution, confirming the action taken by the Engineer with respect thereto, was introduced by Commissioner Washburne who moved its adoption:

WHEREAS, the North Bend-Cape Arago Market Road has been, pursuant to the provisions of Chapter 248, General Laws of Oregon, 1931, duly and regularly selected, designated, and declared to be and is a secondary state highway and has been improved and is being maintained by the State Highway Commission pursuant to the laws of the State of Oregon as a secondary state highway; and

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

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

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

moved at the maximum speeds specified by the provisions of the laws of the State of Oregon are breaking up, damaging, and deteriorating the said road, and the Commission having found upon due investigation that it will be for the best interests of the said secondary state highway that the maximum total weight of load and vehicle which shall be permitted upon said road shall be reduced from 49,000 pounds to 24,500 pounds; and that the combined weight in pounds bearing on the surface of the said highway at contact with the tread on the wheels on any one axle of a vehicle shall not exceed one-half ($\frac{1}{2}$) of the maximum limits prescribed by law;

IT IS HEREBY ORDERED that the maximum weight of combined load and vehicle which shall be permitted upon the North Bend-Cape Arago Road, Secondary State Highway No. 240, between Charleston and South Bay in Coos County shall not exceed 24,500 pounds, and that the combined weight in pounds bearing on the surface of the highway at contact with the tread on the wheels on any one axle of a vehicle shall not exceed one-half ($\frac{1}{2}$) of the maximum limits prescribed by law.

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

AND BE IT FURTHER ORDERED that a certified copy of this order be furnished to the county clerk of Coos County 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 by Commissioner Aldrich and carried by the unanimous vote of the Commission.

The following resolution adopting a permanent location for the improvement of the Pacific Highway through the town of Aurora, Marion County, and authorizing the Attorney to institute condemnation proceedings, if necessary, to acquire the extra right of way required for the improvement of the highway on this alignment was offered 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, in the permanent location, improvement, construction, and maintenance of said highways, and particularly that portion of State Highway No. 1 in Marion County, Oregon, otherwise known as the Pacific Highway, it is and has been found necessary, and the State Highway Commission does hereby determine and declare that it is and will be necessary, to adopt a revised location of the said highway on each side of and through the town of Aurora in Marion County; and

WHEREAS, the State Highway Commission has and does hereby adopt as a revised location of the said Pacific Highway on each side of and through the said town of Aurora the alternate survey line known as the "X" line, the center line of which said adopted revised location is briefly described as follows:

Beginning at the southwesterly terminus of the present Pacific Highway bridge over the Pudding River in the southwest quarter (SW $\frac{1}{4}$) of the southeast quarter (SE $\frac{1}{4}$) of Section 12, Twp. 4 South, Range 1 West, W. M., Marion County, Oregon; said point of beginning also being on the center line of said highway at Engineer's Station 206+05.0 of the 1932 relocation of the Barlow-Aurora section of said highway; thence South 71° 05' West a distance of 692.6 feet to Engineer's Station 212+97.6; thence on a 955.0 foot radius curve left a distance of 737.5 feet to Engineer's Station 220+35.1; thence South 26° 50' West a distance of 484.0 feet to Engineer's Station 225+19.1; thence on a 1910.0 foot radius curve left a distance of 523.9 feet to Engineer's Station 230+43.0; thence South 11° 07' West which through an equation equals South 9° 20' West a distance of 1797.3 feet to Engineer's Station 248+40.3, which through an equation equals Engineer's Station 1175+06.7; thence on a 1910.0 foot radius curve right a distance of 732.2 feet to Engineer's Station 1167+74.5, which point is in the northwest quarter (NW $\frac{1}{4}$) of the southwest quarter (SW $\frac{1}{4}$) of Section 13, Twp. 4 South, Range 1 West, W. M., Marion County, Oregon; and being at the northerly terminus of the 1932 relocated Aurora-Woodburn section of the Pacific Highway.

and

WHEREAS, 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, a right of way for said revised location, which said right of way shall be of a width of eighty feet, being forty feet on each side of the center line of the said revised adopted location, or of such greater width on either or both sides as may be necessary

for the construction of the highway; and

WHEREAS, in the judgment of the Highway Commission it is necessary and will be of advantage to the State, upon the grounds and for the reasons herein stated, that title to said right of way be procured for right of way purposes in the building of said revised location; 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 said right of way, but said county has failed and neglected to acquire the said right of way, although requested so to do by the State Highway Commission;

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 for use in connection with the permanent construction, improvement, and maintenance of the said revised adopted location of the Pacific Highway a right of way for the same as hereinabove referred to, and the said Commission does hereby further declare that the said right of way is needed and necessary for the purposes and upon the grounds and for the reasons herein stated and in order to properly maintain and improve said revised adopted location of the said Pacific Highway, and

BE IT FURTHER RESOLVED that the boundaries and limits of the above referred to right of way be and the same are hereby adopted, and that the said right of way be and hereby is declared to be part of and included within the right of way of the said Pacific Highway, and

BE IT FURTHER RESOLVED that an effort be made to agree with the owners and with the tenants, if any there be, of any and all of the parcels of land required for said right of way with respect to the compensation to be paid for the taking of the same and the damage, if any there be, by reason of the taking thereof, and in the event that no satisfactory agreement or agreements can be reached as to any or all of the parcels of land affected by said right of way, 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 suits or actions as will or may be necessary and appropriate in order to acquire title to any or all of the properties required for right of way purposes, as hereinabove stated, and all rights therein for the purposes and uses herein stated.

The motion was duly seconded by Commissioner Aldrich and was declared by the Chairman to have carried by the unanimous vote of the Commission.

10/24/32

The following resolution adopting a change in the route and point of entrance of the West Side Pacific Highway into the town of Junction City, Lane County, from the north was offered by Commissioner Washburne who moved its adoption:

WHEREAS, pursuant to notice given as required by Section 44-120, Oregon Code 1930, as amended by Chapter 64, Laws of Oregon, 1931, the Highway Commission met in the City Hall in Junction City, Oregon for the purpose of conducting a hearing provided for in said Law on the matter of the purpose and plan of the Highway Commission to change the route and point of entrance of the West Side Pacific Highway entering Junction City from the north and west, and

WHEREAS, the said meeting was called to order by Commissioner Scott, Chairman, who explained to those assembled the proposed change in the location, route and alignment of said highway and also the proposed change in the point of entrance of said highway into said city, concerning which said matters the Chairman then invited discussion, and

WHEREAS, after full consideration of said matters by those present it was by individual expression declared the sense of the meeting that the change in route, location and alignment together with the proposed change in point of entrance of said highway into the city from the north and west as proposed by the Highway Commission would in all respects serve the needs and adequately meet the convenience of the residents of Junction City and the immediate and adjacent territory, and

WHEREAS, after due consideration of said matters it is the judgment and opinion of this Commission that the interests of the state at large will be best served by the adoption of the said proposed change in the route of said highway, which said change in the judgment of this Commission will make possible a better alignment of said highway and a more serviceable and convenient thoroughfare not only to but likewise through said city;

THEREFORE BE IT RESOLVED, and it hereby is resolved that the route and location of the West Side Pacific Highway entering Junction City from the north and west together with the point of entrance into said city be changed and said highway and the route thereof to and through the said city shall be as follows:

Beginning at Mile Post 109 on the West Side Pacific Highway; thence in a southeasterly direction for a distance of approximately two miles to a point of intersection or junction with the East Side Pacific Highway near the north limits of Junction City, said point of junction being at or near a place where the East Side Pacific Highway crosses Millers Creek, the center line of which said West Side Pacific Highway as relocated between the said points being

described as follows, to-wit:

Beginning at a point on the center line of the present paved West Side Pacific Highway at Engineer's Station 305+89.5, said point being 235 feet South 25° 26' East from Mile Post 109 of said Highway, and being approximately 2070 feet south and 700 feet west of the northeast corner of the John J. Estes D. L. C. No. 56 in Section 19, Twp. 15 South, Range 4 West, W. M., Lane County, Oregon; thence in a general southeasterly direction as follows: On a 5730.0 foot radius curve left (the long chord of which bears South 28° 05½' East) a distance of 531.7 feet to Engineer's Station 311+21.2; thence South 30° 45' East a distance of 8730.2 feet to Engineer's Station 399+01.4; thence on a 1637.1 foot radius curve right a distance of 821.4 feet to Engineer's Station 407+22.8, which point is on the center line of the present East Side Pacific Highway at a point which is in the center of Ivy Street in Junction City, and 42 feet southerly from the south line of 17th Street in said city.

The right of way along the above described center line shall be a strip of land not less than 80 feet in width, lying not less than 40 feet on each side of the above described center line, together with such additional strips of adjoining land as may be necessary or desirable for the proper construction and maintenance of the new highway route.

BE IT FURTHER RESOLVED that said above described route and location be and the same hereby is adopted as the route and location of said highway between the termini therein named.

BE IT FURTHER RESOLVED that the Engineer be and he hereby is instructed to proceed with the permanent improvement of said highway along the route herein defined and in harmony with the plans and specifications heretofore by this Commission approved.

BE IT FURTHER RESOLVED that the course and location of said highway through said city shall be and the same hereby is declared to be and is adopted as the route and course of said highway through Junction City subject to change or modification thereof by the Highway Commission.

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

The Attorney reported that he has been unable to arrive at satisfactory agreements with certain property owners for the acquisition of some of the additional right of way required for the improvement of the Pacific

Highway between Brooks and Woodburn in Marion County and it appeared necessary to institute condemnation proceedings to procure this property. He, therefore, requested authority to start such proceedings if that is found necessary. After due consideration the following resolution with respect thereto was offered 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, 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 lands hereinafter described, which lands are to be used for right of way purposes, to-wit:

Parcel No. 1, owned by Jarvis E. Cutsforth

A parcel of land in the Wm. Larkin D. L. C. #84 in Section 35, Twp. 5 South, Range 2 West, W. M., said parcel being a portion of that certain piece of property described in a deed to Jarvis E. Cutsforth as recorded in Book 75 at Page 554, Deed Records of Marion County, Oregon; said parcel of land being more particularly described as follows:

Beginning at the intersection of the south line of said Cutsforth property and the 1932 relocated center line of the Pacific Highway, at Engineer's Station 552+09.6, said intersection being on the south line of the Wm. Larkin D. L. C., and being North 83° 17' West 3825.42 feet distant from the northeast corner of the Chas. Rondeau D. L. C. #47; thence North 83° 17' West along said south D. L. C. line a distance of 47.0 feet to a point which is 40.0 feet westerly from (and measured at right angles to) said relocated highway center line; thence parallel to said center line North 38° 27' East a distance of 409.5 feet to the north line of said property; thence South 53° 19' East 40.0 feet to the center line of said highway; thence South 38° 27' West along said center line a distance of 386.0 feet to the point of beginning.

The parcel of land described above contains 0.366 acres, of which 0.272 acres lie within the present public right of way, and the additional land to be acquired is 0.094 acres.

Parcel No. 2, owned by Chester J. Pugh and Lillian G. Pugh

A parcel of land in the northeast quarter (NE $\frac{1}{4}$) of the northeast quarter (NE $\frac{1}{4}$) and Lot 1 of Section 25, Twp. 5 South, Range 2 West, W. M., said parcel being a portion of that certain piece of property described in a deed to Chester J. and Lillian G. Pugh, as recorded in Book 199 at Page 384, Deed Records of Marion County, Oregon; said parcel of land being more particularly described as follows:

Beginning at the intersection of the east line of said Pugh property and the 1932 relocated center line of the Pacific Highway, at Engineer's Station 675+49.2, said point being at the intersection of the county road to Woodburn and the Pacific Highway, and also being South 9° 23' East 1003.2 feet distant from the southwest corner of Jos. Engle D. L. C. #103; thence North 9° 23' West along said east property line a distance of 43.3 feet to a point which is 40.0 feet northwesterly from (and measured at right angles to) said relocated highway center line; thence parallel to said center line South 58° 03' 30" West a distance of 816.5 feet to the south line of said property; thence South 48° 17' East a distance of 41.7 feet to the center line of said highway; thence along said center line North 58° 03' 30" East a distance of 788.2 feet to the place of beginning.

The parcel of land described above contains 0.736 acres, of which 0.593 acres lie within the present public right of way, and the additional land to be acquired is 0.143 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 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, Marion 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 lands, 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 parts of and included within the rights of way of said highways.

BE IT FURTHER RESOLVED that an effort be made to agree with the owners and with the tenants, if 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 Aldrich and was declared by Chairman Scott to have carried by the unanimous vote of the Commission.

The following resolution authorizing the acquisition of land for right of way, quarry sites, gravel pits, stock pile sites and other purposes for use in connection with state highway improvements was adopted by the unanimous vote of the Commission upon motion of Commissioner Washburne, which was seconded by Commissioner Aldrich:

WHEREAS, in connection with the further improvement of the highways hereinafter designated, it is and has been found necessary to acquire property for right of way, quarry sites, gravel or other material sites, or sites for the storage of materials, as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the properties required, options have been obtained, which options have been considered by the State Highway Commission, or reports have been presented to and considered by the Commission outlining the basis of settlement which has been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted, and/or the said reports be declared acceptable to the State Highway Commission as a basis for settlement for the properties involved, and that the acquisition of the properties desired should be completed;

NOW, THEREFORE, BE IT RESOLVED that the several offers or bases of settlement hereinafter enumerated be, and the same hereby are, approved and accepted, and that the Attorney for the State Highway Commission be, and he hereby is, instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon. The said properties hereby ordered and authorized to be acquired are as follows:

Section, Hwy., and Owner Purpose Acres Approximate Amounts

Agent

Salem-Aurora Section of Pacific Hwy.

Brown, Sam H.	R. of W.	0.80	\$2000.00 lump sum	Gardiner
Flanery, Ernest	"	0.07	14.00 lump sum	Langille
Mills, Glenn E.	"	0.14	200.00 per acre plus \$17.00	"
Good, Allan, and Dan Witmer, Trustees	"	0.15	200.00 per acre	"
Blessingame, R. S.	"	0.14	200.00 per acre plus \$7.00	"
Burkholder, Catherine	"	0.60	200.00 per acre plus \$37.50	"
Hartman, Fred E.	"	0.31	200.00 per acre plus \$78.00	"
Campbell, J. H.	"	0.03	67.50 lump sum	Gardiner
Smith, Mrs. I. G.	"	0.64	1200.00 lump sum	"
Beck, Homer H.	"	0.53	200.00 per acre plus \$71.50	Langille
Peters, Martin A.	"	0.13	26.00 lump sum	"
Harper, John	"	0.47)		
		0.22)	500.00 lump sum	Gardiner
Conrad, A. B.	"	0.22	200.00 per acre plus \$30.00	"
Nibler, Joseph	"	0.08	200.00 per acre plus \$45.00	"
Nibler, Joseph	"	0.22	200.00 per acre plus \$457.50	"
Miller, George	"	0.007	20.00 lump sum	Langille
Fry Estate	"	0.05	10.00 lump sum	"
Smith, Floyd P.	"	0.22	200.00 per acre plus \$146.00	"
Scholl, Mrs. Anna	"	0.17	200.00 per acre plus \$127.50	"
Stoner, Orville	"	0.10	200.00 per acre plus \$65.00	"
Conrad, Mrs. Emma	"	0.23	200.00 per acre plus \$66.00	"
Reiling, L. F.	"	0.35	200.00 per acre plus \$40.25	Gardiner
Ritchey, Rosa	"	0.23	200.00 lump sum	"
Bonney, Sarah E.	"	0.03	200.00 per acre plus \$2.00	Langille
Smith, M. G.	"	0.25	200.00 per acre plus \$50.00	"
Bradtl, E. E.	"	0.59	200.00 per acre plus \$542.00	"
Jones Estate, Harrison	"	1.76	200.00 per acre plus \$1012.05	Gardiner
Savage, George O.	"	0.12	196.00 lump sum	"

Columbia River Highway - Multnomah County

Endicott, Ione	Right for Slopes	100.00 lump sum	Rose
Demarinis, Vito	R. of W.	0.11 98.00 lump sum	"
Shepard, Marguerite	"	0.21 105.00 lump sum	"
Rathey, John	"	0.76 2750.00 lump sum	"
Bonser, Robert C.	"	1.43 1115.00 lump sum	"
Hunt, W. C.)		
	Release of leasehold)	1.43 35.00 lump sum	"
Wolcott, O. P.	R. of W.	0.76 450.00 lump sum	"
Joy, Wm. and Reuba Coffman	"	0.87 678.00 lump sum	"
Security Savings and Trust Co.	"	0.333 99.90 lump sum	"
Atkinson, Guy F.	"	750.00 lump sum	"

10/24/32

Section, Hwy., and Owner Purpose Acres Approximate Amounts Agent

Pacific Hwy. - north of Tanager

Forster Estate, Georgiana R. of W. 0.08 \$ 28.00 lump sum Chandler
Settlemier, C. B. " 0.454 125.00 per acre plus \$38.00 DeFrance

Wallowa Lake Highway - Wallowa County

McCulloch, John A., Estate 1.5 25.00 lump sum; 5-yr.
Gravel Pit lease renewal

Old Oregon Trail - Union County

Ricker, F. E. Stock Pile 0.40 25.00 lump sum; 5-yr. lease Williams
Hill, B. F. & M. J. " 0.72 25.00 lump sum; 5-yr. lease

Coos Bay-Roseburg Hwy.-Douglas County

U. S. Government Park Site 160.0 127.50 lump sum; 1-yr. lease

Oregon-Washington Hwy.-Umatilla County

Coffman, Mrs. Jane Gravel Pit
Lease 40.0 50.00 lump sum; 1½ mos. Williams

Corvallis-Newport Hwy.-Benton County

Hawley, Karl Stock Pile
Lease 0.23 10.00 lump sum; 2 years Chandler

West Side Pacific Highway - Dundee-Lafayette

Zwick, George Arthur R. of W. 2.19 1825.50 lump sum Jones
Dixon, John C. " 2.8 1640.00 lump sum "
Spratt, Sidney " 0.86 200.00 per acre plus \$50.00 "
Bryan, Louisa C. " 2.2 350.00 lump sum "

Salmon River Hwy.-Valley Junction-Grand Ronde

John, Otto " 4.35 475.00 lump sum Chandler

West Side Pacific Hwy. - East of Monmouth

Butler, Maggie, et al " 0.46 57.50 plus \$61.00 for fence "

Oregon Coast Hwy. - Otis-Siletz

Hellenbrand, J. W. " 0.921 322.35 lump sum

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Section, Hwy., and Owner Purpose Acres Approximate Amounts Agent

Alsea Hwy. - Eckman Creek, east of Waldport

Weist, W. B. Gravel Pit 3.56 \$632.80 lump sum DeFrance
Plett, Carl A. " 0.97 200.00 per acre plus \$18.00 "
Leuthe, Fred " 3.32 600.00 lump sum "

Pendleton-John Day Hwy. - Umatilla County

Stanton, James B. Stock Pile 0.41 25.00 lump sum Williams

The Secretary presented the following agreements for the consideration and approval of the Commission:

1. Agreement with Linn County providing for the clearing of an additional section of the Santiam Highway between Highway Engineer's Station 2248+60 and Highway Engineer's Station 2485+00 in Linn County and also providing for cooperation in the cost thereof.

2. Agreement with Jefferson County whereby the state agrees to loan the services of its Resident Engineer Thomas A. Rice to the county to perform all of the duties and services required of a county engineer in connection with market road construction, improvement and maintenance work in that county, including the signing and certifying of market road estimates, claims and disbursements and in return for which service the county shall reimburse the state for the time and expense incurred by said Engineer in the performance of such work.

3. Agreement with Wm. W. Bunch and Grace H. Bunch, his wife, whereby the state leases from Mr. and Mrs. Bunch 2.57 acres of land lying adjacent to the Umpqua River in the SE¼ of Sec. 20, T. 22 S. R. 8 W. W. M., Douglas County, for a two-year period ending October 15, 1934, for the purpose of procuring rock, gravel, etc., therefrom for road construction purposes; also providing that the state shall pay a royalty of three cents per cubic yard for each cubic yard of such materials taken therefrom and in addition thereto shall pay an additional sum of two cents per cubic yard as damages and \$50.00 for the use of a roadway from said tract of land to the Umpqua Highway.

4. Agreement with Lake and Harney Counties providing for cooperation by these counties in the cost of constructing the Lakeview-Burns Highway (Secondary State Highway No. 430) in Lake and Harney Counties.

5. Agreement with Umatilla County whereby the county agrees to construct with county funds the Tamarack School-McDougal Ranch Section of Secondary State Highway No. 330 and the state agrees to

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reimburse the county for expenditures in connection therewith with secondary state highway funds that may be apportioned to Umatilla County in 1933, such reimbursement being contingent upon the availability of secondary highway funds for such purpose.

6. Agreement with Gilliam County whereby the county agrees to construct the Wasco-Heppner Road, Secondary State Highway No. 300, across Gilliam County with county funds, and the state agrees to reimburse the county for expenditures in connection therewith with secondary highway funds that may be apportioned to Gilliam County during the succeeding year following the year in which the county performs its construction work, such reimbursement being contingent upon the availability of secondary state highway funds for such purpose.

It appearing to the Commission that the matters covered by the agreements are in accordance with its previous understandings with the respective county courts, motion was made, duly seconded and carried by the unanimous vote of the Commission that they be approved. Thereupon the Commission signed the agreements presented.

The Commission at this time confirmed the oral authority previously granted the Engineer to advertise the following projects for bids to be received at the next regular meeting on November 2, 1932:

- a. Reroof frame building at Highway Department Shops at Salem, estimated cost \$250.00;
- b. Construct approaches to the North Portland Overcrossing on Secondary State Highway No. 120, Multnomah County, estimated cost \$5,000.00;
- c. Construct bridge over Rock Creek on Secondary Highway No. 161 in Clackamas County, estimated cost \$5,000.00;
- d. Construct bridge over South Silver Creek on Secondary Highway No. 163 in Marion County, estimated cost \$4,000.00;
- e. Sale of 300-ton hydraulic press at Highway Department Shops at Salem.

The Commission confirmed the awards of the following contracts for which bids were received at the meeting held on September 28, 1932, but on which the awards were held pending at that time:

Necanicum-North Fork Section of the Wolf Creek Highway, in Clatsop County, 3.56 miles of grading, east and west units. The Commission confirmed the award of this contract to Joplin & Eldon, Portland, the low bidders, at their bid price of \$196,071.00 for both units.

Hug Point-Arch Cape Section of the Oregon Coast Highway in Clatsop County, 1.7 miles of grading. The Commission confirmed the award of this

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contract to P. L. Crooks & Co., Inc., Portland, the low bidder, at its bid price of \$99,475.00.

Three bridges on the Lime-Huntington Section of the Old Oregon Trail in Baker County. The Commission confirmed the award of this contract to R. H. Jones, Baker, the low bidder, at his bid price of \$14,414.00.

Upon the recommendation of the Engineer, the Commission, by unanimous vote, rejected all bids received on September 28, 1932 for the construction of two bridges on the Umpqua Highway east of Reedsport in Douglas County, and authorized the Engineer to readvertise this project for bids to be received at the next meeting.

The Secretary presented a resolution from the County Court of Harney County requesting the State Highway Commission to maintain the Canyon City-Burns Secondary State Highway No. 400 in Harney County. After due consideration the Commission, by unanimous vote, accepted and approved the resolution subject to the condition that the state would be required to expend only secondary state highway funds for maintenance work on this road.

A resolution was presented from the County Court of Wasco County requesting the Commission to approve the extension of Fifteen Mile Creek Market Road No. 1, in Wasco County, westerly from its present terminus to the Mt. Hood National Forest boundary at a point on the range line between Ranges 11 E. and 12 E. in Township 2 South of the Willamette Meridian. The Engineer recommended that the request of the County Court be granted. Thereupon motion was made by Commissioner Aldrich that Fifteen Mile Creek Market Road No. 1 in Wasco County be extended in accordance with the desires of the Wasco County Court. Motion was duly seconded by Commissioner Washburne and was declared by the Chairman to have carried by the unanimous vote of the Commission.

Consideration was given by the Commission to the offer of the County Court of Clatsop County to convey to the state, without cost, for park purposes a forty-acre tract of land lying adjacent to the Oregon Coast Highway near Astoria. The Commission decided not to accept this offer because it appeared to them that this tract would make a better city park than a state park inasmuch as it lies just outside of the city limits of Astoria.

The Engineer requested authority to purchase the following snow-fighting equipment: Eight (8) 8-foot mold board push plows to be attached to Ford trucks of 1½ ton capacity and seven (7) 8-foot mold board push plows to be attached to 1½ ton Chevrolet trucks. After due consideration the Commission by unanimous vote granted the Engineer's request and instructed him to make the purchase through the Board of Control in the usual manner.

The following communications were presented by the Secretary:

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Letter from R. B. Wilcox, Chairman, State Relief Committee, offering the services of the State Relief Committee, in the preparation of legislative matters for presentation to the 1933 state legislative assembly that will make effective and binding the agreements between the state and the counties guaranteeing repayment by the counties of funds secured by them from the R. F. C. under the "destitution" clause of the Emergency Relief Act of 1932. The Secretary was instructed to thank the State Relief Committee for its offer.

Letter from the City Council of Hood River by its City Attorney, Ernest C. Smith, requesting the state to repair and maintain that part of Oak Street in Hood River that has been designated and is being used as the route of the Columbia River Highway through that city. Request denied by the Commission because it is contrary to the Commission's established policy, the Commission having no funds for the repair and maintenance of streets in cities and towns.

Letter from the Unemployed Citizens League of Oregon, Milwaukie, directed to Governor Meier and by him referred to the State Highway Commission, protesting the refusal of contractors to rotate employment of labor on highway projects in Clackamas County.

Resolution from West St. Helens' Progressive Club "Endorsing the Dunne \$5.00 license bill to be presented at the next session of the Oregon State Legislature". No action taken by the Commission on this communication.

Resolution from West St. Helens' Progressive Club "opposing the proposed Wolf Creek Road as a short route to the sea". No action taken by the Commission on this resolution.

Petition from citizens of the town of Monroe, Benton County, requesting either the oiling of the rock shoulders adjacent to the pavement on the West Side Pacific Highway in the town of Monroe, or the widening of the existing pavement along this section so as to eliminate the hazards that arise by rocks being thrown up by wheels of auto traffic. Request denied by the Commission because of lack of funds for this purpose.

Resolution from the directors of the Oregon Coast Highway Association urging the Commission to construct the five remaining bridges over the unbridged waterways on the Oregon Coast Highway and to establish twenty-four-hour ferry service during the hours of peak traffic pending the construction of the bridges. The Commission denied the request for twenty-four-hour ferry service because of lack of funds for this purpose.

Resolution from the Marshfield Chamber of Commerce advocating a fifty per cent reduction in present motor vehicle license fees and an increase in tax of one cent per gallon on gasoline. Resolution ordered filed in the records of the department.

The Commission confirmed its oral action postponing the date of the next general meeting from October 26, 1932 to November 2, 1932.

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The Engineer called the attention of the Commission to the possibility that some of the contractors whose contracts for highway construction work involve the use of emergency federal aid funds which must be expended before July 1, 1933, will not have completed their contracts by that time which would mean that other funds must be provided by the state to pay for work accomplished subsequent to that date. Due to the condition of the Highway Department's finances at the present time and the uncertainty with respect to the future finances of the department, it was his thought that some provision should be made by the Commission to protect the state's interests in the event a large amount of emergency relief work should remain uncompleted on June 30, 1933. He recommended that a special provision be included in all future highway contracts involving emergency federal aid funds whereby the state, at its option may on or after the thirtieth day of June, 1933, terminate any such contract as to that portion or part of the work not then accomplished, in which event the contractor shall be entitled to receive compensation for only the amount of work completed to the date of termination, less deductions for penalties or charges that may be made under the agreement for non-completion of the contract within the time limit specified. After a full consideration of this matter, the Commission approved the recommendation of the Engineer and instructed him to include such a special provision in all future highway contracts, including the projects for which bids are to be received on November 2, 1932, which will be wholly or in part financed with federal emergency funds. The Attorney was instructed to prepare a form of special provision in conformance with the ideas of the Commission and the Engineer as expressed at this meeting.

The Engineer stated that Section 44-128, Oregon Code 1930, makes provision for the appointment of a First Assistant Highway Engineer and that it would be desirable at this time to appoint such Assistant Engineer to act for him and in his place while he is out of the state for any reason, or in the event that an emergency should arise on account of illness or otherwise. He asked the Commission to approve the appointment of C. B. McCullough, Bridge Engineer, to this position and explained that in the interests of economy Mr. McCullough would remain as active head of the Bridge Department and would carry on his new duties without additional compensation. After due consideration the following resolution with respect to this matter was offered and was adopted by the unanimous vote of the Commission:

WHEREAS, under the provisions of Section 44-128, Oregon Code 1930, the State Highway Engineer is authorized and empowered to appoint with the approval of the Highway Commission some suitable, qualified and responsible engineer as First Assistant Highway Engineer, and

WHEREAS, C. B. McCullough is a suitable, qualified and responsible engineer, and is competent in every respect to serve as First Assistant Highway Engineer, and

WHEREAS, the said C. B. McCullough has been selected by

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R. H. Baldock, State Highway Engineer, for such appointment, and the said C. B. McCullough has been by the said R. H. Baldock as State Highway Engineer appointed as his first assistant, subject to the approval of the Oregon State Highway Commission;

THEREFORE, BE IT RESOLVED, that the appointment of C. B. McCullough as First Assistant Highway Engineer be and such appointment hereby is approved, and the said C. B. McCullough hereby is appointed and employed as First Assistant Highway Engineer to the said R. H. Baldock.

BE IT FURTHER RESOLVED, that the said C. B. McCullough be required to furnish and file his bond approved as to form by the Attorney General in the sum of Ten Thousand Dollars (\$10,000).

BE IT FURTHER RESOLVED, that said C. B. McCullough shall serve as such assistant engineer at the pleasure of the said State Highway Engineer, and his duties as such assistant engineer in addition to his other and regular duties shall be as defined in said Section 44-128, Oregon Code 1930.

The Commission discussed in an informal way matters pertaining to the proposed Fourth Street Highway in Multnomah County, but no action was taken with respect thereto.

There being no further business to come before the Commission at this time, the meeting was adjourned at 6:00 o'clock P. M.

R. H. Baldock
State Highway Engineer

H. B. Glaisyer
Secretary

Leslie M. Scott
Chairman

E. B. Aldrich
Commissioner

Carl G. Washburne
Commissioner

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Portland, Oregon, November 1, 1932

The State Highway Commission met in special session at 8:00 o'clock P. M. in Room 306, 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 Parks Engineer who was also present reported on the following park matters:

a. 40-acre tract overlooking the Pacific Ocean and Yaquina Bay and being situate adjacent to the west boundary of the city of Newport and joining the north jetty of Newport Harbor. The Parks Engineer explained that this tract is now under the jurisdiction of the U. S. Department of Commerce and is being used as a part of the U. S. Coast Guard quarters, but he has been informed by Mr. R. R. Tinkham, Superintendent of Lighthouses, Seventeenth District, that it is not needed by the Coast Guard and no objections would be offered to turning it over to the state for recreational purposes if the state wanted it; however, to do this will require a special act of Congress. The State Highway Engineer advised that this location is one of those which have been seriously considered as a site for the north end of the bridge which it is proposed to construct across Yaquina Bay and if this location is definitely adopted for this bridge then it will be necessary eventually to acquire at least a portion of it for right of way for the bridge approaches. He, therefore, recommended the acquisition of the entire tract at this time. After some discussion, the Commission, by unanimous vote, approved the acquisition of the entire 40-acre tract. The Parks Engineer was instructed by the Commission to request the Department of Commerce to convey this area to the State of Oregon for park and recreational purposes. He was also instructed by the Commission to take the matter up with Senator McNary to secure Congressional approval if that is necessary.

b. Request of E. H. Lamport, Medford, to lease for private purposes, a portion of the state park known as the "Casey Tract", recently acquired by the state by lease from the U. S. Government, situate adjacent to the Crater Lake Highway in the S $\frac{1}{2}$ of the NE $\frac{1}{4}$ of Section 33, T. 33 S., R. 1 E. W. M., Jackson County, about 30 miles north of Medford. In connection with this matter the Engineer presented the written opinion of the Attorney in which attention is called to a clause in the agreement with the Government which prohibits the state from permitting the use of the premises for unlawful purposes, or for any purpose not in harmony with its proper use as a recreational area; also, to a clause whereby the state agrees not to assign the lease. Further, the opinion stated, the State Highway Commission has no power or authority to lease any of the area to private individuals for private purposes and that such an attempted lease might

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possibly result in a revocation of the state's lease from the federal government. In view of the opinion of the Attorney with respect to this matter, it was the decision of the Commission that the request of Mr. Lamport should be denied. The Engineer was instructed to convey this information to Mr. Lamport.

c. Request of J. J. Lynott for one-year extension of his contract with the State Highway Commission for concession privileges at Bradley Park on the Columbia River Highway in Clatsop County. The Engineer stated that under the present contract, which expires on February 28, 1933, Mr. Lynott pays the state \$540.00 annually, in quarterly installments, for concession privileges at this park; also, that Mr. Lynott now requests that the contract be extended at the same rate for a period of one year to permit him to secure full benefit and value of the investment that he has made at that place. He recommended that the request be granted. After due consideration the Commission, by unanimous vote, approved the Engineer's recommendation and instructed him to prepare a new contract with Mr. Lynott, extending the present contract for one year to March 1, 1934 and including all of the provisions of the present contract.

d. Offer of Mrs. Fred Volz, Sublimity, to exchange a 60-acre tract situated in Silver Falls Canyon, adjacent to Silver Falls State Park in Marion County, for a 40-acre tract of land which is now a part of this park but which has become isolated therefrom by the construction of a new highway. The Parks Engineer explained that the new Silver Creek Falls Secondary State Highway passes through Silver Falls State Park and cuts off the 40-acre tract in question and renders it useless for state park purposes. He further explained that there is no standing timber on the tract and it is chiefly valuable for agricultural purposes, for which purpose Mrs. Volz wishes to acquire it and has agreed to give the state a deed to the 60-acre tract situated in Silver Falls Canyon. This 60-acre tract, he said, contains a good stand of timber and will be a valuable addition to the park. Also, there is no cash consideration involved in the transaction. He recommended that the Commission approve the exchange as requested by Mrs. Volz. After due consideration, motion was made by Commissioner Washburne that the exchange of properties requested by Mrs. Volz be approved by the Commission provided that the state is put to no expense thereby. Motion was duly seconded by Commissioner Aldrich and was declared by the Chairman to have received the unanimous vote of the Commission.

e. Proposed state park at Bandon, Coos County. The Parks Engineer reported that under authority granted him by the former State Highway Commission in February, 1932, he negotiated with and secured an option from the Bennett Trust Co., Bandon, to purchase for park purposes a 36-acre tract of land, with one-half mile ocean frontage, just south of Bandon in Coos County, the purchase price agreed upon being \$1,200.00. He did not complete this deal, he stated, because he was at that time unable to make satisfactory arrangements for the purchase of an additional 8.47-acre tract which, he explained, is the key-tract to this proposed park; however, since then the option to buy this additional acreage has been secured, the price agreed upon

being \$1,500.00. He requested instructions as to whether or not he should proceed with the acquisition of this property. After due consideration the Commission decided to hold this matter in abeyance until after January 1, 1933. It was agreed that the Commission will inspect this site in the meantime, if possible.

Consideration was given by the Commission to the matter of providing greater protection for the traveling public at ferry approaches. The Engineer explained his plans for this feature which include the installation of an adequate system of gates and cable ways. The plans of the Engineer were approved by the Commission, it appearing to them that the public will be properly safeguarded thereby.

Hon. Rufus C. Holman, State Treasurer of Oregon, appeared before the Commission and presented the following letter for its consideration:

"Nov. 1, 1932

"State Highway Commission
Hotel Benson
Portland, Oregon

Gentlemen:

"Section 67-302 Oregon Code, 1930, provides that the state treasurer may transfer temporarily to the general fund from other funds having a surplus, such moneys as are needed or required to tide over deficits in the general fund. The transfers to the general fund may be made by the state treasurer only with the consent of the department or commission whose funds are sought to be transferred.

"Pursuant to the provisions of the law mentioned I respectfully request authority from the State Highway Commission to transfer from the state highway fund the sum of not to exceed \$500,000 for the purpose of relieving the present deficit in the general fund.

"In case the transfer requested is approved by the Commission I agree to retransfer the amount to the highway fund together with interest thereon at the rate of 2% per annum within 30 days from the date of said transfer. I particularly agree to retransfer the amount mentioned and the interest thereon from the proceeds of the sale of \$500,000 Oregon Veterans State Aid bonds sold by the World War Veterans State Aid Commission on October 27, 1932.

"Very truly yours

(Signed) "Rufus C. Holman
"State Treasurer of Oregon"

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After a full discussion of the subject matter thereof, the Commission directed the following letter in reply thereto:

"Portland, Oregon

"Hon. Rufus Holman,
Salem, Oregon.

"Dear Sir:

"The Highway Commission's answer to your request for its consent to the transfer of \$500,000 of highway funds to the general fund as authorized by Sec. 67-303, Oregon Code 1930, is this:

"The Highway Commission has programmed its work and carefully budgeted its revenues for the current year as a result of which all known and anticipated revenues have been obligated for the payment of contract earnings. Any surplus, therefore, on deposit in the treasury of the state to the credit of the state highway fund is temporary only and will be called on within thirty days from this date to meet obligations to highway contractors.

"However, the Commission is anxious to lend every legitimate effort for the purpose of avoiding the necessity of putting the state on a warrant basis and for that purpose the Commission hereby consents to the transfer to the general fund from the state highway fund, the sum of not to exceed \$500,000, said transfer to be made under the provisions of said Section 67-301, Oregon Code 1930, and upon the condition that said funds be retransferred to the highway fund on or before the 30th of November 1932, and that such retransfer be made out of the proceeds of the sale of \$500,000 Oregon Veterans' State Aid bonds sold by the World War Veterans' State Aid Commission on October 27, 1932. If for any reason said sale is not consummated, then said funds are to be retransferred out of the first funds in the general fund.

"Very respectfully

(Signed) "L. M. Scott
Chairman

"E. B. Aldrich
Commissioner

"Carl G. Washburne
Commissioner"

A letter was presented from R. B. Wilcox, Chairman of the State Relief Committee, appointed by Governor Julius L. Meier, advising that, upon the application of Governor Meier, the Reconstruction Finance Corporation under the provisions of the "Emergency Relief and Construction Act

of 1932" has made available funds to five Oregon counties for relief of destitution in those counties for the balance of 1932, as follows:

Deschutes County	\$20,166
Douglas County	20,832
Baker County	20,832
Union County	18,660
Sherman County	6,070

The Attorney advised that similar loans have been made by the Reconstruction Finance Corporation to the following counties:

Klamath County	\$86,160
Coos County	36,108
Wallowa County	12,710

The Secretary was instructed to record these loans in the records of the Commission.

Consideration was given by the Commission to the adoption of a standard width right of way for future highway improvements. The Engineer recommended that a minimum width of 100 feet be adopted as a standard for all new primary highways and presented arguments in support thereof. After some discussion, the Commission decided to defer action with respect to the adoption of a standard minimum width right of way for all new primary highways until a later date; however, the Commissioners agreed that a 100-foot minimum width right of way should be adopted as standard for the Wolf Creek Highway throughout and for future improvements along the following additional Class "A" highways:

Pacific Highway
West Side Pacific Highway
Columbia River Highway, Portland
to The Dalles
Redwood Highway

The following resolution with respect thereto was offered by Commissioner Washburne, who moved its adoption:

The Highway Commission having under consideration the matter of fixing a standard width of right of way for class "A" highways, and the Engineer having recommended that the minimum or standard width of right of way for such highways shall be not less than 100 feet and the Commission being fully advised with respect to the premises and it being the judgment of the Commission that a definite and fixed width should be determined for all class "A" highways;

THEREFORE, BE IT RESOLVED by the Commission, all members being present and participating, that the Commission

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does hereby determine and fix as a minimum width for all class "A" highways a width of 100 feet; provided, that in all instances where additional width is required for cuts, fills or borrow material then such additional width shall be procured as may be ordered by the Commission;

BE IT FURTHER RESOLVED, that within the provisions of this resolution the Pacific Highway East Side and the Pacific Highway West Side, the Redwood Highway, the Wolf Creek Highway, and the Columbia River Highway from Portland to The Dalles, shall be and said highways hereby are classified and designated as class "A" highways.

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

The Secretary presented a resolution adopted by the County Court of Deschutes County requesting the transfer of \$2,500 secondary state highway funds from the grading project on the Powell Butte Road, Secondary State Highway No. 371, to which it was originally allocated, to the general county apportionment for allotment to other secondary highway projects. The Engineer explained that the actual cost of the grading project was less than that estimated and the \$2,500 represents a saving which is available for other projects; therefore, it was his recommendation that the request be granted. The Engineer's recommendation was approved by the unanimous vote of the Commission upon motion of Commissioner Aldrich, which was duly seconded by Commissioner Washburne.

The Engineer presented for the approval of the Commission a map and profile of the Hankins Section of the Springfield-Cottage Grove Road, Secondary State Highway No. 222, in Lane County, showing the plans for the proposed improvement of this road between Engineer's Station 181+00 and Engineer's Station 300+00. He explained that these plans previously have been approved by the County Court of Lane County and by the County Engineer, also by the Division and Construction Engineers for the State Highway Department, and recommended that they be approved by the Commission. After due consideration, motion was made by Commissioner Washburne that the map and profile of the Hankins Section of Secondary State Highway No. 222, in Lane County, presented by the Engineer be approved. Motion was duly seconded by Commissioner Aldrich and was declared by the Chairman to have received the unanimous vote of the Commission.

The Engineer requested instructions relative to publishing the biennial report of the State Highway Commission to the Governor. He stated that it is the wish of the Governor that all state departments reduce the expense of issuing their reports as much as possible; therefore, he recommended that the Highway Commission's report be reduced to a minimum of statistical information. Recommendation approved by the unanimous vote of the Commission.

The Engineer reported on his investigation of the plan proposed by D. C. Latourette, Oregon City, for the rerouting of the Pacific Highway

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between Oswego and West Linn, Clackamas County, over the right of way of the Southern Pacific railroad which, Mr. Latourette advised, the railroad company contemplates abandoning. He stated that this section of highway will be greatly relieved of traffic upon completion of the East Portland-Oregon City Highway; therefore, it seemed to him that the present highway between Oswego and West Linn would not need reconstruction for a long time. He suggested that a detailed report on the plan offered by Mr. Latourette be deferred until such time as the improvement of the Oswego-West Linn Section is placed on the construction program. The suggestion offered by the Engineer was approved by the unanimous vote of the Commissioners.

The following resolution, authorizing the acquisition of real property for various purposes, was adopted by the unanimous vote of the Commission upon motion of Commissioner Washburne, which was duly seconded by Commissioner Aldrich:

WHEREAS, in connection with the further improvement of the highways hereinafter designated, it is and has been found necessary to acquire property for right of way, quarry sites, gravel or other material sites, or sites for the storage of materials, as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the properties required, options have been obtained, which options have been considered by the State Highway Commission, or reports have been presented to and considered by the Commission outlining the basis of settlement which has been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted, and/or the said reports be declared acceptable to the State Highway Commission as a basis for settlement for the properties involved, and that the acquisition of the properties desired should be completed;

NOW, THEREFORE, BE IT RESOLVED that the several offers or bases of settlement hereinafter enumerated be, and the same hereby are, approved and accepted, and that the Attorney for the State Highway Commission be, and he hereby is, instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon. The said properties hereby ordered and authorized to be acquired are as follows:

Section, Hwy., and Owner	Purpose	Acres	Approximate Amounts	Agent
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Salem-Aurora Section of Pacific Hwy.

Bentley, Rex W.	R. of W.	0.35	\$200.00 per acre plus \$114.25	Gardiner
Fikan, John	"	0.16	200.00 per acre	"
Fikan, John	"	0.73	200.00 per acre plus \$152.50	"

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Section, Hwy., and Owner Purpose Acres Approximate Amounts Agent

Salem-Aurora Section of Pacific Hwy. - cont'd

McGuire, Pauline	R. of W.	0.17	\$200.00 per acre plus \$30.00	Bentley
Tangen, Olaf H.	"	0.06	350.00 per acre plus \$5.00	Gardiner
Root, A. Elizabeth	"	0.12	200.00 per acre	Bentley
Williams, Emma	"	0.11	200.00 per acre plus \$720.00	Langille
Will, Lester	"	0.22	75.00 lump sum	"
Geiser, A. J.	"	0.07	200.00 per acre plus \$10.00	Bentley
Smucker, Grace	"	0.22	200.00 per acre	"
Greene, Wm. A.	"	0.08	200.00 per acre plus \$40.00	"
Campbell, J. H.	"	0.03	67.50 lump sum	Gardiner
Davis, M. C.	"	0.11	200.00 per acre plus \$383.50	"
Welsh, Ella	"	0.09	382.50 lump sum	"
Timm, A. F.	"	0.11	500.00 per acre plus \$97.00	"
Rogers, H. B.	"	0.09	500.00 per acre plus \$113.00	"
Crooks, Charles A.	"	0.10	350.00 per acre plus \$20.00	"
Pugh, C. J.	"	0.15	1150.00 lump sum	"

Barlow-Aurora Section of Pacific Highway

Bauer, H. V. R. of W. 2.91 250.00 per acre plus \$775.00 Langille

New Era-Canby Section of Pacific Highway

Conyers, Edward R. of W. 0.08 90.00 lump sum Langille

Ochoco Hwy. - East of Mitchell

Shown, H. C. Stock Pile 0.275 125.00 lump sum, fencing Lytle

Alsea Hwy., East of Waldport

Weist, W. B. Gravel Site 1.80 720.00 lump sum DeFrance

Central Oregon Highway - Dry River-Millican

Rahn, W. A. Gravel Pit 1.43 25.00 lump sum; lease 5 years Lytle

Central Oregon Highway - Lake County-Sage Hen Summit

Harney Valley Improvement Co.
Gravel Pit 4.82 15.00 per acre Lytle

Central Oregon Highway - Harney County

Corwin, O. M. Gravel Pit 3.00 50.00 lump sum; lease 5 years Lytle

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Section, Hwy., and Owner Purpose Acres Approximate Amounts Agent

Coos Bay-Roseburg Hwy., Douglas County and Coos County

Middle Fork White Cedar Co.	Stock Pile	1.05	Nominal - 10 yr. lease	Collier
Middle Fork White Cedar Co.	"	"	0.31 Nominal - 10 yr. lease	"
Coquille Land Co.	"	"	0.42 Nominal - 10 yr. lease	"
Coquille Land Co.	"	"	0.70 Nominal - 10 yr. lease	"
Coquille Land Co.	"	"	0.13 Nominal - 10 yr. lease	"

Oregon-Washington Hwy. - Weston

Kirkpatrick, Alice J. R. of W. 0.012 \$150.00 lump sum

Oregon Coast Hwy. - Clatsop County (Jack Horner Creek)

Justin, William R. of W. 0.075 25.00 lump sum Chandler

Old Oregon Trail - Wingville-Baker

Boyce, A. A.	R. of W.	1.33	100.00 per acre plus \$50.00	Benson
Elliott, N. N.	"	1.56	75.00 per acre plus \$180.00	"
Ritchie, A.	"	1.67	175.00 per acre plus \$597.80	"
Tons, John	Gravel Site	1.79	200.00 lump sum	Williams

Old Oregon Trail - Durkee-Gales

Moore, Mount R. of W. 18.36 1200.00 lump sum Williams

Columbia River Hwy. - Sherman County

Hines, Alfred	R. of W.	1.01	25.00 lump sum	Langille
Hines, Alfred	"	7.96	100.00 plus 50 cents per rod for moving fence	"
Fowler, J. S.	"	0.53	150.00 lump sum	"
Fowler, Mrs. C. M.	"	3.48	143.67 per acre plus \$168.00	"
Jones, Pearl	"	0.155	800.00 lump sum	"
Kuypers, C. M.	"	1.62	25.00 for land plus \$30.00	"
Steward, Lois Elizabeth	"	1.85	750.00 for land plus \$30.00	"
Mathieson, John	"	0.016	25.00 lump sum	"
Lindeman, C. H.	"	0.18	50.00 lump sum	"
Addington, John	"	1.26	65.00 for land plus \$260.00	"
Langford, Lewis	"	0.01	10.00 plus \$41.50	"
Ramey Estate, Virginia E.	"	0.158	125.00 lump sum	"
Hill Estate, Margaret	"	0.61	200.00 for land plus \$45.00	"

Columbia River Hwy. - Multnomah County

Parker, Joseph P. R. of W. 1.76 1250.00 lump sum Rose

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Section, Hwy., and Owner Purpose Acres Approximate Amounts

Agent

Columbia River Hwy. - Columbia County

Newsome, Mary W. R. of W. 7.729 \$ 75.00 per acre

Bentley

West Side Pacific Highway - Newberg-McMinnville

Davis, Nancy E.	R. of W. 0.194	40.00 for land plus \$15.00	Jones
Belieu, B. O. and Esther	" 1.535	150.00 per acre plus \$244.50	"
Fogelsong, John Wm.	" 0.053	65.00 for land plus \$163.00	"
Wirfs, Peter	" 0.20	250.00 per acre plus \$25.00	"

Umpqua Highway - Paradise-Red Bridge

Haines, Oliver	Gravel Site	Royalty basis plus \$50.00	Langille
Binder, Charles	" "	Royalty basis plus \$50.00	"
Binder, George A.	" "	Royalty basis plus \$75.00	"
Binder, Frank	" "	Royalty basis plus \$50.00	"

A letter was presented from Ira L. Withrow, Chairman of the Unemployment Relief Committee of Northwestern Polk County, Grand Ronde, in which the Commission was requested to include in its improvement program for 1932 some construction work on the Boyer-Dolph Cut-off Highway connecting the Salmon River and the McMinnville-Tillamook Highways in Polk County, to help relieve unemployment conditions in that part of Polk County. The letter was referred by the Commission to the Engineer with instructions to inform Mr. Withrow that while the Commission has recommended to the federal government that this road be placed on the federal aid system, no funds have been allocated for its construction this year; therefore, since there are no state funds available, it is necessary to decline his request.

The Engineer reported that it appears that there are insufficient secondary highway funds remaining unallocated of the 1932 apportionments made to Gilliam and Marion Counties to pay the entire estimated cost of secondary highway bridges in those counties for which bids are to be received on the following day; therefore, unless the Commission wishes to advance funds to the counties for this purpose, it would be necessary either to reject the bids or hold the awards until satisfactory arrangements have been made with the respective counties to pay the costs over and above the secondary highway funds available. Due to the fact that it is contrary to the established policy of the Commission to make advances to the counties of secondary highway funds from future apportionments, the Commission decided to open the bids received on the secondary highway bridge projects, as advertised, but hold the awards of the contracts until satisfactory arrangements have been made with the counties to pay the costs of construction in excess of the secondary highway funds now available.

The Engineer reported that certain sections of the Oregon Coast Highway, Alsea Highway and Corvallis-Newport Highway show signs of distress

because of the traffic to which they are being subjected; therefore, in conformance with authority previously granted him by the State Highway Commission he has posted these sections for reduced load limits, after having inspected them with Mr. Maurice Anderson, President of the Lincoln County Unit of the Oregon Mill and Truck Operators' Association. He requested the Commission to confirm these postings. After due consideration of this matter, the following resolution with respect thereto was offered by Commissioner Washburne who moved its adoption:

WHEREAS, the following roads or highways have been duly 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:

OREGON COAST HIGHWAY CORVALLIS-NEWPORT HIGHWAY
ALSEA HIGHWAY

AND WHEREAS, the said above-named state highways and each of them 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 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 said roads or any of them shall be reduced so as to conform to the requirements fixed in this order.

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 the weight herein fixed.

IT IS FURTHER ORDERED, that these rules and regulations as made and found by the State Highway Commission under the provisions of Chapter 360 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.

The maximum weights which shall apply to the following highways, to-wit:

OREGON COAST HIGHWAY between Lincoln-Lane County line and Berry Creek in Lane County;

OREGON COAST HIGHWAY between Siletz River and Newport in Lincoln County; and the

ALSEA HIGHWAY between Waldport and Alsea River Bridge in Lincoln County shall be as follows: The combined weight of any vehicle and load, or the combined weight of any combination of vehicles and loads shall not exceed 24,500 pounds; nor, shall the maximum wheel weight of any vehicle unladen or with load exceed 4,000 pounds, nor shall the maximum axle weight of any vehicle unladen or with load exceed 8,000 pounds; nor shall the combined weight of any vehicle and load or the combined weight of any combination of vehicles and loads exceed in pounds the product of $300 \times (L + 40)$ in which L represents the distance in feet between the front and last axle of any vehicle or the first and last axle of any combination of vehicles; when the total tire width of a vehicle is less than thirty (30) inches, the combined weight in pounds bearing on the surface of the highway at contact with the tread on the wheels of any one axle shall not exceed the product of two hundred fifty (250) multiplied by the sum of the tire width of the wheels of such axle. When the total tire width of a vehicle is thirty (30) inches or more than thirty (30) inches, the combined weight in pounds bearing on the surface of the highway at contact with the tread on the wheels of any one axle shall not exceed the product of three hundred (300) multiplied by the sum of the tire width of the wheels of such axle; and

The maximum weights which shall apply to the following highway, to-wit:

CORVALLIS-NEWPORT HIGHWAY between Newport and Toledo in Lincoln County shall be as follows: The combined weight of any vehicle and load, or the combined weight of any combination of vehicles and loads shall not exceed 32,700 pounds; nor shall the maximum wheel weight of any vehicle unladen or with load exceed 5,350 pounds, nor shall the maximum axle weight of any vehicle unladen or with load exceed 10,700 pounds; nor shall the

combined weight of any vehicle and load or the combined weight of any combination of vehicles and loads exceed in pounds the product of $400 \times (L + 40)$ in which L represents the distance in feet between the front and last axle of any vehicle or the first and last axles of any combination of vehicles; when the total tire width of a vehicle is less than thirty (30) inches, the combined weight in pounds bearing on the surface of the highway at contact with the tread on the wheels of any one axle shall not exceed the product of three hundred thirty three (333) multiplied by the sum of the tire width of the wheels of such axle. When the total tire width of a vehicle is thirty (30) inches or more than thirty (30) inches, the combined weight in pounds bearing on the surface of the highway at contact with the tread on the wheels of any one axle shall not exceed the product of four hundred (400) multiplied by the sum of the tire width of the wheels of such axle.

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 this order be furnished the Superintendent of the Department of State Police for his information.

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

The Engineer reported on the matter of the line change proposed by N. O. Hobson of Madras for the improvement of The Dalles-California Highway through that city. He stated that the present route of this highway through Madras extends south along Fifth Street from the north city limits to the intersection with D Street; thence west along D Street to Third Street; thence in a southwesterly direction to and under the Oregon Trunk Railway near the west end of E Street. He further stated that the line proposed by Mr. Hobson commences at the city limits at the north end of Fifth Street and extends in a direct line southwesterly to the undercrossing of the Oregon Trunk Railway on the present route, eliminating the turns through the business section of the city. The route proposed by Mr. Hobson, he said, has its merits as an improvement over the existing highway. However, he advised against the adoption of this line at this time because the present highway through this town is in very good condition, and furthermore there is a possibility that a major improvement of this highway will be undertaken in the future which will involve the extension of the present highway directly south from Madras along Fifth Street and the elimination of the present highway west of Fifth Street.

In view of the Engineer's report on this matter the Commission, by unanimous vote, decided to defer action indefinitely on Mr. Hobson's proposal.

Consideration was given by the Commission to the claim of John R. Latourette of Portland for reimbursement in the sum of \$113.75 for the cost of repairing his Packard automobile which he alleges was damaged when he drove it into a chain that was stretched across the Columbia River Highway near Goble, Columbia County, by employees of the State Highway Department. The Attorney explained that he investigated this matter and found that it was necessary for the Highway Department employees to stretch this chain across the highway in performance of their duties but they did not take proper precautions to safeguard traffic and, as a result (the chain not being easily seen) Mr. Latourette drove his car into it unknowingly. It was his opinion that the state is liable and should reimburse Mr. Latourette for the cost of repairs to his car. In view of the explanation and opinion given by the Attorney, the Commission voted unanimously to pay the claim, provided Mr. Latourette will give the state a full release from all future claims in connection therewith.

The Attorney reported that he has received a communication from the Reconstruction Finance Corporation in reply to his inquiry whether or not the state may secure a federal loan through the Reconstruction Finance Corporation to finance the construction of toll bridges on the Oregon Coast Highway, in which communication he was advised that the state can secure such a loan only in the event that the bridges are to be joint railroad and highway bridges for the use of both railroad and highway traffic. No action was taken by the Commission on this report.

The Attorney reported that he has been unsuccessful in his negotiations with Mr. Enoch Pearson of Pendleton for the acquisition of certain lands needed for right of way purposes for the improvement of the Columbia River Highway between Cold Springs and the Washington state line in Umatilla County, in that Mr. Pearson refuses to accept his offer of \$7,000 for this right of way and demands the sum of \$12,000 therefor, or such sum as may be determined upon by a board of arbitrators. He requested instructions from the Commission as to whether he should accept either of the propositions offered by Mr. Pearson or should institute condemnation proceedings to acquire the property. After due consideration of this matter, the Commission, by unanimous vote, rejected Mr. Pearson's counter-offers and instructed the Attorney to acquire the land by condemnation.

The Engineer presented a communication from Charles S. Adair, Chairman of the City Park Board of Grants Pass, requesting the Commission to construct a railing along the stairway which leads from the south approach to the Sixth Street Bridge in the city of Grants Pass and into the city park located adjacent thereto. Mr. Adair set forth in his communication the fact that the city of Grants Pass cannot legally spend money for this improvement because the stairway is located on the state's right of way. After some discussion of this matter and in view of the circumstances and of the necessity of adequate protection for pedestrians at this point, the Engineer was instructed by the Commission, upon motion of Commissioner Washburne, which was

duly seconded by Commissioner Aldrich and carried unanimously, to proceed with the construction of this railing as requested by Mr. Adair.

The Engineer presented a petition from citizens of Willamina, Yamhill County, in which the Commission was requested to construct a sidewalk for pedestrian traffic on the highway bridge over the Willamina River on the McMinnville-Tillamook Highway at Willamina. He advised the Commission that it would involve an expenditure of about \$1,000.00 to comply with this request. As the funds at the disposal of the Commission at the present time are very limited, the request was denied by the Commission and the Engineer was instructed so to inform the petitioners.

The Engineer reported that he has received a request from the County Court of Washington County to advertise for bids to be received at the next meeting for the construction of a bridge over the Tualatin River, known as the Farmington Bridge, on Secondary State Highway No. 142 in Washington County. He advised that the estimated cost of this bridge is \$11,000, and that there are insufficient secondary state highway funds remaining unallocated of the 1932 apportionment to Washington County to pay for the cost thereof, and requested instructions as to whether or not he should advertise the project in conformance with the county's request. In view of the fact that there are insufficient secondary highway funds available, the Commission decided to defer the construction of this bridge until next year, and instructed the Engineer to convey this information to the Washington County Court.

A letter was presented from the Stanfield Commercial Club, Stanfield, in which the State Highway Commission was requested to designate as a secondary state highway the Stanfield-Despain Gulch Market Road which extends from a point on the Pendleton-Cold Springs Highway, about five miles north from Pendleton, in a westerly direction to the town of Stanfield. The Engineer reported that a similar request has previously been received from the County Court of Umatilla County and that he has already instructed the Division Engineer to investigate and report on this matter. The Secretary was instructed by the Commission to communicate this information to the Stanfield Commercial Club.

The Engineer presented a tabulation showing the result of a special bus and truck traffic count taken at certain points along the Pacific Highway, Columbia River Highway, West Side Pacific Highway and Mt. Hood Highway during a twenty-four hour period ending at six o'clock P. M. Friday, October 21, 1932. The Commission discussed this report informally, but took no action thereon. In order to gather additional information as to bus and truck traffic on highways, the Engineer requested authority to take another traffic count in the near future. The request was granted by the Commission.

The Engineer presented a tentative five-year construction budget which was informally discussed by the Commission, but action on which was deferred until a later date.

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The Commission discussed the matter of the removal of the so-called smelt sands from the ocean beach area north of Yachats in Lincoln County. Commissioner Washburne reported that he has been informed that local material contractors are continuing to remove smelt sand from the beach for the benefit of highway contractors and others, notwithstanding the orders previously issued by the Commission prohibiting them from doing so. The Attorney advised that he has investigated the title to the beach area at this point and the records show that it was formerly owned by the Southern Pacific Company, but that it was later acquired by Lincoln County for the non-payment of taxes and title now rests in the county. Therefore, the state has no jurisdiction thereover. In view of this fact, and also because fish authorities claim that the removal of these sands will dangerously impair the propagation of smelt at this place, the Commission deemed it advisable to secure title to this beach area so as to have full control thereof. Motion was therefore made by Commissioner Washburne that the Attorney take the necessary steps to secure title to this beach area in the name of the state so that the Commission may have legal authority in the future to prohibit the removal of further sands therefrom. Motion was duly seconded by Commissioner Aldrich and was declared by the Chairman to have received the unanimous vote of the Commission.

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

Standard Asphalt Paving Co., contract No. 1352, grade widening, resurfacing and bituminous macadam of Pendleton-Emigrant Hill Section of Old Oregon Trail, Umatilla County, requested an extension of time to September 6, 1932. The Engineer explained that the original completion date specified in the contract was July 31, 1932, but this was extended by the Commission without penalty to August 31, 1932; also, that the contract would have been completed within this extended time limit had it not been necessary for the contractor to wait several days for the bituminous macadam to cure properly before placing the final seal coat thereon. He further stated that the state had been put to no extra expense by reason of the contractor not having completed the contract within the specified time limit and the public has not been inconvenienced by such delay. He therefore recommended that the extension now requested be granted without penalty. Recommendation approved by the Commission.

Clifton & Applegate, contract No. 1365, grading Dillon Section of Columbia River Highway, Wasco County, requested an extension of time from September 30, 1932 to October 15, 1932. The Engineer explained that the contractor's operations were delayed about two weeks because of the failure of the bridge contractor to complete the construction of the overcrossing structure at this point; also that the state has been put to no additional expense on account of this delay and the public has not been greatly inconvenienced thereby. He therefore recommended that the extension requested be granted without penalty. Recommendation approved by the unanimous vote of the Commission.

Tom Lillebo, contract No. 1323, construction of a bridge over the North Fork of Malheur River on the Central Oregon Highway, Malheur County,

requested an extension of time from July 31, 1932 to October 30, 1932 in which to complete this project. The Engineer reported that this job does not involve the payment of a penalty for the overrun of the time limit specified in the contract; also, that the state has been put to no extra expense by reason of the contractor's delay in completing the project on time. He therefore recommended that the extension be granted without penalty. Recommendation approved by the unanimous vote of the Commission.

Tom Lillebo, contract No. 1324, construction of a bridge over the Malheur River near Juntura on the Central Oregon Highway, Malheur County, requested an extension of time from July 31, 1932 to October 30, 1932. The extension requested was granted by the unanimous vote of the Commission upon the recommendation of the Engineer and his explanation that the state has been put to no extra expense by reason of the non-completion of the project within the specified time limit.

Tom Lillebo, contract No. 1354, construction of a bridge over Paradise Creek on the Umpqua Highway, Douglas County, requested an extension of time from August 31, 1932 to September 11, 1932 within which to complete this project. The Engineer recommended that the extension requested be granted without penalty for the reason that this job does not involve the payment of a penalty on account of overrunning the time limit specified, and also because the state has been put to no extra expense by reason thereof. Recommendation of the Engineer was approved by the Commission and, in view of his explanation, the extension requested was granted by the Commission without penalty.

Fisher Bros., contract No. 1346, grading New Era-Canby Section of Pacific Highway, Clackamas County, requested an extension of time from September 15, 1932 to September 22, 1932. The Engineer explained that this is the second extension of time requested by the contractor in connection with this project, the first one having been granted by the Commission on August 22, 1932 without penalty. He further advised that the state has been put to no additional expense by reason of the contractor having overrun the time limit specified, nor has the traveling public been inconvenienced thereby. It was his recommendation that the extension requested at this time be granted without penalty. The Engineer's explanation was accepted and the extension requested by the contractor was granted by the Commission without penalty.

Clyde R. Seitz, to whom O. N. Pierce assigned contract No. 1387 for the furnishing of crushed rock on the Vinson-Nye and Nye-Lazinka Ranch Sections of the Oregon-Washington and Pendleton-John Day Highways, Umatilla County, requested an extension of time from October 31, 1932 to December 31, 1932 within which to complete this project. The Engineer explained that the delay of the contractor in completing this contract within the time limit specified in the contract has caused no inconvenience to the traveling public and very little, if any, additional expense to the state. He recommended that the extension requested be granted and that no liquidated damages be assessed to the contractor for overrunning the

specified time limit. 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 contracts or modifications thereof, and that said jobs are now ready for acceptance:

Contract No. 1356, Barham Bros., contractor, construction of a bridge over the O.-W. R. R. & N. Co. tracks on the North Portland Secondary State Highway No. 120, in Multnomah County, completed October 1, 1932;

Contract No. 1323, Tom Lillebo, contractor, construction of a bridge over the North Fork of Malheur River on the Central Oregon Highway in Malheur County, completed October 6, 1932;

Contract No. 1324, Tom Lillebo, contractor, construction of a bridge over Malheur River, near Juntura, on Central Oregon Highway in Malheur County, completed October 24, 1932;

Contract No. 1400, A. G. Enright, contractor, construction of a storage building at McKenzie Bridge on the McKenzie Highway in Lane County, completed October 29, 1932;

Contract No. 1357, Barham Bros., contractor, widening Dillon Overcrossing on Columbia River Highway, in Wasco County, completed October 17, 1932;

Contract No. 1320, I. L. Young, contractor, surfacing Otis-Siletz River Section of Oregon Coast Highway in Lincoln County, completed October 1, 1932;

Contract No. 1346, Fisher Bros., contractor, grading New Era-Canby Section of Pacific Highway in Clackamas County, completed September 22, 1932;

Contract No. 1352, Standard Asphalt Paving Co., contractor, grade widening, resurfacing and bituminous macadam on Pendleton-Emigrant Hill Section of Old Oregon Trail in Umatilla County, completed September 6, 1932;

Contract No. 1362, J. C. Compton, contractor, bituminous macadam and oiling work, known as Bituminous Macadam Project No. 8, on the Corvallis-Newport, Oregon Coast and Alsea Highways in Lincoln County, completed on September 15, 1932;

Contract No. 1372, J. C. Compton, contractor, bituminous macadam and oiling work, known as Oiling Project No. 9,

on the Oregon Coast and Salmon River Highways in Tillamook and Lincoln Counties, completed on September 15, 1932;

Contract No. 1373, J. C. Compton, contractor, pavement widening and resurfacing, known as Bituminous Macadam Project No. 12, on the Pacific and West Side Pacific Highways in Benton, Linn and Polk Counties, completed October 5, 1932;

Contract No. 1374, Theodore Arenz, contractor, paving Kilchis River-Tillamook Section of Oregon Coast Highway in Tillamook County, completed October 5, 1932;

Contract No. 1376, C. U. Enstrom, contractor, grading and surfacing of Rodgers Farm Section of Secondary Highway No. 140 in Washington County, completed October 15, 1932;

Contract No. 1377, Berke Bros., Inc., contractor, grading and surfacing of Fanno Section of Secondary Highway No. 141 in Washington County, completed October 5, 1932;

Contract No. 1394, C. U. Enstrom, contractor, grading Bummer Creek-Lobster Mountain Section of Secondary Highway No. 201 in Benton County, completed September 29, 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 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. 1356, Barham Bros., contractor, construction of a bridge over the O.-W. R. R. & N. Co. tracks on the North Portland Secondary State Highway No. 120 in Multnomah County, completed October 1, 1932;

Contract No. 1323, Tom Lillebo, contractor, construction of a bridge over the North Fork of Malheur River on the Central Oregon Highway in Malheur County, completed October 6, 1932;

Contract No. 1324, Tom Lillebo, contractor, construction of a bridge over Malheur River near Juntura, on Central Oregon Highway in Malheur County, completed October 24, 1932;

Contract No. 1400, A. G. Enright, contractor, construction of a storage building at McKenzie Bridge on the McKenzie Highway in Lane County, completed October 29, 1932;

Contract No. 1357, Barham Bros., contractor, widening Dillon Overcrossing on Columbia River Highway, in Wasco County, completed October 17, 1932;

Contract No. 1320, I. L. Young, contractor, surfacing Otis-Siletz River Section of Oregon Coast Highway in Lincoln County, completed October 1, 1932;

Contract No. 1346, Fisher Bros., contractor, grading New Era-Canby Section of Pacific Highway in Clackamas County, completed September 22, 1932;

Contract No. 1352, Standard Asphalt Paving Co., contractor, grade widening, resurfacing and bituminous macadam on Pendleton-Emigrant Hill Section of Old Oregon Trail in Umatilla County, completed September 6, 1932;

Contract No. 1362, J. C. Compton, contractor, bituminous macadam and oiling work, known as Bituminous Macadam Project No. 8, on the Corvallis-Newport, Oregon Coast and Alsea Highways, in Lincoln County, completed on September 15, 1932;

Contract No. 1372, J. C. Compton, contractor, bituminous macadam and oiling work, known as Oiling Project No. 9, on the Oregon Coast and Salmon River Highways, in Tillamook and Lincoln Counties, completed on September 15, 1932;

Contract No. 1373, J. C. Compton, contractor, pavement widening and resurfacing, known as Bituminous Macadam Project No. 12, on the Pacific and West Side Pacific Highways in Benton, Linn and Polk Counties, completed October 5, 1932;

Contract No. 1374, Theo. Arenz, contractor, paving Kilchis River-Tillamook Section of Oregon Coast Highway in Tillamook County, completed October 5, 1932;

Contract No. 1376, C. U. Enstrom, contractor, grading and surfacing of Rodgers Farm Section of Secondary Highway No. 140 in Washington County, completed October 15, 1932;

Contract No. 1377, Berke Bros., Inc., contractor, grading and surfacing of Fanno Section of Secondary Highway No. 141, in Washington County, completed October 5, 1932;

Contract No. 1394, C. U. Enstrom, contractor, grading Bummer Creek-Lobster Mountain Section of Secondary Highway No. 201 in Benton County, completed September 29, 1932.

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

The Commission set the hour of nine o'clock A. M. Wednesday, December 14, 1932, Portland, as the date and place for the next general meeting for the receiving of bids on highway construction projects. The Secretary was instructed by the Commission to make the necessary arrangements to hold this meeting in the Benson Hotel, if possible, otherwise, in the Multnomah Hotel.

The Commission adjourned at 10:40 o'clock P. M., to reconvene at 9:00 o'clock A. M. the following day.

Portland, Oregon, November 2, 1932

The State Highway Commission met at 9:00 o'clock A. M. in the Crystal Room of the 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. G. Glaisyer, Secretary

Chairman Scott announced to those present that the projects for which bids are being received on this day will be financed for the most part with government funds appropriated by Congress under its Emergency Relief and Construction Act of 1932, which Act requires that these funds be expended prior to July 1, 1933; otherwise, they will be lost to the state. For this reason, he stated, and for the further reason that there is no assurance that other funds will be available to pay contractors for work performed subsequent to July 1, 1933, contractors to whom are awarded federal aid projects are urged to expedite their construction operations so that the projects will be completed before July 1, 1933. In the event that any federal aid project is not completed on or before June 30, 1933, he said, the State Highway Commission may on or after that date exercise its option to terminate the contract. Opportunity was then given by the Chairman to contractors to withdraw any proposal that they may have submitted for any of the projects for which bids are to be opened on this day if they were dissatisfied with the ruling of the Commission and desired to withdraw their bids under such condition. At the request of the Chairman, the Secretary read aloud the Engineer's letter, dated October 29, 1932, directed "To Prospective Bidders for Projects to be Let on November 2" and the special provision attached thereto headed "Right of Highway Commission to Terminate Contract". Bids were then opened and read on highway construction projects in accordance with previously published notice, as follows:

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PACIFIC HIGHWAY

MOLALLA RIVER-AURORA SECTION - REGRADING AND REPAVING

Theodore Arenz	\$ 76,452.00
Oregon Bridge & Dredging Co.	82,997.00
Jacobsen-Jensen Company	84,126.00
The United Contracting Co.	93,854.00
West Contract Co.	98,178.00
J. C. Compton	102,542.00

WOLF CREEK HIGHWAY

HUMBURG MOUNTAIN-RANGER STATION SECTION - GRADING

	Concrete Pipe	Corr. Iron Pipe
La Dee Logging Co.	\$157,670.00	\$156,260.00
Fred H. Slate	164,940.00	164,390.00

SECONDARY HIGHWAY NO. 242

WHITE BRIDGE APPROACHES - GRADING AND SURFACING

	Concrete Pipe	Corr. Iron Pipe
William Weekly	\$2,899.15	\$2,896.38
Peart Bros.	3,817.50	3,817.50
J. W. & J. R. Hillstrom	4,550.00	4,534.75

THE DALLES-CALIFORNIA HIGHWAY

UNIT NO. 2, REDMOND-BEND SECTION - GRADING

	Concrete Pipe	Corr. Iron Pipe
Hauser Construction Co.	\$19,385.00	\$19,270.00
J. A. Lyons	20,915.00	20,940.00
Wm. Endicott	22,595.00	22,395.00
Johnson Bros. Co.	22,910.00	22,660.00
Logan Construction Co.	23,480.00	23,505.00
March Construction Co.	26,705.00	26,555.00
Gilbert & Goodwin	27,365.00	27,365.00
Kern & Kibbe	36,275.00	36,350.00
G. I. Stebbins	44,785.00	44,360.00

PENDLETON-JOHN DAY HIGHWAY

FLOWERS GULCH-LONG CREEK SECTION - GRADING

	Concrete Pipe	Corr. Iron Pipe
E. C. Peck & Co.	\$98,920.00	\$97,476.00
J. A. Lyons	103,590.00	103,140.00
J. A. Terteling & Sons	104,110.00	101,915.00
Morrison-Knudsen Co.	119,835.00	117,240.00
The United Contracting Co.	133,787.50	133,265.00

LAKEVIEW-BURNS HIGHWAY

VALLEY FALLS-OKERMAN RANCH SECTION - SURFACING

Union Engineering Co.	\$24,331.00
Logan Construction Co.	25,525.00
Powell & Gilo	27,324.00
Morrison Trucking Co.	27,408.00
Gilbert & Goodwin	30,119.00
Wm. Endicott	31,586.00
A. Milne	32,102.00
Dunn & Baker	32,170.00
March Construction Co.	36,614.00

CRATER LAKE AND THE DALLES-CALIFORNIA HIGHWAYS

FORT KLAMATH-CROOKED CREEK SECTION - REGRADING AND SURFACING

C. T. Malcom & S. H. Newell & Co.	\$88,733.70
Washburn & Hall	94,327.50
Johnson Bros. Co.	96,405.50
Interstate Construction Co.	102,700.00
Theodore Arenz	107,108.00
Dunn & Baker	108,175.00

WILLAMETTE HIGHWAY

ODELL LAKE-WALKER MOUNTAIN SECTION - GRADING

	Concrete Pipe	Corr. Iron Pipe
Kern & Kibbe	\$132,558.00	\$132,671.00
E. C. Peck & Co.	162,834.00	161,612.00
von der Hellen & Pierson	176,925.00	176,290.00
Dunn & Baker	190,705.00	190,290.00
Fred H. Slate	238,830.00	237,715.00
Guthrie-McDougall Co.	270,965.00	270,851.00

WEST SIDE PACIFIC HIGHWAY

MILLER CREEK-JUNCTION CITY SECTION - GRADING AND PAVING

Oregon Bridge & Dredging Company	\$75,418.00
Theodore Arenz	81,720.00
Jacobsen-Jensen Co.	85,665.00
The United Contracting Co.	102,321.50
Stien Bros.	110,692.50
J. C. Compton	122,681.00

PACIFIC HIGHWAY

GREGG RANCH SECTION - REGRADING AND SURFACING

Liesch & Tofte	\$12,326.00
Yunker, Wiecks & Co.	14,843.50
Logan Construction Co.	15,070.00

PACIFIC HIGHWAY
ALBANY-TANGENT SECTION - GRADE WIDENING

Logan Construction Co.	\$ 9,808.00
Theodore Arenz	14,926.00
Meyers Contract Co.	15,690.00
Slate Construction Co.	24,360.00

SECONDARY HIGHWAY NO. 120
NORTH PORTLAND OVERCROSSING SECTION - GRADING

	Concrete Pipe	Corr. Iron Pipe
Dennis Construction Co.	\$ 9,750.00	\$ 9,780.00
J. A. Lyons	9,917.50	9,917.50
Jacobsen-Jensen Co.	10,188.00	10,188.00
The United Contracting Co.	12,393.50	12,393.50
T. B. Bidwell	12,940.50	12,940.50
Parker-Schram Co.	14,047.00	14,011.00

OREGON COAST HIGHWAY
MANZANITA SECTION - GRADING

	Concrete Pipe	Corr. Iron Pipe
Fred H. Slate	\$33,075.00	\$33,085.00
Berke Bros., Inc.	37,872.50	37,999.50
Kern & Kibbe	39,580.00	39,725.00
F. C. Dillard & Yunker, Wiecks & Co.	41,390.00	41,427.50
C. U. Enstrom	42,550.00	42,505.00
Newport Construction Co.	42,850.00	42,777.50
Roy L. Houck	42,900.00	42,720.00
E. C. Peck & Co.	43,955.00	43,885.00
Fisher Bros.	44,212.50	43,850.00
Liesch & Tofte	45,745.00	45,615.00
La Dee Logging Co.	49,235.00	48,685.00
Earl L. McNutt	49,795.00	49,610.00
Hauser Construction Co.	54,280.00	53,905.00
Brookfield Co.	55,650.00	55,732.50
P. L. Crooks & Co., Inc.	58,800.00	58,800.00
Joplin & Eldon	60,215.00	60,040.00
Guthrie-McDougall Co.	66,325.00	66,435.00
Meyers Contract Co.	72,710.00	72,640.00

COLUMBIA RIVER HIGHWAY
UMATILLA-WASHINGTON STATE LINE SECTION - SURFACING

Newport Construction Co.	\$129,475.00
Wren & Greenough & Babler Bros.	134,550.00
Northwest Roads Co.	139,945.00
Dunn & Baker	146,345.00

Continued

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Umatilla-Washington State Line Section - continued

J. C. Compton	\$147,505.00
A. C. Greenwood Co., Inc.	152,585.00
A. Milne	155,800.00
Standard Asphalt Paving Co.	159,010.00
F. J. Kernan	159,376.00

WOLF CREEK HIGHWAY
TILLAMOOK COUNTY LINE-SUNSET CAMP SECTION - GRADING

	Concrete Pipe	Corr. Iron Pipe
J. A. Lyons	\$100,430.00	\$100,330.00
La Dee Logging Co.	105,280.00	104,630.00
Fred H. Slate	104,990.00	104,990.00
Hauser Construction Co.	192,320.00	191,820.00

WEST SIDE PACIFIC HIGHWAY
NEWBERG-McMINNVILLE SECTION - REGRADING

J. A. Lyons	\$ 77,629.50
Theodore Arenz	83,705.50
Washburn & Hall	83,774.00
E. C. Peck & Co.	86,284.50
Meyers Contract Co.	87,532.00
Berke Bros., Inc.	88,071.00
Liesch & Tofte	90,306.20
Roy L. Houck	100,031.00
Kern & Kibbe	108,542.00
P. L. Crooks & Co., Inc.	128,920.00

SECONDARY HIGHWAY NO. 161
WOODBURN-MOLALLA SECTION - TWO PILE TRESTLES

Odom & DuRette	\$4,720.40
J. F. Johnston	4,794.00
Clackamas Construction Co.	4,846.00
Lindstrom & Feigenson	5,165.00
O. N. Pierce	5,216.00
O. M. Olds & Co.	5,635.00
Parker-Schram Co.	6,088.30
E. F. Balgemann	6,142.00
Enquist Construction Co.	6,153.00

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UMPQUA HIGHWAY

BRIDGE OVER DEAN CREEK, CULVERTS OVER KOEPKE AND HINSDALE SLOUGHS

Tom Lillebo	\$19,174.25
C. J. Montag	19,778.00
J. W. & J. R. Hillstrom	19,985.00
Lindstrom & Feigenson	21,187.00
Union Bridge Co.	24,952.00

WASCO-HEPPNER SECONDARY HIGHWAY NO. 300
BRIDGE OVER ROCK CREEK

R. H. Jones	\$5,405.70
Tom Lillebo	5,462.50
J. F. Johnston	5,738.50
O. N. Pierce	5,945.00
H. J. Settergren & F. T. Downing	6,331.00

PENDLETON-JOHN DAY HIGHWAY
LONG CREEK-FLOWERS GULCH SECTION - THREE BRIDGES

J. A. Terteling & Sons	\$18,170.00
O. N. Pierce	23,463.00

MIDLAND SECONDARY HIGHWAY NO. 420
BRIDGE OVER KLAMATH STRAITS

C. J. Montag	\$6,184.00
The Starr Co., Inc.	6,210.35
Sewells & Huls	7,648.00
Sawmill Engineering & Construction Co.	7,809.50

SIUSLAW HIGHWAY
CHESHIRE-PRAIRIE ROAD SECTION - NINE PILE TRESTLES

C. J. Montag	\$1,300.00
Parker-Schram Co.	1,467.50
A. G. Enright	1,590.00
J. F. Johnston	1,625.00
J. W. & J. R. Hillstrom	1,785.00
O. M. Olds & Co.	1,975.00

WEST SIDE PACIFIC HIGHWAY
MONROE-JUNCTION CITY SECTION - FIVE PILE TRESTLES

C. J. Montag	\$7,574.50
Lindstrom & Feigenson	8,341.00
A. G. Enright	8,466.50
Parker-Schram Co.	9,502.10

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SECONDARY HIGHWAY NO. 163
BRIDGE OVER SOUTH FORK OF SILVER CREEK

Oscar Storaasli	\$3,726.60
A. G. Enright	3,907.00
V. D. Reverman	4,111.55
J. F. Johnston	4,282.50
Sig Ash	4,611.00
E. F. Balgemann	4,862.60
Lindstrom & Feigenson	4,905.00

WEST SIDE PACIFIC HIGHWAY
NEWBERG-McMINNVILLE SECTION - TWO CULVERTS AND ONE TRESTLE

Odom & DuRette	\$11,890.40
J. F. Johnston	12,141.50
Sig Ash	12,166.60
Clackamas Construction Co.	12,167.00
Burcham & Green	13,083.00
Tom Lillebo	13,590.00
Lindstrom & Feigenson	13,849.00
O. N. Pierce	14,100.00
Portland Dredging Co.	14,931.00
Parker-Schram Co.	15,296.50
Gilpin Construction Co.	16,524.50

RESHINGLING SHOP BUILDING NO. 4 AT SALEM

Cobbs & Mitchell Co.	\$224.00
Odom & DuRette	250.00
Hansen & Liljequist, Inc.	261.00
Capital Paint & Roofing Co.	272.00
Robt. I. Wright	274.80
R. B. Willey	277.85
O. H. Goff	289.00

CONSTRUCTION OF TRUCK SHED AT LA GRANDE

Enquist Construction Co.	\$2,622.45
Goodnough & Kelly	3,209.00
R. H. Jones	3,605.00
W. Vedder	3,628.72

SALE OF 300-TON HYDRAULIC PRESS - SALEM SHOPS

Dallas Machine & Locomotive Works	\$350.00
Burke Machinery Co.	301.00

The Chairman announced that the award of contracts would be made at 4:30 o'clock P. M. this day in the same room.

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The Commission adjourned at 12:00 o'clock M. to reconvene at 1:15 o'clock P. M. this day in the same room.

The State Highway Commission reconvened at 1:15 o'clock P. M. in the Crystal Room, Benson Hotel, with all members, the State Highway Engineer, the Attorney and the Secretary present.

Hon. A. C. Mersters, Roseburg, and Mr. Guy Cordon, District Attorney of Douglas County, appeared before the Commission in the interests of the North Umpqua Highway which extends in a northeasterly direction from Roseburg to Diamond Lake. They stated that the westerly end of this road from Roseburg to a point near Steamboat Creek has already been constructed, and the easterly end of the road has been constructed for a considerable distance from the junction of the Diamond Lake Road westerly, leaving a section of about 22 miles in length uncompleted. Douglas County, they stated, has attempted for a number of years to secure the completion of this road, but its efforts have been impeded because the proposed road passes through a federal power reserve and several tentative power sites of the California-Oregon Power Company and there was a question as to where the road should be located with reference to these power sites. They explained that if the road were located and constructed at an elevation below the high water line of the proposed power development, the initial cost of construction would be less but it would be necessary to reconstruct the road later in the event that the power company carried out its plans for the development of these sites. On the other hand, if the road were located at an elevation above the proposed high water line, the development of the power sites would not interfere with it. However, the cost of construction would be considerably more and the alignment of the road would be much poorer than if built at the lower elevation. They advised that conferences have been held with officers of the California-Oregon Power Company with the result that the power company now agrees to permit the road to be located at the most practical place from an engineering standpoint, without reference to its power filings, and to let its rights become subservient to the rights of the highway. This information, they stated, has been transmitted by Douglas County to the Federal Power Commission with the request that that commission withdraw its objections to the construction of this road along the most practical alignment. They asked the Commission to adopt a resolution approving the action of the Douglas County Court, as it was their thought that such a resolution would be of great assistance to the county in securing favorable consideration of its request by the Federal Power Commission.

Chairman Scott inquired as to whether or not the adoption of such a resolution would in any way commit future state highway funds. He was advised by the Engineer that this road is on the forest highway system and is eligible for and should be constructed with forest highway funds. He further advised that all available forest highway funds have been previously allocated to other projects and there are no such funds available at the present time to make the necessary surveys. Furthermore, no funds will be available until Congress makes its next appropriation for forest highway purposes. When this is done, he said, a joint conference will be held by the State Highway Commission and representatives of the Bureau of Public Roads and Forest Service to

arrange a program therefor, at which conference it would be proper for the Commission to consider the allocation of funds for this project. After a further discussion, it was agreed that this matter would be considered further at a later date. It was also agreed that Mr. Cordon will furnish the Commission's attorney with a written statement of the full facts of the matter.

County Judge H. H. DeArmond of Deschutes County was present and requested the Commission to extend Secondary State Highway No. 372 in that county to include the county road known as Century Drive, a loop road which begins at the present terminus of the said secondary highway and extends in a westerly and southerly direction to Elk Creek and Crane Prairie Reserve, thence in a northeasterly direction to the point of beginning. Judge DeArmond stated that the County Court wishes this road designated as a secondary state highway at this time so that secondary highway funds may be expended thereon this winter to assist in the relief of unemployment in Deschutes County.

The Engineer stated that he is without data concerning this road, therefore, would like sufficient time in which to make a proper investigation of the same as to costs, etc. before making a recommendation with respect thereto. After some discussion, the Commission instructed the Engineer to make such an investigation and report at the next meeting. The action taken by the Commission was satisfactory to Judge DeArmond.

Lynn F. Cronemiller, State Forester, appeared before the Commission relative to the Lincoln County Fire Patrol Association's application for franchise to construct a telephone pole line along the right of way of the Siletz Secondary State Highway No. 181 between the towns of Toledo and Siletz. He stated that the fire patrol association has now a telephone pole line on this road from Siletz to the Morgan place, a distance of about 12 miles, but it has no connection from Siletz to Toledo except over the pole line owned by Walter J. Mead of Cloverdale. The Mead pole line, he stated, is in very poor condition, being down most of the time, and is very unsatisfactory from a fire protection standpoint. He advised that the fire patrol association has conferred with Mr. Mead concerning the use of his pole line and Mr. Mead demands the sum of \$1,500 therefor while the fire patrol association estimates that it can build its own line for about \$600. If the association is granted a permit to construct this pole line, he stated, it will permit Mr. Mead to attach his wires thereto without cost. After some discussion of this matter, and upon the advice of the Attorney that the Commission has the authority to grant a permit and require that all telephone wires along this particular section of highway shall be carried on a single pole line, the Commission by unanimous vote approved the granting of the permit subject to the condition that it shall be issued in the name of the State Board of Forestry and with the understanding that the State Forester will arrange with Mr. Mead for the joint use and occupancy of the poles to be erected thereunder.

A delegation consisting of County Judge F. A. Beltz and Commissioners Frank L. Owens and Ed. H. Lindsey of Tillamook County, and County

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Judge Guy Boyington and Commissioners Wm. Larson and Jas. Elliott of Clatsop County appeared before the Commission with respect to the completion of the Oregon Coast Highway between Arch Cape and Neahkahnie Mountain. Judge Beltz acted as spokesman for the group. He stated that it has been their understanding that the State Highway Commission had included this project in its plans for early construction, but it now appears that the plans have been changed and that this project, which includes the construction of the Arch Cape Tunnel, has been eliminated; therefore, they now wish to inquire when the Commission plans to do this work. He gave it as their opinion that the work should be done this winter because it seemed to them to be an excellent hand labor project and will help materially in relieving their unemployment situation. The fundamental reason for designating and constructing this highway, he said, was to eliminate the necessity of expending a large amount of state funds to reconstruct the present highway to modern standards; therefore, they believe the Commission should bear that thought in mind in making its allocation of funds. He called attention to the agreement entered into between the former State Highway Commission and Tillamook and Clatsop Counties, whereby each county agreed to contribute to the state the sum of \$25,000 annually for four years, provided the Cannon Beach-Neahkahnie Mountain Road was designated as a state highway, and advised that, in accordance with that agreement, the counties will have about \$50,000 in cash or in warrants available to turn over to the state about the first of the year and suggested that this money be applied as cooperation in the cost of the construction of this particular section of highway.

Chairman Scott stated that he was personally responsible for the change in the plans of the Commission with respect to this particular project. He advised the delegation that it would require an outlay of a large sum of money to complete the project and the Commission does not have funds available for this purpose at the present time. Therefore, it seemed inadvisable to commence construction of this project now while there is a question whether or not future revenues of the department will be sufficient to complete it. On account of the uncertainty of future revenues, he said, the Commission deems it advisable to allocate its present funds to other projects; however, the counties' proportionate share of the unemployed will be taken care of, nevertheless.

Judge Beltz then asked the Commission to make provision for the improvement of the McMinnville-Tillamook Highway, especially between Dolph and Hebo. He stated that they do not expect the Commission to reconstruct this entire highway to modern standards because that would cost a large sum of money which they would rather have expended for the construction of the Wilson River Highway, but they do ask that sufficient maintenance rock be provided to properly repair and maintain this road after it passes through the coming winter. He called attention to the large amount of traffic that now passes over this highway and the lack of stock-piled materials with which to keep it in repair.

The Engineer said that the state has plenty of rock available in the vicinity of Valley Junction to properly maintain the east end of this highway but there is insufficient rock on hand to maintain the Hebo end. He

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suggested that a contract for the furnishing of rock for patching and oiling purposes be awarded by the Commission at the December meeting if funds are available to finance it, which would permit the contractor to start crushing rock by the middle of January and the rock would then be ready to use in the spring when it is needed. Chairman Scott gave it as his opinion that the Dolph-Hebo Section of this highway will have to be kept up by the State Highway Commission notwithstanding the construction of the Wilson River Highway. The Commission does not have funds at the present time to reconstruct this section, he said, therefore, it was his thought that something should be done to maintain the present road. He advised Judge Beltz that his request would be taken under advisement.

Judge Beltz then asked the Commission to cancel its claim of \$122.39 against Tillamook County for expense incurred by the state in making an investigation at Lost Creek in connection with preliminary surveys that were made to determine a route for the proposed short road from Portland to the sea. He stated that the investigation was ordered by the former Highway Commission at the suggestion of the County Court in order to secure information concerning the possibilities of a highway along Lost Creek; however, nothing was said at that time about who should pay the cost thereof, for which reason they assumed that the state would bear it along with the expense of other surveys that were being carried on at the time along the proposed Ridge Route. The Engineer explained that it was necessary to employ the county engineer of Washington County to make this investigation because there were no engineers of the department available at the time; also that the records show that the cost was \$122.39. It was his thought that, since the investigation was made at the instance of the Tillamook County Court, the county should reimburse the state for the expenditure. After some discussion of the matter, Chairman Scott suggested that the state and the county share the expense equally, which was agreeable to Judge Beltz. Thereupon, motion was made by Commissioner Washburne that the Engineer be authorized to rebill Tillamook County for one-half of the amount of the original bill or \$66.19. Motion was duly seconded by Commissioner Aldrich and was declared by the Chairman to have received the unanimous vote of the Commission.

Judge Beltz next discussed with the Commission the matter of the reinstatement of the log hauling permit previously granted the City Transfer Company of Tillamook authorizing that company to haul logs on the Oregon Coast Highway between Beaver and Tillamook, which permit was revoked by order of the Commission on October 10, 1932, because two of the company's trucks were found by State Police officers to be carrying loads in excess of the legal load limits. He explained that the loads that were weighed by the officers of the Department of State Police consisted of one log each, and that the overloading was not intentional but was simply the result of an error in judgment of the chief timber buckler who misjudged the weight of the timbers in the woods and caused them to be cut in too great lengths. He further explained that each of the offending truck drivers was arrested and fined \$20.00 and costs, which fines have been paid; also, that no log hauling has been done on state highways by the City Transfer Company since the revocation of the permit. It was his thought that the company has been sufficiently punished for these violations, therefore, he requested that

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the permit be reinstated. After due consideration of this matter and in view of the fact that the City Transfer Company has been deprived of the privilege of hauling logs on state highways since October 10, 1932 and has paid the fines assessed by the court, the Commission decided to reinstate the permit as of November 10, 1932, with the strict understanding that should the company again violate the provisions of the statutes and/or the rules and regulations of the State Highway Commission with respect to log hauling, the Commission will order the permanent cancellation of the permit. Motion to that effect was made by Commissioner Washburne and was duly seconded by Commissioner Aldrich. The Chairman declared the motion carried by unanimous vote.

A committee representing the County Judges and Commissioners Association of Oregon, consisting of County Judge M. R. Biggs, Crook County, Chairman, County Commissioner J. E. Smith, Marion County, Secretary, and County Judge Victor P. Moses of Benton County, were present and invited the Commission and its staff to attend the annual banquet of that association, which is to be held in Portland on Tuesday evening, December 13, 1932. The Committee was thanked for its invitation.

Judge Biggs then discussed with the Commission matters pertaining to highway construction and unemployment relief in Crook County. He stated that the former Highway Commission, under its program for unemployment relief during the winter of 1931-1932, widened and straightened a section of the Ochoco Highway in the vicinity of Ochoco Dam but did not provide for its surfacing. He asked the Commission to surface this section this winter and oil it in the spring; also to continue the grade widening work on the adjoining section this winter as an emergency relief project for the benefit of the unemployed of Crook County. He recommended that a daily wage of \$1.50 be paid the men for this work and that they be allowed to stay at home. In support of his request, Judge Biggs stated that the financial situation in Crook County is rather embarrassing at the present time due to the fact that the people are not paying their taxes and the county's banks are not in position to handle the county's warrants, one of them having already closed its doors.

The Engineer informed Judge Biggs that the only funds that are now available to the Commission for highway construction purposes are the federal funds provided by Congress for emergency relief, and that these funds have all been allocated by the Commission to other projects; therefore, it seems to him that it would be impossible for the Commission to comply with his request. After further discussion and at the suggestion of Commissioner Aldrich, the Commission instructed the Engineer to look further into this matter and report to the Commission with respect thereto at the next meeting.

County Judge Donald T. Templeton, Commissioners H. D. Kerkman and J. M. Hiatt, and County Engineer J. W. Barney of Washington County appeared before the Commission relative to the designation of the secondary state highway system in the northern part of that county.

Before discussing this matter with the Commission, Judge Templeton reported that the contractor to whom the State Highway Commission awarded the contract for the paving of the Multnomah County Line-Middleton Section of the West Side Pacific Highway has not as yet called upon the Washington County Unemployment Committee to furnish labor for this project, notwithstanding the fact that provision was made in the contract for a certain number of men to be furnished by that county. The Commission instructed the Engineer to check up immediately on this matter and see that the contractor complies strictly with this provision of the contract as well as others.

Matters pertaining to the Washington County secondary highway system were then discussed. Judge Templeton explained that the designation of the secondary highway system in the northern part of Washington County has been deferred because the selection of the roads, to a considerable extent, depended upon the route which the State Highway Commission selected for the short road from Portland to the sea. Since the State Highway Commission has now adopted the Wolf Creek route as the route for this road, they are now ready to complete their secondary state highway designations. He recommended, in behalf of the County Court of Washington County, that the following roads or routes be approved by the State Highway Commission as secondary state highways:

1. County road extending northerly from Forest Grove to Banks and a connection with the proposed Wolf Creek Highway, locally known as the Greenville Road.
2. County road extending easterly from Hillsboro to Orenco, thence northerly to Multnomah County line, commonly known as the Cornelius Pass Road.
3. County road extending northwesterly from Hillsboro and lying adjacent to and parallel to the Pacific Railroad & Navigation Company right of way to Banks and a connection with the proposed Wolf Creek Highway or, if the Commission prefers, the county road extending north from Hillsboro to North Plains and a connection with the proposed Wolf Creek Highway at that point.

Judge Templeton further stated that the present members of the County Court of Washington County will agree to provide county funds with which to maintain all of the secondary state highways in Washington County as long as they remain in office.

The Engineer recommended that the Forest Grove-Banks Road be approved as a secondary state highway at this time because, he said, it will provide a good connection with the Wolf Creek Highway when that highway is constructed to Banks and will also provide a good connecting link with the inter-county road leading north from Banks to Vernonia via Manning and Buxton. After due consideration, motion was made by Commissioner Washburne that the Forest Grove-Banks Road be designated as a secondary

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state highway at this time, but that action on the other roads recommended by the Washington County Court be deferred until after the meeting of the next legislative assembly to ascertain what, if any, changes will be made in the secondary state highway law. Motion was duly seconded by Commissioner Aldrich and was declared by the Chairman to have carried by unanimous vote.

Consideration was given by the Commission to the proposed change in the alignment of the Lower Columbia River Highway in Columbia County to eliminate two sharp curves in front of the property of J. M. Kelly, et al, near Columbia City. The Engineer submitted a plan of the proposed change and recommended that it be approved by the Commission. He explained that the route recommended will eliminate the two bad curves in front of the Kelly property and will utilize more of the existing pavement than the line which lies adjacent to and parallels the S. P. & S. railroad at this point. He advised that construction on the proposed alignment will not be costly. After due consideration of this matter, and upon motion of Commissioner Washburne which was duly seconded by Commissioner Aldrich, the Commission by unanimous vote adopted the route recommended by the Engineer.

The Commission discussed the matter of proposed change in the alignment of the Pacific Highway within the city limits of Central Point and between Central Point and Medford in Jackson County, which was the subject of a special hearing held by the Commission in Central Point on October 24, 1932. After a full consideration of this matter, the following motion relative thereto was offered by Commissioner Washburne, who moved its adoption:

WHEREAS, pursuant to notice given as required by Section 44-120, Oregon Code 1930, as amended by Chapter 64 Laws of Oregon, 1931, the Highway Commission met in the Central Point Grange Hall in Central Point, Oregon for the purpose of conducting a hearing provided for in said law on the matter of the purpose and plan of the Highway Commission to change the route and point of entrance of the Pacific Highway entering said city from the north, passing through said city and departing therefrom, and

WHEREAS, the said meeting was called to order by Commissioner Scott, Chairman, who explained to those assembled the proposed change in the location, route and alignment of said highway, and also the proposed change in the point of entrance of said highway into said city from either direction, concerning which said matters the Chairman then invited discussion, and

WHEREAS, after full consideration of said matters by those present it appeared that the inhabitants of Central Point, as represented by those attending said meeting, were not of one mind with respect to the changes proposed by the Highway Commission, but it appeared to the Commission in the absence of any definite or concrete expression with respect to said matters that the majority favored the change proposed by the Commission and at the conclusion of said hearing the Chairman spoke for the Commission and announced that the various proposals, recommendations and suggestions made by those who

spoke for and those who spoke against the proposed change would be considered by the Commission and a decision rendered at a later date, and

WHEREAS, after due consideration of said matters by the Commission and the Commission now being fully advised, it is the judgment and opinion of this Commission that the interests of the state at large will be best served by the adoption of said proposed change in the route of said highway, which said change in route and point of entrance into the city of Central Point will in the judgment of this Commission make possible a better alignment of said highway and a more serviceable and convenient thoroughfare both into and through the said city;

THEREFORE BE IT AND IT HEREBY IS RESOLVED that the route and location of the Pacific Highway entering Central Point from the north, together with the point of entrance into said city and the course of said highway through said city shall be changed from the present route and location and shall be as follows:

Beginning at a point on the center line of the Pacific Highway as constructed, which point is Engineer's relocated center line station 11+46.8; said point being approximately 400 feet north of the north limits of Medford and being 1637.9 feet south and 255.3 feet east of the northwest corner of D. L. C. No. 61; thence on a 1432.5 foot radius curve left, (the long chord of which curve bears North 44° 30' West) a distance of 901.7 feet; thence North 62° 32' West a distance of 4408.8 feet; thence on a 1432.5 foot radius curve right, (the long chord of which curve bears North 48° 48' 30" West) a distance of 686.2 feet; thence North 35° 05' West a distance of 6911.4 feet; thence on a 2865 foot radius curve right, the long chord of which curve bears North 30° 48' 30" West) a distance of 427.5 feet; thence North 26° 32' West a distance of 393.1 feet to a point on the south limits of the town of Central Point; thence, continuing, North 26° 32' West, a distance of 105.1 feet; thence on a 2865.0 foot radius curve left, (the long chord of which curve bears North 30° 48' 30" West) a distance of 427.5 feet to a point on the center line of Front Street in said town; thence North 35° 05' West along the center line of Front Street a distance of 1208.1 feet to the intersection of Pine and Front Streets in the said town of Central Point.

BE IT FURTHER RESOLVED, that said above described route and location be and the same hereby is adopted as the route and location of said highway between the termini thereof therein named and the course or route through said Central Point as defined in said description shall be and the same hereby is declared to be the route of said highway through said city of Central Point,

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BE IT FURTHER RESOLVED, that the Engineer be and he hereby is instructed to proceed with the permanent improvement of said highway along the route herein defined and in harmony with plans and specifications heretofore prepared by the Engineer and by this Commission approved.

The motion was duly seconded by Commissioner Aldrich and was declared by the Chairman to have carried by the unanimous vote of the Commission.

Consideration was given by the Commission to the request of Fred W. Roberts, Captain of Fire Truck No. 1, and Chairman of the Unemployed League of Portland, for the use of six state trucks to haul cord wood and agricultural products into Portland for relief purposes. The Attorney advised that there is no statute that authorizes the State Highway Commission to grant special privileges such as Mr. Roberts requests, and that all of the funds that are placed at the disposal of the State Highway Commission are to be used in connection with highway construction and maintenance work and for the payment of bonded indebtedness. Therefore, it would be illegal for the Commission to expend state funds in the manner proposed by Mr. Roberts. In view of the opinion given by the Attorney, the Commission instructed the Secretary to inform Mr. Roberts that the Commission finds it necessary to decline his request because it cannot legally comply therewith.

At five o'clock P. M., Chairman Scott announced the following awards of contracts for which bids were received and opened at the morning session, the Commission having previously approved the awards by unanimous vote:

"Molalla River-Aurora Section of the Pacific Highway in Clackamas and Marion Counties, 3.4 miles of regrading and repaving. The low bidder is Theodore Arenz, Portland, at \$76,452.00; the second low bidder is Oregon Bridge & Dredging Co., Portland, at \$82,997.00. This contract involves the expenditure of federal aid funds; therefore, the award of the contract will be held pending the approval of the Bureau of Public Roads.

"Humbog Mountain-Ranger Station Section of the Wolf Creek Highway in Clatsop County, 3.85 miles of grading. The low bidder is La Dee Logging Co., Portland, at \$156,260.00 based on the use of corrugated iron pipe, and \$157,670.00 based on the use of concrete pipe. The next low bidder is Fred H. Slate, Portland, at \$164,390.00 based on the use of corrugated iron pipe and \$164,940.00 based on the use of concrete pipe. The Commission awards the contract to the La Dee Logging Co., the low bidder, at its bid price of \$156,260.00 using corrugated iron pipe.

"Grading and surfacing the approaches to the White Bridge on Secondary State Highway No. 242 in Coos County. The low bid is that submitted by Wm. Weekly, Bridge, Oregon, at \$2,896.38 using corrugated iron pipe, and \$2,899.15 using concrete pipe. The next low bid is that submitted by Peart Bros., Coquille, at \$3,817.50 based on the use of either corrugated iron pipe or concrete pipe. The Commission will hold the award of this contract pending an investigation of the qualifications of the low bidder. Announcement of this award will be made at a later date.

"Grading Unit No. 2, Redmond-Bend Section of The Dalles-California Highway in Deschutes County, 2.4 miles in length. The low bid for this work is that submitted by Hauser Construction Co., Portland, at \$19,270.00 using corrugated iron pipe, and \$19,385.00 using concrete pipe. The next low bid is that submitted by J. A. Lyons, Portland, at \$20,915.00 using concrete pipe, and \$20,940.00 using corrugated iron pipe. This is a federal aid project and involves the expenditure of federal aid funds. The Commission will hold this award pending the approval of the Bureau of Public Roads.

"Flowers Gulch-Long Creek Section of the Pendleton-John Day Highway in Grant County, 8.17 miles of grading. The low bid is that of E. C. Peck & Co., Aberdeen, Washington, at \$97,476.00 using corrugated iron pipe, and \$98,920.00 using concrete pipe. The next low bid is that of J. A. Lyons, Portland, at \$103,140.00 using corrugated iron pipe, and \$103,590.00 using concrete pipe. The Commission awards this contract to E. C. Peck & Co., the low bidder, at its bid price of \$97,476.00 based on the use of corrugated iron pipe.

"Valley Falls-Okerman Ranch Section of the Lakeview-Burns Highway in Harney and Lake Counties, 32.2 miles of surfacing. The low bidder is Union Engineering Co., Salem, at \$24,331.00; the second low bidder is Logan Construction Co., Arlington, at \$25,525.00. The award of this contract will be held pending a conference with the low bidder, Union Engineering Co.

"Fort Klamath-Crooked Creek Section of the Crater Lake and The Dalles-California Highways in Klamath County, 5.53 miles of regrading and surfacing. The low bid is that submitted by C. T. Malcom and S. H. Newell & Co., Portland, at \$88,733.70. The next low bid is that submitted by Washburn & Hall, Portland, at \$94,327.50. This is a federal aid project and the award of this contract will be held pending the approval of the Bureau of Public Roads.

"Odell Lake-Walker Mountain Section of the Willamette Highway in Klamath County, 18.9 miles of grading. The low bid is that submitted by Kern & Kibbe, Portland, at \$132,558.00 based on the use of concrete pipe, and \$132,671.00 based on the use of corrugated iron pipe. The next low bid is that submitted by E. C. Peck & Co., Aberdeen, Washington, at \$161,612.00 based on the use of corrugated iron pipe and the \$162,834.00 based on the use of concrete pipe. The Commission awards this contract to Kern & Kibbe, the low bidders, at their bid price of \$132,558.00 based on the use of concrete pipe.

"Miller Creek-Junction City Section of the West Side Pacific Highway in Lane County, 4.85 miles of grading and paving work. The low bid is that submitted by Oregon Bridge & Dredging Company, Portland, at \$75,416.00; the next low bid is that of Theodore Arenz, Portland, at \$81,720.00. This is a federal aid project involving the use of federal aid funds; therefore, the Commission will hold the award pending the approval of the Bureau of Public Roads.

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"Gregg Ranch Section of the Pacific Highway in Lane County, 0.33 mile of regrading and surfacing. The low bidder is Liesch & Tofte, Marshfield, at \$12,326.00; the next low bidder is Yunker, Wlecks & Co., Toledo, at \$14,843.50. The Commission awards this contract to the low bidder, Liesch & Tofte, at their bid price of \$12,326.00.

"Albany-Tangent Section of the Pacific Highway in Linn County, 4.60 miles of grade widening. The low bid is that submitted by Logan Construction Company, Arlington, at \$9,808.00. The next low bid is that of Theodore Arenz, Portland, at \$14,926.00. The Commission awards this contract to Logan Construction Company, the low bidder, at its bid price of \$9,808.00.

"North Portland Overcrossing Section of Secondary Highway No. 120 in Multnomah County, 0.3 mile of grading work. The low bidder is Dennis Construction Co., Milwaukie, at \$9,750.00 based on the use of concrete pipe and \$9,780.00 based on the use of corrugated iron pipe. The next low bid is that of J. A. Lyons, Portland, at \$9,917.50 based on the use of either corrugated iron pipe or concrete pipe. The Commission awards this contract to the Dennis Construction Co., the low bidder, at its bid price of \$9,750.00 based on the use of concrete pipe.

"Manzanita Section of the Oregon Coast Highway in Tillamook County, 0.89 mile of grading. The low bid is that submitted by Fred H. Slate, Portland, at \$33,075.00 using concrete pipe, and \$33,085.00 using corrugated iron pipe. The next low bid is that of Berke Bros., Inc., Portland, at \$37,872.50 based on the use of concrete pipe, and \$37,999.50 based on the use of corrugated iron pipe. The Commission awards this contract to Fred H. Slate, the low bidder, at his bid price of \$33,075.00 based on the use of concrete pipe.

"Umatilla-Washington State Line Section of the Columbia River Highway in Umatilla County, 19.71 miles of surfacing work. The low bid is that submitted by Newport Construction Co., Portland, at \$129,475.00. The next low bid is that of Wren & Greenough and Babler Bros., Portland, at \$134,550.00. The Commission awards this contract to Newport Construction Co., the low bidder, at its bid price of \$129,475.00.

"Tillamook County Line-Sunset Camp Section of the Wolf Creek Highway in Washington County, 3.34 miles of grading. The low bid is that submitted by J. A. Lyons, Portland, at \$100,330.00 based on the use of corrugated iron pipe, and \$100,430.00 based on the use of concrete pipe. The next low bid is that of La Dee Logging Co., Portland, at \$104,630.00 based on the use of corrugated iron pipe, and \$105,280.00 based on the use of concrete pipe. The award of this contract will be held pending the approval of the Bureau of Public Roads, inasmuch as this is a federal aid project, and the completion of right of way negotiations.

"Newberg-McMinnville Section of the West Side Pacific Highway in Yamhill County, 7.37 miles of regrading work. The low bid is that submitted by J. A. Lyons, Portland, at \$77,629.50. The next low bid is that submitted by Theodore Arenz, Portland, at \$83,705.50. This is a federal aid project involving the expenditure of federal aid funds. The award of this contract will,

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therefore, be held pending the approval of the Bureau of Public Roads.

"Sale of 300-ton hydraulic press at State Highway Department Shops at Salem, Marion County. The highest offer received by the Commission for the purchase of this press is that submitted by the Dallas Machine & Locomotive Works, Dallas, at \$350.00. The next high offer is that received from Burke Machinery Co., Portland, at \$301.00. The offer of the Dallas Machine & Locomotive Works being satisfactory and the highest of those received, the Commission authorizes the sale of the press to that company at its offer of \$350.00.

"Two pile trestles with concrete deck (Rock Creek Bridge) on the Woodburn-Molalla Section of Secondary Highway No. 161 in Clackamas County. The low bid is that submitted by Odom & DuRette, Salem, at \$4,720.40. The next low bid is that of J. F. Johnston, Newberg, at \$4,794.00. Commission awards this contract to the low bidders, Odom & DuRette, at their bid price of \$4,720.40.

"Steel bridge with trestle approach and two concrete culverts on the Umpqua Highway east of Reedsport in Douglas County. The low bid is that submitted by Tom Lillebo, Reedsport, at \$19,174.25. The next low bid is that submitted by C. J. Montag, Portland, at \$19,778.00. This is a federal aid project involving the use of federal aid funds. The award of the contract, therefore, will be held pending the approval of the Bureau of Public Roads.

"Bridge over Rock Creek on Wasco-Heppner Secondary Highway No. 300 in Gilliam County. The low bid is that submitted by R. H. Jones, Baker, at \$5,405.70. The next low bid is that of Tom Lillebo, Reedsport, at \$5,462.50. The award of this contract will be held pending a conference with the County Court of Gilliam County.

"Three bridges on the Long Creek-Flower Gulch Section of the Pendleton-John Day Highway in Grant County. The low bid is that submitted by J. A. Terteling & Sons, Spokane, at \$18,170.00. The next low bid is that submitted by O. N. Pierce, Portland, at \$23,485.00. Due to the fact that none of the bids received for this project is satisfactory to the Commission, all are rejected and the Engineer is hereby authorized to readvertise the project for bids to be received at the next meeting.

"Bridge over Klamath Straits on Midland Secondary Highway No. 420 in Klamath County. The low bid is that of C. J. Montag, Portland, at \$6,184.00; the next low bid is that of The Starr Co., Inc., Klamath Falls, at \$6,210.35. The Commission awards this contract to C. J. Montag, the low bidder, at his bid price of \$6,184.00.

"Nine untreated pile trestles on the Cheshire-Prairie Road Section of the Siuslaw Highway in Lane County. The low bidder is C. J. Montag, Portland, at \$1,300.00; the next low bidder is Parker-Schram Co., Portland, at \$1,467.50. The Commission awards this contract to the low bidder, C. J. Montag, at his bid price of \$1,300.00.

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"Five pile trestles with concrete decks on the Monroe-Junction City Section of the West Side Pacific Highway in Lane County. The low bid is that submitted by C. J. Montag, Portland, at \$7,574.50; the next low bid is that submitted by Lindstrom & Feigenson, Portland, at \$8,341.00. This is a federal aid project involving the use of federal aid funds. Therefore, the Commission will hold the award pending the approval of the Bureau of Public Roads.

"Bridge over South Fork of Silver Creek on Secondary Highway No. 163 in Marion County. The low bid is that submitted by Oscar Storaasli, Silverton, at \$3,726.60; the next low bid is that submitted by A. G. Enright, Eugene, at \$3,907.00. The award of this contract will be held by the Commission pending a conference with the County Court of Marion County which is cooperating in the cost thereof.

"Two culverts and one trestle with concrete deck on the Newberg-McMinnville Section of the West Side Pacific Highway in Yamhill County. The low bid is that submitted by Odom & DuRette, Salem, at \$11,890.40; the next low bid is that of J. F. Johnston, Newberg, at \$12,141.50. This is a federal aid project; therefore, the Commission holds the award pending the approval of the Bureau of Public Roads.

"Reshingle frame building at State Highway Department Shops, Salem, Marion County. The low bid is that submitted by Cobbs & Mitchell Co., Salem, at \$224.00. The next low bid is that submitted by Odom & DuRette, Salem, at \$250.00. The Commission awards this contract to Cobbs & Mitchell Co., the low bidder, at its bid price of \$224.00.

"Construct a frame building, 26' x 264', at the State Highway Department Shops, La Grande, in Union County. The low bid is that submitted by Enquist Construction Co., Troutdale, at \$2,622.45. The next low bid is that submitted by Goodnough & Kelly, La Grande, at \$3,209.00. The Commission awards this contract to the Enquist Construction Co., the low bidder, at its bid price of \$2,622.45."

The Attorney reported that negotiations have been carried on with the heirs of the Clifton N. Rosin Estate for the acquisition of a tract of land in Deschutes County, which contains road building materials that are needed in the improvement of the Central Oregon Highway, and it appears necessary to institute condemnation proceedings to acquire title to this property. He requested authority to start these proceedings in the event that is necessary. After due consideration, the following resolution with respect thereto was offered by Commissioner Aldrich, who moved its adoption:

WHEREAS, that certain highway known and designated as the Central Oregon Highway and otherwise defined as State Highway No. 7 has been definitely surveyed and located, pursuant to the provisions of the laws of the State of Oregon, and the location and survey thereof adopted as the survey and location of said highway, and in harmony with said survey and location the said highway is being improved and maintained by the state, and

WHEREAS, the State Highway Commission is directed by law to permanently improve and maintain said highway as a part of the state highway system, and

WHEREAS, in order that said highway may be properly constructed, improved, and maintained it is, in the judgment of the Highway Commission, necessary that certain road building materials, to-wit: rock, sand, gravel, and other mineral deposits be procured, and

WHEREAS, there exists upon and under the parcel of land hereinafter described rock, sand, gravel, and other mineral deposits suitable for road construction, improvement, and maintenance, which said materials the State Highway Commission requires and needs in order to properly improve and maintain said highway, and

WHEREAS, the Commission has found that the said materials are needed and required by the state for said road construction and maintenance, and

WHEREAS, said materials are of a character suitable for road construction and road maintenance and are conveniently located so that the same may be produced and appropriated to the advantage of the state, and

WHEREAS, the said parcel of land upon and under which said materials are found and are deposited, and which said parcel of land in the judgment and determination of the Highway Commission is required and is necessary for the purposes herein stated, is described as follows, to-wit:

A parcel of land being a portion of the following described property: the northwest quarter (NW $\frac{1}{4}$) of the northwest quarter (NW $\frac{1}{4}$) (known as Government Lot 4) of section 4, Twp. 20 South, Range 16 East, W. M., Deschutes County, Oregon; the said parcel being more particularly described as follows:

Beginning at a point on the southerly right of way line of the Central Oregon Highway; said point being 40.0 feet distant from (when measured at right angles to) the center line of said highway at engineer's station 1580+00; said beginning point also being approximately 690 feet east and 40 feet south of the northwest corner of said Section 4; thence south a distance of 300.0 feet; thence east a distance of 500.0 feet; thence north a distance of 300.0 feet to a point on the said southerly right of way line; said point being 40.0 feet distant from (when measured at right angles to) the center line of said highway at engineer's station 1585+00; thence west along said right of way line a distance of 500.0 feet, to the point

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of beginning, containing 3.44 acres, more or less.

and

WHEREAS, it appears that title to the above described land is vested in the heirs of the estate of Clifton N. Rosin, deceased, and that the said heirs are the owners of and entitled to the possession of said property and of the rock, sand, gravel, and other mineral deposits found in and upon said property, and

WHEREAS, it is the judgment and determination of the Highway Commission and the Commission finds that it is necessary and will be of advantage to the State of Oregon on the grounds and for the reasons herein stated that title to said parcel of land be procured for the purposes herein stated;

THEREFORE, BE IT RESOLVED that the Highway Commission do, and said Commission does hereby, declare that it is necessary and that it will be of advantage to the state for the state to acquire the parcel of land herein described for the purpose of procuring materials therefrom for road construction and road maintenance purposes, and for the purpose of manufacturing and storing thereon such road building materials, and said Commission does further declare that the acquisition of said materials and the acquisition of said parcel of land, and the manufacture and storage of road building materials on said parcel of land is necessary in order to make it possible for the state to improve and maintain said road with a surface adequate to the needs of the traveling public, and said Commission does further resolve and declare that the acquisition of said materials and the acquisition of title to the said parcel of land for the purposes herein stated is and will be of advantage to the state for the reasons herein set forth, all of which reasons and purposes and necessities the Commission does hereby declare and determine, and

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

The motion was duly seconded by Commissioner Washburne and was declared by the Chairman to have received the unanimous vote of the Commission.


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A letter was presented from Mr. R. E. Riley, Commissioner of Finance, Portland, and Chairman of the Council's Committee, in which the State Highway Commission was requested to join with the City Engineer of Portland, Multnomah County Roadmaster and members of the Tualatin Tunnel Commission in a conference with representatives of the Reconstruction Finance Corporation to ascertain the possibilities of including the approaches of the proposed Tualatin tunnel as a part of the entire tunnel project which they plan to construct as a "self-liquidating" project with funds provided by the Reconstruction Finance Corporation under the provisions of the Emergency Relief and Construction Act of 1932 relating to that class of projects.


The Engineer advised the Commission that the approaches to the proposed Tualatin tunnel are not on the present federal aid highway system and that the requirements of the federal government will not permit the addition to that system of a highway that approaches a toll road or a toll tunnel. Therefore, the Commission has no alternative but to decline to join in such a conference. Furthermore, the state has no funds available from any source that may be applied to that project. After consideration of this matter, the Engineer was instructed by the Commission to convey this information to Mr. Riley.

There being no further business to come before the Commission at this time, the meeting was adjourned at 5:30 o'clock P. M.


State Highway Engineer


Secretary


Chairman


Commissioner


Commissioner

Portland, Oregon, November 10, 1932

The State Highway Commission met in special session at ten o'clock A. M. in Room 204, Benson Hotel, to discuss with the County Courts of Tillamook, Washington and Columbia Counties matters pertaining to the acquisition of rights of way for the Wolf Creek Highway within these counties. Present were:

Leslie M. Scott, Chairman
Carl G. Washburne, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Attorney
H. B. Glaisyer, Secretary

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Present in the interests of Washington County were: Donald T. Templeton, County Judge, and H. D. Kerkman and J. M. Hiatt, County Commissioners. Present in the interests of Columbia County were: J. H. Wellington, County Judge, J. N. Miller and T. B. Mills, County Commissioners, and L. R. Chandler, County Engineer. The County Court of Tillamook County advised that it could not be present until the afternoon session.

The Engineer presented the following comparative estimates of the cost of acquiring the right of way for the Wolf Creek Highway across the holdings of the Western Timber Company and the Sunset Logging Company, one of which was prepared by the timber interests, and the other by the State Highway Engineer based on detailed information furnished by Eugene R. Walsh of Brown & Brown, Inc., forest engineers, Portland, who had been retained by the State Highway Commission for this purpose:

WESTERN TIMBER COMPANY ESTIMATE

	Washington County	Tillamook County	Columbia County	Total
Right of Way				
(\$20.00 per acre) 34.8 A.		15.0 A.	10.2 A.	
(\$50.00 per acre) 3.0 A.				
Timber FBM 1,408,220	\$ 846.00	\$ 300.00	\$ 204.00	\$ 1,350.00
(\$4.00/M)	5632.88	5381.54	3008.20	14,022.62
Moving Camp & R. R.	5000.00			5,000.00
Subtotals	\$11478.88	\$5681.54	\$3212.20	\$20,372.62
*Damages	39830.00		7470.00	47,300.00
Grand Totals	\$51308.88	\$5681.54	\$10,682.20	\$67,672.62

STATE HIGHWAY ENGINEER'S ESTIMATE

	Washington County	Tillamook County	Columbia County	Total
Right of Way 1.5 A. at \$50		16.9 A. at \$20	10.2 A. at \$20	
36.4 A. at \$20				
Timber	\$803.00	\$338.00	\$204.00	\$1,345.00
*Damages 80%	2255.00	2020.00	1125.00	5,400.00
	25604.00	5% 1600.00	15% 4801.00	32,005.00
Subtotals	\$28662.00	\$3958.00	\$6130.00	\$38,750.00
Moving Camp & R. R.	5000.00			5,000.00
Grand Totals	\$33662.00	\$3958.00	\$6130.00	\$43,750.00

*Represents estimated increase in cost of marketing the balance of the timber on account of presence of highway.

The Engineer explained that his estimate is based on the following unit prices for the several types of stumpage involved which unit prices were submitted by Mr. Whitten, timber cruiser, also in the employ of the State Highway Commission:

Yellow fir	\$3.00 per M FBM
Red fir	1.50 " " "
Cedar	1.50 " " " and the
Balance	1.00 " " "

The Engineer also presented the following tabulation showing the results of the timber cruise made by Mr. Whitten on the 100-foot strip that is required for the right of way for this highway across the holdings of the Western Timber Company in Washington, Columbia and Tillamook Counties and explained that the cruise was very carefully made and he considered it very reliable:

	Washington County	Columbia County	Tillamook County
	in	in	in
	Secs. 4, 5 & 6	Secs. 31 & 32	Section 1
Class of Timber	T. 3 N.R. 5 W.W.M.	T. 4 N.R. 5 W.W.M.	T. 3 N.R. 6 W.W.M.
Yellow fir FBM	165,300	-----	8,500
Red fir "	934,270	735,700	1,310,835
White fir "	154,250	12,450	-----
Cedar "	106,650	2,900	3,175
Hemlock "	19,500	1,000	22,875
Dead Fir "	23,000	-----	-----
Dead Cedar "	3,800	-----	-----
Maple "	1,050	-----	-----
Alder "	400	-----	-----

Among other things that were disclosed in the discussion that followed was that the tax assessment on timber in Washington County as equalized by the State Tax Commission is based on 48% of the estimated value of the timber. On that basis, the Engineer advised, the average value of the timber will be \$3.00 per thousand, which is the exact amount that the state has offered to the Western Timber Company for the timber on its holdings.

Judge Templeton informed the Commission that Washington County has no funds with which to acquire the right of way for this highway across that county. In reply thereto, the Engineer suggested that it might be possible for the state to advance the payments for the county, the county to reimburse the state later by assigning to the state a portion of its share of the motor vehicle license fees which, on the present basis, amounts to about \$45,000 annually.

The Attorney advised that the state law requires the counties to acquire the right of way for improvements of this kind and that the right of way must be acquired before any contracts are awarded for construction purposes. He further stated that in the event the county fails to secure

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the right of way, after having been given proper notice to do so, the State Highway Commission may acquire it and charge the cost thereof to the county. The Attorney also advised that the timber interests prefer cash settlements for their property; therefore, arrangements for financing the cost of right of way must be effected at an early date.

In this connection the Engineer explained the necessity of an early decision from a state standpoint. A satisfactory bid has been received, he said, for the construction of a unit of this highway across the holdings of the Western Timber Company between Sunset Camp and the Tillamook County line in Washington County. If the Commission cannot accept this contract, he stated, because the right of way has not been arranged for, then it will be necessary to readvertise the project later and it is very doubtful if the Commission will again receive such a satisfactory bid and, as a result, the state would probably lose a considerable amount of money; furthermore, there is the possibility that the state would lose the federal aid that has been allocated for this project due to the fact that the monies that are to be used in financing the work are federal aid funds, provided by the government under its Relief and Construction Act of 1932, which must be expended before July 1, 1933. It behooves the Commission, therefore, he added, to contract this work at the earliest possible moment, if they wish to build this highway, in order to insure that the project will be completed before that date.

The matter of the injunction suit which has been filed by Senator Joe E. Dunne, Portland, was mentioned by Judge Templeton. He was informed by the Attorney that the State Highway Commission is not enjoined from doing anything it wishes in connection with this highway and may proceed with the construction thereof if it so desires and may make whatsoever arrangements it wishes with the counties affected to provide for cooperation in financing the work.

Judge Wellington inquired as to how much timber there is on the proposed right of way in Columbia County. He was informed that the state's cruise shows 752,050 FBM which, it is estimated, will cost about \$1,125.00. He was further advised that the estimated total cost to Columbia County is about \$6,130.00 segregated as follows:

Cost of timber	\$1,125.00
Cost of land	204.00
Damages	<u>4,801.00</u>

Total	\$6,130.00
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Judge Wellington stated that he had in mind that it might be better for Columbia County to purchase the timber outright and salvage it later when it was cut, thus reducing the cost of the right of way to Columbia County.

After further discussion, the County Court of Washington County offered to pay for the right of way required for this highway across Washington County, including the land, the timber standing thereon, cost of moving the

logging company's camp and railroad at Sunset Camp, and its share of additional damages, based on the Engineer's estimate, provided the state will advance the money therefor, and agreed to reimburse the state for this advance out of the county's share of the motor vehicle license fees, which they agree to assign to the state, such reimbursement to be made in three equal installments commencing with 1933.

The Washington County Court also approved the Commission's plan for the acquisition of the right of way across the holdings of the Western Timber Company and the Sunset Logging Company, whereby the Commission is to offer these companies a certain cash amount for their interests, based on the Engineer's estimate submitted at this meeting and in the event the offer is not accepted by these companies, then the Commission is to institute condemnation proceedings to acquire the right of way and let the court decide what is a fair and just amount that should be paid therefor. The Commission accepted the offer of the Washington County Court and instructed the Attorney to prepare an appropriate form of agreement in conformance therewith.

Judge Wellington informed the Commission that the Columbia County Court is not prepared to make a definite statement at this time; however, they prefer not to resort to condemnation proceedings to acquire the right of way through Columbia County unless that is absolutely necessary. He also informed the Commission that it is the desire of the Columbia County Court to cooperate with the Commission in every respect, but on account of certain oppositions in their county they are not in a position to enter into any kind of an agreement at this time, either with respect to the acquisition of the right of way or to the method of payment therefor. After some discussion, the Columbia County Court gave its approval to the plan of the Commission to proceed with negotiations with the Western Timber Company and the Sunset Logging Company for the acquisition of the right of way required across their holdings in Columbia County and agreed to pay the costs thereof, the method of payment to be decided upon later.

Further discussion of right of way matters pertaining to the Wolf Creek Highway was deferred by the Commission until the afternoon session when the County Court of Tillamook County will be present.

Consideration was then given by the Commission to routine matters of the department.

The Engineer requested authority to make a complete location survey of the Rex Hill and Springbrook alternate routes proposed for the improvement of the West Side Pacific Highway between Middleton and Newberg in Yamhill County to eliminate the excessive grades and curvatures on the present route. The request was granted by the Commission upon motion of Commissioner Washburne, which was duly seconded by Chairman Scott and declared by him to have carried by the unanimous vote of the Commissioners present.

The Engineer reported that the Bureau of Public Roads has approved the award of a number of the contracts for highway construction work for which bids were received by the Commission at its meeting held on November 2, 1932, and recommended that the contracts be awarded at this time. Thereupon the Commission, upon motion of Commissioner Washburne which was duly seconded by Chairman Scott, awarded contracts as follows, all of which have been approved by the Bureau of Public Roads:

Molalla River-Aurora Section of the Pacific Highway in Clackamas and Marion Counties, 3.4 miles of regrading and repaving. Contract awarded to Theodore Arenz, Portland, the low bidder, at his bid price of \$76,452.00 submitted on November 2, 1932.

Grading Unit No. 2, Redmond-Bend Section of The Dalles-California Highway in Deschutes County, 2.4 miles in length. Contract awarded to Hauser Construction Company, Portland, the low bidder, at its bid price of \$19,270.00 based on the use of corrugated iron pipe.

Valley Falls-Okerman Ranch Section of the Lakeview-Burns Highway in Harney and Lake Counties, 32.2 miles of surfacing. Contract awarded to Union Engineering Co., Salem, the low bidder, at its bid price of \$24,331.00.

Newberg-McMinnville Section of the West Side Pacific Highway in Yamhill County, 7.37 miles of regrading. Contract awarded to J. A. Lyons, Portland, the low bidder, at his bid price of \$77,629.50.

Construction of one steel bridge with trestle approach and two concrete culverts on the Umpqua Highway east of Reedsport in Douglas County. Contract awarded to Tom Lillebo, Reedsport, the low bidder, at his bid price of \$19,174.25.

Construction of two culverts and one trestle with concrete deck on the Newberg-McMinnville Section of the West Side Pacific Highway in Yamhill County. Contract awarded to Odom & DuRette, Salem, the low bidders, at their bid price of \$11,890.40.

The Engineer reported that a satisfactory arrangement has been made with Marion County Court to finance the construction of the bridge over the South Fork of Silver Creek on Secondary Highway No. 163 in Marion County whereby the County Court agrees to pay with county funds the cost of said structure over and above the amount of secondary state highway funds available for that purpose. He, therefore, recommended that the contract for the construction of this bridge be awarded to Oscar Storaasli, Silverton, the low bidder, at his bid price of \$3,726.60. Motion was made by Commissioner Washburne that the Engineer's recommendations be approved and the contract be awarded to Mr. Storaasli in conformance therewith. The motion was duly seconded by Chairman Scott and was declared by him to have received the unanimous vote of the Commissioners present.

The Engineer further reported that he has investigated the qualifications of Wm. Weekly, Bridge, who submitted the low bid on November 2, 1932

for the grading and surfacing of the approaches to the White Bridge on Secondary State Highway No. 242 in Coos County, 0.3 miles in length, and has found them satisfactory. He, therefore, recommended that the contract for this project be awarded to Mr. Weekly at his bid price of \$2,896.38 on the basis of corrugated iron pipe. On motion of Commissioner Washburne which was duly seconded by Chairman Scott, the contract for the construction of the bridge was awarded to Mr. Weekly in accordance with the Engineer's recommendations.

The Engineer reported that information has been received from the County Court of Gilliam County to the effect that the county is without funds with which to cooperate with the State Highway Commission in the cost of the construction of the bridge over Rock Creek on Wasco-Heppner Secondary Highway No. 300 in Gilliam County, bids for which were received by the Commission on November 2, 1932; also, that of the secondary state highway funds for 1932 apportioned to Gilliam County there does not remain a sufficient unallocated amount at the present time to pay for the construction of the bridge. Therefore, since there are insufficient funds available to finance this structure, he recommended that all bids received therefor be rejected and that the project be held in abeyance until the apportionment of secondary state highway funds has been made in 1933. The Engineer's recommendation was approved by the unanimous vote of the Commissioners present and the Secretary was instructed by the Commission to return the bid deposits of all the contractors who submitted proposals thereon.

The Secretary was also instructed by the Commission to notify the successful bidder in each instance of the award made to him by the Commission at this meeting.

There was presented to the Commission for execution a form of quitclaim deed whereby the State of Oregon, by its State Highway Commission, relinquishes to Walter W. and Gladys Werth its interest in and to certain property belonging to Mr. and Mrs. Werth, situate in Polk County, which the state heretofore has held under lease. The Attorney advised that this particular tract of land was formerly used by the state as a stock pile site for storing materials required for maintenance purposes. The state no longer needs this tract for this purpose, he said, and the Werths wish to sell it to another party and wish the lease terminated so they can give clear title. As a consideration for the termination of this lease, he stated, the Werths have already given the state a five-year lease on other property which is satisfactory for the state's needs. He explained that whereas the release is in the form of a quitclaim deed it is not a conveyance of title, but is simply a convenient form for the state to relinquish its interest in the property. In view of the Attorney's explanation and upon the recommendation of the Engineer, the Commission by unanimous vote approved the termination of the lease and thereupon signed the quitclaim deed.

The Engineer presented to the Commission for approval resolutions from the County Courts of Columbia and Sherman Counties wherein the counties

elect to do the engineering, maintenance, construction, reconstruction and betterment work on all secondary state highways in their respective counties. After some discussion, action on these resolutions was deferred by the Commission until the next meeting because there was some question as to whether or not any county can legally elect to do the engineering work on its secondary highways. The resolutions were referred by the Commission to the Engineer for investigation and report at the next meeting.

The Engineer presented to the Commission for approval resolutions adopted by the county courts hereinafter named, and the Board of County Commissioners of Multnomah County, whereby the counties waive their rights to perform certain construction work on secondary state highways in their respective counties:

1. Resolution of Klamath County Court waiving its right to construct with county forces the bridge over Klamath Straits on Secondary State Highway No. 420, and requesting the state to do this work.

2. Resolution of Clackamas County Court waiving its right to construct with county forces bridges over Rock Creek and Canyon Creek on Woodburn-Mt. Hood Loop Secondary State Highway No. 161, and requesting the state to do this work by contract.

3. Resolution of the County Court of Marion County waiving its right to construct with county forces bridges over North Silver Creek and South Silver Creek on Silver Creek Falls Secondary State Highway No. 162, and requesting the state to contract this work.

4. Resolution of County Court of Coos County waiving its right to perform with county forces all construction and reconstruction work on the following secondary state highways in Coos County: Cape Arago Road, Secondary State Highway No. 240; Coos River Road, Secondary State Highway No. 241; Powers Road, Secondary State Highway No. 242, and requesting that this work be done by the state.

5. Resolution of the Board of County Commissioners, Multnomah County, waiving its right to construct with county forces the North Portland overcrossing structure, the grading of the approaches thereto and the bridge over Columbia Slough, all on the Swift (North Portland Road) Secondary State Highway No. 120 in Multnomah County, and requesting the State Highway Commission to perform this work by contract.

The Engineer recommended that these resolutions be accepted and approved by the Commission. Thereupon motion was made by Commissioner Washburne that the Engineer's recommendation be approved and that the work covered by these resolutions be performed by the state in conformance with the desires of the several county courts and Board of County Commissioners

of Multnomah County. The motion was duly seconded by Chairman Scott and was declared by him to have carried by the unanimous vote of the Commissioners present.

The following construction estimates covering market road work in Lane County were submitted to the Commission by the Engineer with his recommendation that they be approved:

Grading and surfacing Row River Market Road No. 30 between railroad crossing at Engineer's Station 82+00 and the junction with Market Road No. 29 at Engineer's Station 103+00, estimated to cost \$3,861.00;

Reshaping and resurfacing North Fork Market Road No. 47 between Portage Bridge and the Siuslaw Highway, estimated to cost \$11,600.00;

Grading Torkelson Market Road No. 21, between Briggs Hill, Engineer's Station 80+00 and the top of this hill, Engineer's Station 85+00, estimated to cost \$601.98.

The Engineer explained that the approval of these estimates is desired simply to meet the requirements of the state market road law so as to legalize the expenditures made thereon by the counties. Motion was thereupon made by Commissioner Washburne that the estimates presented by the Engineer covering market road work in Lane County be approved by the Commission. The motion was seconded by Chairman Scott and was declared by him to have received the unanimous vote of the Commissioners present.

A resolution was presented from the County Court of Clackamas County requesting the Commission to approve the designation as a market road, of the road known as the Spangler Hill-Beacon Heights County Road extending easterly from its junction with Market Road No. 22 near Spangler Hill to the junction with Market Road No. 11 near Beacon Heights, and following approximately the township line between Townships 3 and 4 South of Range 2 East, W. M., to be known as Market Road No. 41 in Clackamas County. Resolution referred by the Commission to the Engineer for investigation and report at the next meeting.

The Secretary presented a petition signed by citizens of Woodburn and vicinity in which the State Highway Commission was requested to construct a pedestrian path along the right of way of the Pacific Highway from the south city limits of Woodburn to the Belle Passi School for the benefit and safety of school children and other pedestrians. The Secretary was instructed to inform the petitioners that the state has no funds available for construction work at this time. Furthermore, it is the opinion of the Commission that the construction of pathways along state highways is a local matter and a function to be undertaken either by the County Court or other local authority; also, that the Commission will be pleased to consider their application for a permit to use the highway for this purpose, if an application is presented therefor.

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Consideration was given by the Commission to the claim of Crook County for reimbursement for an expenditure of \$12.60 made by that county for boarding county prisoners who were employed by the county on secondary state highway work. It was the thought of the Chairman, Commissioner Washburne concurring, that this claim is not a legitimate one against the secondary state highway funds and that reimbursement to the county therefore should be denied. Motion, denying the claim, was thereupon made and was adopted by the unanimous vote of the Commissioners present.

A letter was presented from Worth W. Caldwell, Executive Director, Civic Emergency Committee, Portland, advising the Commission of the serious unemployment situation now confronting Portland and Multnomah County. The Secretary was instructed to inform Mr. Caldwell that the State Highway Commission is doing all that it can at the present time with the funds available to assist in the relief of that situation.

The Secretary presented a letter from Raymond B. Wilcox, Chairman of the State Relief Committee appointed by Governor Meier, advising the Commission that the Reconstruction Finance Corporation has made available to Wasco County, upon the application of the Governor, the sum of \$7,000 for the relief of destitution in that county during the balance of the year, and that this sum will be deducted from future federal aid appropriations to the State of Oregon in annual installments of \$1,400.00, commencing July 1, 1935 in conformance with the provisions of the "Emergency Relief and Construction Act of 1932". The Commission referred this matter to the Attorney to prepare an appropriate form of agreement with Wasco County covering the matter of reimbursement to the state of monies that the state is thus deprived of on account of this loan.

Consideration was given by the Commission to the following requests for extensions of time in which to complete state highway construction projects:

J. C. Compton, contract No. 1347, bituminous macadam and oiling Berry Creek-Florence Section of the Oregon Coast Highway in Lane County, requested an extension of time of sixty days to September 30, 1932. The Engineer stated that the work contemplated under this contract was all completed before the specified date of completion, except the application of the second seal coat which was applied during the latter part of September. He further reported that the state has been put to no additional expense due to the contractor overrunning the specified time limit, nor has the public been inconvenienced thereby. He, therefore, recommended that the extension requested be granted without penalty. In view of the Engineer's explanation, the Commission approved his recommendation by unanimous vote.

West Contract Company, contract No. 1363, paving and regrading Brooks-Salem Section of the Pacific Highway in Marion County, requested an extension of time to October 31, 1932 in which to complete this contract. The Engineer stated that the date of completion specified in the contract was September 15, 1932, but this was extended by the Commission previously to October 1, 1932, and the present request is for a second extension. He advised that the contractor overran the extended time limit because he was required to do some

extra work not included in the contract, such as placing extra rock in a few places and some ditch work, but this has added no expense to the state, neither has it caused any inconvenience to the traveling public. He recommended that the extension requested be granted without penalty. Recommendation was approved by the Commission by unanimous vote.

The Commission discussed the matter of designating certain streets in the city of Portland over which to route traffic that enters that city from the south via the Pacific and West Side Pacific Highways. After due consideration by the Commission, the following resolution with respect thereto was offered by Chairman Scott who moved its adoption:

WHEREAS, several state highways enter the city of Portland and traffic using said highways necessarily passes through said city and in so doing travels over many of the streets of said city, and

WHEREAS, it is the judgment of this Commission that certain of said city streets should be selected and designated as streets of said city over which state highways entering said city should be routed, and that said streets so selected and designated should be properly and adequately marked with suitable road signs, and

WHEREAS, in the opinion of the Commission, Fourth Street in said city from its terminus at the south city limits to its intersection with Burnside Street and Burnside Street from its intersection with Fourth Street to its intersection with East Burnside Street and Union Avenue and Union Avenue from its intersection with East Burnside Street northerly to the Interstate Bridge are suitable and convenient streets over which to route the Pacific Highway through the city of Portland and the other state highways connecting therewith;

NOW, THEREFORE, BE IT RESOLVED that Fourth Street in the city of Portland from its terminus at the south city limits to its intersection with Burnside Street and Burnside Street from its intersection with Fourth Street to its intersection with East Burnside Street and Union Avenue and Union Avenue from its intersection with East Burnside Street northerly to the Interstate Bridge be and said streets hereby are designated and selected as streets of the city of Portland over which shall be and there hereby is routed State Highway No. 1, otherwise known as Pacific Highway East Side, and State Highway No. 3, otherwise known as Pacific Highway West Side,

BE IT FURTHER RESOLVED that the State Highway Engineer be and he hereby is directed to cause suitable road signs to be erected along said streets, said signs to be constructed of material of kind and color in harmony with the

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design heretofore adopted by the State Highway Commission,

BE IT FURTHER RESOLVED that nothing in this resolution shall be deemed or construed to in any way commit or obligate the Highway Commission or the State of Oregon to construct, maintain or repair any of said streets, or any part thereof, nor does the Highway Commission by this resolution assume any responsibility for the upkeep, maintenance or repair of said street, or any part thereof, nor shall anything in this resolution interfere with the lawful authority or jurisdiction which the city of Portland has over said streets with respect to the control of traffic or other jurisdiction or control which is vested by law in the City of Portland.

BE IT FURTHER RESOLVED, that the designation of Fourth Street as one of the streets of the city of Portland over which is to be routed state highway traffic shall become effective only in the event the City of Portland performs its obligations as declared in its agreement with the state and Multnomah County, and the Commission hereby reserves the right to rescind and recall this resolution should said city default with respect to said Fourth Street agreement.

The motion was seconded by Commissioner Washburne and was declared by the Chairman to have carried by the unanimous vote of the Commissioners present.

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 two o'clock P. M. in Room 204, Benson Hotel, with the following present: Leslie M. Scott, Chairman; Carl G. Washburne, Commissioner; R. H. Baldock, State Highway Engineer; J. M. Devers, Attorney; and H. B. Glaisyer, Secretary.

John K. Holt, bridge contractor, Salem, Ralph H. King, Portland, his attorney, and Alma D. Katz, Portland, appeared before the Commission relative to Mr. Holt's claim against the state for additional compensation in the sum of \$3,897.24 for extra work which Mr. Holt alleges he performed for the state in connection with the contract awarded him by the State Highway Commission for the construction of a bridge over Cape Creek on the Oregon Coast Highway in Lane County, being state highway contract No. 1282. Mr. Holt presented a written statement in support of his claim. After considerable discussion of this matter, during which both parties to the controversy expressed themselves relative thereto, the Commission referred the matter to the Engineer for further investigation and report. Mr. Holt was advised by the Commission that he would be given an opportunity to express himself further with respect to his claim if that is found necessary.

The County Court of Tillamook County, consisting of County Judge F. A. Beltz and Commissioners Frank L. Owens and Ed. H. Lindsey, appeared before the Commission at this time to discuss matters pertaining to the

acquisition of right of way for the Wolf Creek Highway within the borders of Tillamook County; also present, at the request of the Commission and entering into this discussion, was Mr. J. R. Hulbert, representing the Sunset Logging Company and the Western Timber Company, which companies own considerable of the property across which it is proposed to construct the Wolf Creek Highway.

Judge Beltz informed the Commission that timber in Tillamook County heretofore has been assessed at 50% of its estimated value and that in 1931 the assessment on the accessible fir timber in that county and that which is being marketed was \$2.50 per thousand, which assessment they had in mind to reduce about 30% in 1932; however, since it is the intention of the timber companies to charge the state and the county \$4.00 per thousand for their stumpage, it appears that the 1932 assessment will have to be raised rather than lowered. He gave as his opinion that it would be better and cheaper for the timber interests to donate the land required for this right of way and the timber standing thereon rather than to stand the expense that would eventually accrue against them by reason of an increase in the tax assessment.

In answer to the inquiry of Chairman Scott as to whether Tillamook County would prefer to pay cash for the right of way and timber along the Tillamook County portion of this highway or acquire it by condemnation, Judge Beltz stated that it is the established policy of the Tillamook County Court to pay a little more than what they consider a reasonable and fair amount in order to avoid condemnation proceedings.

The State Highway Commission and the Engineer went into private conference at this time to discuss this matter among themselves, following which Chairman Scott, in behalf of the Commission, made the following offer to Mr. Hulbert for the interests of the Western Timber Company and the Sunset Logging Company required by the state for the proposed improvement across the holdings of these companies: He stated that the state will pay to these companies for their interests the lump sum of \$38,750.00, which amount shall be considered as payment in full for the following: Right of way 100 feet wide, and wider in places where required, across all of the holdings of these companies in Washington, Tillamook and Columbia Counties, the timber standing thereon, and for damages for increasing the cost of marketing the balance of the companies' timber, said payment to be made one-third on January 1, 1933, one-third on January 1, 1934, and the balance on January 1, 1935. He further stated that the state will pay, in addition to the above lump sum, all of the expense necessary to move the logging camp and railroad at Sunset Camp in order to accommodate the highway, which moving shall be done on a competitive bid basis.

Mr. Hulbert stated that he did not have authority to accept the Commission's offer for the Western Timber Company, but would convey immediately this offer to the proper officials of that company and advise the Commission's Engineer on the following day of the action taken with respect thereto.

The Engineer requested that the following estimate of cost be entered in the records of the Commission to show the basis of the Commission's offer to the Western Timber Company, which request was approved by the Commission:

ESTIMATE OF COST

Right of Way

1.5 acres tillable land at \$50.00 per acre	\$ 75.00
63.5 acres stump land at \$20.00 per acre	<u>1,270.00</u>
Total for Right of Way	\$ 1,345.00

Timber

Yellow Fir, 173,800 FBM at \$3.00 per M	521.40
Red Fir, 2,980,805 FBM at \$1.50 per M	4,471.20
Cedar, 112,725 FBM at \$1.50 per M	169.09
White Fir, 166,700 FBM at \$1.00 per M	166.70
Hemlock, 43,375 FBM at \$1.00 per M	43.38
Merchantable dead fir and cedar, 26,800 FBM at \$1.00 per M	<u>26.80</u>
Total for timber	5,398.57
* Damages agreed upon	<u>32,000.00</u>
Grand Total	\$38,743.57

AGREED LUMP SUM PROPOSAL \$38,750.00

*Represents estimated increase in cost of marketing the balance of the timber on account of the presence of the highway

The Engineer inquired of Mr. Hulbert as to whether or not the Western Timber Company would offer any objection to the contractor piling saw logs on its property. Mr. Hulbert replied that he did not believe that the company would seriously object to the piling of logs on its land, but would object to the piling of stumps and other debris thereon because this would greatly increase the fire hazard.

Christ Fauerso, County Engineer of Wasco County, appeared before the Commission in behalf of the Wasco County Court relative to a secondary highway matter of that county. He stated that the County Court is very anxious to commence construction on the Tygh Valley-Bonney Ranch Section of the Sherars Bridge Road, Secondary State Highway No. 290, but cannot do so at this time because the county's funds are all tied up in banks of the county which have declared a moratorium on banking business for the time being. There remains unallocated of the 1932 apportionment of secondary state highway funds to Wasco County, he said, the sum of \$10,095.16, but the county is unable to secure any benefit from this because of the ruling of the State Highway Commission which does not permit the payment of secondary highway funds to the

counties, except as reimbursement for county funds actually paid out by counties for secondary highway work. In the present instance, he said, Wasco County cannot advance the cost of secondary highway work because of the bank situation; therefore, the County Court requests the state to pay the labor and other expense direct in monthly installments, upon certification of the expense by the proper authorities. After due consideration and upon recommendation of the Engineer, the request of Wasco County was granted by the Commission and the Attorney was instructed to prepare an appropriate agreement with Wasco County covering the matter.

There being no further business to come before the meeting at this time, the meeting was adjourned at 5:00 o'clock P. M.

Robert J. Scott
State Highway Engineer

Leslie M. Scott
Chairman

H. B. Glaisyer
Secretary

Carl G. Washburne
Commissioner

Salem, Oregon, November 18, 1932

The State Highway Commission met in special session at 2:00 o'clock P. M. in Room 325 State Office Building, Salem. Present were:

Leslie M. Scott, Chairman
E. B. Aldrich, Commissioner
Carl G. Washburne, Commissioner
C. B. McCullough, First Assistant Highway Engineer
J. M. Devers, Attorney
H. B. Glaisyer, Secretary

The Commission discussed matters pertaining to the proposed current emergency highway construction program in connection with which the Engineer submitted a tabulation showing estimates of cost to complete certain major projects after the work now under way or contemplated for immediate construction is completed.

It was the thought of Chairman Scott that in view of the present condition of the state's finances, it would be better from a business standpoint to revise the present construction program so as to curtail some of the new construction work and apply the funds thus made available toward the maintenance and betterment of the existing highways. He gave it as his opinion that state funds for construction purposes, which at the present time amount to approximately \$1,700,000 annually, will not be available to carry on the proposed program in the event that the threatened reduction in motor vehicle license fees materializes, notwithstanding the fact that the

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legislature might provide for an increase in the amount of the gasoline tax to partially offset this reduction, because, he said, it is quite likely that a portion of the revenues that might be derived from such an increase in the gasoline tax will be given to the counties to recompense them for losses that they will sustain by reason of the reduction in license fees. If the revenues of the State Highway Department for road construction purposes are reduced, he said, construction work will necessarily have to be curtailed and the Commission will then be unable to carry out the program that has thus far been arranged and some of the major projects, such as the construction of the Wolf Creek Highway, which have already been started, will have to be discontinued before they are completed.

Matters pertaining to the state's financial condition in general were also discussed and in this connection and at the request of Chairman Scott, Mr. Ray Conway, public relations man for the Oregon State Motor Association, gave the Commission a brief summary of the seriousness of the situation as it was revealed to him at a meeting of the trust officers and other officers of the Portland banks and bond houses held the previous evening at which, he stated, there were about thirty men representing those institutions in attendance.

Commissioner Washburne stated that he concurred with the Chairman in the matter of curtailing the construction of major projects so far as it concerns the future policy of the Commission. However, so far as funds now available are concerned, he gave it as his opinion that the Commission's present construction program should be carried out so far as these funds will permit; especially should the Commission continue with its plans for the reconstruction of the Pacific Highway over the Siskiyou Mountains between Ashland and the California line. He strongly urged the continuance of the present plans of the Commission with respect to this project.

Mr. Conway was asked by the Chairman to express his opinion with respect to the Siskiyou project. He stated that the Oregon State Motor Association, which he represents, has always favored the elimination of the "bottle-neck" situation existing on the Pacific Highway over the Siskiyou Mountains. He gave it as his thought that this work may be classed either as an entirely new highway project or as an improvement of the existing highway, as may be preferred by the Commission.

Commissioner Aldrich suggested that inasmuch as the monies now available to the Commission for construction purposes are federal aid funds, it might be well to defer further consideration of this matter until Mr. Baldock, State Highway Engineer, and Mr. W. H. Lynch, District Engineer, Bureau of Public Roads, have returned from Washington, D. C. where they are now attending the annual meeting of the American Association of State Highway Officials. The suggestion was approved by Chairman Scott and Commissioner Washburne. However, it was agreed by all Commissioners that a statement should be given at once to the press of the state, advising the general public of the financial situation which the State Highway Commission is now facing, and informing the public that there is a possibility that the Commission may find it necessary to defer construction of all major projects because of the present financial

stringency and use the funds now available for the improvement and betterment of the existing highways.

The Engineer reported that arrangements have been completed for the transfer of the department's revolving fund checking account from the Ladd & Bush Bank, the present depository, to the State Treasurer, in conformance with authority previously granted by the Commission in order to relieve the State Highway Engineer from personal responsibility in case of the bank's failure, which protection is not given him under existing laws. This transfer, he said, will take place on December 1, 1932, after which date all pay roll checks will be drawn on the State Treasurer rather than the Ladd & Bush Bank. He further reported that he has been informed by Rufus C. Holman, State Treasurer, that it will be necessary for him to charge the State Highway Commission the sum of \$62.50 per month for handling this account. He recommended that the Commission approve this monthly charge until such time as action is taken by the legislature to release the State Highway Engineer from personal responsibility for losses that might occur by reason of the bank's failure in the event that the account is retransferred to the bank. After due consideration of this matter, the Commission approved the transfer of the Highway Department revolving fund from the Ladd & Bush Bank, Salem, to the office of the State Treasurer, and also authorized the Engineer to pay the State Treasurer the sum of \$62.50 per month for handling this account with the understanding that as soon as the legislature takes action to relieve the State Highway Engineer of personal responsibility in connection with this fund, the account will be retransferred to some bank satisfactory to the Commission, thus relieving the Highway Department of additional expense in carrying the account with the State Treasurer.

The Attorney reported that the former State Highway Commission leased from the owner, a man by the name of Z. Fitzgerald, a one-acre tract of land situated adjacent to the county road near the Mt. Hood Highway about six miles east of Gresham, Clackamas County, which tract was to be used as a site upon which to store materials for future maintenance purposes. This lease, he said, expired on May 19, 1932, and Mr. Fitzgerald now requests the state to relinquish its rights to this property so as to clear the title thereto. He recommended that Mr. Fitzgerald's request be granted by the Commission in view of the fact that the state has no materials stock-piled on the site at this time and for the further reason that the tract is no longer needed by the state for the purpose for which it was acquired. After due consideration of this matter, the Commission by unanimous vote approved the termination of the lease and thereupon signed the form of release presented by the Attorney.

Consideration was given by the Commission to the matter of waiving the penalty imposed on contractor C. R. Johnson by the former State Highway Commission for his failure to complete his contract for the grading of the Valley Falls-Pike Ranch Section of the Lakeview-Burns Highway in Lake County within the time limit specified in the contract, amounting to \$914.67. The Secretary explained that the date of completion specified in the contract was May 31, 1932; that the contractor did not complete the

work until July 22, 1932 because, according to the Division Engineer's report, the work was carried on by Mr. Johnson in a very dilatory manner. After some discussion, action on this matter was deferred by the Commission pending the recommendation of the State Highway Engineer.

The Engineer was authorized and instructed by the Commission to prepare preliminary plans for the construction of a bridge over the John Day River on the Columbia River Highway near Astoria in Clatsop County, and to submit the same to the Chief of Engineers and the Secretary of War for approval.

The Engineer reported that in conformance with authority previously granted him by the Commission he has posted the following secondary state highway bridges for reduced load limits:

Bridge over the John Day River on Secondary State Highway No. 291 at Clarno, Wheeler County;

Bridge over Rhea Creek on Secondary State Highway No. 300 in Morrow County;

Bridge over the Umatilla River on Secondary State Highway No. 331, in Umatilla County.

He asked the Commission to confirm these postings. After due consideration the following resolution with respect thereto was offered by Commissioner Aldrich who moved its adoption:

WHEREAS, the roads or highways hereinafter named have been duly designated and declared to be and are secondary state highways and are being maintained by the State Highway Commission pursuant to the laws of the State of Oregon as secondary state highways;

AND WHEREAS, on each of the said secondary 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;

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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:

WASCO AND WHEELER COUNTIES:

Shaniko-Fossil Secondary Highway No. 291	
291-23.8 Bridge over John Day River at Clarno	7 tons

MORROW COUNTY:

Wasco-Heppner Secondary Highway No. 300	
300-78.0 Bridge over Rhea Creek, about eleven miles southwest of Heppner	7 tons

UMATILLA COUNTY:

Bingham Springs Secondary Highway No. 331	
331-18.83 Bridge over Umatilla River east of Gibbon	8 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 18th day of November, 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.

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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 by Commissioner Washburne and was declared by the Chairman to have received the unanimous vote of the Commission.

The Engineer further reported that pursuant to authority granted him by the Commission he has posted the following highways for a 50% reduction in load limits in order to protect them from damage by traffic through the winter season:

Oregon Coast Highway between Hamlet Junction in Clatsop County and Mohler in Tillamook County;

Secondary State Highway No. 102 (Nehalem Highway) between Mist and a point five miles east of Jewell in Clatsop County.

He asked the Commission to confirm these postings. The following resolution with respect thereto was offered by Commissioner Washburne who moved its adoption:

WHEREAS, the following roads or highways have been duly 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:

Oregon Coast Highway
Nehalem Highway (Secondary State Highway No. 102)

AND WHEREAS, the said above-named state highways and each of them 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 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 said roads or any of them shall be reduced so as to conform to the requirements fixed in this order.

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 the weight herein fixed.

IT IS FURTHER ORDERED, that these rules and regulations as made and found by the State Highway Commission under the provisions of chapter 360 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.

The maximum weights which shall apply to the following highways, to-wit:

Oregon Coast Highway between Hamlet Junction and Mohler in Clatsop and Tillamook Counties; and the
Nehalem Highway (Secondary State Highway No. 102), between Mist and a point five (5) miles east of Jewell in Clatsop County;

shall be as follows: The combined weight of any vehicle and load, or the combined weight of any combination of vehicles and loads shall not exceed 24,500 pounds; nor, shall the maximum wheel weight of any vehicle unladen or with load exceed 4,000 pounds, nor shall the maximum axle weight of any vehicle unladen or with load exceed 8,000 pounds; nor shall the combined weight of any vehicle and load or the combined weight of any combination of vehicles and loads exceed in pounds the product of $300 \times (L + 40)$ in which L represents the distance in feet between the front and last axle of any vehicle or the first and last axles of any combination of vehicles; when the total tire width of a vehicle is less than thirty (30) inches, the combined weight in pounds bearing on the surface of the highway at contact with the tread on the wheels of any one axle shall not exceed the product of two hundred fifty (250) multiplied by the sum of the tire width of the wheels of such axle. When the total tire width of a vehicle is thirty (30) inches or more than thirty (30) inches, the combined weight in pounds bearing on the surface of the highway at contact with the tread on the wheels of any one axle shall not exceed the product of three hundred (300) multiplied by the sum of the tire width of the wheels of such axle.

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

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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 this order be furnished the Superintendent of the Department of State Police for his information.

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

The Commission approved and signed the bond furnished by C. B. McCullough, as required by law, in connection with his appointment as First Assistant Highway Engineer. The Secretary was instructed to deliver the bond to the Secretary of State for filing purposes.

The Secretary presented a form of agreement with the Hinsdale Estate Company covering the acquisition of right of way for the improvement of the Umpqua Highway across the lands of that company near Reedsport in Douglas County. After due inspection of this agreement, and it appearing to the Commission that the provisions thereof are in conformance with its understanding of this matter, the Commission approved and signed the agreement as presented.

The Commission approved the payment of the sum of \$150.00 to R. H. Wilson and E. G. Whipple for their interest in a certain tract of land located at Ten Mile Creek on the Oregon Coast Highway in Lane County, which the state has acquired from the owner, George Stonefield, for the purpose of securing materials therefrom for the improvement of the Oregon Coast Highway in that vicinity. The Attorney explained that Mr. Wilson and Mr. Whipple held a lease on this property prior to its acquisition by the state and that they would not relinquish their rights thereto except upon the payment to them of the sum of \$150.00 which he considered reasonable under the circumstances.

The Engineer reported that the Bureau of Public Roads has approved all of the federal aid projects upon which bids were received by the Commission at the meeting held on November 2, 1932, but on which the awards were held at that time pending the receipt of such approval from the Bureau. The Commission thereupon officially awarded contracts as follows:

Fort Klamath-Crooked Creek Section of the Crater Lake and The Dalles-California Highways in Klamath County, 5.53 miles of regrading and surfacing work. The contract was awarded to C. T. Malcom & S. H. Newell & Co., Portland, the low bidders, at their bid price of \$88,733.70 submitted on November 2.

Miller Creek-Junction City Section of the West Side Pacific Highway in Lane County, 4.85 miles of grading and paving work. The contract was awarded to the Oregon Bridge & Dredging Co., Portland, the low bidder, at its bid price of \$75,418.00 submitted on November 2, 1932.

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Five pile trestles with concrete decks on the Monroe-Junction City Section of the West Side Pacific Highway in Lane County. The contract was awarded to C. J. Montag, Portland, the low bidder, at his bid price of \$7,574.50 submitted on November 2, 1932.

The following requests for extensions of time within which to complete the construction of highway projects were considered by the Commission:

Gilbert & Goodwin, contract No. 1330, grading and surfacing of Vesper Section of Secondary State Highway No. 102 in Clatsop County, requested an extension of time to November 16, 1932 within which to complete this project. The Engineer explained that this contract was awarded to Gilbert & Goodwin on March 16, 1932, and that the contractor experienced considerable bad weather at the start of the job which accounts for the fact that he overran the time limit specified in the contract. He advised that there has been no appreciable extra engineering expense on account of such overrun, neither has the public been inconvenienced thereby. It was his recommendation that the extension requested be granted without penalty. The recommendation of the Engineer was approved by the unanimous vote of the Commission.

Carl Nyberg, contract No. 1338, grading Durkee-Gales Section of the Old Oregon Trail in Baker County, requested an extension of time of thirty days to December 1, 1932 in which to complete this project. The Engineer explained that the contractor was required to do additional work not called for in the contract which occasioned the overrun of the time limit specified. He also stated that there has been a small engineering expense and the public has been slightly inconvenienced by the contractor's failure to complete this project within the specified time limit; however, the contractor made very good progress on the work and completed it in a manner highly satisfactory not only to himself but also to the Oregon-Washington Railroad & Navigation Company on whose property it was necessary to encroach in a number of places. He recommended that the extension requested be granted without penalty. In view of the explanation given by the Engineer, the Commission approved his recommendation by unanimous vote.

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

Contract No. 1402, Lindstrom & Feigenson, contractor, widening bridge over North Fork of Ash Creek on the West Side Pacific Highway in Polk County, completed on November 12, 1932;

Contract No. 1363, West Contract Company, contractor, paving and regrading Brooks-Salem Section of the Pacific Highway in Marion County, completed on October 20, 1932;

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Contract No. 1330, Gilbert & Goodwin, contractor, grading and surfacing the Vesper Section of Secondary State Highway No. 102 in Clatsop County, completed on November 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 contracts and that said jobs are now ready for acceptance:

Contract No. 1402, Lindstrom & Feigenson, contractor, widening bridge over North Fork of Ash Creek on the West Side Pacific Highway in Polk County, completed on November 12, 1932;

Contract No. 1363, West Contract Company, contractor, paving and regrading Brooks-Salem Section of the Pacific Highway in Marion County, completed on October 20, 1932;

Contract No. 1330, Gilbert & Goodwin, contractor, grading and surfacing the Vesper Section of Secondary State Highway No. 102 in Clatsop County, completed on November 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 and final payment is hereby authorized.

The Secretary presented the following agreements for the approval of the Commission:

1. Agreement with Joseph Puzonowski Parker and Anna Parker, his wife, whereby the State Highway Commission agrees to perform certain work at state expense relative to the moving of buildings, making excavations, replacing top soil, etc., as a partial consideration for the purchase of certain real property by the state from Mr. and Mrs. Parker for use in connection with the improvement of the Columbia River Highway in Lot 1, Section 1, Township 2 North, Range 2 West of the Willamette Meridian, Multnomah County. The agreement was approved by the unanimous vote of the Commission upon motion of Chairman Scott which was duly seconded by Commissioner Washburne.

2. Agreement with F. J. Kernan, contractor, whereby Mr. Kernan agrees to pay the state the sum of \$1,500 for the right to use and appropriate the rock bunkers recently acquired by the state from Homer G. Johnson by whom they were erected on the property of Orval S. Beckley and wife at the Beckley bar adjacent to the Umpqua River at Elkton, Douglas County, which bunkers Mr. Kernan wishes to use in connection with his contract for the surfacing of the Paradise Creek-Red Bridge Section of the Umpqua Highway, State Highway Contract

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No. 1412. The Commission approved the agreement by unanimous vote upon motion of Commissioner Washburne which was duly seconded by Commissioner Aldrich.

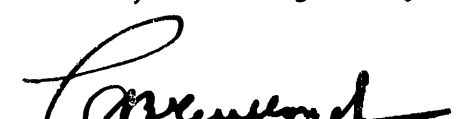
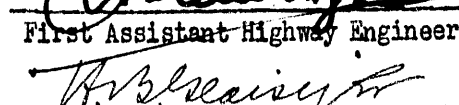
3. Agreement with the County Court of Baker County whereby it is agreed that the state shall acquire by deed, in behalf of Baker County, rights of way for the improvement of the Old Oregon Trail through the properties of J. N. Wingfield and wife, F. W. Eppinger and wife, and E. C. Eppinger, near the north city limits of Baker, at a total cost of \$2,500, which sum shall be paid by the state in the first instance, the county to reimburse the state later for this advance by assigning to the state a sufficient amount of Baker County's share of the motor vehicle license fund, or any other fund provided by law in lieu thereof, to cover this indebtedness. In view of the fact that this agreement appeared to the Commission to be in conformance with previous understanding between the state and Baker County, the Commission approved the agreement by unanimous vote upon motion of Commissioner Aldrich which was duly seconded by Commissioner Washburne.


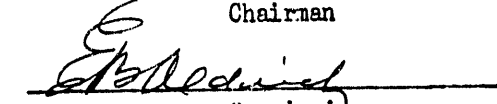
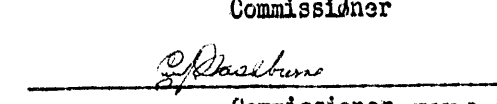
4. Agreement with J. N. Wingfield and Bessie N. Wingfield, his wife, whereby the state agrees to pay to Mr. and Mrs. Wingfield the sum of \$1,100 for the purchase of 2.67 acres of land situated in the south half of the Northwest quarter of Section 8, Township 9 South, Range 40 East of the Willamette Meridian, Baker County, which is needed for right of way purposes for the improvement of the Old Oregon Trail near the north city limits of Baker.

5. Agreement with F. W. Eppinger and Louise C. Eppinger, his wife, and E. C. Eppinger, single, whereby the state agrees to pay to the Eppingers the sum of \$1,400 for the purchase of 3.74 acres of land situated in the Northwest quarter of the Northwest quarter of Section 8, and in the Southwest quarter of the Southwest quarter of Section 5, all in Township 9 South, Range 40 East of the Willamette Meridian, Baker County, required by the state for right of way for the improvement of the Old Oregon Trail at the north city limits of Baker.

Upon motion of Commissioner Aldrich which was duly seconded by Commissioner Washburne and carried by unanimous vote, the Commission approved the agreements for the purchase of rights of way at the north city limits of Baker with the understanding that Baker County will reimburse the state for advancing the cost thereof at a later date.

There being no further business to come before the Commission at this time, the meeting was adjourned at 4:30 o'clock P. M.


First Assistant Highway Engineer

Secretary


Chairman

Commissioner

Commissioner NOV 18 1932

Salem, Oregon, November 29, 1932

The State Highway Commission met in special session at 11 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
H. B. Glaisyer, Secretary

The Engineer reported briefly on his trip to Washington, D. C. in attendance at the annual convention of the American Association of State Highway Officials. Among other things he reported that one of the resolutions adopted by the Association recommends to Congress the elimination of the clause in the present federal highway law which limits the amount of federal funds that may be expended per mile in cooperation with the states for the construction of federal aid highways. He stated that the elimination of this clause will mean much to the state of Oregon; therefore, it was his recommendation that the Commission contact the Oregon senators and representatives in Congress and urge upon them the importance of enacting legislation that will do away with this limiting feature. The Commission, by unanimous vote, approved the recommendation of the Engineer and agreed unanimously that a communication signed by all of the members of the Commission should be directed to the Oregon senators and representatives in Congress urging them to support such legislation.

The Engineer reported that a recent inspection of the Cape Arago Road (Secondary State Highway No. 240) in Coos County reveals that the 50% load reduction ordered for this road by the Commission on October 24, 1932 is insufficient to preserve the road in good condition throughout the winter. Therefore, he now recommends that the load limit be further reduced to 25% of the legal load limits. He also reported that the Silver Creek Falls Road (Secondary State Highway No. 163) in Marion County, between the west boundary of Sam Matheny's Ranch and South Silver Creek, which was constructed this summer is not in condition to withstand heavy traffic and recommended that the allowable load limits on this highway be reduced to 75% of the legal limits. He further recommended that the legal load limits on the Santiam Highway between Albany and Foster in Linn County be reduced 50% because this is an oiled macadam section with a low subgrade and weak foundation and will not bear up under heavy hauling this winter. After due consideration, the Commission approved the recommendations of the Engineer and adopted the following resolution relative thereto by unanimous vote upon motion of Commissioner Washburne which was duly seconded by Commissioner Aldrich:

WHEREAS, the following roads or highways have been duly 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:

SANTIAM HIGHWAY

SILVER CREEK FALLS ROAD (Secondary State Highway No. 163)
CAPE ARAGO ROAD (Secondary State Highway No. 240)

AND WHEREAS, the said above-named state highways and each of them 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 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 said roads or any of them shall be reduced so as to conform to the requirements fixed in this order.

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 the weight herein fixed.

IT IS FURTHER ORDERED, that these rules and regulations as made and found by the State Highway Commission under the provisions of Chapter 360 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.

The maximum weights which shall apply to the following highway, to-wit:

SANTIAM HIGHWAY between Albany and Foster in Linn County;

shall be as follows: The combined weight of any vehicle and load, or the combined weight of any combination of vehicles and loads shall not exceed 24,500 pounds; nor, shall the maximum wheel weight of any vehicle unladen or with load exceed 4,000 pounds, nor shall the maximum axle weight of any

vehicle unladen or with load exceed 8,000 pounds; nor shall the combined weight of any vehicle and load or the combined weight of any combination of vehicles and loads exceed in pounds the product of $300 \times (L + 40)$ in which L represents the distance in feet between the front and last axle of any vehicle or the first and last axle of any combination of vehicles; when the total tire width of a vehicle is less than thirty (30) inches, the combined weight in pounds bearing on the surface of the highway at contact with the tread on the wheels of any one axle shall not exceed the product of two hundred fifty (250) multiplied by the sum of the tire width of the wheels of such axle. When the total tire width of a vehicle is thirty (30) inches or more than thirty (30) inches, the combined weight in pounds bearing on the surface of the highway at contact with the tread on the wheels of any one axle shall not exceed the product of three hundred (300) multiplied by the sum of the tire width of the wheels of such axle; and

The maximum weights which shall apply to the following highways, to-wit:

SILVER CREEK FALLS ROAD (Secondary State Highway No. 163) between the west boundary of Sam Matheny's Ranch and South Silver Creek in Marion County; and

CAPE ARAGO ROAD (Secondary State Highway No. 240) between Charleston and South Bay in Coos County

shall be as follows: The combined weight of any vehicle and load, or the combined weight of any combination of vehicles and loads shall not exceed 12,250 pounds; nor shall the maximum wheel weight of any vehicle unladen or with load exceed 2,000 pounds, nor shall the maximum axle weight of any vehicle unladen or with load exceed 4,000 pounds; nor shall the combined weight of any vehicle and load or the combined weight of any combination of vehicles and loads exceed in pounds the product of $150 \times (L + 40)$ in which L represents the distance in feet between the front and last axle of any vehicle or the first and last axles of any combination of vehicles; when the total tire width of a vehicle is less than thirty (30) inches, the combined weight in pounds bearing on the surface of the highway at contact with the tread on the wheels of any one axle shall not exceed the product of one hundred twenty-five (125) multiplied by the sum of the tire width of the wheels of such axle. When the total tire width of a vehicle is thirty (30) inches or more than thirty (30) inches, the combined weight in pounds bearing on the surface of the highway at contact with the tread on the wheels of any one axle shall not exceed the product of one hundred fifty (150) multiplied by the sum of the tire width of the wheels of such axle.

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.

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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 this order be furnished to the Superintendent of the Department of State Police for his information.

A letter was presented from the Department of State Police advising that it has received an inquiry from Harold Loomis, Parkdale, Oregon, as to whether or not it would be necessary for him to secure a permit to operate a ski-sled, driven by motor with a four-foot propeller, over the Mount Hood Highway in the vicinity of Parkdale during the winter season. The Engineer stated that he could see no objection to granting such a permit to Mr. Loomis after the road has been closed to all other traffic, but he thought it inadvisable to grant a permit before that time because of the danger and hazard that the operation of such a vehicle would present to traffic. After due consideration, the Commission authorized the Engineer to grant Mr. Loomis permission to operate the sled on the highway after the road is closed to other traffic.

Consideration was given by the Commission to the application of the Oregon-Washington Telephone Company for permit to construct a telephone pole line along the southerly side of the Columbia River Highway between Mile Post 77 and Mile Post 78 in Wasco County. The Engineer explained the policy adopted by the former State Highway Commission, which did not permit the construction of pole lines along the Columbia River Highway because of the strong opposition to such construction by various civic and community organizations of Portland and Multnomah County. He inquired whether or not the present Commission wishes to continue the policy of the former Commission. After due consideration, the Commission decided to continue the previous policy and thereupon denied the application of the Oregon-Washington Telephone Company. The Secretary was instructed to inform the telephone company of the action taken upon its request.

The Commission approved the claim of the Tillamook County Court in the sum of \$709.88 against the Nestucca Highway Improvement District for work performed by the county on the Upper Nestucca Highway in accordance with previous agreement and understanding among the county, the Nestucca Highway Improvement District, and the state.

The Engineer reported that there remains unallocated to secondary highway projects in Jackson County a balance of \$13,000 of the secondary highway funds apportioned this year to that county, and that the Jackson County Court has asked that a contract be awarded for the grading of a section of the Little Butte Creek Road (Secondary State Highway No. 270) to take up this amount. He recommended that the request be approved and that he be authorized to advertise such a project for bids to be received at the next meeting. The Engineer's request was granted by the unanimous vote of the Commission.

The Engineer reported that he has received a communication from William Weekly, to whom the Commission awarded the contract for the

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construction of the approaches to the White Bridge on Secondary State Highway No. 242 in Coos County, stating that he has been unable to secure a contract bond and requesting, on account of that fact, that he be relieved of his obligation to the state in connection with this contract. The Engineer recommended that Mr. Weekly's request be granted but that the certified check submitted with the bid be forfeited; also, that the project be readvertised for bids to be received at the next general meeting. After due consideration the Engineer's recommendation was approved by the Commission by unanimous vote upon motion of Commissioner Washburne, which was duly seconded by Commissioner Aldrich.

The Engineer presented, for the approval of the Commission, construction and betterment estimates covering market road projects in Tillamook and Yamhill Counties as follows:

TILLAMOOK COUNTY

Blaine M. R. #19, Beaver-Blaine Section, 0.2 miles, grading, bridges and surfacing	\$ 1,231.00
Sand Lake M. R. #3, Sand Lake-Woods Section, 0.4 mile grading	3,071.25
Sand Lake M. R. #3, Betterment Project, 1932	2,047.50
Bay Ocean M. R. #4, Betterment Project, 1932	3,000.00
Miami River M. R. #9, Betterment Project, 1932	2,500.00
Tillamook River M. R. #15 " " "	1,445.00
Little Nestucca M. R. #17 " " "	1,470.00
Blaine M. R. #18 " " "	1,050.00
Blaine M. R. #18 " " "	1,100.00

YAMHILL COUNTY

Gopher Valley M. R. #3, Bridge and Fills	\$ 785.00
Baker Creek M. R. #9, Grading and Surfacing	815.00
Coast Creek M. R. #10, Bridge Piers	1,096.00
McMinnville North M. R. #21, Grading	1,700.55
Grand Island M. R. #29, Grading	573.42
Buck Hollow M. R. #31, Surfacing	3,000.50

He recommended that these estimates be approved by the Commission in order to fulfill the requirements of the Market Road Act which requires such approval before the counties may legally expend market road funds thereon. The Engineer's recommendation was approved by the unanimous vote of the Commission upon motion of Commissioner Washburne, which was duly seconded by Commissioner Aldrich.

A resolution from the County Court of Marion County was presented requesting the transfer of \$1,600 of secondary state highway funds from the Silver Creek Falls Secondary Highway grading and surfacing project, to which they were originally allocated, to the South Silver Creek bridge project, bids for which were received by the Commission on November 2, 1932. The Engineer explained that this transfer of funds is requested to provide funds for the

construction of the bridge as none other are available. He recommended that the Commission approve the transfer requested. The Commission approved the recommendation of the Engineer by unanimous vote upon motion of Commissioner Washburne, which was duly seconded by Commissioner Aldrich.

A resolution was presented from the County Court of Washington County requesting the Commission to approve the designation, as a secondary state highway in that county, of the following described road:

That portion of the Forest Grove-Banks-Vernonia Market Road No. 8, approximately eight miles in length, beginning at Forest Grove and extending in a northerly direction to a junction with the Wolf Creek Highway.

The Engineer explained that the road described is the one approved by the Commission as a secondary state highway at the meeting of November 2, 1932, and that the resolution now presented simply confirms the oral request made at that time. He recommended that the resolution be accepted and approved by the Commission. Motion was thereupon made by Commissioner Washburne that the Engineer's recommendation be adopted and that the road described in the resolution of the County Court be officially 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 Secretary reported that a controversy apparently exists between the State Forester and Mr. Mead over the construction of a telephone pole line along the Toledo-Siletz Section of the Siletz Secondary State Highway in Lincoln County, authority for which was granted by the Commission at the meeting held November 2, 1932, in that the State Forester advises that he has been unable to arrange with Mr. Mead, who owns the pole line now existing along this section, for the joint use of the new poles and now asks the Commission to intercede in his behalf in order that satisfactory telephone service for fire protection purposes may be assured for this district. After some discussion the Commission referred this matter to the Engineer and the Secretary with instructions to call the contending parties together and, if possible, adjust their differences to the satisfaction of all parties concerned.

The Secretary presented resolutions from the Marshfield Chamber of Commerce and the North Bend Chamber of Commerce in which the Commission was requested to adopt the following described route as the permanent route of the Oregon Coast Highway through the cities of Marshfield and North Bend in Coos County:

Beginning at the south ferry slip on Coos Bay, thence southerly along Sherman Avenue in North Bend to Washington Avenue; thence easterly to the present Water Front Highway between North Bend and Marshfield, being via Stanton and Tremont Streets in North Bend and Front Street in Marshfield, to the northerly end of Broadway in Marshfield; thence southerly along

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Broadway to Kruse Avenue in Marshfield.

The Engineer stated that it would be desirable to designate a permanent route for this highway through these cities but not until an extensive study has been made of the alternate routes available. He recommended that such a survey and study be made as soon as funds became available for the purpose. The Commission approved the recommendation of the Engineer by unanimous vote upon motion of Commissioner Washburne, which was duly seconded by Commissioner Aldrich. Also, the Engineer was instructed to advise the Chambers of Commerce of the action taken by the Commission upon their resolutions.

The Engineer reported that there has been an overture on the part of some of the counties to work men employed on secondary highways more than eight hours per day. In accordance with the Oregon statutes, he said, this practice requires that the men be paid double time for the overtime put in. It was his thought that the counties should permit no overtime work except in cases of emergency and that the rules of the Highway Department governing overtime employment on primary highways should also apply to the secondary state highways. He recommended that the Commission adopt like standards for employment on secondary state highways as now in force on primary state highways and that each county be advised of these standards and notified that the Commission expects each to carry on its secondary highway work in conformance therewith. The recommendation of the Engineer was approved and adopted by the Commission by unanimous vote.

The Engineer further reported that it has come to his attention that some of the counties are paying royalties as high as ten cents per cubic yard for surfacing materials used on secondary state highways, which is considerably more than the state has paid for the same class of materials for the past several years. The average price paid by the state, he said, is about three cents per cubic yard, and he suggested that this amount be adopted by the Commission as the maximum that it will allow the counties for such materials used by them on secondary state highways. The Engineer's suggestion was approved by the Commission by unanimous vote and he was instructed by the Commission to transmit this information to the several county courts.

A letter was presented to the Commission from J. W. and J. R. Hillstrom requesting an extension of sixty days' time, to December 31, 1932, within which to complete their contract for surfacing the Doyle Hill-Nimrod Section of the McKenzie Highway in Lane County, being contract No. 1328. The Engineer stated that the bids on this project were received on March 3, 1932, but that the contract was not officially awarded until March 23, 1932. Therefore, under ordinary circumstances the contractor would be entitled to an extension of twenty days' time without penalty. Had the contractor expedited the work, he continued, it would have been completed within the estimated number of working days. However, this was not done, consequently the contractor overran the time limit and the state has been put to some additional expense for engineering; also, the public has been somewhat inconvenienced by not having the use of the completed road. He recommended that the extension requested be granted but that the contractor be charged for all engineering

expense accrued against the project subsequent to November 30, 1932. The recommendation was approved by the unanimous vote of the Commission, upon the motion of Commissioner Washburne, which was duly seconded by Commissioner Aldrich.

The Engineer reported that the Western Bridge Construction Company on November 2, 1932 completed contract No. 1382 for the construction of the bridge over Dawson Creek on the Tualatin Valley Highway in Washington County according to the requirements of the contract or modifications thereof, and that said job is now ready for acceptance. The following resolution accepting this project was officially adopted by the unanimous vote of the Commission:

WHEREAS, the Engineer has reported that the Western Bridge Construction Company has completed its contract for the construction of the bridge over Dawson Creek on the Tualatin Valley Highway in Washington County, according to the terms and provisions of its 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. 1382 for the construction of the bridge over Dawson Creek on the Tualatin Valley Highway in Washington County be declared completed according to the terms of the contract and said job is hereby accepted and final payment is hereby authorized.

The Commission adjourned at one o'clock P. M. to reconvene at two o'clock P. M. this day in the same room.

The State Highway Commission reconvened at two o'clock P. M. in Room 325, State Office Building, with all members, the State Highway Engineer and the Secretary present.

Consideration was given by the Commission to a list of projects submitted by the Engineer and recommended by him for construction with federal aid funds under the Commission's present emergency program. After a full discussion of each of the projects listed, the following were approved by the Commission by unanimous vote upon motion of Commissioner Washburne, which was duly seconded by Commissioner Aldrich:

	<u>Estimated Cost</u>
<u>BAKER COUNTY:</u>	
Wingville-Baker Section of Old Oregon Trail	
Paving and surfacing	\$45,000
<u>CLACKAMAS COUNTY:</u>	
Clackamas River Bridge approaches, grading	75,000
New Era-Canby Section of Pacific Highway, paving	50,000

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CLATSOP COUNTY:

Necanicum Creek Bridge on Oregon Coast Highway	\$ 7,500	✓
Two bridges over Humbug Creek on Wolf Creek Highway	6,000	✓
John Day River Bridge on Columbia River Highway near Astoria	35,000	✓
John Day River Bridge approaches, grading	10,000	✓
Asbury Creek culvert on Oregon Coast Highway near Arch Cape	7,000	✓

DOUGLAS COUNTY:

Hinsdale & Koepke bridge approaches on Umpqua Highway, grading	20,000	✓
Rice Hill Section of Pacific Highway, grading	60,000	✓

GRANT COUNTY:

Bridges on Flowers Gulch-Long Creek Section of Pendleton-John Day Highway	18,000	✓
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HARNEY AND MALHEUR COUNTIES:

Drinkwater Pass-Chimney Creek Section of Central Oregon Highway, grading	130,000	✓
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JACKSON COUNTY:

Central Point-Medford Section of Pacific Highway, grading and paving	118,000	✓
Siskiyou Mountain Section of Pacific Highway, grading	150,000	✓

KLAMATH COUNTY:

Bridges on Odell Lake-Walker Mountain Section of Willamette Highway	12,000	✓
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LANE COUNTY:

Cheshire-Prairie Road Section of Siuslaw Highway, surfacing	36,000	✓
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MARION COUNTY:

Reconstruct bridge on Pacific Highway at Aurora	15,000	✓
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MULTNOMAH COUNTY:

Linnton Section of Columbia River Highway, paving	14,000 Co. 11,000 St.	✓
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SHERMAN COUNTY:

Bridges on Biggs-John Day Section of Columbia River Highway	7,000	✓
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TILLAMOOK COUNTY:

Wilson River Section of Wilson River Highway, grading	30,000	✓
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WASHINGTON COUNTY:

Forest Grove line change, Tualatin Valley Highway, paving and shoulders	7,000	✓
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The Engineer was authorized to advertise these projects for bids to be received as soon as the plans for same have been prepared.

The Engineer was also authorized by the Commission to advertise for bids for the following projects which are to be paid for from state funds:

CLATSOP AND TILLAMOOK COUNTIES:

Furnish 5,000 cu. yds. crushed rock for maintenance of Jack Horner Creek-Mohler Section of Oregon Coast Highway	Estimated Cost \$ 8,500	✓
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TILLAMOOK COUNTY:

Furnish 5,000 cu. yds. crushed gravel for maintenance of Hebo-Dolph Section of McMinnville-Tillamook Highway	Estimated Cost \$ 8,000
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The Assistant Attorney, who was present, informed the Commission that he has been unsuccessful in his attempts to secure satisfactory settlements with some of the owners of property that is required for right of way for the improvement of the West Side Pacific Highway between Junction City and Monroe and it appears necessary to condemn to acquire this property. He requested authority from the Commission to start condemnation proceedings, if that is found necessary after further negotiating with the property owners. After due consideration of this matter, the following resolution relative thereto was adopted by the Commission by a majority vote, Commissioner Washburne not voting thereon:

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 a revised location of the West Side Pacific Highway, otherwise known as State Highway No. 3, extending north from Junction City, and has heretofore, and does hereby, adopt a revised location over, across, and through the properties of L. C. Pope, Gordon Kelso and May G. Kelso, husband and wife, and Bertha K. Lee and E. U. Lee, her husband, portions of which properties are required for right of way purposes and are herein-after more definitely described; and

WHEREAS, in the permanent location, improvement, construction, and maintenance of said highways, and particularly that portion of State Highway No. 3 in Lane and Benton Counties hereinabove referred to, it has been found necessary, and the said 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 the lands hereinafter described, which lands are to be used for right of way purposes, to-wit:

L. C. POPE PROPERTY

A parcel of land, being a portion of the following described property: the northeast quarter (NE $\frac{1}{4}$) of the northeast quarter (NE $\frac{1}{4}$) of the southeast quarter (SE $\frac{1}{4}$) of Section 30, Twp. 15 South, Range 4 West, W. M., Lane County, Oregon;

The said parcel being all that portion of the foregoing described property included in a strip of land 80 feet in width, 40 feet on each side of the center line of the West Side Pacific Highway as surveyed in 1931 over and across the said property; the location of said strip of land in so far as it encroaches upon said property being determined by the said center line from Station 371+43.0 to Station 379+55.6; which portion of center line is described as follows:

Beginning at center line Station 371+43.0 opposite and 40.0 feet distant from which point the westerly line of said strip of land intersects the north line of said legal subdivision; said beginning point being 18.3 feet north and 569.9 feet west of the east quarter section corner of Section 30, Twp. 15 South, Range 4 West, W. M.; thence South 30° 45' East a distance of 812.6 feet to Station 379+55.6, opposite and 40.0 feet distant from which station the easterly line of said strip of land intersects the south line of said property.

The parcel of land to which this description applies contains approximately 1.41 acres.

GORDON KELSO AND MAY G. KELSO PROPERTY

A parcel of land lying in the southeast quarter (SE $\frac{1}{4}$) of the northeast quarter (NE $\frac{1}{4}$) of Section 30, Twp. 15 South, Range 4 West, W. M., and being a portion of that tract of land which was conveyed by that certain deed from G. F. and Eliza A. Kelso to Gordon Kelso, recorded in Book 147, Page 439, of Lane County record of deeds;

The said parcel being all that portion of the foregoing described property included in a strip of land 80 feet in width, 40 feet on each side of the center line of the West Side Pacific Highway as surveyed in 1931 over and across said property; the location of said strip of land in so far as it encroaches upon said property being determined by the said center line from Station 363+49.1 to Station 371+90.2, which portion of center line is described as follows:

Beginning at center line Station 363+49.1, opposite and 40.0 feet distant from which point the westerly line of said strip of land intersects the north line of said property; said beginning point being also approximately 700.6 feet north and 975.8 feet west of the east quarter section corner of Section 30, Twp. 15 South, Range 4 West; thence South 30° 45' East a distance of 841.1 feet to Station 371+90.2, opposite and 40.0 feet distant from which station the easterly line of said strip of land intersects the south line of said property.

The parcel of land to which this description applies contains approximately 1.46 acres.

BERTHA K. LEE AND E. U. LEE PROPERTY

A parcel of land lying in the John J. Estes D. L. C. No. 56 and the John D. Hornbuckle D. L. C. No. 57, Twp. 15 South, Range 4 West, W. M., Lane County, Oregon, and being a portion of that certain tract of land described in a deed to Bertha K. Lee as recorded in Book 120 at Page 96, Deed Records of Lane County;

The said parcel being all that portion of the foregoing described property included in a strip of land of variable width lying on each side of the center line of the West Side Pacific Highway as surveyed in 1931 over and across the said property; the location of said strip of land, in so far as it encroaches upon said property, being determined by the said center line from Station 318+72.5 to Station 343+59.9; which portion of center line is described as follows:

Beginning at Engineer's center line Station 318+72.5, opposite and 40.0 feet distant from which point the westerly line of said strip of land intersects the north line of said property; said beginning point also being approximately 1873 feet north and 55.4 feet west of the southeast corner of the John J. Estes D. L. C. No. 56; thence South 30° 45' East a distance of 2487.4 feet to Engineer's Station 343+59.9, opposite and 70.0 feet distant from which station the easterly line of said strip of land intersects the south line of said property, which is also the south line of the said John D. Hornbuckle D. L. C. No. 57, said point also being 264.4 feet south and 1216.1 feet east of the southeast corner of the said John J. Estes D. L. C. No. 56.

The widths in feet of the strip of land above referred to are as follows:

Station to Station	Total Width	Width on East		Width on West	
		Side of Center Line		Side of Center Line	
North property line to 325+00	80	40		40	
325+00 to South property line	110	70		40	

The parcel of land to which this description applies contains approximately 5.72 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 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, Lane and Benton Counties are obligated to secure the above described parcels of land for right of way purposes, but said counties have failed and neglected to acquire the said lands, 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

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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 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 Assistant Attorney further reported that it appears necessary to resort to condemnation proceedings to acquire the right of way needed for the following improvements, viz.:

(1) Improvement of The Dalles-California Highway across the property of Ada A. Huntington and husband, between Bend and Redmond in Deschutes County.

(2) Improvement of the Pacific Highway across the property of Rebecca K. Cleaver and Curtis H. Cleaver, her husband, between Salem and Aurora in Marion County.

(3) Improvement of the Pacific Highway across the property of John Ehrenreich, between Albany and Tangent in Linn County.

He requested authority from the Commission to acquire these rights of way by condemnation, if that is found necessary after further negotiating with the several owners. After due consideration the Attorney's request was approved and the following resolutions with respect thereto were adopted by the Commission by unanimous vote:

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 a revised location of the Pacific Highway, otherwise known as State Highway No. 1, extending between Salem and Aurora, and has heretofore and does hereby adopt a revised location

over, across, and through the property of Rebecca K. Cleaver and Curtis H. Cleaver, her husband, a portion of which property is required for right of way purposes and is hereinafter more 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 hereinabove referred to, it has been found necessary, and the said 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 the land hereinafter described, which land is to be used for right of way purposes, to-wit:

A parcel of land in the Chas. Hubbard D. L. C. No. 70 in Section 34, Twp. 4 South, Range 1 West, W. M., said parcel being a portion of that certain piece of property described in a deed to Rebecca K. Cleaver as recorded in Book 168 at Page 533, Deed Records of Marion County, Oregon; said parcel of land being more particularly described as follows:

Beginning at the intersection of the south line of said Cleaver property and the 1932 relocated center line of the Pacific Highway, at Engineer's Station 985+81.8, said intersection being South $50^{\circ} 18\frac{1}{2}'$ East 304.3 feet, along the northerly line of the original town of Hubbard, from the northeast corner stone of the original town of Hubbard; thence North $50^{\circ} 18\frac{1}{2}'$ West along said south property line a distance of 40.33 feet to a point which is 40.0 feet southwesterly from (and measured at right angles to) said relocated highway center line; thence parallel to said center line as follows: North $32^{\circ} 23\frac{1}{2}'$ East a distance of 55.88 feet; thence northeasterly along a 34,340.0 foot radius curve to the left (the long chord of which bears North $32^{\circ} 06'$ East) a distance of 345.3 feet to the north line of the said property; thence South $50^{\circ} 14'$ East along the said north line a distance of 40.4 feet to the center line of the said highway; thence southwesterly along said center line as follows: along a 34,380.0 foot radius curve right (the long chord of which bears South $32^{\circ} 06\frac{1}{2}'$ West) a distance of 340.1 feet, and thence South $32^{\circ} 23\frac{1}{2}'$ West a distance of 61.0 feet to the point of beginning.

The parcel of land described above contains 0.368 acres, of which 0.276 acres lie within the present public right of way, and the additional land to be acquired is 0.092 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

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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.

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 a revised location of The Dalles-California Highway, otherwise known as State Highway No. 4, extending between Redmond and Bend, and has heretofore and does hereby adopt a revised location over, across, and through the property of Ada A. Huntington and W. D. Huntington, wife and husband, a portion of which property is required for right of way purposes and is hereinafter more definitely described; and

WHEREAS, in the permanent location, improvement, construction, and maintenance of said highways, and particularly that portion of State Highway No. 4 in Deschutes County hereinabove referred to,

it has been found necessary, and the said 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 the land herein-after described, which land is to be used for right of way purposes, to-wit:

A parcel of land being a portion of the following described property: the west one-half ($W\frac{1}{2}$) of the southeast quarter ($SE\frac{1}{4}$) of Section 9, Twp. 17 South, Range 12 East, W. M., Deschutes County, Oregon;

The said parcel of land being all that portion of the foregoing described property included in a strip of land of variable width on each side of the center line of the Redmond-Bend Section of The Dalles-California Highway, as surveyed over and across and/or adjacent to said property; the location of the said strip of land in so far as it encroaches on said property being determined by the said center line from Station 638+90 to Station 660+65, which portion of the center line is described as follows:

Beginning at center line station 638+90 opposite and 50 feet distant from which point the easterly line of said strip of land intersects the northerly line of said property; said beginning point also being approximately 1800 feet west and 20 feet north of the east quarter corner of said Section 9; thence South $24^{\circ} 19'$ West a distance of 2175 feet to Station 660+65 opposite and 75 feet distant from which station the easterly line of said strip of land intersects the westerly line of said property.

The width in feet of the strip of land above referred to is as follows:

Station	to Station	Total Width	Width on East Side of Center Line	Width on West Side of Center Line
638+90	to 641	200	50	150
641	to 656	100	50	50
656	to 660+65	150	75	75

The parcel of land to which this description applies contains approximately 5.24 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, Deschutes 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.

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 a revised location of the Pacific Highway, otherwise known as State Highway No. 1, extending between Albany and Tangent, and has heretofore, and does hereby, adopt a revised location over, across, and through the property of John Ehrenreich, a portion of which property is required for right of way purposes and is hereinafter more 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 Linn County hereinabove referred to, it has been found necessary, and the said 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 the land hereinafter described, which land is to be used for right of way purposes, to-wit:

A parcel of land in the northwest quarter (NW $\frac{1}{4}$) of Section 30, Twp. 11 South, Range 3 West, W. M., said parcel being a portion of that certain piece of property described in a deed to John Ehrenreich as recorded in Book 97 at Page 27, Deed Records of Linn County, Oregon; said parcel of land being more particularly described as follows:

Beginning at the northwest corner of said property on the west line of said Section 30, from which point the northwest corner of Section 30 bears North 0° 31' 30" East a distance of 1062.60 feet; thence South 89° 18' East along said north property line a distance of 38.9 feet to a point which is 40.0 feet easterly from (and measured at right angles to) the relocated center line of the Pacific Highway at Engineer's Station 139+23.7; thence parallel to said center line as follows: South 0° 32' West a distance of 1062.0 feet to the south line of said property; thence North 89° 25' West along said south property line a distance of 38.8 feet to the west line of said Section 30; thence North 0° 31' 30" East along said section line a distance of 1062.10 feet to the point of beginning; subject to the existing rights of the public for public highway purposes over and across the above described parcel of land.

The parcel of land described above contains 0.95 acres, of which 0.71 acres lie within the present public right of way, and the additional land to be acquired is 0.24 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, Linn 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.

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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.

Consideration was given by the Commission to the revised six-year construction budget presented by the Engineer. After some discussion, the Commission took this matter under advisement for future consideration.

The Engineer reported the receipt of a letter from Chas. Upham, Engineer-Director of the American Road Builders Association, Washington, D. C., in which he was requested to deliver a prepared radio talk on highway matters over a national radio hook up. He gave it as his thought that he should decline this request and that the speech should be given by some engineer not connected with the State Highway Department's organization because such a talk, coming from the State Highway Engineer, might have the appearance of propaganda in the face of the proposed legislative action in regard to license fees and gas tax revenues. The Commission concurred with the Engineer in his view in this matter and instructed him to so advise Mr. Upham and recommend to him the name of a qualified engineer to take his place.

The Engineer further reported that he has received an invitation from the manager of radio station KOAC, Corvallis, to broadcast over that station from time to time matters pertaining to the activities of the State Highway Department. He gave it as his thought that the publicity matters of the department are now being taken care of very well by the members of the Commission through newspaper channels. Definite action on this matter was deferred by the Commission.

The Engineer reported that he has conferred further with John K. Holt, Bridge Contractor, relative to his claim for additional compensation for extra work which Mr. Holt alleges was performed by him in connection with his contract for the construction of the bridge over Cape Creek on the Oregon Coast Highway in Lane County, contract No. 1232, and that Mr. Holt now offers to accept as settlement in full the sum of \$1,750.00 which is about one-half of the amount of his original claim. The Engineer recommended that this offer be accepted in view of the circumstances surrounding this claim. After due consideration, motion was made by Commissioner Washburne that Mr. Holt's offer to settle his claim for \$1,750.00 be accepted by the Commission. The

motion was duly seconded by Mr. Aldrich and was declared by the Chairman to have carried by the unanimous vote of the Commission.

The Commission discussed with the Engineer matters pertaining to the proposed revision of that portion of the Oregon Motor Vehicle Laws which relates to the schedule of license fees for trucks and buses but no definite action was taken with respect thereto. The Engineer was instructed by the Commission to submit a report on this matter at the next meeting.

The Commission discussed the matter of waiving the penalty imposed by the former Highway Commission on C. R. Johnson, contractor, for his failure to complete his contract for the grading of the Valley Falls-Pike Ranch Section of the Lakeview-Burns Highway in Lake County, contract No. 1305, within the time limit specified in the contract. The Engineer advised that the penalty imposed was for engineering expenses incurred by the state subsequent to the date of completion specified in this contract and amounted to \$914.67. He further stated that he did not think it would be inconsistent with the policy of the Commission to waive this penalty because the project was a very difficult one to handle, consisting largely of the excavation of boulder material for which he considered Mr. Johnson's bid very low; furthermore, the public has not been inconvenienced by the lack of the use of this road. He, therefore, recommended that the penalty be waived. After due consideration of this matter, motion was made by Commissioner Washburne that the Engineer's recommendation be approved and that Mr. Johnson be relieved of payment of the excess engineering expense. Motion was duly seconded by Commissioner Aldrich and carried by the unanimous vote of the Commission.

The Commission signed an agreement with the Clark & Wilson Lumber Company and the County Court of Columbia County covering the matter of the construction of a logging railroad grade crossing on the Nehalem Secondary State Highway No. 102 near the center of Section 10, Township 5 North, Range 4 West, W. M., Columbia County, whereby the lumber company agrees to convey to the state a right of way for the relocation of the highway at this point, to pay the cost of regrading the highway along the new alignment to meet the railroad grade and to advance the cost of surfacing this section and the county and state agree to reimburse the lumber company for the cost of the surfacing work in 1933 with secondary state highway funds if, and when, such funds are made available.

The Engineer reported that in his negotiations for the acquisition of right of way for the improvement of the Rice Hill Section of the Pacific Highway in Douglas County, he finds that there is some question as to the ownership of the portion lying immediately adjacent to the Southern Pacific Railroad right of way, particularly between Highway Engineer's Station 1218+25 and Highway Engineer's Station 1232+00, in that the railroad company claims title to the land by special government grant and demands payment for it on the basis of yardage of the material which is to be excavated therefrom. On the other hand, title to the tract in question is claimed by the owners of the adjoining property. Due to the fact that this project is one of those scheduled for early construction, he requested authority from the State Highway Commission to acquire the needed right of way by condemnation

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in the event he is unable to acquire it otherwise. After due consideration of this matter, the Commission by unanimous vote authorized the Engineer to institute condemnation proceedings to acquire this right of way if that appears to be necessary after further negotiating with the Southern Pacific Company and the owners of the adjacent property.

The Commission set the hour of 2 o'clock P. M. on Tuesday, December 13, 1932, Benson Hotel, Portland, for a special meeting to consider departmental matters of a routine nature preceding the regular meeting which is scheduled to be held on the following day.

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

R. H. Baldock
State Highway Engineer

H. B. Glaisyer
Secretary

Leslie M. Scott
Chairman

E. B. Aldrich
Commissioner

E. B. Aldrich
Commissioner

Portland, Oregon, December 13, 1932

The State Highway Commission met in special session at three o'clock P. M. in Room 306, 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

Mr. Marshall N. Dana and Mr. Frank T. Shull, Chairman and Vice Chairman, respectively, of the Columbia Gorge Scenic Preservation Committee, Portland, appeared before the Commission representing Simeon R. Winch, business manager of the Oregon Journal, who in behalf of his mother and himself, offers to the state for park purposes a tract of land containing approximately 252 acres situated adjacent to the Columbia River Highway in Hood River County at Mile Post No. 60. Mr. Dana stated that the tract fronts on the Columbia River Highway and the Columbia River for a distance of about one mile, contains a fine stand of maple and fir timber, and will make a fine addition to the state park system. He recommended that Mr. Winch's offer be accepted by the Commission for the state in order to preserve the tract for its scenic beauty; other-

wise, he said, it is likely that the tract will be sold for commercial purposes because Mr. Winch has already received offers for a portion of it. He further stated that Mr. Winch is willing to present this tract to the state as a gift without reservation, except that he would like to have it named "Wygant Park" in honor of his grandparents, Theodore Wygant and Margaret Rae Wygant, who were pioneer residents of this state.

Mr. Dana further stated that he wished it clearly understood that the offer is not being made by Mr. Winch voluntarily in order to force the state to accept title, but is made as the result of persuasion on the part of Mr. Shull and himself who have prevailed on Mr. Winch to give the tract to the state in order to preserve its scenic beauties.

Chairman Scott explained that the finances of the State Highway Department at the present time are such that it would be impossible to make any improvements in this area in the event that Mr. Winch's offer is accepted, to which Mr. Dana replied that while it would be nice if improvements could be made now, Mr. Winch fully realizes the situation but desires to present the tract to the state, nevertheless, and without reservation of any kind.

After further discussion, motion was made by Commissioner Washburne that the offer of Mr. Winch to present this area to the state as a gift be accepted with thanks. The motion was duly seconded by Commissioner Aldrich and was declared by the Chairman to have carried by the unanimous vote of the Commission. Thereupon the Secretary was instructed to write an appropriate letter to Mr. Winch stating that the Commission accepts his offer in behalf of the state and wishes to extend to his mother and him sincere appreciation for their most generous gift. The Commission, by unanimous vote, agreed to name this park site "Wygant Park" in accordance with Mr. Winch's request.

The Commission approved the minutes of the meetings of October 24, November 1 and 2, November 10, and November 18, 1932.

The Engineer reported that an inspection has been made of the county road in Deschutes County known as the Century Drive, which the County Court of that county wishes designated as an extension to Secondary State Highway No. 372 and while it appears that such designation will be satisfactory, he recommended that action thereon be deferred by the Commission until after the meeting of the next legislature in January, 1933, to ascertain whether or not the legislature makes any changes in the secondary state highway law. The Engineer's recommendation was approved by the unanimous vote of the Commission.

The Engineer reported that an inspection has also been made of the Stanfield-Despain Gulch Road in Umatilla County, the designation of which as a secondary state highway has been requested by the County Court of that county. He recommended that action on the county's request be deferred until after the meeting of the next legislature. Recommendation approved by the unanimous vote of the Commission.

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The Attorney reported that as previously instructed by the Commission he has reviewed the secondary state highway law with respect to the authority of the counties to elect to do their own engineering work on secondary highways and that it is his opinion that this law gives such authority to the counties subject, however, to the general supervision of and to the entire satisfaction of the State Highway Commission.

In view of the Attorney's opinion and upon the recommendation of the Engineer, the Commission by unanimous vote accepted and approved the resolutions adopted by the County Courts of Harney, Columbia and Sherman Counties by which these counties elect to perform the engineering, construction, reconstruction, maintenance and betterment of the following secondary state highways in those counties:

HARNEY COUNTY: Canyon City-Burns Road (Secondary State Highway No. 400);

Yellowstone Cut-off (Secondary State Highway No. 430);

Frenchglen Road (Secondary State Highway No. 440);

Diamond Valley Road (Secondary State Highway No. 441).

COLUMBIA COUNTY: Nehalem Highway (Secondary State Highway No. 102);

Mist-Clatskanie Road (Secondary State Highway No. 110);

SHERMAN COUNTY: Sherar's Bridge Road (Secondary State Highway No. 290);

Wasco-Heppner Road (Secondary State Highway No. 300).

The Commission also accepted and approved the resolution of the County Court of Deschutes County electing to do the construction, reconstruction, maintenance and betterment on the following secondary state highways in that county:

O'Neil Road (Secondary State Highway No. 370);

Powell Butte Road (Secondary State Highway No. 371);

Century Drive (Secondary State Highway No. 372).

The Engineer reported that in accordance with the instructions given him by the Commission at the meeting held on November 29, he arranged for a meeting in his office on December 6 between the State Forester and Walter J. Mead, Cloverdale, at which the differences between these parties relative to

the construction of a telephone pole line on the Siletz River Secondary State Highway in Lincoln County, which have been a matter of controversy, were satisfactorily adjusted. The arrangements agreed upon, he said, are that Mr. Mead is to reconstruct the existing pole line on this highway which is owned by him, and put it in usable condition on or before January 15, 1933, so that the State Forester can attach his telephone wires and fixtures thereto to furnish fire patrol telephone service in the Siletz District. In the event that Mr. Mead fails to so reconstruct his pole line, then the permit or franchise which Mr. Mead now possesses shall be revoked and a new permit shall be granted to the State Board of Forestry. The Commission approved the action taken by the Engineer with respect to this matter.

Consideration was given by the Commission to the matter of leasing to Mr. J. A. Casey a portion of the park site known as Casey Park, situated adjacent to the Crater Lake Highway near Prospect in Jackson County, which park the state recently acquired by lease from the U. S. Government. The Attorney stated that Mr. Casey is a squatter on the premises, having occupied them for a number of years before the state secured its lease and he has invested in excess of \$10,000 for improvements as a tourist camp on the property. He further stated that since making his previous report on this matter he has received a communication from the Department of Interior to the effect that the state, as the lessee, has full jurisdiction over this property and may sublease it if it so desires. After some discussion the Engineer recommended, in view of the report of the Attorney and the fact that Mr. Casey has such a large investment in improvements on this property, that a lease be granted to him to occupy these premises for a period of three years upon payment to the state of a reasonable rental, with the understanding that he will vacate the premises at the expiration of the three-year period. The Commission approved and adopted the recommendation of the Engineer by unanimous vote and instructed him to negotiate with Mr. Casey to determine upon a reasonable rental charge. The Attorney was instructed by the Commission to prepare an appropriate form of lease in conformance with the ideas expressed at this meeting.

The application of Mr. E. H. Lamport, Medford, for permission to occupy a small portion of the Casey Park was also given consideration by the Commission. After some discussion the Commission voted to rescind the action previously taken denying Mr. Lamport's request, and voted to grant him a lease for a three-year period, to expire at the same time as Mr. Casey's lease, with the understanding that Mr. Lamport will pay for this privilege and will vacate the premises at the expiration of the lease. The Engineer was instructed by the Commission to negotiate with Mr. Lamport and determine upon a reasonable rental charge and the Attorney was instructed to prepare a suitable form of lease to cover the matter.

The Commission discussed the advisability of securing long-term leases on quarry sites, gravel pits, etc., rather than purchasing these properties outright. The Attorney advised that many times it is more advantageous to lease this class of property for a term of years for a

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reasonable sum rather than to purchase it, because usually the consideration involved in the former instance is less than in the latter and it is usually easier to negotiate with the owner for a lease than for a deed. Furthermore, the value of the materials taken from a leased quarry or gravel pit during a season, figured at the rate of three cents per cubic yard, will amount to considerably more than the consideration involved in the lease. He recommended that the practice of securing long-term leases be continued where the securing of a lease is advisable. The recommendation of the attorney was approved by the Commission by unanimous vote.

Thereupon the Commission signed the voucher covering payment to Rufus C. Stonefield for the lease of a gravel pit owned by him in Section 34, T. 16 S., R. 12 W., W. M. in Lane County near the Oregon Coast Highway, which involves the payment of \$500.00 for the lease of this property for a period of ten years.

The Engineer reported that, as instructed by the Commission at the last meeting, he has made inspection of the Spangler Hill-Beacon Heights Road in Clackamas County, which extends from Market Road No. 22 at Spangler Hill to Market Road No. 11 at Beacon Heights, and now recommends that this road be approved by the Commission as an addition to the Clackamas County market road system in accordance with the request of the Clackamas County Court. The Commission approved and adopted the recommendation of the Engineer by unanimous vote upon motion of Commissioner Washburne, which was duly seconded by Commissioner Aldrich.

The Engineer explained that prior to the enactment of the secondary state highway law the State Highway Commission had jurisdiction over market roads, but since the passage of this law the Commission has been relieved of this responsibility, and it now rests entirely with the County Courts except that the old market road law still retains the provision that the Commission must approve market road designations. He gave as his opinion that this requirement is simply a matter of formality and should be corrected by legislative action. After due consideration the Commission referred this matter to the Attorney with instructions to take whatever action may be necessary to secure such legislative relief.

The Secretary presented the following requests for transfer of secondary state highway funds from secondary highway projects to which they were originally allocated to other secondary highway projects:

CLACKAMAS COUNTY:

1. Transfer \$4,147.10 from Project No. 103-GC, grading and surfacing Secondary State Highway No. 161, to the Rock Creek bridge project on this highway.
2. Transfer \$1,870.00 from Project No. 103-GA, grading Secondary State Highway No. 161, to the general county apportionment to be reallocated to other secondary highway projects.

3. Transfer \$414.67 from Project No. 103-GB, grade widening on Secondary State Highway No. 160, to Project No. 103-ML, maintenance of this highway.
4. Transfer \$1,000.00 from Project No. 103-MT, maintenance of Secondary State Highway No. 161, to the general county apportionment to be reallocated to other secondary highway projects.
5. Transfer \$458.44 from Project No. 103-MH, maintenance of Secondary State Highway No. 141, to the general county apportionment to be reallocated to other secondary highway projects.

CROOK COUNTY:

1. Transfer \$200.00 from Project No. 107-MT, maintenance of Secondary State Highway No. 371, to Project No. 107-DA, surfacing Secondary State Highway No. 380.
2. Transfer \$1,000.00 from Project No. 107-MV, maintenance of Secondary State Highway No. 380, to Project No. 107-DA, surfacing of this highway.

GRANT COUNTY:

1. Transfer \$2,000.00 from Project No. 112-MH-A, general maintenance of Secondary State Highway No. 400, to the general county apportionment to be reallocated to other secondary state highway projects.

HARNEY COUNTY:

1. Transfer \$1,500.00 from Project No. 113-ML-A, general maintenance of Secondary State Highway No. 400, to the general county apportionment to be reallocated to other secondary highway projects.

LANE COUNTY:

1. Transfer \$635.88 from Project No. 120-GB, regrading and resurfacing Secondary State Highway No. 222, to the following projects:
 \$319.90 to Project No. 120-GD, grading and surfacing Secondary State Highway No. 222; and the balance \$315.98 to the general county apportionment to be reallocated to other secondary highway projects.

LINN COUNTY:

1. Transfer \$965.26 from Project No. 122-GA, grading and surfacing Secondary State Highway No. 212, to Project No. 122-MV-504, oiling macadam on this highway.
2. Transfer \$351.84 from Project No. 122-MH-504, oiling macadam on Secondary State Highway No. 210, to Project No. 122-KB, stream and bridge protection on secondary state highway No. 211.
3. Transfer \$0.27 from Project No. 122-MT-506, extra gang repairs to Secondary State Highway No. 211, to Project No. 122-KB, bridge protection on this highway.
4. Transfer \$830.76 from Project No. 122, MY-111a, emergency bridge repairs on Secondary State Highway No. 211, to Project No. 122-KB, stream and bridge protection on this highway.

MORROW COUNTY:

1. Transfer \$2,000.00 from Project No. 125-DA, surfacing Secondary State Highway No. 321, to Project No. 125-MV-507, minor betterment work on this highway.

POLK COUNTY:

1. Transfer \$457.57 from Project No. 127-MN, maintenance of Secondary State Highway No. 191, to Project No. 127-BC, resurfacing and reoiling Secondary State Highway No. 192.
2. Transfer \$175.42 from Project No. 127-MV, maintenance of Secondary State Highway No. 193, to Project No. 127-MR, maintenance of Secondary State Highway No. 192.
3. Transfer \$294.01 from Project No. 127-MG-106, extra gang maintenance on Secondary State Highway No. 190, to Project No. 127-BA, oiling with cutback asphalt on Secondary State Highway No. 150.
4. Transfer \$184.09 from Project No. 127-MN, maintenance of Secondary State Highway No. 191, to Project No. 127-MR, maintenance of Secondary State Highway No. 192.
5. Transfer \$1,457.09 from Project No. 127-MG-106, extra gang maintenance on Secondary State Highway No. 190, to Project No. 127-BC, resurfacing and reoiling of secondary state highway No. 192.
6. Transfer \$100.28 from Project No. 127-MG, maintenance of

Secondary State Highway No. 190, to Project No. 127-MR, maintenance of Secondary State Highway No. 192.

YAMHILL COUNTY:

1. Transfer \$181.28 from Project No. 136-GB, grading and surfacing Secondary State Highway No. 153, to the general county apportionment to be reallocated to other secondary highway projects.

The Engineer recommended that the transfer of secondary highway funds be approved as requested. Recommendation approved by the unanimous vote of the Commission.

A resolution was presented from the County Court of Wheeler County requesting the state to perform the maintenance work on the Heppner-Spray Road (Secondary State Highway No. 321) in that county. The Engineer recommended that the request be granted. Recommendation approved by the unanimous vote of the Commission, subject to the condition that only secondary highway funds shall be used for that purpose.

A resolution was presented from the County Court of Jackson County requesting the Commission to advertise for bids for the construction of the McCallister Section of Little Butte Secondary Highway No. 270 in that county. The Engineer explained that the Jackson County Court previously requested this improvement by letter and that the project was authorized by the Commission at the last meeting. The resolution now before the Commission, he said, is simply a formal request to comply with the provisions of the secondary highway law. He recommended that the resolution be accepted and approved by the Commission. Recommendation adopted by the Commission by unanimous vote.

A resolution was presented from the Board of County Commissioners of Multnomah County requesting the state to contract or otherwise provide for the grading and paving of a portion of the North Portland Road (Secondary State Highway No. 120) between Engineer's Station No. 97+92.7 and Engineer's Station 102+06.75. Resolution referred to the Engineer for investigation and report.

The Commission signed an agreement with the County Court of Crook County covering the matter of the loan to the county of the services of State Resident Engineer T. A. Rice, who is to perform the duties required of a county engineer in connection with market road work, for which time and service the county agrees to reimburse the state at the rate of \$8.40 per day for each day devoted to such work, and further agrees to pay all other expenses incurred by Mr. Rice in the performance of these duties. The Engineer explained that this agreement was prepared in conformance with the authority granted by the Commission at its meeting held on August 5, 1932.

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The Engineer reported that a recent inspection of the Siletz Secondary State Highway No. 181 in Lincoln County reveals that this road is quite soft in places and indications are that it will not stand up this winter under the traffic to which it is now being subjected. Therefore, in conformance with the authority previously granted him by the Commission, he has posted this road between the town of Siletz and Mowerys, a distance of about 13 miles, for a reduced load limit of 50% of the statutory limit. He asked the Commission to confirm this posting. After due consideration the following resolution relative thereto was offered and was adopted by the Commission by unanimous vote:

WHEREAS, the following road or highway has been duly designated and declared to be and is a state highway, and has been improved and is being maintained by the State Highway Commission pursuant to the laws of the State of Oregon as a state highway, to-wit:

SILETZ RIVER ROAD (SECONDARY STATE HIGHWAY NO. 181)

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

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

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

IT IS HEREBY ORDERED, that the maximum weight of combined load and vehicle which shall be permitted upon the within-named road shall not exceed the weight herein fixed.

IT IS FURTHER ORDERED, that these rules and regulations as made and found by the State Highway Commission under the provisions of Chapter 360 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.

The maximum weights which shall apply to the following highway, to-wit:

SILETZ RIVER ROAD (Secondary State Highway No. 181) between the town of Siletz and Mowerys in Lincoln County

shall be as follows: the combined weight of any vehicle and load, or the combined weight of any combination of vehicles and loads shall not exceed 24,500 pounds; nor shall the maximum wheel weight of any vehicle unladen or with load exceed 4,000 pounds, nor shall the maximum axle weight of any vehicle unladen or with load exceed 8,000 pounds; nor shall the combined weight of any vehicle and load or the combined weight of any combination of vehicles and loads exceed in pounds the product of $300 \times (L + 40)$ in which L represents the distance in feet between the front and last axle of any vehicle or the first and last axle of any combination of vehicles; when the total tire width of a vehicle is less than thirty (30) inches, the combined weight in pounds bearing on the surface of the highway at contact with the tread on the wheels of any one axle shall not exceed the product of two hundred fifty (250) multiplied by the sum of the tire width of the wheels of such axle. When the total tire width of a vehicle is thirty (30) inches or more than thirty (30) inches, the combined weight in pounds bearing on the surface of the highway at contact with the tread on the wheels of any one axle shall not exceed the product of three hundred (300) multiplied by the sum of the tire width of the wheels of such axle; and

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

AND BE IT FURTHER ORDERED, that a certified copy of this order be furnished to the county clerk of each county in which said highway is located, and that a certified copy of this order be furnished the Superintendent of the Department of State Police for his information.

The Attorney reported that in connection with the acquisition of right of way for the improvement of the Pacific Highway adjacent to the lands of the Lloyd T. Reynolds Estate north of Salem, it was agreed with the owners that the State Highway Commission should provide, so far as is possible, for

the preservation of the trees growing on the Reynolds Estate property adjacent to the highway. He asked the Commission to confirm this agreement. After some discussion of the subject, the following resolution with respect thereto was offered and was adopted by the unanimous vote of the Commission:

WHEREAS, in connection with the further improvement of the Pacific Highway between Salem and New Era, it became necessary to acquire some additional right of way from the estate of Lloyd T. Reynolds, deceased; and

WHEREAS, by reason of the use and appropriation of such additional land for right of way purposes, certain trees growing upon the property of the Lloyd T. Reynolds estate, and which formerly occupied ground some distance back from the right of way, will now occupy ground immediately abutting upon the right of way, thereby endangering the said trees; and

WHEREAS, in connection with the acquisition of said additional rights of way it was mutually agreed that the Highway Commission should lend every possible effort consistent with its responsibilities with respect to the construction and maintenance of the highway, to the end that such trees might be preserved;

THEREFORE, BE IT RESOLVED by the State Highway Commission, all members being present and participating, that it be, and it hereby is declared to be, the policy, purpose, and plan of the Highway Commission to preserve, so far as consistent with the responsibility of the Commission with respect to the construction and maintenance of said highway, all trees now growing upon the property of the Lloyd T. Reynolds estate, which trees are on property immediately adjacent to the right of way of said highway.

The following resolution authorizing the acquisition of miscellaneous real properties for use in connection with state highway improvement projects was offered by Commissioner Washburne, who moved its adoption:

WHEREAS, in connection with the further improvement of the highways hereinafter designated, it is and has been found necessary to acquire property for right of way, quarry sites, gravel or other material sites, or sites for the storage of materials, as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the properties required, options have been obtained, which options have been considered by the State Highway Commission, or reports have been presented to and considered by the Commission outlining the basis of settlement which has been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted, and/or the said

reports be declared acceptable to the State Highway Commission as a basis for settlement for the properties involved, and that the acquisition of the properties desired should be completed;

NOW, THEREFORE, BE IT RESOLVED that the several offers or bases of settlement hereinafter enumerated be, and the same hereby are, approved and accepted, and that the attorney for the State Highway Commission be, and he hereby is, instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon. The said properties hereby ordered and authorized to be acquired are as follows:

Section, Hwy., and Owner	Purpose	Acres	Approximate Amounts	Agent
<u>Salem-Aurora Section of Pacific Hwy.</u>				
Kester, Lena	R. of W.	0.02	\$250.00 per acre plus \$12.50	Bentley
Coleman, Mary E. J.	"	0.37	250.00 per acre plus \$92.50	"
Scott, Estella Faye	"	0.12	200.00 per acre plus \$20.00	"
Sargent Estate, Mary A.	"	0.10	200.00 per acre plus \$155.00	Rose
Schoor, Edward	"	0.12	200.00 per acre	Bentley
Bevans, Edna	"	0.14	200.00 per acre	"
Adams, H. E.	"	0.35	200.00 per acre plus \$182.50	"
Loney, Earl E.	"	0.15	200.00 per acre plus \$937.75	"
McKay, Elbert A.	"	0.14	200.00 per acre plus \$302.75	"
Schittenhart, Catherine	"	0.177	200.00 per acre plus \$21.00	"
Erb, A. N.	"	0.08	200.00 per acre plus \$10.50	"
Jackson, Jerome R.	"	0.61	200.00 per acre plus \$126.50	"
Grimps, Frank Jr.	"	0.36	200.00 per acre plus \$113.00	"
Ratcliffe, M. A.	"	0.017	200.00 per acre plus \$5.00	"
Sabe, Nicholas	"	0.18	200.00 per acre plus \$30.00	"
Johnson, Albert	"	0.043	200.00 per acre plus \$10.00	"
Dawes, Gertrude	"	0.061	200.00 per acre plus \$5.00	"
Grimm, Paul	"	0.036	200.00 per acre plus \$10.00	"
Grimm, Ivan	"	0.186	200.00 per acre plus \$30.00	"
Yergen, Louise	"	0.041	200.00 per acre plus \$5.00	"
Boje, O. H.	"	0.138	200.00 per acre plus \$186.00	"
Fikan, Jess F.	"	0.05	200.00 per acre plus \$5.00	"
Gibson, Mary F.	"	0.06	100.00 lump sum	Gardiner
Gibson, Mary F.	"	0.08	225.00 per acre plus \$60.00	"
Mills, Cora E.	"	0.11	200.00 per acre plus \$150.00	Bentley
Dimick, John A.	"	0.23	200.00 per acre plus \$48.00	"
Bailey, R. V.	"	0.12	200.00 per acre plus \$10.00	"
Knapp, A. G.	"	0.08	200.00 per acre plus \$190.00	"
Christensen, Christen	"	0.10	300.00 per acre plus \$131.25	Gardiner
Brune, Mabel Kenady	"	0.33	200.00 per acre plus \$95.00	"
Miller, E. Alice	"	0.36	250.00 per lot and 250.00 per acre plus \$892.00	Langille
Wilburn, Ida M.	"	0.06	300.00 per acre plus \$88.50	Gardiner
Crittenden, E. H.	"	0.07	200.00 per acre	Bentley
Dimick, Lottie M.	"	0.052	200.00 per acre plus \$7.00	"

Section, Hwy., and Owner Purpose Acres Approximate Amounts

Agent

Salem-Aurora Section of Pacific Hwy. - continued

Barrett, F. M.	R. of W.	0.17	\$200.00 per acre plus \$159.50	Bentley
McKee, L. D.	"	0.055	200.00 per acre plus \$80.00	"
Colvin, T. O.	"	0.10	200.00 per acre plus \$309.00	"
Fiddes, C. W.	"	0.034	250.00 per acre plus \$150.00	"
Schwabauer, John	"	0.34	200.00 per acre plus \$445.00	Langille
Wells, B. G.	"	0.04	250.00 per acre plus \$90.00	Bentley
Wells, Hazel M.	"	0.02	250.00 per acre plus \$470.00	"
Tooze, Lamar	"	0.232	100.00 Lump sum	Gardiner
Gugel, Carl	"	0.07	225.00 per acre plus \$80.00	"
Allen, Oscar	"	0.018	100.00 for land plus \$230.00	"
Goldschmit, John B.	"	0.27	350.00 per acre plus \$136.00	"
Kromling, M. B.	"	0.01	Nominal	Bentley
Hubbard, City of	"	0.046	250.00 per acre	"
Archdiocese of Portland in Oregon	"	0.046	250.00 per acre plus \$70.00	"
Mitchell, Jess J.	"	0.006	200.00 per acre	"
Le Febre, Ruth A.	"	0.12	200.00 per acre plus \$64.50	Gardiner
Luper, Jeanetta	"	0.04	350.00 per acre plus \$62.50	"
Hinkle, Ada R.	"	0.056	200.00 Lump sum	"
Poulson, Albert	"	0.16	325.00 per acre plus \$10.00	"
Marion County	"	0.86	Nominal	"
Morrison, F. E.	"	0.127	500.00 per acre plus \$65.00	Benson
Gillis, P. J.	"	0.31	350.00 per acre plus \$229.25	"
Masterson, R. A.	"	0.048	500.00 per acre plus \$52.50	"
Glass, Sophia C.	"	0.032	500.00 per acre plus \$43.00	"
Pomrening, Fred	"	0.137	500.00 per acre plus \$51.50	"
Hammelman, Hattie	"	0.10	500.00 per acre plus \$121.00	"
Ray-Brown, Inc.	"		Nominal	"
Miller, D. E.	"	0.083	500.00 per acre plus \$142.00	"
Bruneau Estate, Chas. B.	"	0.042	510.00 per acre plus \$20.00	"
Nelson, Christian	"	0.06	500.00 per acre plus \$28.50	Bentley
Bronhard, E. P.	"	0.04	500.00 per acre plus \$161.00	"
Chenowith, Wm.	"	0.075	500.00 per acre plus \$22.00	"
Witham, W. O.	"	0.11	600.00 per acre plus \$121.00	"
Myers, M. B. Jr.	"	0.048	50.00 Lump sum	"
Stanard, E. J.	"	0.048	600.00 per acre plus \$208.00	"
Doty, J. J.	"	0.048	600.00 per acre	"
Butterfield, H. F.	"	0.21	225.00 Lump sum	"
Cleaver, Rebecca K.	"	0.092	2000.00 Lump sum	"
Dinwoodie, Elizabeth	"	0.09	500.00 per acre plus \$70.50	"
Bentley, W. L.	"	0.07	200.00 per acre plus \$9.75	"

Barlow-Aurora Section of Pacific Highway

Flick, William E.	R. of W.	---	\$2200.00 Lump Sum	Langille
Yoder, Willis and Ramon	"	---	5.00 Lump Sum	"
Atkinson, Clara I.	"	0.02	60.00 Lump Sum	"

Section, Hwy., and Owner Purpose Acres

Approximate Amounts

Agent

Gooding, George X.	R. of W.	0.08	\$250.00 per acre plus \$66.00	Langille
Brackett, Inos Ellen	"	3.00	625.00 Lump Sum	"
Bergerson, W. C.	"	1.40	835.00 Lump Sum	"
Kraus, A. W.	"	0.02	80.00 Lump Sum	"
Pardey, Mrs. Elise	"	0.03	250.00 per acre plus \$139.50	"
Will, Henrietta	"	0.007	25.00 Lump Sum	"
Ottoway, Cita M.	"	0.05	200.00 per acre plus \$50.00	"
Keil, David A.	"	0.13	400.00 Lump Sum	"
Giesy, W. A. & Echo M.	"	1300 Sq. Ft.	150.00 for land plus \$262.50	"
Giesy, W. A. & Echo M.	"	425 Sq. Ft.	100.00 Lump Sum	"
Dunkelberger, Ella T.	"	0.12	300.00 Lump Sum	"
Giesy, Catherine A.	"	8270 Sq. Ft.	1175.00 Lump Sum	"
Keil, Henry J.	"	450 "	35.00 Lump Sum	"
Giesy, John	"	6 "	5.00 Lump Sum	"
Gahler, John	"	0.085	1000.00 Lump Sum	"
Keil, Arthur W.	"	0.065	200.00 Lump Sum	"
Kraus, Mrs. Elizabeth	"	0.025	100.00 Lump Sum	"
Knights of Pythias, Trustees	"			"
Hermes Lodge #56	"	0.074	500.00 Lump Sum	"
Schettler, Emil	"	3500 Sq. Ft.		"
			1300.00 Lump Sum	"
Snyder, Ernest J.	"	0.05	800.00 Lump Sum	"
Steinhoff, E. L.	"	0.29	925.00 Lump Sum	"
Smith, James T.	"	0.22	750.00 Lump Sum	"
Will, Jonas M. & Gussie M.	"	220 Sq. Ft.	42.50 Lump Sum	"
Julian, Ethel A.	"	0.23	75.00 Lump Sum	"
Netter, Herwig	"	450 Sq. Ft.	91.00 Lump Sum	"
Stafford Pickle Co.	"	0.10	150.00 Lump Sum	"

Albany-Tangent Section of Pacific Highway

Hackleman Estate D. D.	R. of W.	0.90	230.27 Lump Sum	Campbell
Fisher, Robert J.	"	0.07	33.35 Lump Sum	"
Morgan, Lee	"	0.71	125.00 per acre plus \$62.75	"
Cathey, C. C.	"	0.62	241.50 Lump Sum	"
Tucker, A. J.	"	0.24	135.00 per acre plus \$32.00	"
Ben. A. A.	"	0.23	150.00 per acre plus \$30.25	"
Granger, John J.	"	0.297	200.00 Lump Sum	"
Matney, Pearl	"	0.32	125.00 per acre plus \$21.15	"
Felzer, Mary E.	"	1.03	350.00 Lump Sum	"

Section, Hwy., and Owner Purpose Acres	Approximate Amounts	Agent
<u>Albany-Tangent Section of Pacific Highway - continued</u>		
Samples, Thomas R. of W. 0.057	\$160.00 per acre plus \$7.75	Campbell
Elder, Samuel " 0.27	100.00 Lump Sum	"
Steidel, Hilka A. W. " 0.04	125.00 per acre plus \$17.25	"
Cleland, Grace M. " 0.24	135.00 per acre plus \$55.10	"
Albers, Henry " 0.13	125.00 per acre plus \$17.25	"
Beam, Mary G. " 0.12	200.00 per acre plus \$7.59	"
Jenks, Floyd D. " 0.78	1097.05 Lump Sum	"
Jenks, E. M. and F. E. " 0.35	300.00 per acre plus \$34.15	"
Forbes, A. D. " 0.02	500.00 per acre plus \$5.00	"
Fisher, R. J. " 1.58	90.17 Lump Sum	"
Barton, C. E. " 0.24	135.00 per acre plus \$42.60	"
Hackleman, F. A. " 0.734	135.00 Lump Sum	"
Sharer, Nilo M. " 1000 Sq. Ft.	40.00 Lump Sum	"
Slate, M. C. " "	Nominal	"
Gray, Isabell " 1000 Sq. Ft.	20.00 Lump Sum	"
McClure, Mamie Grace " 1500 Sq. Ft.	1850.00 Lump Sum	"
Jones, D. W. et al " 0.30	135.00 per acre plus \$39.47	"
Crowell, Dean C. " 0.18	400.00 per acre plus \$90.35	"
Bronson Lumber Co. " "	70.00 Lump Sum	"
Linn County " "	80.00 Lump Sum	"
Davis, Ida M. " 1500 Sq. Ft.	34.75 Lump Sum	"
Schlosser, Kathryn " 995 Sq. Ft.	20.00 Lump Sum	"
Dawson, Wayne F. " 500 Sq. Ft.	11.75 Lump Sum	"

Pacific Highway - Lane Co.

Feenaughty, W. O.	Scale site 0.052	225.00 Lump Sum	Devers
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Pacific Highway - Medford-Central Point.

Schmidt, William	R. of W. City lot	\$1000.00 Lump Sum	Gardiner
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West Side Pacific Hwy. - Newberg-McMinnville

Trunk, Charles	" 0.142	Nominal	Jones
Zwick, Walter	" 0.81	\$150.00 per acre plus \$1043.50	"

Section, Hwy., and Owner Purpose Acres	Approximate Amounts	Agent
<u>West Side Pacific Hwy. - Newberg-McMinnville - continued</u>		

Porter, Walter	R. of W. 0.34	\$120.00 Lump Sum	Jones
Biddle, Marion R.	" 0.022	10.00 Lump Sum	"
Yamhill Co. School Dist. #3	" 0.41	50.00 Lump Sum	"
Fletcher, A. P.	" 1.188	200.00 per acre plus \$45.00	"
Hart, Harriett	" 0.40	68.00 Lump Sum	"
Schweiger, Adam	" 1.53	150.00 per acre plus \$257.00	"
Holmes, Geo. M.	" 0.02	115.00 Lump Sum	"
Lafayette Schl. Dist. #22 Yamhill Co.	" 0.153	322.30 Lump Sum	"
Alderman, L. R.	" 5.2	150.00 per acre plus \$1640.00	"
Abdill, Daniel	" 0.82	1200.00 Lump Sum	"
McDougall, Winnie & Geo. D.	" 0.31	84.50 Lump Sum	"
Trent, Lizzie	" 0.55	250.00 Lump Sum	"
Moore, Esther	" 1.00	200.00 per acre plus \$400.00	"

West Side Pacific Hwy. - Benton County

Wagner, Frances E.	Borrow Pit 1.66	5 year lease, \$75.00 Lump Sum	Chandler
Corvallis Lumber Co.	R. of W. 0.134	\$500.00 Lump Sum	Devers
Owens, Thos. S.	" 1.22	122.00 Lump Sum	De France

West Side Pacific Highway. - North of Junction City

Strome, Joe	Stock Pile 0.229	1 year lease, \$5.00 Lump Sum	Campbell
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Pacific Highway - Miller Creek-Junction City Section

Kelso, E. A.	R. of W. 0.63	\$200.00 per acre plus \$75.85	"
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Pacific Highway - Jefferson

Thiessen, C.	R. of W. 0.44	35.00 Lump Sum	Gardiner
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John Day Hwy. - 10 Miles East of Unity

Faust, Ben G.	R. of W. for snow fences 1.00	35.00 per acre	Benson
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West Side Pacific Hwy. - Miller Creek-Junction City

Toftdahl, Charles	R. of W. 5.26	\$2000.00 Lump Sum	Campbell
Strome, Joseph	" 1.83	100.00 per acre plus \$112.82	"
Strome, Joseph	" 0.91	100.00 " " " 89.55	"
Kaping, L. C.	" 0.425	375.00 for land plus 536.20	"
Nielson, Mabelle	" 3.59	200.00 per acre plus 2032.00	"
Lynch, Louise	" 0.057	100.00 Lump Sum	"

Section, Hwy., and Owner Purpose Acres	Approximate Amounts	Agent
<u>West Side Pacific Hwy. - Miller Creek-Junction City - cont'd.</u>		
Lynch, Frank Allan R. of W. 0.057	\$ 25.00 Lump Sum	Campbell
Kaping, L. C. " 5.00 A.	160.00 per acre	"
Kelso, Gordon F. " 1.46 A.	150.00 per acre plus \$1375.00	"
<u>Oregon Coast Highway - Lincoln County Line-Berry Creek</u>		
Stonefield, George Gravel Site 12.02	\$1000.00 Lump Sum	Collier
Stonefield, George Stock Pile 0.53	50.00 " " 10 yr. lease	"
Wilson, R. H. and E. G. Whipple	Gravel Pit Release of contract \$150.00 Lump sum	Devers
<u>Oregon Coast Hwy. - Camp Clatsop-Warrenton</u>		
Dick, Samuel C. R. of W. 0.58	500.00 Lump Sum	Rose
<u>Oregon Coast Hwy. - Lincoln County</u>		
Omlid, H. D. Stock Pile 0.69	Renewal lease 1 yr. \$10.00 lump sum	Chandler
<u>Oregon Coast - Delake</u>		
Plummer, Leslie R. of W. 0.02	\$ 80.00 Lump Sum	Gardiner
<u>Oregon Coast Hwy.-Tillamook County</u>		
Lagler, Joseph Stock Pile 0.25	5 yr. lease \$65.00 lump sum	Chandler
<u>Oregon Coast Hwy. - Otis-Siletz</u>		
Thorpe, Harry R. of W. 0.011	\$ 40.00 Lump Sum	Gardiner
Thorpe Estate, Alvin Wm. " "	457.50 Lump Sum	"
Nolta, L. W. " 0.9	50.00 Lump Sum	"
<u>Oregon Coast Hwy. - at Hebo</u>		
Ott, P. D. " 0.04	1100.00 Lump Sum	
<u>Lakeview-Burns Hwy. - Lake Co.</u>		
Pike, George Gravel Pit 3.75	5 yr. lease \$100.00 Lump sum	Lytle
<u>Oregon Coast Hwy. - Lane County</u>		
Stonefield, Rufus C. Gravel Pit	10 yr. lease, \$500.00 Lump Sum	Collier

Section, Hwy., and Owner Purpose Acres	Approximate Amounts	Agent
<u>Oregon-Washington Hwy. - Weston, Umatilla Co.</u>		
McIntosh, Clyde C. R. of W. Release of obligation in deed	\$150.00 lump sum	Williams
<u>Columbia River Hwy. - Wasco Co.</u>		
Marsh, W. A. Stock Pile 0.78	2 yr. lease (renewal) \$40.00 lump sum	Langille
<u>Columbia River Hwy. - Sherman Co.</u>		
Brackett, Alice M. R. of W. 0.195	\$1055.00 Lump Sum	"
<u>Columbia River Hwy. - Multnomah County</u>		
Waltman, Charles M. R. of W. 0.03	\$ 85.00 Lump Sum	Rose
Highway-Home Co. " 0.090	400.00 " "	"
Hunt, W. C. " 1.43	Leasehold, \$35.00 Lump Sum	"
Schallberger, Arnold " 7.65	Leasehold, \$500.00 Lump Sum	"
Hill, Mona Belle " 0.015	Nominal	Hodge
Von Berger, Kate " 0.035	\$100.00 Lump Sum	Rose
Hobart, Alvin " 0.36	158.00 " "	"
<u>The Dalles-California Hwy. - Redmond-Bend</u>		
Henkle and Miner Land Co. R. of W. 0.45	\$ 10.00 per acre plus \$17.60	Lytle
Hedrick, Ruth Stock Pile 2.41	10 yr. lease \$100.00 Lump Sum	Collier
Anderson, Nels R. of W. 30.40	\$1500.00 Lump Sum	Lytle
Pavich, Eli " 0.04	Nominal	"
<u>The Dalles-California - Klamath Co.</u>		
Giacomini, Mamie E. Filler Pit No Ac.	Nominal	
<u>The Dalles-California Hwy. - Fort Klamath, Junction City, Crooked Creek</u>		
Pope, Fred L. R. of W. 1.506	\$100.00 per acre plus \$60.60	Gould
Savage, Dan " 1.996	100.00 " " " 92.00	"
Mallory, H. M. " 1.46	112.50 Lump Sum	"
Copeland, Ethel White " 0.081	15.00 Lump Sum	"
Zumbrum, Amy Ryan " 2.486	70.00 per acre plus \$100.00	"
<u>Old Oregon Trail - Huntington-Ontario</u>		
Pando Sheep & Land Co. R. of W. 0.55	\$ 25.00 per acre	Benson

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Section, Hwy., and Owner Purpose Acres	Approximate Amounts	Agent
<u>Old Oregon Trail - Union County</u>		
Miller, Theodore R. of W. for snow fences 1.24	\$ 50.00 Lump Sum	Williams
Brandt, Victor Equipment Storage 1 yr. lease	\$120.00 Lump Sum	"
<u>Old Oregon Trail - Wingville-Baker</u>		
Funk, W. A. Borrow Pit 11.25 6 Mos. lease	\$125.00 Lump Sum	"
Palmer, R. R. & H. E. Denham R. of W. 0.026 Nominal		Benson
<u>Old Oregon Trail - North of Baker</u>		
Eppinger, F. W. & E. C. R. of W. 1.04	\$156.00 Lump Sum	
Eppinger, F. W. " 2.70	1244.00 Lump Sum	
<u>Old Oregon Trail - Malheur Co.</u>		
Eastman, Bernard Quarry site & R/W 260.69	Lump Sum	Williams
<u>Umpqua Hwy. - Douglas County</u>		
Dimnick, Eliza Stock Pile 1.02 5 yr. lease	\$75.00 Lump Sum	Collier
<u>Central Oregon Hwy. - Harper-Juntura</u>		
Boyer, J. S. Borrow Pit 0.54 \$ 54.00 lump sum 11 Mos. lease		Williams
<u>Crater Lake Hwy. - Fort Klamath-Klamath Junction</u>		
Snow, W. M. & John L. Martin R. of W. 0.08	\$ 95.00 Lump Sum	Gould
Taylor, Louisa " 0.09	95.00 Lump Sum	"
Engle, Harry " 0.035	35.00 Lump Sum	"
Castel, Alfred B. & John W. Utter " 0.09	90.00 Lump Sum	"
Gorden, J. L. " 0.026	43.00 Lump Sum	"
Gray, Alice " 0.05	85.00 Lump Sum	"
Zumbrum, Emil " 0.026	35.00 Lump Sum	"
Monroe, W. F. " 6600 Sq. Ft	330.00 Lump Sum	"
Zumbrum, Amy Ryan " 0.001	3.00 Lump Sum	"
Elliott, Orville " 2.00	300.00 Lump Sum	"
<u>Pacific Hwy. - Barlow - Aurora</u>		
Giesy, W. A. R. of W. 0.20	300.00 Lump Sum	Langille
Aurora Presbyterian Church " 0.11	950.00 Lump Sum	"
Gribble, Lowell L. " 0.32	2000.00 Lump Sum	"

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Section, Hwy., and Owner Purpose Acres	Approximate Amounts	Agent
<u>John Day Hwy. - Malheur County</u>		
Wilkins, Lester Stock Pile 0.89 5 yr. lease	\$10.00 Lump Sum	Williams
Zeitler, Fred R. of W. 0.93	\$ 23.25 Lump Sum	"
<u>Columbia River Hwy. - Wasco Co.</u>		
Marsh, W. A. Stock Pile 0.78 2 yr. lease	\$40.00 Lump Sum	Langille
<u>Mt. Hood Hwy. - Clackamas Co.</u>		
U. S. Government Park Site	\$ 75.60 Annual rental	
<u>Siuslaw Hwy - Florence-Rainrock Section</u>		
Eugene Sand and Gravel Co.		
Beck, C. C. Quarry Site 4.0 A.	\$1300.00 Lump Sum	
Gravel Site 1.64	550.00 Lump Sum	Devers

The motion was duly seconded by Commissioner Aldrich and was declared by the Chairman to have carried by unanimous vote of the Commission.

The Attorney reported that in connection with the improvement of the Mt. Hood Highway in Clackamas County the former Highway Commission leased one-half acre of land from Mr. J. S. Greenwood as a site upon which to store surfacing materials. This lease, he stated, expired on May 27, 1932, and it is the owner's wish that the Commission relinquish its interest in this property so as to clear the title thereto. The Attorney further stated that he has been advised that the tract is no longer needed by the state for the purpose for which it was leased; therefore, it was his recommendation that Mr. Greenwood's request be approved. The Engineer concurred with the Attorney in his recommendation. Thereupon the Commission approved the termination of this lease and signed the form of release which was presented for this purpose.

The Engineer requested instructions as to whether or not he should accept the invitation of the management of radio station KOAC, Corvallis, to broadcast information dealing with various aspects of the State Highway Department. It was the decision of the Commission that the invitation should be declined for the time being.

The Secretary presented a letter from R. B. Wilcox, Chairman of the State Relief Committee, advising that the Reconstruction Finance Corporation, upon the application of Governor Julius L. Meier, has made available to Harney County the sum of \$2,000 for the relief of destitution in that county for the balance of this year. The letter was ordered filed in the records of the department.

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The Commission signed an agreement with contractor Homer G. Johnson whereby the state acquires from Mr. Johnson, for the sum of \$5,000, all of his right, title and interest in and to a certain gravel bar known as the Beckley gravel bar, situated adjacent to the Umpqua River near the Umpqua Highway at Elkton, Douglas County, including his interest in and to certain gravel bunkers erected on the site of this gravel bar.

A petition was presented, signed by the citizens of the town of Scappoose, Columbia County, requesting that the Commission in its plan for the improvement of the Lower Columbia River Highway between Portland and Scappoose, relocate this highway across Section 13, T. 3 N., R. 2 W., W. M. and reconstruct it on an alignment parallel and adjacent to the right of way of the Astoria Branch of the S. P. & S. Railway. The Engineer explained that while the line suggested by the petitioners is more desirable from an engineering standpoint than the present line, it passes through a cemetery, making it undesirable and objectionable. Furthermore, the estimated cost to construct on this alignment is about \$25,000.00 more than to widen and straighten the present highway because there will be less grading work to perform and considerable of the existing pavement can be utilized. After due consideration the Commission by unanimous vote declined the request of the petitioners and instructed the Engineer to proceed with his plans for the improvement of this section of highway on the present alignment.

The Engineer presented a blue print graph showing comparative figures of the cost of operating the Highway Department shops since the year 1924. He explained that the shop pay roll expense in 1924, when three shops were being operated at Salem, La Grande and Klamath Falls, averaged about \$13,000 per month, during which period 2,550 miles of highways were being maintained. This expense, he stated, gradually increased until the highway shop was installed at Coquille in 1926, since which time the average expense up to 1932 has been about \$19,000 per month for the operation of the four shops. He called attention to the fact that the shop expense for 1932 under the present regime has been reduced so that the average for that period for the operation of four shops is only about \$11,000 per month, notwithstanding the fact that the mileage of highways maintained has increased from 2,550 miles in 1924 to 4,374 miles at the present time.

The Engineer requested authority to ask the Board of Control to advertise for bids for the Highway Department's road oil and asphalt requirements for the year 1933, as follows:

Grade of Material	Estimated Amount Required in 1933	Estimated Unit Cost	Estimated Total Cost
#1 Road oil	2,000 bbl.	\$1.00	\$ 2,000.00
#3 Road oil	6,000 tons	9.00	54,000.00
Grade "E" asphalt	600 tons	16.48	9,888.00
Grade "E" asphalt	1,500 tons	10.00	15,000.00
Grade "D" asphalt	500 tons	15.90	7,950.00
Light Cutback	600 tons	13.00	7,800.00
Heavy Cutback	100 tons	14.00	1,400.00
Emulsified asphalt	700 tons	17.80	12,460.00
Gasco #2	1,500 tons	16.00	24,000.00
Total			\$134,498.00

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The Engineer's request was granted by the unanimous vote of the Commission, upon motion of Commissioner Washburne, duly seconded by Commissioner Aldrich.

The Attorney reported that a controversy exists between contractor Wren & Greenough, who has the contract for the construction of the Boyer-Valley Junction and Dolph-Sheridan Sections of the Salmon River and McMinnville-Tillamook Highways, contract No. 1351, and some of the men employed on this work, over the matter of remuneration for services rendered. He stated that the men allege that they have worked all summer on this project but have been unable to collect anything for their services because the contractor claims that they were working under a subcontract agreement and were not entitled to pay on a daily wage basis. The Attorney further stated that he believed the working arrangement between the contractor and the men to be unfair and it was his recommendation that further payments by the state to the contractor be withheld until the laborers have received satisfactory settlement. After some discussion of this matter the recommendation of the Attorney was approved by the Commission by unanimous vote and the Engineer was instructed to withhold further payments from Wren & Greenough in conformance therewith.

The Engineer reported that he has arrived at a tentative agreement with the Southern Pacific Railroad Company for the acquisition of a portion of the railroad company's property at Rice Hill, Douglas County, which is needed by the state for right of way for the revision of the Pacific Highway at that point. By this agreement, he said, the state is required to remunerate the railroad company in the sum of \$7,400.00, as follows:

\$3,000 in cash, as full and complete payment for moving the railroad company's turntable, the work to be done by the railroad company; and

\$4,400 to apply as credit on the railroad company's participation in the cost of constructing the proposed railroad grade separation structure on the East Portland-Oregon City Highway at Milwaukie, Clackamas County, when that project is undertaken.

He explained that the \$4,400 credit includes the cost of the land and a certain amount for excavation work performed by the railroad company in connection with the construction of the railroad on the property which is now required for the highway. If this excavation work had not been performed by the railroad company, he said, the state at this time would be required to include this item in the contract to be let for the improvement of this highway. This excavation, he added, totals about 22,000 cubic yards and for the purpose of this transaction a unit price of \$0.20 per cubic yard has been agreed upon, which he considered reasonable. He further explained that it was agreed that the state will pay the actual cost of moving the tracks of the railroad company and the pole line of the Western Union Telegraph Company as may be required by the said highway improvement. Unless this tentative agreement is accepted, he said, it seems very likely that it will

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 be necessary to institute condemnation proceedings to acquire the right of way at this point. He recommended that it be approved by the Commission and that he be authorized to negotiate the matter to a final conclusion with the railroad company. After some discussion, motion was made by Commissioner Washburne that the tentative agreement, arranged by the Engineer, for the acquisition of the right of way required from the Southern Pacific Railroad Company for the improvement of the Rice Hill Section of the Pacific Highway, be approved. Motion was duly seconded by Commissioner Aldrich and was declared by the Chairman to have carried by the unanimous vote of the Commission. The Engineer was authorized by the Commission to continue his negotiations with the railroad officials on the basis of the tentative agreement and he was instructed to have the matter fully covered by an appropriate form of agreement.

A letter was presented from the County Court of Douglas County stating that the county is without funds to meet the current payment due the United States Government for its share of the cost of constructing Forest Highway Project No. 16 C2-E1-F1 on the Tiller-Trail Forest Highway in that county amounting to \$17,000 and requesting the state to advance secondary highway funds for this purpose so the county can fulfill its obligation to the Government. The Engineer explained that the county entered into a cooperative agreement with the Government for the construction of this project and agreed to contribute funds therefor in the sum of \$35,000.00; also, that the county contemplated paying its obligation partly with county funds and partly with secondary highway funds, but on account of the stringency of the times the county funds have not become available, therefore, it is not able to meet the payment now due. On account of an irregularity in the secondary state highway law, he said, the state is without authority to pay the county the \$17,000.00 requested notwithstanding the fact that there are sufficient secondary highway funds available for the purpose from the 1932 apportionment to Douglas County. However, such payment may be made regularly and legally if the state will enter into a three-party agreement with the county and the government. He recommended that this be done, inasmuch as the Commission had agreed previously to the expenditure of 1932 secondary highway funds on this road, so that the county can meet its obligation now due. After due consideration, the Commission approved and adopted the recommendation of the Engineer and authorized him to take the matter up with the Bureau of Public Roads and have the three-party form of agreement prepared.

The Engineer reported that the State Board of Control has ruled that competitive bids must be called for the printing of the biennial report of the State Highway Commission to the Governor. Because of this ruling, he stated, it will be impossible to have the report printed and in the hands of the members of the legislature at the opening of the legislative session in January, 1933. He requested authority to prepare the report in mimeographed form in order to expedite its publication. The Engineer's request was granted by the Commission by unanimous vote.

The Commission discussed the advisability of specifying in future highway contracts the use of concrete pipe only. The Engineer stated that

previous practice in most instances has been to call for alternate bids on both concrete and metal pipe and that usually the bids received for the use of metal pipe have been slightly lower than those for concrete pipe. In the manufacture of concrete pipe, he said, practically all of the labor and material used is local, whereas the reverse is true in the manufacture of metal pipe. It was his thought that the Commission might wish to specify the use of only concrete pipe in future highway contracts because of this fact, thereby creating more work for local men and a greater use of local materials. In the discussion of this matter which followed it was brought out that in connection with federal aid projects, where bids are called on the alternate types of pipe, the government requires that the contract be awarded to the lowest bidder, irrespective of the kind of pipe. No action was taken by the Commission with respect to this matter.

The following requests for extensions of time within which to complete highway construction projects were considered by the Commission:

Clifton & Applegate, contract No. 1365, grading the Dillon Section of the Columbia River Highway in Wasco County, requested an extension of time of two days from October 15 to October 17, 1932, within which to complete this project. The Engineer explained that the date of completion specified in this contract was September 30, 1932, but this was extended by the Commission previously to October 15, 1932 without penalty. He recommended that the extension now requested be approved, also without penalty. Recommendation was approved by the Commission by unanimous vote.

J. C. Compton, contract No. 1373, construction of Bituminous Macadam Project No. 12 on the Pacific and West Side Pacific Highways in Benton, Linn and Polk Counties, requested an extension of time from September 30, 1932 to October 5, 1932. The Engineer stated that the completion date specified in the contract was August 31, 1932, but this was extended previously by the Commission to September 30, 1932 without penalty. He recommended that the five-day extension now requested be granted, also without penalty. The recommendation was approved by the Commission by unanimous vote.

R. H. Jones, contract No. 1353, construction of three bridges on the Durkee-Gales Section of the Old Oregon Trail in Baker County, requested an extension of time of fifteen days, to August 15, 1932, within which to complete this project. The Engineer stated that the contractor's delay in completing this project has not inconvenienced the traveling public, neither has the state been put to additional expense thereby. He recommended that the extension requested be approved without penalty. Recommendation approved by the unanimous vote of the Commission.

Barham Bros., contract No. 1356, construction of a bridge over the O.-W. R. & N. tracks on the North Portland Secondary State Highway No. 120, in Multnomah County, requested an extension of time of thirty days within which to complete this contract. The Engineer stated that the public has not been inconvenienced by the noncompletion of this project within the

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specified time limit; neither has the state been put to any additional expense on account of the delay. Therefore he recommended that the extension requested be granted without penalty. Recommendation approved by the unanimous vote of the Commission.

Barham Bros., contract No. 1357, widening the Dillon Overcrossing structure on the Columbia River Highway in Wasco County, requested an extension of time of 17 days within which to complete this project. The Engineer stated that this is the second extension requested by the contractor, the first one having been granted by the Commission without penalty on September 27, 1932. He further stated that the public has not been greatly inconvenienced by the contractor's delay, neither has the state been put to any additional expense thereby. He therefore recommended that the 17-day extension now requested be granted, also without penalty. Recommendation approved by the unanimous vote of the Commission.

Roy L. Houck, contract No. 1340, surfacing of Port Orford-Euchre Creek Section of the Oregon Coast Highway in Curry County, requested an extension of time from October 31, 1932 to November 30, 1932 within which to complete this project. The Engineer stated that Mr. Houck's contract does not contain a special penalty clause; further, the traveling public has not been inconvenienced by reason of the contractor's delay and the state has been put to only a very small amount of extra engineering expense thereby. He therefore recommended that the extension requested be granted without penalty. Recommendation approved by the unanimous vote of the Commission.

C. J. Montag, contract No. 1380, construction of 17 bridges on the Cheshire-Prairie Road Section of the Siuslaw Highway in Lane County, requested an extension of time from October 31, 1932 to November 16, 1932 within which to complete this project. The Engineer stated that the contractor was delayed in commencing the construction of these bridges because of the noncompletion of right of way agreement with the Southern Pacific Company, and he was not permitted to go upon the railroad company's right of way until this agreement was consummated. He further said that except for finishing the handrails and cleaning up the sites, the bridges were actually completed and carrying traffic before the specified completion date, also that the state has suffered no expense whatever due to the delay. Therefore, he recommended that the extension requested be granted without enforcement of the damage clause contained in the contract and without penalty for extra engineering expense. Recommendation approved by the Commission by unanimous vote.

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. 1350, Schmeer & Williams, contractor, furnishing crushed rock in stock piles for the Heppner Junction-Umatilla County Line Section of the Columbia River Highway in Gilliam and Morrow Counties, completed October 31, 1932;

Contract No. 1365, Clifton & Applegate, contractor, grading Dillon Section of the Columbia River Highway in Wasco County, completed October 15, 1932;

Contract No. 1406, Dunn & Baker, contractor, pit-run gravel surfacing of the Lake County Line-Silver Creek Section of the Central Oregon Highway in Harney County, completed November 26, 1932;

Contract No. 1407, Griffiths & Hollenbeck, contractor, surfacing Units 1 and 2 of Horse Ridge-Millican Section of the Central Oregon Highway in Deschutes County, completed November 30, 1932;

Contract No. 1431, Cobbs & Mitchell Co., contractor, reshingling shop building #4 at Salem, Marion County, completed November 26, 1932;

Contract No. 1380, C. J. Montag, contractor, construction of 17 bridges on the Cheshire-Prairie Road Section of the Siuslaw Highway in Lane County, completed November 16, 1932.

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

WHEREAS, the Engineer has reported that the following state highway 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. 1350, Schmeer & Williams, contractor, furnishing crushed rock in stock piles for the Heppner Junction-Umatilla County Line Section of the Columbia River Highway in Gilliam and Morrow Counties, completed October 31, 1932;

Contract No. 1365, Clifton & Applegate, contractor, grading Dillon Section of Columbia River Highway in Wasco County, completed October 15, 1932.

Contract No. 1406, Dunn & Baker, contractor, pit-run gravel surfacing of the Lake County Line-Silver Creek Section of the Central Oregon Highway in Harney County, completed November 26, 1932;

Contract No. 1407, Griffiths & Hollenbeck, contractor, surfacing Units 1 and 2 of the Horse Ridge-Millican Section of the Central Oregon Highway in Deschutes County, completed November 30, 1932;

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Contract No. 1431, Cobbs & Mitchell Co., contractor, reshingling shop building #4 at Salem, Marion County, completed November 26, 1932;

Contract No. 1380, C. J. Montag, contractor, construction of 17 bridges on the Cheshire-Prairie Road Section of the Siuslaw Highway in Lane County, completed November 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 hereby are accepted and final payment for each hereby is authorized.

Consideration was given by the Commission to reports that have been received that certain common carriers operating under the Oregon Transportation Act, regulating the transportation of persons for hire, are attempting to claim relief from the payment of certain charges or fees which are imposed by law. After some discussion, the Commission directed the following letter to Honorable Hal E. Hoss, Secretary of State, with respect thereto:

"December 12, 1932

"Honorable Hal E. Hoss
Secretary of State
Salem, Oregon

"Dear Sir:

"It appears from information which has come to the Highway Commission that certain common carriers operating under the Oregon transportation act regulating the transportation of persons for hire are attempting to claim certain exemptions which, if allowed, will result in relieving such carriers from the payment of charges or fees which are imposed by law and from the payment of which fees or charges such carriers, in the opinion of the Commission, are not entitled to relief. The exemptions claimed and the relief sought, we are advised, are being urged by such carriers under an opinion of the Attorney General given your office with respect to the administration of some provisions of the transportation act.

"We are not attempting to construe or apply the Attorney General's opinion, but it appears to this Commission that the carriers should not be granted relief upon an ex parte statement of facts and upon their own conclusion with respect to the applicability of the Attorney General's opinion to their particular case. It is the belief of this Commission that public interest requires that there be a judicial determination of the whole question and all of the issues involved, to the end that the public's interest in the controversy may be given consideration.

"Therefore, the Highway Commission respectfully requests that your office refrain from granting the application of any carrier seeking relief from any of the provisions of the transportation act, particularly where the carrier seeks relief predicated upon the applicant's statement of its activities as controlled by the three-mile exemption limit fixed in the statute, until the right of the carrier to such relief, together with all of the attending circumstances, have been passed upon and a judicial determination made with respect to the carrier's right to claim exemption from the requirements of the act or to a refund of payments already made under the act.

"Very respectfully yours,

"Leslie M. Scott, Chairman
E. B. Aldrich
Carl G. Washburne"

"JMD:AW

The Commission adjourned at 4:30 o'clock P. M. to reconvene at a later hour this day in the same room.

The State Highway Commission reconvened at 9:45 o'clock P. M. in Room 306, Benson Hotel, Portland, with all members, the State Highway Engineer and the Secretary present.

The Engineer reported that as previously instructed by the Commission he has had Construction Engineer H. G. Smith make a thorough review of the claims of the J. W. Sweeney Construction Company arising out of its contract with the former State Highway Commission for the construction of Unit 3, Burnt Hill-Chetco River Section of the Roosevelt Coast Highway in Curry County, contract No. 835. He said that Mr. Smith reports that there is no justification for the claims, except for two small ones totaling the sum of \$270.20. He further stated that he has gone over Mr. Smith's report in detail and fully concurs with him in his findings. He, therefore, recommended that the contractor be allowed as final payment for this work the sum of \$270.20 in addition to the amount previously offered him. If this offer is not accepted by the J. W. Sweeney Construction Company, he said, then he recommended that the matter be referred to a trial judge for decision, provided the contractor agrees to such procedure. After some discussion, the Engineer was instructed to submit a written report on this matter to the Commission. The Commission decided to defer action relative thereto until such report has been rendered and the matter further considered.

The Commission discussed the advisability of commencing the construction of new major highway construction projects in view of the present status of the department's finances, with particular reference to the construction of the Pacific Highway over the Siskiyou Mountains in Jackson County. The suggestion was made since there is a possibility that the legislature will make changes in the existing motor vehicle license fee schedule, which will reduce the revenues of the department to such an extent that there will be insufficient state funds available to complete

this project, it might be better to defer this work until later and reallocate the federal funds set up for this work to some other project in that vicinity, such as improving the section between Medford and Phoenix. It was agreed by the Commissioners, after considerable discussion, that the financial situation now confronting the Commission be brought to the attention of the people of Medford-Ashland district and that they should be given an opportunity to express themselves relative to the deferment of the Siskiyou project. It was decided that Chairman Scott and the Engineer should convey this information to the people of Southern Oregon at a special hearing to be held in that vicinity in the near future.

Consideration was given by the Commission to the matter of awarding the contract for the Tillamook County Line-Sunset Camp Section of the Wolf Creek Highway in Washington County, bids for which were received by the Commission at the meeting held on November 2, 1932. It was the thought of the Commission, in view of the present stringency of funds, that this work should be postponed. Thereupon motion was made by Commissioner Washburne that all bids received by the Commission on November 2 for the construction of this project be rejected. Motion was duly seconded by Commissioner Aldrich and was declared by the Chairman to have received the unanimous vote of the Commission. The Secretary thereupon was instructed by the Commission to notify the low bidder, J. A. Lyons, of the action taken and to return the bid deposits of all contractors who submitted bids for this work.

The Commission next discussed the matter of reprogramming the federal aid funds previously allocated to the construction of the Tillamook County Line-Sunset Camp Section of the Wolf Creek Highway which are now released by the indefinite postponement of this project. It was tentatively agreed by all Commissioners that these funds should be reallocated to the improvement of the Beaverton-Forest Grove Section of the Tualatin Valley Highway in the event state funds can be provided to insure its completion.

The Commission set the hour of nine o'clock A. M., January 25, 1933, Portland, as the date and place for the next general meeting. The Secretary was instructed to arrange to hold this meeting in the Imperial Hotel, if satisfactory accommodations can be provided, otherwise to arrange for the meeting in the Multnomah Hotel. The Commission also set the hour of ten o'clock A. M. January 4, 1933, for a special meeting to be held in the highway department offices in Salem.

There being no further business to come before the Commission at this time, the meeting was adjourned at 11:15 o'clock P. M.

Portland, Oregon, December 14, 1932

The State Highway Commission met in regular session at nine o'clock A. M. in the assembly room of the Multnomah Hotel. Present were:

Leslie M. Scott, Chairman
E. B. Aldrich, Commissioner
Carl G. Washburne, Commissioner

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R. H. Baldock, State Highway Engineer
J. M. Devers, Attorney
H. B. Glaisyer, Secretary

Bids as follows were received and opened on grading, paving, surfacing and bridge construction projects, in accordance with previously published notice:

OLD OREGON TRAIL

WINGVILLE LANE-BAKER SECTION - CONCRETE PAVING AND BITUMINOUS MACADAM

Northwest Roads Co.	\$43,300.80
Morrison-Knudsen Co.	43,308.55
Dunn & Baker	45,711.10
The United Contracting Co.	49,073.92
J. C. Compton	52,362.25
West Contract Co.	52,378.30

PACIFIC HIGHWAY

NEW ERA-CANBY SECTION - CONCRETE PAVEMENT

West Contract Co.	\$46,595.00
Jacobsen-Jensen Co.	47,336.00
La Pointe Construction Co.	48,524.00
Washburn & Hall	50,925.00
Theodore Arenz	52,715.00
The United Contracting Co.	58,125.00

PACIFIC HIGHWAY

CLACKAMAS RIVER-CANEMAH SECTION - GRADING

H. G. Johnson	\$56,524.00
R. L. Houck	56,526.00
S. H. Newell & Co.	78,676.00
Interstate Construction Co.	80,511.00
Kern & Kibbe	94,942.00
Meyers Contract Co.	96,780.00
Parker-Schram Co.	99,365.00
A. C. Greenwood Co., Inc.	120,030.00

OREGON COAST HIGHWAY

JACK HORNER CREEK-MOHLER SECTION - FURNISHING CRUSHED GRAVEL IN STOCK PILES

F. C. Feldschau & Son	\$5,475.00
A. S. Wallace	6,050.00
O. N. Pierce	6,550.00
J. S. Risley	8,295.00
J. W. & J. R. Hillstrom	8,750.00
Interstate Construction Co.	8,950.00
Fisher Bros.	9,000.00

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Jack Horner Creek-Mohler Section - continued

A. T. Dolan	\$9,270.00
Morrison Trucking Co.	9,300.00
A. Milne	9,375.00
Brookfield Company	9,400.00
O. B. Randall	9,950.00
Saxton & Looney	9,950.00

SECONDARY HIGHWAY NO. 242, COOS COUNTY
WHITE BRIDGE SECTION - GRADING AND SURFACING

	Concrete Pipe	Corr. Iron Pipe
M. L. O'Neil & Son	\$2,753.75	\$2,736.05
Peart Bros.	3,265.50	3,265.50
Logan Construction Co.	3,743.00	3,743.00

CENTRAL OREGON HIGHWAY
DRINKWATER PASS-CHIMNEY CREEK SECTION - GRADING

	Concrete Pipe	Corr. Iron Pipe
General Construction Co.	\$99,315.50	\$98,521.90
Earl L. McNutt	112,579.00	112,192.50
E. C. Peck & Co.	123,189.00	119,303.00
Clifton & Applegate	124,935.00	123,546.00
J. A. Terteling & Sons	134,876.00	133,957.00
Morrison-Knudsen Co.	138,965.00	139,135.50
Dunn & Baker	152,615.00	151,050.00

PACIFIC HIGHWAY
CENTRAL POINT-MEDFORD SECTION - GRADING AND PAVING

	Concrete Pipe	Corr. Iron Pipe
Jacobsen-Jensen Co.	\$89,415.00	\$88,934.00
West Contract Co.	90,309.00	90,215.40
Theodore Arenz	99,192.00	99,016.50
Dunn & Baker	100,211.50	100,214.00
R. I. Stuart & Sons	101,828.00	101,798.00
The United Contracting Co.	108,663.00	108,568.60
Earl L. McNutt	109,024.50	108,895.00
J. C. Compton	121,990.50	122,212.50

PACIFIC HIGHWAY
NEIL CREEK-BARRON CREEK SECTION - GRADING

	Corr. Iron Pipe	Concrete Pipe
Fred H. Slate	\$ 66,791.00	\$ 66,981.00
Wren & Greenough	92,590.50	92,740.50
von der Hellen & Pierson	107,226.00	107,480.00
Washburn & Hall	108,323.50	108,927.10
Liesch & Tofte	115,595.00	115,811.00
Earl L. McNutt	119,262.00	120,147.00
Morrison-Knudsen Co.	124,865.00	125,245.00
E. C. Peck & Co.	132,672.00	132,875.00
C. T. Malcom & Clarence Young	150,002.50	150,738.50
Dunn & Baker	151,714.00	152,359.00
Kern & Kibbe	165,972.50	166,061.50

LITTLE BUTTE SECONDARY HIGHWAY NO. 270
McCALLISTER SECTION - CLEARING, GRUBBING AND GRADING

	Concrete Pipe	Corr. Iron Pipe
von der Hellen & Pierson	\$15,945.00	\$15,267.00
F. C. Dillard	15,531.00	15,399.00
Dunn & Baker	18,767.00	18,706.00
Johnson Bros. Co.	22,202.50	21,681.00
Logan Construction Co.	23,692.50	23,692.50
R. I. Stuart & Sons	25,770.00	25,770.00

SIUSLAW HIGHWAY
CHESHIRE-PRAIRIE ROAD SECTION - SURFACING AND BITUMINOUS MACADAM

A. Milne	\$39,795.00
J. C. Compton	40,903.00
Northwest Roads Co.	41,265.00
Washburn & Hall	43,778.00
Wren & Greenough	44,283.00
H. G. Johnson	44,540.00

WILSON RIVER HIGHWAY
NORTH FORK-HATCHERY CREEK SECTION - GRADING

	Concrete Pipe	Corr. Iron Pipe
R. L. Houck	\$23,712.00	\$23,537.50
Earl L. McNutt	25,445.00	25,477.50
Liesch & Tofte	29,404.00	29,404.00
Fisher Bros.	32,027.50	32,027.50
F. C. Dillard	33,054.50	32,930.00
A. Milne	36,145.00	36,032.50
Guy F. Pyle	37,865.00	37,788.00

McMINNVILLE-TILLAMOOK HIGHWAY
HEBO-DOLPH SECTION - CRUSHED GRAVEL IN STOCK PILES

F. C. Feldschau & Son	\$5,195.00
Fisher Bros.	5,560.00
A. S. Wallace	5,840.00
O. N. Pierce	5,845.50
J. W. & J. R. Hillstrom	7,292.50
Interstate Construction Co.	8,480.50
Brookfield Company	8,602.50
J. S. Risley	8,749.00
A. Milne	8,777.50
Morrison Trucking Co.	8,838.50
A. T. Dolan	9,884.00
Saxton & Looney	10,745.00

TUALATIN VALLEY HIGHWAY
FOREST GROVE-HILLSBORO SECTION - GRADING, PAVING AND ROCK SHOULDERS

Burcham & Green	\$10,998.00
A. H. Erickson	11,380.00
Saxton & Looney	12,333.00
The United Contracting Co.	12,542.40
Theodore Arenz	13,405.00
West Contract Co.	13,413.00

PENDLETON-JOHN DAY HIGHWAY
LONG CREEK-FLOWERS GULCH SECTION - THREE BRIDGES

Starr & McCall	\$14,931.72
R. H. Jones	16,118.00
J. F. Johnston	16,463.00
Wm. C. Schmitt	17,661.50
E. C. Peck & Co.	18,833.00

WILLAMETTE HIGHWAY
ODELL LAKE-WALKER MOUNTAIN SECTION - THREE BRIDGES

Starr & McCall	\$16,813.78
J. F. Johnston	18,173.00
Lindstrom & Feigenson	18,741.00
C. J. Montag	18,764.50
Kern & Kibbe	22,696.50

PACIFIC HIGHWAY
RAISE AND WIDEN CONCRETE BRIDGE AT AURORA

Julius Johnson	\$5,064.10
Western Bridge Construction Co.	6,649.00
Odom & DuRette	6,777.70

Continued

Bridge at Aurora - continued

Liesch & Tofte	\$7,105.00
Lindstrom & Feigenson	7,405.00
E. F. Balgemann	7,534.50
Associated Construction Co.	7,638.65
O. N. Pierce	7,775.00
C. J. Montag	8,000.00
Barham Bros.	8,205.00
J. F. Johnston	8,275.00
J. J. Badraun	8,375.00
Union Bridge Co.	9,325.00

COLUMBIA RIVER HIGHWAY
RUFUS-JOHN DAY RIVER SECTION
BUILD ONE BRIDGE AND WIDEN AND RECONSTRUCT THREE BRIDGES

Western Bridge Construction Co.	\$7,866.00
Enquist Construction Co.	8,060.00
Tom Lillebo	8,367.00
Averill & Philpott	8,784.00
Lindstrom & Feigenson	8,926.00
Associated Construction Co.	9,635.92
O. N. Pierce	9,680.00
R. H. Jones	10,612.00
Barham Bros.	10,731.00

The Chairman announced that the awards of contracts would be made at four o'clock P. M. in this room.

The Commission adjourned at 12:10 o'clock P. M. to reconvene at 1:30 o'clock P. M. this day in the same room.

The Commission conducted a special meeting in the dining room of the Multnomah Hotel between the hours of 12:30 o'clock P. M. and 1:45 o'clock P. M., with all members, the State Highway Engineer, the Attorney and the Secretary present.

The Commission voted to retain its membership in the American Association of State Highway Officials and approved the payment of \$350.00 dues for the year 1933.

The Commission gave further consideration to the matter of specifying the use of concrete pipe only in future highway contracts. The subject was discussed from various angles, but no action was taken thereon.

The Commission also discussed matters pertaining to the Wolf Creek Highway and determined upon a policy that should be followed in advising the public of the reasons and principles underlying its action of the previous day in postponing further construction on this highway.

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The Commission also informally discussed its plans for the improvement of the Pacific Highway over the Siskiyou Mountains, in Jackson County. The Commission questioned the advisability of starting the construction of a major project at this time while there is a possibility that funds will not be available to complete it. Consideration was given to the reallocation of the Federal aid funds now set up for the Siskiyou project which will become available for other projects in the event such Siskiyou project is postponed. Projects considered included the construction of a two-mile section of the Pacific Highway north of Ashland and an additional project on the Santiam Highway in Linn County. No definite decision was rendered by the Commission with respect to this matter.

Consideration was given by the Commission to the matter of improving the Columbia River Highway through the town of Cascade Locks, Hood River County, by widening and straightening. On account of the financial stringency of the times and the lack of funds for highway construction purposes it was the thought of the Commission that this work should be deferred, notwithstanding the fact that the Commission has an agreement with Mr. J. B. Laber, the owner of the adjacent property, providing for the completion of this work by January 1, 1933. The Attorney stated that there is no legal impediment to the deferment of this work, provided such deferment meets with the approval of Mr. Laber. It was his thought that Mr. Laber would agree to this postponement. After further discussion, by unanimous vote the Commission authorized the Attorney to negotiate with Mr. Laber and if possible to secure his consent to the extension for a period of one year of the time limit specified in the agreement covering this improvement, during which period none of the buildings within the new right of way acquired from Mr. Laber shall be disturbed.

The State Highway Commission reconvened at two o'clock P. M. in the Assembly Room of the Multnomah Hotel with all members, the State Highway Engineer, the Attorney and the Secretary present.

County Judge M. R. Biggs and County Commissioners Albert E. Noble and R. Zevely of Crook County appeared before the Commission and asked the Commission to approve their claim, previously submitted, for reimbursement out of secondary highway funds for boarding county prisoners employed on secondary highway work. Request denied by the Commission because it is contrary to the established policy.

The County Court then urged the Commission to make provision for surfacing and oiling a six-mile section of the Ochoco Highway in the vicinity of the Ochoco Dam and asked that this work be undertaken not later than the spring of 1933. Matter taken under advisement by the Commission.

Mr. J. W. Seavey, a hop grower, Portland, appeared before the Commission and requested that provision be made in the Commission's contract for the construction of the Clackamas River-Canemah Section of the Pacific Highway, for which bids were received at the morning session, for an opening to be left in the highway embankment at a point about 500 feet west of the Clackamas River bridge sufficiently large for him to drive a truck through in connection with his farming operations. He stated that in the negotiations for the

acquisition of the right of way for this highway he exchanged 39 acres of land lying on the north side of the proposed highway for a 20-acre tract lying on the south side of the highway, but he retained the privilege of taking silt deposits from the 39-acre tract to fill up the low spots on the 20-acre tract. He gave it as his understanding that the original plans for the construction of the section provided for an opening through the highway embankment sufficiently large for him to operate his truck through, also to act as a relief opening for overflow waters from the Clackamas River. In addition to operating his truck through the opening, he stated, he wished to install a pipe line through the aperture in connection with certain pumping operations which he wished to carry on to move the silt deposits from the 39-acre tract to the 20-acre tract. He further stated that in looking over the plans for the construction of the project, he finds no provision for an opening at this point, except that the plans call for the installation of a pipe culvert which, in his opinion, is not large enough even to take care of the overflow waters. He asked the Commission to construct a small bridge instead of the embankment and culvert, and agreed to contribute the sum of \$1,000 toward the cost of constructing such a bridge, stating that unless a bridge is constructed he feels that he must enjoin the Commission from proceeding with the highway construction operations because he believes that serious damage will be done to his land if a relief opening is not provided for the overflow waters. The Engineer stated that it will cost several thousand dollars more to construct a bridge at this point than to construct the embankment called for in the plans. However, in view of Mr. Seavey's remarks he recommended that the contract for the construction of this section of highway for which bids were received at the morning session be held pending a further investigation of the matters presented by Mr. Seavey. It was his thought that an adjustment can be made to the satisfaction of all concerned. The recommendation of the Engineer was approved and adopted by the unanimous vote of the Commission.

County Judge H. H. DeArmond of Deschutes County was present in the interests of the county road known as the Century Drive which the Deschutes County Court previously requested the Commission to designate as a secondary state highway. He was informed by the Chairman that the Commission has deferred action on this matter until it is known what, if any, change is made in the secondary state highway law by the next Legislature which meets in January, 1933.

County Judge R. J. Williams of Harney County, accompanied by County Engineer J. J. Walsh and Mr. C. B. McConnell of the Harney County Tax Conservation Committee, appeared before the Commission concerning Harney County's obligation to the state in connection with the construction of the Lakeview-Burns Highway in that county.

Judge Williams stated that according to the agreement between the county and the state relative to the construction of this highway, the county is to pay to the state the sum of \$17,000, one-half of which is to be paid in 1933 and the balance in 1934. He further stated that the county has provided in its budget for the 1933 payment, but indications are that this item will be eliminated by the budget committee. If this is done, he said, the

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county will be without funds to meet its obligation this year. Therefore, they wish to inquire as to whether or not the state will demand this payment when it becomes due.

Mr. McConnell stated that Harney County is in very poor financial condition at this time and that \$8,500 is a large sum to include in the county budget under the circumstances. He also gave as his opinion that the taxpayers will eliminate this item from the budget when it comes to their attention.

It was brought out in the further discussion of this subject that the agreement between the county and the state provides that the county shall pay this obligation when due with county funds provided for the purpose; otherwise, that the amounts due will be deducted by the Secretary of State from the county's share of the motor vehicle license fees and credited to the state highway fund. With this understanding of the agreement, the Commission decided by unanimous vote to make no alteration in the present arrangement for the payment of Harney County's share of the cost of the construction of this highway.

Judge Williams then inquired as to how many men from Harney County will be employed on the Drinkwater Pass-Chimney Creek project on the Central Oregon Highway for which bids were opened at the morning session. He was informed by the Engineer that according to the present plans, seven per cent of the men employed will be Harney County residents.

County Judge U. G. Couch of Union County was present and requested that forest highway funds be allocated to help Union County finance the completion of the Toll Gate Section of the Weston-Elgin Forest Highway in that county. He said that the county is now carrying on clearing operations beyond the limits of the forest road section but does not have the funds to finance the construction of the balance to connect with the forest section.

Commissioner Aldrich informed Judge Couch that all available forest highway funds previously have been allocated to other projects, therefore, the Commission could take no action on his request until further appropriations are made by Congress for forest highway purposes. He further advised Judge Couch that his request will be given due consideration by the Commission when such an appropriation is made and the construction program is arranged therefor.

Judge Couch gave as his understanding that a certain percentage of men employed on state highway projects in Baker County were to be secured from Union County. Up to the present time, he said, the unemployed of Union County have received no benefits whatever from this work. He asked the Commission to correct this situation. After some discussion of the matter, the Engineer was instructed by the Commission to instruct the resident engineers in charge of the projects to contact County Judge Couch and together interview the several contractors, determining if the proper percentage of men from each county is employed on each project in conformance with the schedule outlined, and to report their findings to the Engineer.

County Judge F. L. Phipps of Wasco County was present and informed the Commission that Clifton & Applegate, to whom the Commission awarded the contract for the regrading of the Biggs-John Day River Section of the Columbia River Highway, No. 1597, are not living up to the provisions of their contract with respect to the employment of men, there being a number of men on the pay roll of the contractor, he said, who are single and without dependents. The Engineer was instructed by the Commission to instruct the resident engineer in charge of this project to contact County Judge Phipps and together interview the contractor, determining if the proper percentage of men from each county is employed on the project in conformance with the schedule outlined, and to report their findings to the Engineer.

County Judge Wm. T. Campbell of Morrow County appeared before the Commission and complained that the unemployed men of Morrow County are not being given work by the contractor on the Wallula Cut-off Section of the Columbia River Highway in conformance with the Commission's requirements. He asked the Commission to take corrective measures with respect thereto. The Engineer was instructed by the Commission to instruct the resident engineer in charge of this project to contact County Judge Campbell and together to interview the contractor, determining if the proper percentage of men from each county is employed on the project in conformance with the schedule outlined, and to report their findings to the Engineer.

Judge Campbell also stated that a like condition prevails on the Heppner-Spray Forest Highway Project. He was informed by the Engineer that this project is under the supervision of the Bureau of Public Roads and that it would be necessary for him to take the matter up with that Bureau.

County Judge Guy Boyington and County Commissioners Wm. Larson and James Elliott of Clatsop County were present and reported that the county has made arrangements for all of the right of way required for the construction of the Hug Point-Arch Cape Section of the Oregon Coast Highway, having adopted its resolution relative thereto on December 9, 1932. They also stated that the county viewers have submitted a report with respect to the acquisition of the right of way for the Wolf Creek Highway between Necanicum and Elsie, and that satisfactory arrangements have been made for all of the right of way, with the exception of the portion across the holdings of the Wright-Blodgett Company. This company, they stated, demands an extra payment of about \$17,000 because of an engineering matter that involves the construction of a railroad grade separation structure. Pending the satisfactory adjustment of this matter, they added, the adoption of the resolution acquiring the right of way along this section has been deferred but they expect to be able to take appropriate action by December 28, 1932. After some discussion, the Commission instructed the Engineer to investigate the matter referred to by the County Court and to report later.

County Judge F. A. Beltz and County Commissioner Frank L. Owens of Tillamook County were present and reported that Tillamook County has acquired and paid for all of the right of way required for the Manzanita Section of the Oregon Coast Highway. Judge Beltz also stated that they have included in their budget for the year an amount of \$5,000 for right of way for the

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Wilson River Highway, and an additional amount of \$2,500 for their general fund to be used for miscellaneous purposes, which sum may be used for the purchase of right of way on this highway if so required. He informed the Commission that under present conditions they believed that the county is hardly justified in tying up its funds in right of way unless they can be given assurance by the Commission that additional work will be contracted on this highway. If there is any prospect, he said, that the Commission will contract additional work within the next three months, then the county will proceed to acquire the right of way, otherwise not. Chairman Scott informed Judge Beltz that the Commission would like very much to give him a favorable reply but is unable to do so because there are no funds available at the present time for additional work on this highway, and it is not now known what the revenues for the coming year will be.

Mr. C. A. Plette, Portland, appeared before the Commission and requested that the deed given by him to the state conveying a small tract of land lying adjacent to the right of way of the Alsea Highway near Waldport in Lincoln County be annulled and returned to him. This deed, he said, he signed under protest and since then has inspected the premises and finds the balance of the property is valueless for other purposes by the cutting off of this portion. The consideration involved in this transaction, he added, is \$192.00 which has not yet been paid. Mr. Plette further stated that if the state will nullify the deed and return it to him he will grant the state permission to use the property throughout the life of the present contract, for which its use was acquired, and will make no charge for this concession. Also, he stated he will grant the state permission to remove from the creek adjacent to the property, without cost, all gravel needed for the completion of the Alsea Highway at this point. After some discussion of this matter it was referred to the Attorney for investigation and report.

At four o'clock P. M. Chairman Scott announced awards of contracts as follows, for which bids were received at the morning session, the Commission having approved the awards previously by unanimous vote:

"Wingville Lane-Baker Section of the Old Oregon Trail in Baker County, 0.98 mile of concrete paving and 1.34 miles of bituminous macadam. The lowest bidder is the Northwest Roads Co., Portland, at \$43,300.80; the next low bidder is the Morrison-Knudsen Co., Boise, Idaho, at \$43,308.55. The award of this contract is held pending the approval of the Bureau of Public Roads, it being a federal aid project.

"New Era-Canby Section of the Pacific Highway in Clackamas County, 2.1 miles of concrete pavement. The low bid submitted is that of West Contract Co., Portland, at \$46,595.00; the next low bid submitted is that of Jacobsen-Jensen Co., Portland, at \$47,336.00. The Commission awards this contract to the West Contract Co., the low bidder, at its bid price of \$46,595.00.

"Clackamas River-Canemah Section of the Pacific Highway in Clackamas County, 1.2 miles of grading. The low bid is that of H. G. Johnson, Portland, at \$56,524.00; the next low bid is that of R. L. Houck, Independence, at \$56,526.00. The award of this contract will be held pending the adjustment of

right of way matters and the approval of the Bureau of Public Roads.

"Jack Horner Creek-Mohler Section of the Oregon Coast Highway in Clatsop and Tillamook Counties, furnish 5,000 cubic yards of crushed gravel in stock piles. The low bidder for this work is F. C. Feldschau & Son, Tillamook, at \$5,475.00; the next low bid is that submitted by A. S. Wallace, Roseburg, at \$6,050.00. Award of this contract is held pending investigation of the qualifications of the low bidder.

"White Bridge Section of Secondary Highway No. 242 in Coos County, 0.3 mile of grading and surfacing. The low bid is that submitted by M. L. O'Neil & Son, Eugene, at \$2,736.05 for corrugated iron pipe, and \$2,753.75 for concrete pipe. The next low bid is that submitted by Peart Bros., Coquille, at \$3,265.50 for the use of either concrete or corrugated iron pipe. The Commission awards this contract to M. L. O'Neil & Son, the low bidder, at its bid price of \$2,753.75 based on the use of concrete pipe.

"Drinkwater Pass-Chimney Creek Section of the Central Oregon Highway in Harney and Malheur Counties, 6.37 miles of grading. The low bid submitted is that of General Construction Co., Seattle, at \$98,521.90 using corrugated iron pipe, and \$99,315.50 using concrete pipe. The next low bid is that submitted by Earl L. McNutt, Eugene, at \$112,192.50 using corrugated iron pipe, and \$112,579.00 using concrete pipe. The Commission awards this contract to the General Construction Co., the low bidder, at its bid price of \$98,521.90 based on the use of corrugated iron pipe.

"Central Point-Medford Section of the Pacific Highway in Jackson County, 3.08 miles of grading and paving. The low bid is that submitted by Jacobsen-Jensen Co., Portland, at \$88,934.00 using corrugated iron pipe, and \$89,415.00 using concrete pipe. The next low bid is that submitted by West Contract Co., Portland, at \$90,215.40 using corrugated iron pipe, and \$90,309.00 using concrete pipe. The Commission awards this contract to Jacobsen-Jensen Co., the low bidder, at its bid price of \$88,934.00 on the basis of using corrugated iron pipe.

"Neil Creek-Barron Creek Section of the Pacific Highway in Jackson County, 1.04 miles of grading. The low bid is that submitted by Fred H. Slate, Portland, at \$66,791.00 based on the use of corrugated iron pipe, and \$66,981.00 based on the use of concrete pipe. The next low bid is that submitted by Wren & Greenough, Portland, at \$92,590.00 based on the use of corrugated iron pipe, and \$92,740.50 based on the use of concrete pipe. The award of this contract is held pending the approval of the Bureau of Public Roads.

"McCallister Section of Little Butte Secondary Highway No. 270, in Jackson County, 4.17 miles of clearing and grubbing, and 1.38 miles of grading. The low bidder is von der Hellen & Pierson, Medford, at \$15,267.00 based on the use of corrugated iron pipe, and \$15,945.00 based on the use of concrete pipe. The next low bid is that submitted by F. C. Dillard, Medford, at \$15,399.00 based on the use of corrugated iron pipe and \$15,531.00 based on the use of concrete pipe. The Commission awards this contract to

von der Hellen & Pierson, the low bidder, at its bid price of \$15,267.00 based on the use of corrugated iron pipe.

"Cheshire-Prairie Road Section of the Siuslaw Highway in Lane County, 3.79 miles of surfacing and bituminous macadam. The low bidder is A. Milne, Portland, at \$39,795.00; the next low bidder is J. C. Compton, McMinnville, at \$40,903.00. The award of this contract is held pending the approval of the Bureau of Public Roads.

"North Fork-Hatchery Creek Section of the Wilson River Highway in Tillamook County, 1.22 miles of grading. The low bid is that submitted by R. L. Houck, Independence, at \$23,537.50 based on the use of corrugated iron pipe, and \$23,712.00 based on the use of concrete pipe. The next low bid is that submitted by Earl L. McNutt, Eugene, at \$25,445.00 based on the use of concrete pipe, and \$25,477.50 based on the use of corrugated iron pipe. Award of this contract is held pending the approval of the Bureau of Public Roads.

"Hebo-Dolph Section of the McMinnville-Tillamook Highway in Tillamook County, furnish 5,000 cubic yards crushed gravel in stock piles. The low bidder is F. C. Feldschau & Son, Tillamook, at \$5,195.00; the next low bidder is Fisher Bros., Oregon City, at \$5,560.00. The award of this contract is held pending the investigation of the qualifications of the low bidder.

"Forest Grove-Hillsboro Section of the Tualatin Valley Highway in Washington County, grading, paving and rock shoulders. The low bidder is Burcham & Green, Portland, at \$10,998.00; the next low bid is that of A. H. Erickson, Forest Grove, at \$11,380.00. The Commission rejects all bids received for this work and instructs the Engineer to readvertise the project for bids to be received at the next meeting.

"Three bridges on the Long Creek-Flowers Gulch Section of the Pendleton-John Day Highway in Grant County. The low bid is that submitted by Starr & McCall, Klamath Falls, at \$14,931.72; the next low bid is that of R. H. Jones, Baker, at \$16,118.00. Due to the fact that Starr & McCall, the low bidder, is also low bidder on another project and has stated that it will accept only one project on which it has submitted bids at this meeting, the Commission awards this contract to R. H. Jones, the second low bidder, at his bid price of \$16,118.00.

"Three bridges on the Odell Lake-Walker Mountain Section of the Willamette Highway in Klamath County. The low bidder is Starr & McCall, Klamath Falls, at \$16,813.78; the next low bidder is J. F. Johnston, Newberg, at \$18,173.00. The Commission awards this contract to Starr & McCall the low bidder, at its bid price of \$16,813.78.

"Raise and widen concrete bridge on the Pacific Highway at Aurora, Marion County. The low bidder is Julius Johnson, Portland, at \$5,064.10. The next low bidder is Western Bridge Construction Co., Portland, at \$6,649.00. The award of this contract is held pending an investigation of the qualifications of the low bidder.

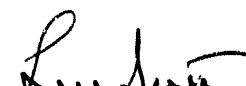
"Construct one bridge and widen and reconstruct three bridges on the Columbia River Highway between Rufus and John Day River in Sherman County. The low bidder for this work is Western Bridge Construction Co., Portland, at \$7,866.00; the second low bidder is Enquist Construction Co., Troutdale, at \$8,060.00. The award of this contract is held pending the approval of the Bureau of Public Roads."

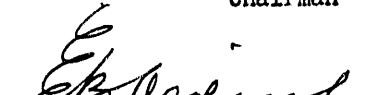
Mr. V. J. Applegate, representing Clifton & Applegate, contractors, was present and discussed with the Commission matters pertaining to the employment of men on their contract for the construction of the Biggs-John Day River Section of the Columbia River Highway in Sherman County. It was explained to Mr. Applegate that complaint has been received from County Judge Phipps of Wasco County that the contractors are not employing men on this project in conformance with the state's requirements. After some discussion it was agreed that Mr. Applegate should contact Judge Phipps and arrange with him to secure the proper percentage of men from Wasco County who are properly registered with the County Court.

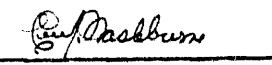
There being no further business to come before the Commission, the meeting adjourned at five o'clock P. M.


State Highway Engineer


Secretary


Chairman


Commissioner


Commissioner

Portland, Oregon, December 27, 1932.

The State Highway Commission met in special session at 11 o'clock A. M. in Room 407, 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 following members of the Oregon Legislature were also present and discussed with the Commission matters pertaining to the financial structure of the State Highway Department and to the Commission's program for new major highway construction:

Senators Sam H. Brown and Chas. K. Spaulding of Marion County, Senator W. E. Burke of Yamhill County, Senator Allan A. Bynon of Multnomah County, Senator Joe E. Dunne representing Multnomah, Columbia and Clackamas Counties.

Chairman Scott explained that because of the shrinkage that has occurred in the revenues derived from the state tax on gasoline, and also because of the further decrease in revenues which is threatened and is expected to occur if the Legislature reduces the existing motor vehicle license fee schedule, the Commission is rather undecided as to whether it should proceed under its present program for the construction of new major highway projects, such as the Wilson River Highway, Wolf Creek Highway, and the reconstruction of the Pacific Highway over the Siskiyou Mountains, or should change its plans and defer these projects until better times return and funds for their completion are assured.

Chairman Scott further explained that the Commission now has two projects under construction on the Wolf Creek Highway and that a satisfactory bid has been received for a third project amounting to \$100,000; also, that the Commission is holding a satisfactory bid for the construction of a project on the Wilson River Highway amounting to \$23,000, and another bid for the construction of a unit of the Siskiyou reconstruction project amounting to \$67,000, all of which are to be financed with federal aid funds. The Commission is undecided, he said, whether to award these contracts or to cancel them and reallocate the funds to the improvement of existing highways. He questioned the advisability of starting these projects now during the existing depression period while there is no assurance that funds will be available to complete them. The Chairman further stated that in his opinion the prevailing sentiment throughout the state is against the inauguration of new major construction projects, also that it appeared to him the rational and sensible thing to do is to forego such projects in the interests of the state at large. He explained that at a recent meeting in Southern Oregon, which he attended, the people of that district gave their consent to the withdrawal of the Siskiyou reconstruction project from the Commission's current program, but in doing so they demanded that other major projects throughout the state also be deferred. Each of the legislators present was asked to express his opinion regarding this matter.

Senator Burke gave as his opinion that the Commission should not commence the construction of the "short road from Portland to the sea" at the present time. It was his thought that the federal funds now set up for this work should be reallocated to projects that can be completed without additional funds. He advocated the cancellation of the Wolf Creek and Wilson River Highway contracts and the abandonment of the Fourth Street project.

Senator Spaulding gave as his thought that all major projects should be deferred and added that he would support such a movement. Concerning the Wilson River project he stated that he believed the people of Tillamook County should be permitted to express themselves with respect to the postponement of the construction of that highway. He suggested that perhaps the people of Tillamook County will be satisfied if the money now set up for

this work is reallocated to some other project in their vicinity that will take care of their unemployed. Senator Spaulding endorsed the plan proposed to reduce the motor vehicle license fees to \$5.00, provided, he said, it can be shown that such reduced fee will produce sufficient revenue to carry on the activities of the state highway department.

Senator Brown concurred with Senator Spaulding in his suggestion that the Tillamook County people be permitted to express themselves regarding the deferment of the construction of the Wilson River Highway. He also gave as his thought that the people of that county would be satisfied if the Commission reallocates the funds now set up for the Wilson River project to some other project in their vicinity.

Chairman Scott stated that he conferred with some of the Tillamook County people and they expressed themselves as being satisfied with the present highway from McMinnville to Tillamook and all they asked is that it be kept in repair.

Chairman Scott called attention to the importance of the Tualatin Valley Highway and the necessity for immediate reconstruction of the section between Beaverton and Hillsboro. He also called attention to the fact that the bridge over the John Day River near Astoria in Clatsop County is badly in need of replacement and that the same is true of the bridge over the South Umpqua River on the Pacific Highway near Winston in Douglas County.

Senator Bynon gave as his opinion that the monies now available for highway construction purposes should be expended on projects that are most accessible to the unemployed. He expressed the problem as being one of mass psychology and stated that he believed that the people are reconciled to the fact that major projects must be deferred. Concerning the short road to the sea, he said he believed that the people of Multnomah County are ready to forego this project for the time being because of present financial conditions.

Mr. F. E. Andrews, Portland, former member of the Oregon House of Representatives, stated that he did not approve the construction of the short road to the sea at this time under any consideration. It was his thought that the state should secure relief from its bonded indebtedness of \$27,000,000 for highways before any new projects are started. Mr. Andrews also spoke for unemployment relief.

At the request of the Chairman, the Engineer explained the necessity of providing funds annually for the reconstruction of bridges and for keeping the road surfaces in a good state of repair. The annual cost to keep the bridges on the state highway system in a condition equally as good as they now are, he said, is about \$300,000; to maintain the highway road surfaces will cost approximately \$500,000 annually. This work, he explained, is separate and distinct from ordinary maintenance work but its performance will greatly reduce the regular maintenance costs. He further explained that unless sufficient funds are provided for this work the bridges and highways will, in a very few years, revert to a state of disrepair and it will

cost several millions of dollars to reconstruct them to their present condition.

Senator Dunne gave as his opinion that the Commission should not start any new projects at this time but should wait until the legislature has determined what revenues the Commission will have at its disposal. He stated that he was a proponent for the Wilson River Highway but on account of the existing financial depression he did not approve its construction at this time, notwithstanding the fact that he was in sympathy with the project. He added, "We must do what we have to do, not what we want to do". Speaking of the proposed reduction in motor vehicle license fees, Senator Dunne stated that he believed that the people of Oregon will not approve of a fee of more than \$5.00 per car. He also expressed himself relative to the sale of additional highway bonds, stating that he believed it is the consensus of opinion of the people of Oregon that the right to sell bonds for highway construction purposes should be taken away from the State Highway Commission.

Honorable A. G. Beals, Tillamook, former member of the Oregon Senate, who was present, made a strong appeal for the construction of the Wilson River Highway and for the award of the contract for the construction of the first unit for which bids were received by the Commission on December 14. He emphasized the point that the construction of this highway will save the people of Tillamook County \$73,000 annually in freight costs, in addition to other benefits.

In a further discussion of this matter, Senators Dunne, Bynon and Burke each expressed his sympathy for the construction of the Wilson River project, but gave as his opinion that the work should be deferred until later because of the psychological effect that the award of the present contract would have on the people of the state.

Commissioner Washburne expressed himself as being favorable to the award of the contract for the construction of the Wilson River project for which bids were received at the meeting on December 14, 1932. He stated that in his opinion the State Highway Commission committed itself to the construction of this project when it placed this road on the federal highway system and called for bids for the construction of the first unit. The low bid received for the construction of this unit, he said, is only \$23,000, a comparatively small sum. It was his thought that this expenditure at this time will not have an adverse psychological effect, but on the contrary, so far as the people of Tillamook are concerned, will bring to them a badly needed feeling of optimism. He also gave as his opinion that the Commission should award the contract for this project in accordance with its original plans.

Senators Spaulding and Brown endorsed Commissioner Washburne's remarks with some reservations. Senator Brown stated that he did not think that the people of the state will censure the State Highway Commission for expending \$23,000 on this highway at this time in order to live up to its previous commitment.

Commissioner Aldrich stated that his sympathies are with the people of Tillamook County for the construction of the Wilson River Highway, however he was inclined to disagree with Commissioner Washburne that the Commission is committed to the construction of the first unit at this time. It was his thought that the Commission is no more committed to this project than it is to any other project on its construction program. After further discussion of the matter, motion was made by Commissioner Aldrich that the construction of the Wilson River Highway be deferred and that all bids received on December 14, 1932, for the construction of the unit between North Fork and Hatchery Creek be rejected. The motion was duly seconded by Chairman Scott and was declared by him to have carried over the dissenting vote of Commissioner Washburne.

Motion was then made by Commissioner Aldrich that the Siskiyou project in Jackson County, involving the relocation and reconstruction of the Pacific Highway over the Siskiyou Mountains, be deferred and that all bids received by the Commission on December 14, 1932, for the construction of the unit between Neil Creek and Barron Creek be rejected. The motion was duly seconded by Commissioner Washburne and was declared by the Chairman to have carried by the unanimous vote of the Commission.

Motion was made by Commissioner Washburne that all bids received by the Commission on November 2, 1932, for the construction of the Tillamook County Line-Sunset Camp Section of the Wolf Creek Highway, which bids are now being held pending the adoption of a policy with respect to the construction of this highway, be rejected and that further work on this highway be deferred. Motion was duly seconded by Commissioner Aldrich and was declared by the Chairman to have carried by the unanimous vote of the Commission.

In order to clarify the records as to the action taken by the Commission on the deferment of the Wilson River, Siskiyou and Wolf Creek projects, motion was made by Commissioner Aldrich that it be shown in the minutes that the Commission is not opposed to these projects and has not indefinitely deferred them, but has simply postponed them to some future date because of the financial stringency of the times. Motion was duly seconded by Commissioner Washburne and was declared by the Chairman to have carried by the unanimous vote of the Commission.

The Commission adjourned at 2:10 o'clock P. M. to reconvene at 3:00 o'clock P. M. this day in the same room.

The State Highway Commission reconvened at 3:00 o'clock P. M. in Room 407, Benson Hotel, with all members, the State Highway Engineer, the Attorney and the Secretary present.

Contractor Fred H. Slate, Portland, who submitted the low bid on December 14, 1932, for the construction of the Neil Creek-Barron Creek Section of the Pacific Highway in Jackson County, and his bondsman, Mr. Harvey Wells, Portland, appeared before the Commission regarding the award of this contract. They were informed by the Chairman that the Commission has

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rejected all bids received for this project and that the improvement has been deferred.

Senator Isaac E. Staples, member of the Oregon Senate from Multnomah County, was present and discussed with the Commission matters pertaining to the Highway Department's finances and the Commission's plans for carrying on future highway construction work. The Chairman explained the action taken by the Commission at the morning session in deferring the immediate construction of the Wilson River Highway, Wolf Creek Highway and the Pacific Highway over the Siskiyou Mountains. Senator Staples gave as his thought that some work should be performed on the Wilson River Highway, however, he approved the action taken by the Commission in deferring this project in view of the fact that such action has already been taken. Concerning the proposed reduction in motor vehicle license fees, Senator Staples said he believed that a \$5.00 fee is too small to provide sufficient revenues to carry on the functions of the State Highway Department.

Mr. Arthur M. Churchill, Portland, appeared before the Commission and presented interesting information concerning existing economic conditions throughout the country which he has gathered from an extensive study of this subject. He recommended that the Commission postpone payment of highway bonds and refund them as they become due because, he said, if these bonds are retired the money will become sterile and cause deflation which must be stopped in order to bring the country out of the existing depression. No action was taken by the Commission in this matter.

Honorable Harry L. Corbett, member of the Oregon Senate from Multnomah County, was also present and discussed with the Commission financial and legislative matters pertaining to the Highway Department and the policy adopted by the Commission with respect to the construction of new major highway improvements.

Detailed consideration and study was then given by the Commission to its biennial report to the Governor covering the activities of the Highway Department for the two-year period ending September 30, 1932, an advance copy of which was presented by the Engineer. After a full discussion of all of the matters covered by this report, the Commission approved it, with a few alterations and additions, and instructed the Engineer to proceed with its publication as rapidly as possible.

The Engineer reported that the low bid submitted on December 14, 1932, by the General Construction Co., Seattle, for the construction of the Drinkwater Pass-Chimney Creek Section of the Central Oregon Highway in Harney and Malheur Counties was about \$40,000 below his estimate for this project. Of this sum, he said, \$29,000 represents funds received from the Government under the Oddie-Colton Act for the construction of highways across public lands other than forest reserves. He suggested that this sum be reallocated to the construction of an additional unit of the Central Oregon Highway. He recommended the Drinkwater Pass Section as eligible and desirable, and requested authority to advertise this project for bids to be received at the next meeting. After due consideration, motion was made by Commissioner

Aldrich that the Engineer's recommendation be approved and that he be authorized to advertise this project for bids as requested. Motion was duly seconded by Commissioner Washburne and carried by the unanimous vote of the Commission.

The Commission adjourned at 7:30 o'clock P. M. to reconvene at 8:30 o'clock P. M. this day in the same room.

The State Highway Commission reconvened at 8:30 o'clock P. M. in Room 407, Benson Hotel, with all members, the State Highway Engineer and the Secretary present.

The Engineer requested authority to advertise the following additional projects for bids to be received at the next meeting, or as soon thereafter as plans therefor can be prepared:

	Estimated Cost
<u>Tualatin Valley Highway</u>	
Forest Grove-Hillsboro Section, paving and shoulder construction	\$ 11,000.00
Hillsboro-Beaverton Section, paving	120,000.00
<u>Oregon Coast Highway</u>	
Asbury Creek culvert near Hug Point	7,000.00
<u>Columbia River Highway</u>	
Bridge over John Day River near Astoria	45,000.00
Approaches to John Day River Bridge	10,000.00
<u>Pacific Highway</u>	
Rice Hill Section, grading	60,000.00
Undercrossing of S. P. Co. track at Ashland, structure	35,000.00
Ashland North Section, grading and paving	65,000.00
<u>Umpqua Highway</u>	
Approaches to Koepke Slough and Hinsdale Slough bridges	20,000.00
<u>Central Oregon Highway</u>	
Drinkwater Pass Section, grading	29,000.00
<u>McMinnville-Tillamook Highway</u>	
Dolph-Habo Section	50,000.00

He explained that these projects are all eligible for federal aid and their

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approval will provide for the use of all the available federal aid funds not previously allocated. After due consideration the Commission by unanimous vote approved the projects recommended by the Engineer and authorized him to advertise them for bids to be received at the next meeting or as soon thereafter as is possible.

The Commission, by unanimous vote, awarded contracts as follows for construction work for which bids were received at the meeting held on December 14, 1932, and action on which was held pending at that time:

Wingville Lane-Baker Section of the Old Oregon Trail in Baker County, 0.98 mile of concrete paving and 1.34 miles of bituminous macadam. The Commission awarded this contract to Northwest Roads Co., Portland, the low bidder, at its bid price of \$43,300.80.

Clackamas River-Canemah Section of the Pacific Highway in Clackamas County, 1.2 miles of grading. The Commission awarded this contract to Homer G. Johnson, Portland, the low bidder, at his bid price of \$56,524.00. In connection with the project, the Commission decided that in the event Mr. Johnson does not accept the award of this contract, he shall forfeit the certified check which was deposited by him with his bid.

Jack Horner Creek-Mohler Section of the Oregon Coast Highway in Clatsop and Tillamook Counties, furnish 5,000 cubic yards of crushed gravel in stock piles. The Engineer reported that he investigated the qualifications of the low bidder, F. S. Feldschau & Son, Tillamook, and found them satisfactory, therefore, he recommended that the contract be awarded to that company at its bid price of \$5,475.00. The Commission adopted the recommendation of the Engineer by unanimous vote.

Raise and widen concrete bridge at Aurora on the Pacific Highway in Marion County. The Engineer reported that he investigated the qualification of the low bidder, Julius Johnson, Portland, and they were found satisfactory. He therefore recommended that the contract be awarded to Mr. Johnson at his bid price of \$5,064.10. The Commission adopted the recommendation of the Engineer by unanimous vote.

Construction of one bridge and reconstruction of three bridges on the Columbia River Highway between Rufus and John Day River in Sherman County. The Commission awarded this contract to the Western Bridge Construction Co., Portland, the low bidder, at its bid price of \$7,866.00.

The Secretary was instructed by the Commission to notify the successful bidders of these awards in conformance with the usual practice.

The following resolution authorizing the Attorney to institute condemnation proceedings to acquire right of way for the improvement of the Pacific Highway between Central Point and Medford in Jackson County, was adopted by the Commission by unanimous vote:

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 Jackson County, otherwise known as the Pacific Highway, it is and has been found necessary, and the State Highway Commission does hereby determine and declare that it is and will be necessary, to adopt a revised location of said highway from the intersection of Pine and Front Streets in the town of Central Point in Jackson County to the intersection of Ohio Street and Riverside Avenue in the town of Medford; and

WHEREAS, the State Highway Commission has and does hereby adopt as a revised location of the said Pacific Highway between the terminal points herein mentioned the revised location the center line of which is briefly described as follows:

Beginning at the intersection of Pine and Front Streets in the town of Central Point; thence in a southeasterly direction to a point adjoining the right of way of the main line of the Southern Pacific railroad; thence continuing in a southeasterly direction parallel to and adjoining the right of way of the Southern Pacific railroad to a point in the northeast quarter of the southeast quarter of Section 14, Township 37 South, Range 2 West, W. M., in Jackson County; and thence in a southeasterly direction to a point near the intersection of Loder and Hazel Streets in Berryvale Addition to the town of Medford; and thence in a southeasterly direction to a point at the intersection of Ohio Street and Riverside Avenue in the town of Medford;

and

WHEREAS, 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 a right of way for said revised location, which said right of way shall be of a width of eighty feet, being forty feet on each side of the center line of said revised adopted location, or of such greater width on either or both sides as may be necessary, required, or desirable for the proper construction, improvement, and maintenance of said highway; and

WHEREAS, in the judgment of the Highway Commission it is necessary and will be of advantage to the state, upon the grounds and for the reasons herein stated, that title to said right of way be procured for right of way purposes in the improvement, construction, and maintenance of said revised location; and

WHEREAS, under and by virtue of the provisions of Section 44-131, Oregon Code 1930, as amended, Jackson County is obligated to acquire the said right of way, but said county has failed and neglected to acquire the same, although requested so to do by the State Highway Commission;

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 for use in connection with the permanent construction, improvement, and maintenance of the said revised adopted location of the Pacific Highway a right of way for the same as hereinabove referred to, and the said Commission does hereby further declare that the said right of way is needed and necessary for the purposes and upon the grounds and for the reasons herein stated and in order to properly maintain and improve said revised adopted location of the said Pacific Highway; and

BE IT FURTHER RESOLVED that the boundaries and limits of the above referred to right of way be and the same are hereby adopted, and that the said right of way be and hereby is declared to be part of and included within the right of way of the said Pacific Highway; and

BE IT FURTHER RESOLVED that an effort be made to agree with the owners and with the tenants, if any there be, of any and all of the parcels of land required for said right of way with respect to the compensation to be paid for the taking of the same and the damage, if any there be, by reason of the taking thereof, and in the event that no satisfactory agreement or agreements can be reached as to any or all of the parcels of land affected by said right of way, 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 suits or actions as will or may be necessary and appropriate in order to acquire title to any or all of the properties required for right of way purposes, as hereinabove stated, and all rights therein for the purposes and uses herein stated.

The Commission signed an agreement with the County Court of Wasco County providing for the construction of the Tygh Valley-Bonney Ranch Section of Sherar's Bridge Secondary Highway No. 290, 1.70 miles in length, whereby the county agrees to perform the construction work with county forces and the state agrees to reimburse the county for expenditures made therefor up to the extent of secondary state highway funds available from the 1932 apportionment of such funds to Wasco County.

The Secretary presented the following letter from Honorable Hal E. Hoss, Secretary of State, replying to the Commission's letter dated December 12, 1932, in which he was requested by the Commission to refrain from granting the applications of certain common carriers who seek relief from the

Oregon Motor Transportation Act until the right of such carriers to such relief has been passed upon and judicial determination made with respect thereto:

"December 16, 1932

"Mr. H. B. Glaisyer, Secretary,
Oregon State Highway Commission,
State Office Building.

My dear Mr. Glaisyer:

"Acknowledgment is made of the letter of the Oregon State Highway Commission, under date of December 12th, in which reference is made to claims for exemption from charges or fees imposed under the Oregon Motor Transportation Act, filed by certain common carriers.

"Careful consideration will be given the request of the commission that no action be taken towards the granting of the claims until due judicial determination is made on the whole question involved.

"Very truly yours,


(Signed) "Hal E. Hoss
Secretary of State."

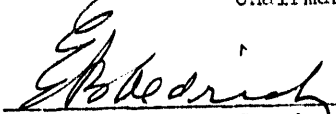
"HEH:PB

There being no further business to come before the Commission, the meeting adjourned at 9:15 o'clock P. M.


State Highway Engineer


Secretary


Chairman


Commissioner


Commissioner