Eugene, Oregon, January 4, 1934

The State Highway Commission met in special session at eight o'clock P. M. in the Eugene Chamber of Commerce Rooms to discuss with interested Lane County citizens matters pertaining to a proposed short-cut road from Eugene to the sea. Present were:

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

Also present were: H. G. Smith, Construction Engineer, Hollis W. Libby, Location Engineer, and E. A. Collier, Division Engineer of the State Highway Department, and about 250 Lane County citizens.

Mr. Stanley Stevenson, President, Eugene Chamber of Commerce, presided at the meeting and introduced local speakers. At his request, Commissioner Washburne introduced Chairman Scott and the other State Highway Department officials.

Replying to Mr. Stevenson's opening remarks, Chairman Scott briefly explained the problems confronting the Commission with regard to finance, stating that there are no state funds available for construction purposes, present funds being only sufficient to take care of fixed expense such as maintenance, debt service, payments to counties and state police, as required by statute, administration, etc., and for surveys and rights of way to carry on the Commission's federal aid program. He pointed out that any reduction in the Commission's revenues from state sources at the present time will place the Commission in a position of not being able to meet its bonded indebtedness. The only funds now available to the Commission for new construction purposes, he said, are federal funds provided by the Federal Government under the provisions of the National Industrial Recovery Act for which a construction program has already been prepared and approved, and cannot be changed now because of federal regulations. He pointed out that to construct a road as a federal highway it must be placed on the federal aid system; that the federal aid mileage in each state is limited by federal enactment and cannot be changed; also, that it would be impossible to designate the proposed Lane County short road to the sea as a federal aid highway because there is not sufficient mileage remaining unallocated for a road of this length; furthermore, it is impossible to designate it as a forest highway because it closely parallels the present Siuslaw Highway, parts of which are now on the forest highway system and the federal authorities will not approve placing on such system a road that so closely parallels an existing forest road; therefore, the only possibility of financing it would be with state funds which cannot be done until the Commission's finances improve. He pointed out that there are people in all parts of the state who have road projects which they think are paramount and believe that they are not getting their just share of the road monies; also, that the Commission has been very generous with Lane County with regard to expenditure for state highway construction work, it having already spent $9,500,000 in that county for such purpose exclusive of amounts expended

for maintenance work, which places Lane County in sixth place among all of the counties, and has programmed for expenditure in that county during 1933 and 1934 an additional $1,000,000. Considering all of these reasons, he said, and the arguments of some people who believe there are now too many state roads across the Coast Range, the Commission must be very careful in selecting new projects and allocating its funds.

Chairman Scott called upon the State Highway Engineer, Mr. R. H. Baldock, to explain the results of reconnaissance surveys which have been made of the alternate routes proposed for this short road to the sea.

Engineer Baldock advised that the Federal Government apportioned to the State of Oregon in the form of a grant, under the provisions of the National Recovery Act, the sum of approximately $6,000,000 to be used for highway construction purposes, a portion of which it specified should be expended for the improvement of secondary roads; also, that the Commission has allocated the sum of $60,000 to be expended on the secondary road between Eugene and the coast, reconnaissance surveys for which have been made for the purpose of determining which particular section to improve. He exhibited maps to show the several routes investigated and gave figures to show comparative lengths, rise and fall, and the cost to construct each between common points between Eugene and Mapleton, as follows:

	Distance	Estimated Cost
Present Siuslaw Highway without line changes	64.9 miles	- - -
Route AA (Present Siuslaw Highway modernized)	63.0 "	$ 1,870,800
Route A (Present Siuslaw Highway modernized and Goldson Cut-off)	58.00 "	2,271,860
Route B (via Vaughn, Kirk Creek and Turner Creek)	43.00 "	3,827,260
Route C (via Veneta, Austa and Swisshome)	55.94 "	2,587,450
Route F (via Veneta, Austa and Turner Creek)	45.4 "	2,983,700

He emphasized the fact that route B is the shortest of all routes considered, but to construct this route will cost over $800,000 more than to construct route F, which is only 2.1 miles longer; therefore, route B has been eliminated from consideration; also route C has been eliminated because it will cost nearly as much to construct as route F, and will cost at least $100,000 more than route A which is only two miles longer. He declared his preference for route F if and when funds become available for its construction, but stated that in his opinion no improvement of a major nature was necessary

until the Port of Florence has been improved and the requisite traffic had developed to justify the expenditure, computations disclosing that only one-fourth the necessary traffic is now existing. The Engineer filed with the Commission a full report on this subject.

At the conclusion of the Engineer's report, a roll call of delegations was taken by H. E. Cully, Secretary of Eugene Chamber of Commerce, which showed the following:

District	Persons Present	District	Persons Present
Florence	20	Elmira	3
Cushman	1	Linslaw	5
Mapleton	18	Veneta	6
Swisshome	0	Gardiner	1
Noti	6	Reedsport	0
Marshfield	0	Junction City	8
Cottage Grove	3	Creswell	0
Springfield	0	Westfir	1
Walton	3	Franklin	0
Irving	2	Santa Clara	4
Upper McKenzie	1	Eugene	150 + -

In this connection Mr. Cully read aloud a letter from Ed. W. Miller, Secretary-Manager of the Oregon Coast Highway Association, endorsing the short road from Eugene to Florence, following which Mr. Stevenson invited all present to express themselves regarding the matter under discussion.

Mr. Fred Fisk, County Judge of Lane County, stated that he is very much interested in all of the roads in Lane County, but especially favors the Willamette and Siuslaw Highways. He read excerpts from a letter dated May 13, 1933, directed by the Lane County Court to the State Highway Commission, requesting a survey of the Eugene-Swisshome Secondary State Highway for the purpose of determining a definite location for a high-type road between these points so that funds that become available in the future for the construction of this road may be expended in the proper location. He stated that the Eugene-Swisshome road means more to Lane County than any other road in the county because it will provide at Eugene a direct connection with U. S. Highway No. 28 (McKenzie Highway) and the Willamette Highway, which are very important roads from the standpoint of the people of Central and Eastern Oregon who desire to reach the coast, and will shorten by thirteen miles the present route via the Siuslaw Highway which is roundabout and not constructed to present-day standards.

Mr. J. W. McArthur, superintendent and engineer for the Eugene Water Board, spoke for the selection of the shortest and most practical route from Eugene to the sea notwithstanding how soon it can be built. He advocated laying out and building for permanency so that it will not be necessary to make changes later. He expressed his preference to the Engineer's route F, saying that it is shorter by thirteen miles than route C and will, therefore, be less

costly to maintain and will reduce transportation costs proportionately. He pointed out that the construction of route F will make it possible to market a fine stand of timber in the vicinity of Austa, also, that there are fewer railroad crossings on this route.

Mr. A. L. Lomax, Professor of Economics, University of Oregon, spoke in favor of the short road from Eugene to the sea from the standpoint of economics, giving statistics of the county's resources, etc.

Mr. F. L. Beard spoke in favor of the adoption of Engineer's route F.

Chairman Scott called attention to the fact that the Commission has approximately $60,000 now available to expend on one of Lane County's secondary highways and the main purpose of the meeting is to obtain an expression from the people of Lane County as to where they wish this money spent. He declared that the whole state of Oregon is concerned with the outcome of this meeting and the issue involved. He inquired if the Commission is to start this project and stop the Willamette Highway improvement and the proposed improvement between Eugene and Junction City, or is it to abandon this project in favor of the others. He explained that the Commission will decide this issue for the best interests of the people of the entire state, which decision will be based on practicability and, undoubtedly, will be given state-wide support which cannot be expected if the present projects are abandoned in favor of this new one. The most practical thing to do, he said, is to use this money to build the Goldson cut-off route (route A) which is only two miles longer than route C advocated by Judge Fisk. To justify an expenditure of $3,000,000 for the construction of route F at the present time, he pointed out, will require that the road be used by an average of 270 cars and 80 trucks daily, whereas the average daily through traffic between Eugene and Florence at the present time is only 70 cars and 14 trucks; wherefore, the construction of route F presupposes a big seaport at the town of Florence. He suggested that the people of Lane County consider what is the practical thing to do under present circumstances, revenues, etc.

C. F. Hyde, President, Eugene Realty Board, stated that the Eugene Labor Council, and Administrator of Public Works Administration funds in Lane County, asked the Commission to "make a start on the long, hard trail and spend the available $60,000 for a location survey of route F so this can be handed down to posterity."

Engineer Baldock explained that location survey between Eugene and Mapleton will cost approximately $30,000 and will have to be paid for with state funds because the Federal Government requires its funds to be expended for construction purposes only.

Mr. H. E. Cully, Secretary of Eugene Chamber of Commerce, spoke for the short-cut road from the standpoint of reducing railroad freight rates to Willamette Valley points.

1/4/34

Mr. Robert Truscott, Eugene, voiced his objections to the Commission pledging its funds to reconstruct a road that Lane County did not want, referring to the present Siuslaw Highway.

Mr. E. G. Behnke, painter, Eugene, gave as his thought that the Commission should be allowed to spend its money as it sees fit so that some of the county's unemployed may be put to work at an early date.

Mr. ____ Todd, civil engineer, also spoke in favor of the proposed short road.

At this time a motion was made, duly seconded and carried, that a vote be taken to obtain an expression of those present regarding the matter under discussion. Mr. Stevenson asked someone to state the motion. Whereupon the following motion was made by Mr. Martin Svarverud, Eugene: "Let it be the consensus of opinion of this meeting that route F be adopted." Mr. Robert Prescott said, "Let us state it this way: If, as and when any money is allotted to Lane County for the construction or improvement of Lane County's road to the sea, let that money be spent on route F." The motion received several seconds and a rising vote was taken thereon. There being no one present voting against the motion, it was declared by Mr. Stevenson to have carried unanimously.

Chairman Scott concluded the discussion of this matter by stating that the State Highway Commission will give this expression and recommendation due consideration in the allocation of the funds the Commission now has for expenditure on Lane County's secondary highway system.

Following the announcement by Chairman Scott, there was presented to the Commission for consideration a petition signed by 747 citizens of Lane County residing in the vicinity of Eugene and Junction City protesting against the proposed rerouting of the Pacific Highway between these points for the following reasons:

1. The removal of the highway would practically destroy the life savings of many and would materially lower the assessed valuation of all property.

2. The present twelve miles of highway is of great scenic value, being through a very highly improved and fertile land, having many attractive schools and homes, and its influence upon the tourist is most favorable, while the proposed route is through a prairie having little if any scenic attraction.

3. The present highway is adequate, has no hills or dangerous curves, crosses no railroad tracks between the two cities, and when necessary can be readily and relatively inexpensively widened when traffic or necessity justifies and that the spending of vast sums of additional money when taxes are now beyond the ability to pay is most unwise.

The Commission ordered the petition filed in the records of the department

for future consideration.

The Commission adjourned at eleven o'clock P. M., to reconvene at nine o'clock A. M. the following morning in the committee room in McMorran & Washburne's store at Eugene.

Eugene, Oregon, January 5, 1934

The State Highway Commission reconvened at nine o'clock A. M. in the committee room in McMorran & Washburne's store to dispose of routine matters. Present were:

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

The Engineer requested authority to call for bids sometime during the summer for the following projects:

Crushed gravel surfacing to be placed on the Service Creek-Spray Section of the John Day Highway, estimated cost	$10,890
Crushed gravel surfacing of Butte Creek-Service Creek Section of the John Day Highway, estimated cost	15,785
Furnish 6,000 cu. yds. crushed gravel in stock piles for maintenance of Redwood Highway between Hayes Hill and California state line, estimated cost	12,000

The Engineer's request was approved by the unanimous vote of the Commissioners present.

There was presented to the Commission for approval a bill from the Secretary of State in the sum of $69.13 for his expense in keeping ledger accounts of traffic violation reports and activities incident to the collection of fines for such violations. The Engineer recommended that this bill be paid and that the practice of reimbursing the Secretary of State for such expense be continued for the reason that such service is not costly and has been responsible for the collection of considerable sums of fines which otherwise would not have been credited to the state highway fund. After due consideration, the Commission approved the Secretary of State's claim and voted to continue the practice of reimbursing the Secretary of State for such service.

The Engineer reported that as instructed by the Commission at the last meeting, he made certain investigations in connection with the bids received at that time for grading the Mill City-Gates Section of the North

Santiam Secondary Highway in Marion County and, as a result, acting under authority granted to him by the Commission, rejected all bids received therefor because he considered them too high. He also reported that he has readvertised the project for bids to be received at the next meeting, January 18. The Commission by unanimous vote confirmed the action taken by the Engineer in this matter.

The Engineer also reported that he conferred with the officials of the United Railways Company regarding the bids received on December 28, 1933 for the construction of a railroad bridge over Nehalem Secondary Highway near Buxton in Washington County, and the railroad company approved the award of this contract to the low bidders, Johnson & Pearce; whereupon on January 2, 1934, in conformance with authority granted him by the Commission, he awarded this contract to Johnson & Pearce, the low bidders, at their bid price of $9,070.00. The Commission by unanimous vote confirmed the Engineer's award of this contract to Johnson & Pearce.

A letter was presented from Honorable George P. Winslow, Tillamook, renewing his request for the construction of a short section of the Wilson River Highway west from Mills Bridge in Tillamook County. After some discussion, the Secretary was instructed to inform Mr. Winslow that the Commission is making no promises now, but will consider this project if and when additional monies become available to the Commission for construction purposes.

There were presented to the Commission for consideration letters from the following citizens of the town of Milwaukie, protesting against the adoption of the Front Street route as the route of the East Portland-Oregon City Highway through their town: Al Gauger, Jos. Muffenbier, Joseph Wagner, John Conroy, Mrs. L. Beckman and Jos. Garbarino. The Commission ordered these communications filed for future consideration.

A letter was presented from the American Legislators' Association, Chicago, inviting the Commission or its representatives, to be present at a proposed meeting of officials of the eleven western states in Salt Lake City during the latter part of June, 1934, to discuss matters pertaining to the regulations of motor vehicles. After some discussion, the Secretary was instructed to acknowledge this invitation and to state that the Commission will be pleased to be represented at this conference, provided it is held after June 15 in Salt Lake City.

A letter was presented from Alfred G. Mitchell, Oakland, California, requesting permission to conduct mining operations on the Oregon beaches to recover gold from the black sands thereof. The Commission voted unanimously to deny the request.

The Engineer reported the receipt of information from the State Treasurer to the effect that he believed it would be possible at this time to redeem approximately $500,000 of outstanding state highway bonds which are payable on April 1, 1934, provided the State Highway Commission desires to take up these bonds now and has funds available for such purpose. He further

reported that the Commission has money on hand at this time to take up the bonds and recommended that this be done, thereby saving several thousand dollars of interest. The Commission by unanimous vote adopted the recommendation of the Engineer and instructed him to proceed accordingly.

A letter was presented from the East Side Commercial Club, Portland, together with a copy of Chapter 143, Laws of Oregon, 1933, regular session, which amends the existing law relating to acquisition of rights of way within cities or towns, suggesting that the right of way within the city of Portland for the East Portland-Oregon City Highway might be acquired under that statute. The Commission referred this matter to its Attorney for legal advice.

A letter was presented from H. E. Slattery, lawyer, Eugene, requesting the completion of a 2½-mile section of the secondary highway which extends on the east side of the Coast Fork of the Willamette River, north of Cottage Grove, to enable the marketing of a fine stand of timber located in that district. There was also presented a letter from the County Engineer of Lane County stating that the Lane County Court is very anxious for this road to be opened up to connect with the county road leading east from the town of Creswell and would be glad to recommend the reconstruction of the 2½-mile section as a civil works project.

The Engineer advised that while this road is not important from a statewide standpoint, it is on the secondary state highway system and must be constructed sooner or later; therefore, he could see no objection to the county constructing the incompleted unit as a civil works project in the event it wished to do so and would build it to state secondary highway standards. After some discussion, the Commission unanimously voted to adopt the Engineer's report and instructed him to notify Mr. Slattery to take the matter up with the County Court with the understanding that the project is to be undertaken as a civil works project to be paid for with government funds, there being no state funds or state equipment available therefor.

The Engineer reported that it appears necessary to institute condemnation proceedings to acquire right of way needed for the improvement of the Salem-Dallas Highway across the lands of Matthew J. DeLapp and Bertha L. DeLapp in the vicinity of Brunks Corner, Polk County, and requested authority to start such proceedings in the event further negotiations with the owners are unsuccessful. The Engineer's request was granted by the Commission, and the following resolution relative thereto was adopted by the Commission by unanimous vote of the members present:

> 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. 30 in Polk 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:

Matthew J. DeLapp and Bertha L. DeLapp

A parcel of land, being a portion of the following described property: the Northeast quarter (NE¼) of the Southeast quarter (SE¼) of Section 30, Twp. 7 South, Range 3 West, W. M., Polk County, Oregon, and being a portion of that certain tract of land which was conveyed to M. J. DeLapp and recorded in Volume 76, Page 314, of Polk County Record of Deeds; the said parcel being all that portion of the foregoing described property included in a strip of land 50 feet in width on the north side of the center line of the Salem-Dallas Highway as said highway has been relocated over and across or adjacent to the said property; the location of the said strip of land (in so far as it encroaches upon said property) being determined by the said center line from Station 142+17.0 to Station 144+45.0; which portion of center line is described as follows:

Beginning at a point which is engineer's center line station 142+17.0, opposite and 50 feet distant from which point the north line of the said strip of land intersects the south line of said property; said point being 530 feet South and 655 feet West of the east quarter corner of Section 30, Twp. 7 South, Range 3 West, W. M.; thence on a Talbot spiral curve left (the long chord of which spiral bears North 73° 57' West 227.9 feet) a distance of 228.0 feet to Station 144+45.0, opposite and 50 feet distant from which station the north line of said strip of land intersects the west line of said property.

The parcel of land to which this description applies contains 0.26 acre, of which 0.14 acre lies within the existing right of way; net new area 0.12 acre.

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, Polk 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 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.

Chairman Scott advised that he has received a letter from a person who wishes to erect on the Redwood Highway right of way an emblem in the shape of an ornamentally trimmed redwood tree, approximately 100 feet high, honoring the lumbering industry of the state, and has asked the Commission to pay the cost thereof with federal funds that have been appropriated for landscape purposes. After some discussion, the Commission decided to refer this matter to Mrs. Jessie M. Honeyman, President, Oregon Council for the Protection of Roadside Beauty.

Commissioner Washburne brought up for discussion the request of the Tillamook County Court for state aid in repairing certain damage that recently occurred to the county road in Northern Tillamook County connecting the towns of Brighton and Nehalem, which road now carries state highway traffic between these points.

The Engineer advised that high water in the Nehalem River recently washed out a large section of this road adjacent to the bridge near Nehalem, and the county estimates that it will cost approximately $6,800 to reconstruct it. He further advised that the County is willing to do this repair work as a civil works project and will approve an expenditure of civil works monies therefor to the extent of $5,000, provided the State will pay the difference amounting to $1,800. He called attention to the fact that this

portion of State Highway No. 30 in Polk 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:

Matthew J. DeLapp and Bertha L. DeLapp

A parcel of land, being a portion of the following described property: the Northeast quarter (NE¼) of the Southeast quarter (SE¼) of Section 30, Twp. 7 South, Range 3 West, W. M., Polk County, Oregon, and being a portion of that certain tract of land which was conveyed to M. J. DeLapp and recorded in Volume 76, Page 314, of Polk County Record of Deeds; the said parcel being all that portion of the foregoing described property included in a strip of land 50 feet in width on the north side of the center line of the Salem-Dallas Highway as said highway has been relocated over and across or adjacent to the said property; the location of the said strip of land (in so far as it encroaches upon said property) being determined by the said center line from Station 142+17.0 to Station 144+45.0; which portion of center line is described as follows:

Beginning at a point which is engineer's center line station 142+17.0, opposite and 50 feet distant from which point the north line of the said strip of land intersects the south line of said property; said point being 530 feet South and 655 feet West of the east quarter corner of Section 30, Twp. 7 South, Range 3 West, W. M.; thence on a Talbot spiral curve left (the long chord of which spiral bears North 73° 57' West 227.9 feet) a distance of 228.0 feet to Station 144+45.0, opposite and 50 feet distant from which station the north line of said strip of land intersects the west line of said property.

The parcel of land to which this description applies contains 0.26 acre, of which 0.14 acre lies within the existing right of way; net new area 0.12 acre.

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, Polk 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 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.

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Commissioner Washburne brought up for discussion the request of the Tillamook County Court for state aid in repairing certain damage that recently occurred to the county road in Northern Tillamook County connecting the towns of Brighton and Nehalem, which road now carries state highway traffic between these points.

The Engineer advised that high water in the Nehalem River recently washed out a large section of this road adjacent to the bridge near Nehalem, and the county estimates that it will cost approximately $6,800 to reconstruct it. He further advised that the County is willing to do this repair work as a civil works project and will approve an expenditure of civil works monies therefor to the extent of $5,000, provided the State will pay the difference amounting to $1,800. He called attention to the fact that this

1/5/34

road is not on the state highway system and, in order to legalize expenditure of state funds for the work, it must be designated either as a primary or secondary state highway. He suggested that if the Commission desired to co-operate with the County in this work, it would be well to designate this road as a secondary state highway rather than as a primary highway because its designation as a primary highway would, undoubtedly, establish it as the route of the Oregon Coast Highway south of Manzanita, which is yet undecided.

After some discussion of this matter, the Commission signified its willingness to approve the designation of this road as a secondary state highway, provided such designation meets with the approval of the Tillamook County Court and that body will make formal request for such designation. The Engineer was instructed to bring this to the attention of the Tillamook County Court.

There being no further business to come before the Commission at this time, the Commission adjourned at 11:45 o'clock A. M.

State Highway Engineer

Chairman

Secretary

Commissioner

Portland, Oregon, January 18, 1934

The State Highway Commission met in regular session at nine o'clock A. M. in the Auditorium, third floor, Public Service 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

Bids for highway construction projects were opened and read in conformance with previously published notice as follows:

ALSEA HIGHWAY
ROCK CREEK-PHILOMATH SECTION
REGRADING, SURFACING AND OIL MAT SURFACE TREATMENT

	Road Oil	Tar
E. C. Hall	$ 10,020.00	
Wren & Greenough & Edwin C. Gerber	42,850.00	
Saxton & Looney	43,411.00	
F. J. Kernan	48,822.50	$ 49,340.50

JAN 18 1934

NEHALEM SECONDARY HIGHWAY
TWO BRIDGES OVER KLASKANINE RIVER NEAR ASTORIA

Joseph H. Anderson	$10,364.90
Averill & Philpott	10,475.75
A. T. Dolan	11,498.00
Feigenson Construction Co.	11,878.50
Johnston, Hanson & Johnston	14,025.00
The Gilpin Construction Co.	15,135.00

CAPE ARAGO SECONDARY HIGHWAY
BRIDGE OVER SOUTH SLOUGH NEAR NORTH BEND

J. W. & J. R. Hillstrom	$ 89,894.50
Kuckenberg-Wittman Co., Inc.	93,310.00
Portland Bridge Co.	93,816.00
The Gilpin Construction Co.	95,822.00
Parker-Schram Company	97,077.25
Feigenson Construction Co.	98,043.00
F. J. Kernan	100,547.00
Birkemeier & Saremal	105,969.00
F. C. Dillard	110,097.00

OREGON COAST HIGHWAY
MARSHFIELD SECTION - ASPHALTIC AND PORTLAND CEMENT CONCRETE PAVEMENTS

The United Contracting Company	$11,810.50
Northwest Roads Company	12,783.00
J. C. Compton	12,856.50

COLUMBIA RIVER HIGHWAY
HOOD RIVER SECTION - ASPHALTIC CONCRETE PAVEMENT

The United Contracting Company	$11,650.50
J. C. Compton	12,237.00
Northwest Roads Company	12,546.00

PACIFIC HIGHWAY
EUGENE SECTION - PORTLAND CEMENT AND ASPHALTIC CONCRETE PAVEMENTS

Mountain States Construction Co.	$26,175.50
E. C. Hall	26,593.00
Stien Bros.	27,260.00
The United Contracting Company	28,197.50
J. C. Compton	29,337.50
Northwest Roads Company	29,640.00

JAN 18 1934

1/18/34

McKENZIE HIGHWAY
SPRINGFIELD SECTION - PAVEMENT WIDENING AND RESURFACING

The United Contracting Company	$5,649.00
J. C. Compton	5,984.50
Stien Bros.	6,293.50
Northwest Roads Company	6,330.50

HALSEY-SWEET HOME SECONDARY HIGHWAY
BRIDGE OVER CALAPOOYA RIVER NEAR HOLLEY

J. J. Badraun	$33,206.50
Mountain States Construction Co.	33,372.50
Theodore Arenz	35,642.50
Birkemeier & Saremal	36,259.00
C. J. Montag	36,649.00
Feigenson Construction Co.	37,714.00

BEAVERTON-AURORA SECONDARY HIGHWAY
BRIDGE OVER MILL CREEK

Joseph H. Anderson	$17,750.65
Theodore Arenz	18,840.50
Settergren Bros.	18,876.50
Parker-Schram Company	19,710.00
Northwest Roads Company	20,160.50
Gregoire & McNaught	20,410.50
Birkemeier & Saremal	22,850.00

NORTH SANTIAM SECONDARY HIGHWAY
MILL CITY-GATES SECTION - GRADING

Theodore Arenz	$80,507.50
Fred H. Slate	86,685.50
Edlefsen-Weygandt Co.	87,663.00

NORTHEAST EIGHTY-SECOND AVENUE - PORTLAND
SANDY BOULEVARD-HALSEY STREET SECTION - PAVEMENT WIDENING AND RESURFACING

Jacobsen-Jensen Co.	$67,915.00
Kern & Kibbe	68,855.50
Edlefsen-Weygandt Co.	68,898.00
Theodore Arenz	70,240.00
Parker-Schram Company	70,725.00
Harold Blake	72,347.50
The United Contracting Company	74,229.50

DALLAS-COAST SECONDARY HIGHWAY
BRIDGE OVER GOOSENECK CREEK

Settergren Bros.	$3,433.00
W. W. McFarland	3,487.25
Charles H. Leonard	3,529.25
J. F. Johnston	3,573.00
E. W. McCall	3,596.55
Johnson & Pearce	3,724.00

OLD OREGON TRAIL
EAST PENDLETON SECTION - PENETRATION TYPE BITUMINOUS MACADAM

	Road Oil	Tar
Northwest Roads Company	$4,969.50	$4,843.50
The United Contracting Company	5,600.50	5,609.50

WALLOWA LAKE HIGHWAY
LA GRANDE SECTION - PENETRATION TYPE BITUMINOUS MACADAM

	Road Oil	Tar
Northwest Roads Company	$4,598.00	$4,577.00
The United Contracting Company	5,011.50	5,278.00

WALLOWA LAKE HIGHWAY
WALLOWA-LOSTINE SECTION
REGRADING, SURFACING AND OIL MAT SURFACE TREATMENT

	Road Oil	Tar
Hart Construction Co.	$83,867.00	
Dunn & Baker	90,070.00	
Babler Bros.	94,532.50	
Morrison-Knudsen Company	95,485.00	
Newport Construction Co. & Kern & Kibbe	98,448.50	$97,348.50
A. Milne	106,649.00	

YAMHILL-NEWBERG SECONDARY HIGHWAY
BRIDGE OVER BRANCH OF CHEHALEM CREEK

Shattuck & Neland	$17,312.00
A. T. Dolan	17,444.00
J. F. Johnston	17,781.50
Northwest Roads Company	18,944.50
Parker-Schram Company	19,170.00
Gregoire & McNaught	19,177.25
Settergren Bros.	19,346.25
J. J. Badraun	19,648.00
Averill & Philpott	19,616.00
Birkemeier & Saremal	20,731.25

Chairman Scott announced that the awards of contracts would be made at four o'clock P. M. in the same room. He also announced that when pre-qualified contractors submit joint bids for the construction of highway projects, the Commission will hereafter require that the shares of participation of the joint bidders be clearly shown therein.

A delegation representing the John Day Highway Improvement Association consisting of E. R. Fatland, President; L. E. Spraker, Secretary-Treasurer; J. F. Reisacher, Condon; Hon. Earl W. Snell, David Lemon, Frim Williams, Arlington; P. N. Shown, Fossil; D. E. Baxter, Ellis Morse, Jos. Carsner, Spray; J. Dempsey Boyer, F. M. Gabler, Monument; and Geo. Combs, Kinzua, appeared before the Commission and renewed its request for the improvement of the John Day Highway before the construction of the proposed Mitchell-Antelope cut-off.

Mr. Fatland introduced the speakers. He stated that there has been considerable argument as to how much the distance between Southern Grant County and Portland will be reduced if the proposed Mitchell-Antelope road is constructed; wherefore, they have compiled a mileage table showing comparative distances via each route to show that the difference in distance is very little. He called upon Mr. Baxter to present the figures.

Mr. Baxter stated that according to mileage figures secured from the State Highway Department the distance to Portland from the junction of the John Day Highway with the Ochoco Highway at Rock Creek is 269 miles via the present John Day Highway through Arlington; also, from the best figures obtainable the distance from Rock Creek to Portland, via the proposed Mitchell-Antelope road and the Wapinitia Cut-off, is 229.4 miles, or a difference of 39.6 miles in favor of the Mitchell-Antelope road. This difference, he said, can be reduced ten miles by reconstructing the Columbia River Highway between Arlington and Portland and ten miles by reconstructing the John Day Highway between Arlington and Rock Creek; also, if the proposed Mitchell-Antelope road is routed through the town of Clarno and is constructed on standard alignment and grade the difference will be further reduced by fifteen miles, which means that if the Columbia River Highway and the John Day Highway are reconstructed to modern standards with all possible savings in distance, ultimately the John Day Highway route from Rock Creek junction to Portland will be from one to two miles shorter than the Mitchell-Antelope route.

Mr. Snell advised that the people of Arlington are not opposing the construction of the proposed Mitchell-Antelope road, but feel that before this new highway is constructed the John Day Highway should be improved, and they are solidly behind the movement which has that object.

Mr. Gabler, speaking for the people of Northern Grant County, stated that the John Day Highway is the most important route for Northern Grant County and will be used by the people of Long Creek, John Day and Prairie City, no matter how many highways are built into the John Day country. He urged the Commission to improve this road and make of it a good utility highway.

Mr. Boyer stated that the John Day Highway is the only outlet to the Portland market for the people of the Monument district. He urged its improvement from the standpoint of the stockmen in Northern Grant County.

Mr. Shown declared that the present John Day Highway between Butte Creek and Service Creek summit is breaking up badly and they are fearful that the road will become impassable before the winter is over. He asked particularly for the improvement of this section and further improvements between Fossil and Spray.

The State Highway Engineer advised that the Commission has authorized an expenditure of about $25,000 for surfacing the Butte Creek-Spray Section as a special maintenance allocation to replace the worn-out surfacing; however, the contract for the work will probably not be awarded until next fall because the rock will not compact satisfactorily during the summer months and would, perhaps, be a hindrance to traffic.

Mr. Combs spoke in favor of the proposed improvement from the standpoint of community interests of the town of Kinzua.

Mr. Fatland concluded the presentation by giving the following principal reasons why the present John Day Highway should be improved prior to the construction of any new project into the John Day Valley:

1. Offers shortest route for truck and passenger traffic to water grade at Arlington;

2. Offers only route for John Day country to boat and barge transportation at Arlington;

3. Offers best route for John Day Valley to daily rail service at Condon;

4. Offers shortest low altitude route to Portland;

5. Offers best snow-free winter route to Portland;

6. Offers best available route for daily mail from Portland to John Day Valley points as far as Prairie City;

7. Serves greater number of people than any other proposed route;

8. Passes through county seats or centers of population of all the country it serves;

9. Only practical route to Portland markets for the great producing areas of Northern Grant and nearly all of Wheeler counties;

10. Is and will continue to be the best available route for gasoline transports and other heavy freight from Portland to Grant and Wheeler counties as well as only outlet for wool and livestock from this area to Portland;

11. This present John Day Highway must be maintained regardless of any new construction of other routes and if improved will adequately serve the John Day Valley as it was originally intended it should do.

Mr. Ben Taylor, Mitchell, headed a delegation which requested the construction of the proposed Mitchell-Antelope road in preference to the reconstruction of the John Day Highway. Others included in the delegation were Leo Hahn, Portland, W. F. King, Prineville, Erie L. Laughlin and Charles Jackson, Mitchell.

Mr. Hahn declared that the Mitchell-Antelope road is the shortest from the Upper John Day Valley into Portland and is the one desired by the producers who should be taken into consideration in deciding which route should be improved. He also stated that those advocating the improvements to the John Day Highway are principally garage and service station owners whose businesses are of such nature that they may be moved very easily.

Mr. Laughlin stated that the Antelope-Mitchell road will be of greatest benefit to the stockmen of Grant and Wheeler Counties and it is his belief that most of the producers from Southern Wheeler County and Southern Grant County will use this road if it is constructed.

Mr. King gave as his opinion that the proposed Mitchell-Antelope road is not a matter of purely local concern but is of state-wide importance because its construction will shorten the distance across the state by many miles and, used in connection with the Wapinitia Highway, will provide an alternate route from Eastern Oregon to Portland which can be used to very good advantage when the Columbia River Highway is closed to traffic by snow blockades or otherwise.

The Commission took no action with respect to this matter.

County Commissioner Frank S. Parker and County Engineer H. Tamblyn of Morrow County, and Mr. J. H. Dunlop, Eugene, were present and asked the Commission to construct the 2.4 mile gap in the Heppner-Spray Secondary State Highway, known as the Chapin Creek Section in Morrow County, so as to complete this highway between Hardman and Heppner. Mr. Tamblyn estimated that the work involved would cost approximately $15,000 and there is a possibility that it could be done for about $2,500 less than that amount if the Commission would contract it while its contractor is working on the adjacent section.

Mr. Dunlop advised that a group of Wisconsin and Portland people with whom he is associated own about twenty thousand acres of pine timber land in this district through which this road passes for about eight miles and they have a tentative agreement with a group of mill men to market this timber, which will provide ten months' employment each year for 110 men, but these men have deferred entering into a contract pending the decision of the Commission with regard to the completion of this short section of road. He urged the Commission to provide funds for the immediate construction of this section.

The State Highway Engineer explained that the Commission has no state funds at its disposal to undertake this improvement, all being obligated for other purposes; furthermore, the funds now being spent by the Commission for construction purposes are federal funds furnished by the Government under the provisions of the National Recovery Act, the program for which already has been arranged and cannot be altered now because of the federal regulations which prohibit such alterations until the original program has been completed or until it is evident that there will be a surplus after all of the projects included therein have been contracted. At the present time, he added, it appears that there will be no such surplus because the contract amounts are running very close to the estimates. Commissioner Aldrich confirmed the Engineer's statement and added that this project will be given consideration by the Commission when its finances are augmented.

The Commission adjourned at 12 o'clock m. to convene at 1:30 o'clock p. m. in the same room.

During the lunch hour the Commission conferred privately with representatives of the U. S. Bureau of Public Roads and the Forest Service in the dining room of the Portland Hotel concerning federal aid matters. Present at this conference were: Leslie M. Scott, Chairman; E. B. Aldrich, Commissioner; Carl G. Washburne, Commissioner; R. H. Baldock, State Highway Engineer; H. B. Glaisyer, Secretary; and H. G. Smith, Construction Engineer, representing the State Highway Department; W. H. Lynch, District Engineer; H. D. Farmer and F. E. Andrews, Senior Highway Engineers, representing the Bureau of Public Roads; and James Frankland, Regional Engineer, representing the U. S. Forest Service.

Mr. Lynch advised that he has received information to the effect that there is a possibility that the present Congress will appropriate additional funds for forest highway projects, of which Oregon's share will amount to approximately $1,800,000, and in anticipation of these funds he has been instructed to confer with the Commission and arrange a program therefor.

There followed a full discussion of this matter in which it was brought out that the Warm Springs Highway would provide a meritorious project but is ineligible for such funds because it is not now on the forest highway system; also, to make it eligible for such funds it must be designated as a forest highway which, because of federal regulations, cannot be done without revising the present forest highway system. After due consideration it was decided unanimously to recommend to the Chief of Bureau and The Forester, Washington, D. C, the following revision in the forest highway system of the State of Oregon:

Eliminate Route No. 40, Baker-Cornucopia Highway, Carson to Cornucopia, 5.0 miles in length;

Add Warm Springs Highway, Wapinitia Highway to Forest Boundary, 4.5 miles in length, as a class 2 highway to be designated as Route 40.

1/18/34

It was also decided unanimously to recommend to the Chief of Bureau and The Forester, Washington, D. C., the following tentative program for the anticipated forest highway funds under discussion:

AVAILABLE FUNDS — STATE OF OREGON

Assumed same as for Fiscal Year 1934		$2,186,449.00
Deductions:		
A. & E. 10%	$218,644.90	
Forest Service Adminis., 1%	21,864.49	
Contingent	100,939.61	341,449.00
Available for allocation		$1,845,000.00

Route	Project	Termini	Approx. Length	Amount	Remarks
1	McMinnville-Tillamook	Castle Rock-Hebo	4.5	$165,000	Gr., Surf. & Br.
2	Salmon River	Boyer-Oregon Coast Hwy.	13.5	150,000	Widening & Subgrade Reinforcement
6	Alsea	Waldport-½ mi. E. of Alsea Bridge	6.6	25,000	Oiling
7	Siuslaw	Rainrock-Oregon Coast Highway	19.6	80,000	Oiling
16	Tiller-Trail	Summit South	2.2	140,000	Grading
21	Willamette	R.R. Br.-Odell Lake	5.0	235,000	Grading
35	Canyon City-Burns	Vance Creek, southerly	3.0	155,000	Grading
39	Enterprise-Imnaha	Imnaha-Forest Boundary	8.8	45,000	Surfacing
43	Diamond Lake	Diamond Lake, west	11.4	85,000	Surfacing
21	Willamette	Black Canyon-Oakridge	12.0	200,000	Oiling
23	Santiam	2 miles W. of Fish Lake, westerly	4.0	150,000	Grading
24	North Santiam	½ mile S. of Marion Creek, southerly	3.5	150,000	Grading
37	Weston-Elgin	Tollgate-Johnson Springs	7.3	115,000	Grading
46	Cascade Lakes	Adjacent to Diamond Lake	3.5	30,000	Grading
-	Warm Springs	Wapinitia Highway-Forest Boundary	4.5	75,000	Grading
	Location Surveys			30,000	
	Maintenance			15,000	
		Total		$1,845,000	

Mr. Lynch asked the Commission for an expression of its desires concerning the division of federal grant monies that Oregon hereafter may receive from the Federal Government for federal aid highways. After some discussion, the Commission stated its preference for an allocation on the following basis: Not less than 50% on federal highway routes outside of municipalities; approximately 25% on federal aid highway routes within the limits of municipalities, and approximately 25% on secondary or feeder roads.

The State Highway Commission reconvened at 1:30 o'clock P. M. in the auditorium of the Public Service Building with all members, State Highway Engineer, and the Secretary present.

County Judge Fred Fisk, Lane County, appeared before the Commission in the interests of Lane County's short road to the sea. He made the following request in behalf of the Lane County Court, Lane County Chamber of Commerce, Eugene Chamber of Commerce, Florence Chamber of Commerce, Lane County Development League, other organizations in Lane County, as well as business interests of Eugene, Florence and Mapleton:

1. That route F favored by the Commission for the eventual location of this short road, as brought out at the meeting of the Commission held in Eugene on January 4, 1934, be designated as a secondary state highway;

2. That present available funds be expended on route F where the judgment of the Highway Commission dictates; (Many would prefer to see this money used on unfinished portions of the road)

3. For a survey from Richardson on the Siuslaw Highway to Mapleton, via Turner Creek and Knowles Creek.

He presented petitions and resolutions bearing signatures of 1,467 individual citizens of Lane County, representing the following organizations: Siuslaw Chamber of Commerce; Eugene Central Labor Council; Eugene Electrical Contractors and Dealers' Association; General Lawton Camp No. 10; citizens of Mapleton; Contracting Painters Association of Eugene; Eugene Chamber of Commerce; Lane County Chamber of Commerce; Eugene Realty Board, all of which, he said, are in support of the following sentiment:

"We, the undersigned citizens of Lane County, do hereby petition the Oregon State Highway Commission to complete the survey of route 'F' as suggested by your engineering staff which is declared to be the shortest and most practical route from the interior of Lane County to the port of Siuslaw and that any funds available to the Commission in the future for any road construction leading to the sea from interior Lane County be allocated to said route 'F' in preference to any other road."

Judge Fisk also presented letters from the Eugene Chamber of Commerce and Lane County Development Association authorizing him to represent these organizations in this matter.

In this connection the Secretary presented to the Commission a letter from F. C. Walters, President, Walters-Bushong Lumber Co., Eugene, giving as his judgment that the Commission should expend available monies for betterments of the present Siuslaw Highway before starting a new one; a petition

signed by 232 users of the present Siuslaw Highway stating that the present road, properly maintained, is ample and sufficiently good for all purposes for a long time to come and the need for another road at this time is not sufficient to justify an enormous expenditure at this time; and a letter from the Cottage Grove Chamber of Commerce stating that it takes no position either for or against the proposed construction of Lane County's short road to the sea, but believes expenditure of monies on the proposed route should await proof that the port of Siuslaw can and would be used, that there is demand for its use, and that the proposed short cut to the sea would be likely to receive use sufficient to warrant the expenditure of the funds that would be required to build it. The Commission ordered these communications filed in the records of the department.

Chairman Scott asked Judge Fisk if he approved the expenditure of present available funds for the improvement of West Eleventh Street, Eugene, without any obligation on the part of the State Highway Commission to designate this route either as a secondary state highway or as a primary state highway, West Eleventh Street being a sector of the so-called route F. Judge Fisk replied that he did not believe that that would suit the people of Lane County, or the Lane County Court, because it would be using secondary road funds for the construction of a market road which, in his opinion, would not meet with the approval of the general public. After further discussion, Chairman Scott advised Judge Fisk that the Commission will take this matter under consideration and very likely will make an announcement later in the day with respect thereto. This matter was reconsidered by the Commission later in the session and the following announcement released to the press:

Following a recent meeting held by the State Highway Commission in Eugene to hear the proponents of the proposed short road from Eugene to the port of Florence present their case, the Highway Commission, after careful deliberation, today decided that it will take no part in the development of this road at this time and refuses to designate the route as a primary state highway or to make any surveys over and above the amount requisite to spend the $50,000 of federal funds that the Highway Commission is obligated to spend on secondary highways in Lane County under agreement with the Federal Government.

The Commission further takes this opportunity to advise the people of Lane County that, regardless of the merits of their proposed short road to the sea, there are many other obligations involving highway construction which have a priority and which will have to be completed before any consideration can be given to their claim. already the highway system has ten highway routes between the Pacific Highway and the ocean, two of them Wolf Creek and Wilson River not yet built.

Lane County has been generously treated in the matter of road expenditures and up to the present time has received in construction funds approximately $4,000,000 more than it has paid in. It is the fifth county in the state in this regard, being exceeded only by Douglas, Lincoln, Curry and Wasco.

The allocation of the $50,000 from the Federal Grant Funds under the National Recovery Act for secondary highways in Lane County has raised again conflicting theories with relation to the best location of the road from Eugene to Florence.

At the hearing held by the State Highway Commission on January 4 in the rooms of the Chamber of Commerce of Eugene, delegations appeared from the towns of Elmira, Noti, Walton, Mapleton, Cushman, Florence, Eugene and various other sections of the county with reference to the location of the proposed short road from Eugene to the port of Florence.

The proponents of the short cut from Eugene to the sea claim a possible material saving in commodity costs at Eugene by reason of the proposed water shipment of merchandise to Florence combined with truck haul to Eugene, as opposed to present transportation methods.

The Highway Commission has just completed a careful reconnaissance survey covering all possible routes, which indicated that the most direct and feasible line would cost approximately $3,000,000 for the 45-mile section extending from Eugene to a connection with the present Siuslaw Highway at Mapleton. This shortens the present distance between Eugene and Florence by way of the Siuslaw Highway 19.5 miles. The Commission pointed out to the proponents of this plan that the present traffic did not justify the expenditure of this amount of money and suggested that they first develop the port and show a traffic increase more nearly the proper proportions to effect the requisite annual saving in transportation costs to amortize the $3,000,000 investment for a short road to the sea. The Commission also advised them that there are grave difficulties in the way of financing such a plan, inasmuch as this road cannot be made a federal aid highway and it is hardly probable that the Bureau of Public Roads and the forest officials will consent to the placing of additional forest highway mileage on a parallel road. In consequence, this would leave as the only source of revenue the state highway funds, and the delegation was advised that there were no highway funds available for construction of primary highways at the present time, and that when more prosperous conditions brought more revenue, all such available funds would of necessity be used to match federal aid for the construction of federal aid highways.

Secondary highway funds are only sufficient to maintain the secondary system in Lane County, and it would not appear reasonable to begin the construction of a $3,000,000 project without a more sound plan of finance.

For the above reasons, the Highway Commission has decided that it will take no part in the development of this project at this time. The Commission also refuses to incur the expense of any

further surveys, on belief that there are many other projects in the state that have priority over this project.

Approximately $50,000 are now available for construction on Lane County's secondary roads with federal grant monies made available under the National Recovery Act. The Commission, after due deliberation and inspection of various projects, has decided to spend the money immediately west of the city limits of Eugene, along the present county road, and surveys for the project were ordered today. It is anticipated that the available fund will build about three miles to modern standards.

In choosing the projects for the expenditure of these funds, the Commission wishes at this time to make it clear that, while the monies will be spent on the route F, the proposed short cut to the sea, the Commission is not in any manner approving the route as a state highway, nor committing itself or any future Commission to the designation and construction of this route.

It is necessary, under the terms of the National Recovery Act and agreements with the Bureau of Public Roads with relation thereto, to spend the $50,000 federal grant money on a secondary highway in Lane County. In the opinion of the Commission, the building of this short section will serve many people and provide the unemployed of Eugene with easy access to a meritorious work project.

The Commission discussed with W. H. Lynch, District Engineer of the Bureau of Public Roads, the matter of oiling the Cold Springs Highway in Umatilla County for which an amount of $75,000 federal funds was provided in the Commission's original National Recovery Secondary highway program. Mr. Lynch stated that he could not approve this improvement as a secondary highway project because the Cold Springs Highway is on the federal highway system; however, he would consider the Commission's application for a transfer of $75,000 from the secondary highway program to the primary highway program for this purpose, if the Commission so desired. After some discussion, the Commission instructed the Engineer to make formal application to Mr. Lynch for such transfer of funds.

County Judge H. H. Rosenberg and County Commissioners E. H. Lindsey and F. L. Owens of Tillamook County were present and urged the Commission to contribute funds in cooperation with the County to reconstruct the county road between the towns of Wheeler and Nehalem which was badly damaged recently by high water. They based their request on the fact that this road is now used as a state highway route between those points. It was brought out in the discussion of this matter that this road was constructed in the first instance as a dike section and was paid for jointly by the County, Port District, and Farmers Diking District, also, that it is neither a primary nor a secondary state highway; therefore, it is not eligible for state funds.

Chairman Scott emphasized the fact that the State had nothing to

do with the construction of the dike or the roadway thereon and the Commission does not want to assume any jurisdiction or responsibility in connection therewith at this time; furthermore, when the Commission at a previous meeting agreed to make certain repairs to the Nehalem River bridge on this road it believed that the road was a state highway and was eligible for state highway funds; however, it now appears that it is not a state highway, therefore, the Commission is without authority to spend state funds thereon. After further discussion, Chairman Scott announced for the Commission that as a temporary proposition, to which no permanency is attached, and to provide an emergency temporary connection for the public who wish to travel between Wheeler and Nehalem, the Commission will, at state expense, redeck the Nehalem River bridge at this point, paint it and put it in first-class condition provided Tillamook County will repair the dike and roadway approaching the bridge and will assume all responsibility for maintaining thereafter the roadway and the bridge, including the painting of the bridge every two years. The Tillamook County Court accepted this proposition, whereupon the Commission instructed the Attorney to prepare an agreement in conformance therewith.

In connection therewith the Engineer reported that he has a bridge repair crew now stationed in this locality which can be put to work repairing this bridge immediately if the Commission so desires, and inquired whether he should order the crew to proceed with the work or should wait until the agreement has been signed by the County. After some discussion, and it appearing to the Commission that the repair work is of an emergent nature and it would be to the best public interests to complete it as soon as possible, the Commission authorized the Engineer to commence the repair work immediately, with the understanding that it would be discontinued in a few days if the County Court failed to execute the agreement.

Commissioner Aldrich left the meeting at 2:30 o'clock P. M.

Major George E. Sandy, Airport Engineer, U. S. Department of Commerce, and Lt. Smith, Supervisor of Aeronautics for the U. S. Department of Commerce in the State of Oregon, were present. Major Sandy stated that they are endeavoring to construct fifty new airports in the State of Oregon as civil works projects, but are handicapped by lack of the necessary equipment and machinery. He asked the Commission to loan them state equipment for this purpose. Chairman Scott replied that the State Highway Department has no equipment available for such purpose, therefore, it is necessary to decline the request.

A delegation from the town of Multnomah, consisting of Dr. W. S. McMurray, W. A. Siegfried, W. E. Parker, H. J. MacDonald, D. P. Hurst, Roy Crow, J. M. Hanson, Earl Ghormley, W. H. Persels, Edmond Nerdurmen, Theodore Freeman and John Fenz, was present and asked the Commission to sponsor as a civil works project, to be paid for with federal funds, the widening of the West Side Pacific Highway between Bertha and West Portland, 2.3 miles in length. Dr. McMurray was spokesman for the group. He explained that they have in mind the widening of this section for three lanes of traffic which will involve grading work and the construction of a base course of pit-run

1/18/34

gravel surfacing estimated to cost about $50,000, but have encountered difficulties in getting their project sponsored because the town of Multnomah is not incorporated; therefore, it is not recognizable by the Civil Works Administration, and the Board of County Commissioners of Multnomah County cares not to sponsor it because the project involves the improvement of a state highway over which the County has no jurisdiction, wherefore their last appeal is to the State Highway Commission.

The Engineer advised that this would be a desirable improvement from the State's standpoint because the present pavement is too narrow for the traffic it carries; however, in his estimation the project should be initiated by the County rather than the State; also, to make the present rock shoulders serviceable will require additional crushed rock shoulder material at an estimated cost of $2,000. He suggested that the delegation again request the County to present their project to the Civil Works Administration and recommended to the Commission, provided the project is approved, an expenditure of about $2,000 for crushed rock surfacing in order to render serviceable the newly-graded portion inasmuch as the federal requirements will not permit an expenditure of civil works money for such purpose. After due consideration the Commission approved the Engineer's suggestion and instructed him to assist the delegation as much as possible in obtaining the approval of this improvement as a civil works project by Multnomah County. The Commission also adopted the Engineer's recommendation with regard to surfacing the newly-graded portion if and when such grading work is completed, and authorized an expenditure of $2,000 for such purpose.

A delegation from the town of Milwaukie, consisting of Charles F. Dean, A. E. Stanley, Dr. W. S. Ramsey, and Lewis Wagner, was present regarding the route of the East Portland-Oregon City Highway through their town. They asked to be informed as to the estimated cost to construct along each of the proposed routes, and were advised by the Engineer as follows: To construct the L route (Front Street) will cost approximately $480,000; to construct the M route (Main Street), will cost approximately $470,000; to construct the P route (near S. P. railroad) will cost approximately $430,000; and to construct the K route will cost approximately $467,000. He explained that the amounts include all items of construction and moving the tracks of the Portland Electric Power Company, but do not include cost of right of way.

In connection with this matter, the Secretary presented a resolution from the Milwaukie Businessmen's Club and a letter from the town of Milwaukie, opposing the routing of this highway through the town of Milwaukie along any other route than Front Street; also letters from a number of citizens from the town of Milwaukie opposing the adoption of the Front Street route.

At four o'clock P. M., Chairman Scott announced the following awards of contracts for which bids were received at the morning session, the awards having previously been concurred in by the unanimous vote of the Commissioners present:

Rock Creek-Philomath Section of the Alsea Highway in Benton County,

4.12 miles of regrading, surfacing and oil mat surface treatment. The low bid is that submitted by E. C. Hall, Eugene, at $40,020.00, based on the use of road oil; the next low bid is that of Wren & Greenough and Edwin C. Gerber, Portland, at $42,850.00, based on the use of road oil. The Commission rejects all bids received for this project and has selected this project to be constructed with state forces in conformance with federal requirements.

Construction of two bridges over Klaskanine River near Astoria in Clatsop County. The low bid is that submitted by Joseph H. Anderson, Portland, at $10,364.90; the next low bid is that submitted by Averill & Philpott, Portland, at $10,475.75; the third low bid is that of A. T. Dolan, Tillamook, at $11,498.00. The Commission awards this contract to Averill & Philpott, the second low bidders, at their bid price of $10,475.75, for the reason that the low bidder, Joseph H. Anderson, who qualified his bid by stating that he would accept only one project bid upon at this letting, has been awarded another contract at this letting.

Construction of a bridge over South Slough near North Bend on the Cape Arago Secondary Highway in Coos County. The low bid is that submitted by J. W. & J. R. Hillstrom, Marshfield, at $89,894.50; the next low bid is that submitted by Kuckenberg-Wittman Co., Inc., Portland, at $93,310.00. The Commission has deferred the award of this contract pending acquisition of right of way, and refers all bids to the Engineer with power to act. (Later in the session the Commission awarded the contract to the low bidders, J. W. & J. R. Hillstrom, upon receipt of a telegram from the County Judge of Coos County to the effect that the right of way needed for this bridge has been acquired.)

Marshfield Section of the Oregon Coast Highway in Coos County, asphaltic concrete and Portland cement pavement construction. The low bid is that of The United Contracting Co., Portland, at $11,810.50; the next low bid is that submitted by Northwest Roads Company, Portland, at $12,783.00. The Commission has rejected all bids received for this project and has ordered the project readvertised for bids to be received at the next meeting.

Hood River Section of the Columbia River Highway in Hood River County, asphaltic concrete pavement construction. The low bid is that submitted by The United Contracting Company, Portland, at $11,650.50; the next low bid is that of J. C. Compton, McMinnville, at $12,237.00. The Commission awards this contract to the low bidder, The United Contracting Company, at its bid price of $11,650.50.

Eugene Section of the Pacific Highway in Lane County, Portland cement and asphaltic concrete pavement construction. The low bid is that submitted by Mountain States Construction Co., Eugene, at $26,175.50; the next low bid is that submitted by E. C. Hall, Eugene, at $26,593.00. The Commission holds this award pending investigation by the Engineer, and refers all bids to him with power to act.

Springfield Section of the McKenzie Highway in Lane County,

1/18/34

pavement widening and resurfacing. The low bid submitted is that of The United Contracting Company, Portland, at $5,649.00. The next low bid is that of J. C. Compton, McMinnville, at $5,984.50. The Commission rejects all bids received for this project and orders it readvertised for bids to be received at the next meeting.

Bridge over Calapooya River near Holley on the Halsey-Sweet Home Secondary Highway in Linn County. The low bid is that received from J. J. Badraun, Portland, at $33,206.50. The next low bid is that received from Mountain States Construction Co., Eugene, at $33,372.50. The Commission awards this contract to the low bidder, J. J. Badraun, at his bid price of $33,206.50.

Construction of a bridge over Mill Creek on the Beaverton-Aurora Secondary Highway at Aurora in Marion County. The low bid is that submitted by Joseph H. Anderson, Portland, at $17,750.65; the next low bid is that submitted by Theodore Arenz, Portland, at $18,840.50. The award of this contract is held pending acquisition of right of way, and the Commission refers all bids to the Engineer with power to act as soon as the right of way has been acquired.

Mill City-Gates Section of the North Santiam Secondary Highway in Marion County, 4.24 miles of grading work. The low bid is that submitted by Theodore Arenz, Portland, at $80,507.50; the next low bid is that submitted by Fred H. Slate, Portland, at $86,685.50. The Commission awards the contract to the low bidder, Theodore Arenz, at his bid price of $80,507.50.

Sandy Boulevard-Halsey Street Section of N. E. Eighty-second Avenue in the city of Portland, 1.23 miles of pavement widening and resurfacing. The low bid is that submitted by Jacobsen-Jensen Co., Portland, at $67,915.00; the next low bid is that submitted by Kern & Kibbe, Portland, at $68,855.50. The Commission awards this contract to the low bidders, Jacobsen-Jensen Co., at their bid price of $67,915.00.

Construction of a bridge over Gooseneck Creek on the Dallas-Coast Secondary Highway at Buell in Polk County. The low bid is that of Settergren Bros., Portland, at $3,433.00; the next low bid is that of W. W. McFarland, Canby, at $3,487.25. The Commission awards this contract to the low bidders, Settergren Bros., at their bid price of $3,433.00.

East Pendleton Section of the Old Oregon Trail in Umatilla County, penetration type bituminous macadam. The low bid is that submitted by Northwest Roads Company, Portland, at $4,969.50, based on the use of road oil, and $4,843.50, based on the use of tar. The next low bid is that of The United Contracting Company, Portland, at $5,600.50, based on the use of road oil, and $5,609.50, based on the use of tar. The Commission rejects all bids received for this project and has ordered it readvertised for bids to be received at the next meeting.

La Grande Section of the Wallowa Lake Highway in Union County, penetration type bituminous macadam. The low bid is that submitted by

Northwest Roads Company, Portland, at $4,598.00, based on the use of road oil, and $4,577.00, based on the use of tar; the next low bid is that submitted by The United Contracting Company, Portland, at $5,011.50, based on the use of road oil, and $5,278.00, based on the use of tar. The Commission rejects all bids received for this project and orders it readvertised for bids to be received at the next meeting.

Wallowa-Lostine Section of the Wallowa Lake Highway in Wallowa County, surfacing and oil mat surface treatment. The low bid is that submitted by Hart Construction Co., La Grande, at $83,867.00, based on the use of road oil; the next low bid is that of Dunn & Baker, Klamath Falls, at $90,070.00, based on the use of road oil. The Commission awards this contract to the low bidder, Hart Construction Co., at its bid price of $83,867.00, based on the use of road oil.

Construction of bridge over branch of Chehalem Creek on the Yamhill-Newberg Secondary Highway at Newberg in Yamhill County. The low bid is that submitted by Shattuck & Neland, Portland, at $17,312.00; the next low bid is that of A. T. Dolan, Tillamook, at $17,444.00. The Commission awards this contract to the low bidders, Shattuck & Neland, at their bid price of $17,312.00.

J. S. Middleton, Portland, Attorney for the Waldport Telephone Company, reappeared before the Commission with regard to the construction of this company's pole line along the right of way of the Oregon Coast Highway between Waldport and Yachats in Lincoln County. He reported that as a result of his previous appearance before the Commission on October 5, 1933, the telephone company has decided to rebuild its pole line using copper wire circuits and has made arrangements with the management of the U. S. Spruce Production Corporation to place its poles on the railroad right of way from Waldport south to a point about four miles north of Yachats but from that point into Yachats the company is obliged to find another location for its poles because the railroad does not extend into that town. The highway right of way offers the best solution for this problem, he said, and inquired whether or not the Commission would object to the establishment of two pole lines on the east side of this highway provided both were constructed on the same alignment and the new telephone poles were placed midway between the existing power poles of the West Coast Power Company along this short distance. Such arrangement, he added, would eliminate all interference caused by leakage from the power company's wires and would make it possible to give the public the best possible telephone service. Mr. H. A. Martin, Division Manager for the West Coast Power Company was present and advised that such arrangement of poles was satisfactory to his company.

The State Highway Engineer advised the Commission that he could not recommend such arrangement of poles for general use throughout the state; however, in certain cases where an apparent emergency exists he would offer no objection thereto, provided the poles used by each company are standard round poles of uniform height and are placed on the same alignment, and further provided that the poles of the telephone company are placed exactly midway between the poles of the power company.

1/18/34

After some discussion the Commission voted unanimously to grant the Waldport Telephone Company's request with the understanding that only round poles of uniform height would be installed; that the poles will be placed on the same alignment as the existing power pole line of the West Coast Power Co. and midway between such power poles; and that all poles and cross arms will be painted green. The Commission also voted unanimously to require that all poles and cross arms attached thereto, hereafter installed on state highway rights of way, shall be painted a green color to harmonize with the color of the adjacent foliage, either before or immediately after they are installed.

The Commission approved the minutes of the meeting held on December 6 and 7, 1933.

The Commission confirmed the date of February 14, 1934 as the date for the public hearing in the town of Toledo to hear objections or remonstrances to its plans to alter the present route of the Corvallis-Newport Highway through that town.

The Commission approved the Engineer's letter dated January 15, 1934, directed to Mr. W. H. Lynch, District Engineer, Bureau of Public Roads, Portland, in which he advised Mr. Lynch that the State Highway Department is willing to reconstruct the Greenwood Avenue underpass on the Central Oregon Highway in the city of Bend to give standard clearance for traffic if and when, in the opinion of the State Highway Commission, a dangerous traffic hazard is created by the present underpass, provided the city officials of Bend will consent to the proposed grade changes and further provided that funds are then available to pay the construction costs.

Consideration was given by the Commission to the matter of purchasing short-wave radio equipment for the transaction of departmental business throughout the state. The Engineer explained that the Washington State Highway Department uses equipment of this kind and finds it a very useful and a very convenient means of communication, and he is of the opinion that it would also be found very useful for the Oregon Highway Department, especially during periods of bad weather when other means of communication are blocked. He further explained that if the Commission approved this purchase, it would be his plan to install broadcasting sets at Salem and three division headquarters -- Roseburg, Bend and La Grande -- with sufficient power to cover the entire state, and similar sets at the resident maintenance engineers' headquarters with sufficient power to reach the division office to which they report; also, to install receiving sets at the broadcasting stations and in about twenty department automobiles. He estimated the total cost to be about $13,250. After some discussion, the Commission deferred a decision relative thereto pending further investigation by the Engineer; however, the Engineer was authorized by the Commission to purchase two receiving sets at this time to be installed in automobiles for experimental purposes in connection with the broadcasting station of the Salem City Police Department.

The Engineer reported that the Albany School District desires to undertake as a civil works project the construction of a sidewalk along the west side of the Pacific Highway from the Albany city limits north to Cox

Creek, about 3/4 mile, for the benefit of school children and other pedestrians, and has asked the Highway Department to approve the project. He further reported that the Pacific Telephone & Telegraph Company has a telephone pole line on this side of the highway and if the school district's request is granted, it will necessitate considerable expenditure on the part of the telephone company to move the poles, a number of which are located on the alignment desired by the school district for its sidewalk. He inquired whether or not it is the wish of the Commission that a permit be granted to the school district and if so, whether he should order the telephone company to move its poles for the convenience of this sidewalk. After some discussion, the Commission approved the request of the Albany School District and authorized the Engineer to order the telephone company to move its poles that interfere with the proposed sidewalk if and when the school district's application for Civil Works Administration funds with which to finance this sidewalk is approved by the Civil Works Administrator.

The Secretary presented a resolution adopted by the County Court of Malheur County requesting the selection and designation as a secondary state highway, under and pursuant to the provisions of Chapter 248, General Laws of Oregon, 1931, of the following described market and/or county road, to-wit:

> Beginning at the Oregon-Nevada state line at or near McDermitt, Nevada, and extending in a northerly direction a distance of approximately 20 miles, to be known as McDermitt-North Secondary State Highway No. 456.

The Commission approved the resolution and by unanimous vote confirmed its resolution adopted on September 15, 1933, designating this road as a secondary highway.

Reconsideration was given by the Commission to the application of Mr. G. E. Huddleston, Lonerock, Oregon, for a permit authorizing him to construct a telephone pole line on the Condon-Heppner Secondary State Highway from Condon to its junction with the county road leading to Lonerock in Gilliam County. The Secretary reported that, as previously instructed by the Commission, an investigation has been made to ascertain whether or not the pole lines now existing on this section of highway are there by authority granted by the Gilliam County Court, which discloses the following: That the Poplar Farm Telephone Company has a franchise from the County, issued in 1902, to occupy the south side of this road, which franchise was renewed by the County in 1924 when the road was reconstructed as a market road; that prior to the year 1900 the County granted to a Mr. John McGee of Gilliam County a franchise to construct a telephone pole line from Condon to Lonerock, which he built and later sold to the Blue Mountain Toll Line; that the Blue Mountain Toll Line was twice in 1924 denied a renewal of this franchise; nevertheless, it rebuilt its pole line on the north side of the road and is still operating it; also, that a franchise was granted by Gilliam County on July 6, 1904 to a Mr. Perry M. Johnston to construct a private telephone pole line along the north side of this highway from Condon to Mr. Johnston's farm, located about two miles east of Condon, which line is now in use and occupies

space on the poles of the Blue Mountain Toll Line. The Secretary also reported that it is the opinion of the Assistant Attorney that the State Highway Commission has full and complete authority to specify the location for pole lines on secondary state highways and may order any changes necessary to conform with its judgment, and has power to adopt such rules in this regard as may be reasonable, notwithstanding that a pole line may be occupying a location on the highway by virtue of a county franchise. He further reported that it is the recommendation of the Division Engineer that Mr. Huddleston's application be denied and that he be required to arrange for joint use of one of the existing pole lines on this road since there are now too many pole lines on this section and no provision has been made for power poles. After due consideration, the Commission by unanimous vote adopted the recommendation of the Engineer and instructed the Secretary to inform Mr. Huddleston of the action taken.

The Engineer reported that maintenance headquarters buildings are needed at a number of points throughout the state and requested authority to construct these buildings during the coming summer, provided funds are available. He submitted a list of needed buildings and the estimated cost to construct each, as follows:

Division I

Tillamook	Res. Maint. Engr. & Sec. Quarters	$4,500
Astoria	Section Headquarters	4,000

Division II

Eugene	Res. Maint. Engr. & Sec. Quarters	$4,500
Roseburg	Division Office & " "	5,000
Grants Pass	Res. Maint. Engr. & " "	4,500
Pistol River	Section Headquarters	4,000

Division III

The Dalles	Res. Maint. Engr. & Sec. Quarters	$4,500
Sisters	Section Headquarters	4,000

Division IV

Enterprise	Section Headquarters	$4,000
Arlington	" "	4,000

The Commission deferred a decision in this matter pending further information from the Engineer as to the amounts now being paid for rented quarters.

Reconsideration was given by the Commission to the color scheme to be used for painting highway department buildings throughout the state. It was suggested that the color scheme previously adopted be changed from white with black roof and trimmings to white with red roof and trimmings. A decision in this matter was deferred for further investigation.

The Engineer reported that satisfactory arrangements have been made with the Southern Pacific Company for the acquisition of land required as right of way for the improvement of the Pacific Highway across its property just south of Canby, Clackamas County, and on January 6, 1934, as previously authorized by the Commission, he awarded the contract for grading and paving the Canby-Molalla River Section of this highway to Northwest Roads Company, Portland, which submitted the low bid therefor on December 28, 1933. The Commission by unanimous vote confirmed the Engineer's award of this contract to Northwest Roads Company at its bid price of $54,836.00.

The Engineer further reported the receipt of a letter from the County Court of Marion County to the effect that all of the right of way needed in connection with the construction of bridges over Abiqua River on Cascade Secondary Highway near Silverton, Butte Creek on Woodburn-Mt. Hood Secondary Highway near Woodburn, and Pudding River on Hillsboro-Woodburn Secondary Highway near Woodburn, has been acquired; whereupon on January 8, 1934, as authorized by the Commission, he awarded the contracts for the construction of these bridges to the low bidder in each instance, as follows:

Abiqua River bridge contract to Oregon-Washington Bridge Co., Toledo, Washington, at $21,095.13;

Butte Creek bridge contract to Birkemeier & Saremal, Portland, at $19,845.50; and

Pudding River bridge contract to Northwest Roads Company, Portland, at $28,952.50.

The Commission by unanimous vote confirmed the Engineer's awards of these contracts.

A telegram was received from D. F. Thompson, County Judge of Coos County, stating that "all rights of way for South Slough bridge obtained except two parcels Condemnation proceedings have been started on them." The Engineer recommended the award of the contract for the construction of this bridge to J. W. & J. R. Hillstrom, Marshfield, who submitted the low bid therefor at the morning session. The Commission by unanimous vote approved the recommendation of the Engineer and awarded the contract for the construction of this bridge to J. W. & J. R. Hillstrom, the low bidders, at their bid price of $89,894.50.

A letter was presented from the Seaside Chamber of Commerce protesting the location of certain traffic signs recently erected in their city which, they allege, divert Oregon Coast Highway traffic from the business streets formerly used as the route of this highway. The Commission referred this matter to the Engineer for investigation.

A letter was presented from the Powers Commercial Club, Powers, in which they state that there are very few sidewalks in the northern part of their town, where the majority of their citizens reside, which requires that children going to and from school, and other pedestrians, must use the

1/18/34

city streets which are very muddy and not in good condition; also, in which they ask the State to grade and maintain these streets at their expense. The Engineer recommended that the request be granted, provided the Powers Commercial Club will pay the cost thereof monthly in advance. The recommendation of the Engineer was adopted by the Commission by unanimous vote.

A letter was presented from Gordon S. Wells, attorney, Eugene, transmitting a remonstrance signed by thirteen owners of property fronting on Broadway and Alder Streets, Eugene, protesting against the raising of the grade line of these streets as contemplated by the plans of the Commission for improving them as the route of the Pacific Highway. The Commission referred this matter to the Engineer and the Attorney for investigation and advice.

Letters were presented from J. C. Ponsler and N. E. Weston and wife, Florence, requesting the oiling of the Siuslaw Highway between the towns of Florence, Rainrock and Greenleaf. The Commission instructed the Secretary to reply that this work cannot be done now because of lack of funds, but it is being considered as a forest highway project if and when additional forest highway funds become available.

A letter was presented from the Lebanon Lions Club requesting permission to construct a drinking fountain on the right of way of the Santiam Highway, about two miles west from the town of Sweet Home, as a memorial to Joseph Mayer, an old and revered pioneer of that district. The Commission referred this matter to the Engineer for investigation and report.

A letter was presented from G. A. Olson, Acting Chief Clerk, Railway Mail Service, Portland, stating that arrangement has been made for the establishment of a through star-route schedule over the Pendleton-John Day Highway from Pendleton to Canyon City commencing with the next star-route contract term which is July 1, 1934, and requesting information as to when the Commission expects this highway to be completed for continuous through travel. The Secretary was instructed to reply that the Commission is without funds at present to undertake this improvement and is unable to state when the work will be done because future revenues are uncertain.

A petition was presented from residents of Jackson County requesting, in case public works money is allotted by the Federal Government for the construction of the Oregon Coast Highway bridges, that a substantial portion of labor used on such bridges be Jackson County men. The Commission approved the Secretary's reply to the effect that all labor employed on these bridges will be obtained by the contractors from agencies designated by the U. S. Employment Service.

A resolution was presented from the Marion County Bar Association objecting to attorneys who are employed by the State of Oregon at full-time compensation engaging in private practice of the law in competition with lawyers of Salem and Marion County. The Commission ordered this resolution filed in the department records.

The Engineer reported that in 1930 the Commission acquired from F. J. McGettigan and wife certain property at Cascade Locks for a patrol station site and it now develops that the description in the deed was erroneous and that the ground now fenced is not properly described; also, that arrangements have been made with Mr. J. B. Laber, Portland, who is now the owner of the McGettigan property, for an exchange of deeds to correct this error, whereby Mr. Laber is to deed to the State the property actually fenced and occupied by the patrol station, and the State is to deed back to him the area described in the original deed. The Commission approved the Engineer's report and thereupon signed the deed conveying such property to Mr. Laber.

The Engineer also reported that in connection with the reconstruction of the Green Creek Section of the Pacific Highway south of Grants Pass in Josephine County, it was necessary to acquire right of way across the holdings of the California-Oregon Power Company for which the company has agreed to give the State a deed, provided the State will deed to the company 1.43 acres of the original right of way which is being abandoned by reason of this revision. The Commission approved the exchange of these properties and thereupon signed the deed conveying to the California-Oregon Power Company the 1.43 acres abandoned right of way.

The Commission also signed agreements, as follows:

1. Agreement with P. F. Dempsey relative to a channel change of the Necanicum River in Section 23, Township 5 North, Range 9 West, Clatsop County, which is required in connection with the construction of the Wolf Creek Highway in that county;

2. Agreement with Lucinda J. South and George W. South, her husband, and Harold H. Hursh relative to right of way required for the improvement of the Old Oregon Trail in Sections 11 and 12, Township 14 South, Range 44 East, Willamette Meridian, Baker County;

3. Agreement with the City of Lostine relative to the acquisition of gravel-pit materials located in Section 10, Township 1 South, Range 43 East, Willamette Meridian, Wallowa County;

4. Ninety-nine year lease agreement with Clatsop County School District No. 2, relative to the acquisition of right of way for the improvement of the Oregon Coast Highway in the E½ of Section 28, Township 8 North, Range 10 West of Willamette Meridian in Clatsop County;

5. Agreement with Clackamas County Court for the surfacing of that section of the Woodburn-Mt. Hood Loop Secondary State Highway No. 161 in Clackamas County between Highway Engineer's Station 203+06 and 256+21, whereby the County Court agrees to crush and deliver into state trucks at the bunkers at county expense approximately 800 cubic yards of gravel, and the State agrees to haul and deliver said materials to the said section of highway at state expense;

6. Agreement with O.-W. R. R. & N. Co., covering renewal of lease of a storage site at Miller, Oregon, from January 1, 1934 to December 31, 1938 at an annual rental of $10. The following resolution relative to this lease was adopted by the Commission by unanimous vote:

WHEREAS, on December 5, 1929, there was executed by and between Oregon-Washington Railroad & Navigation Company and State of Oregon, acting by and through its State Highway Commission, a lease covering crushed rock and gravel storage site at Miller, Oregon, which lease by its own terms expired on the 31st day of December, 1933; and

WHEREAS, it is necessary and it now is desired to extend the said lease for and during the term from January 1, 1934, to December 31, 1938, at an annual rental of Ten Dollars ($10.00) per year, as provided for in the said original lease;

NOW, THEREFORE, BE IT RESOLVED that it is and will be necessary that the lease on the said crushed rock and gravel site be extended for the period hereinabove stated at the rental hereinabove stated; and

BE IT FURTHER RESOLVED that the State of Oregon, by and through its State Highway Commission, do enter into an agreement with Oregon-Washington Railroad & Navigation Company covering the said extension of lease upon the terms hereinabove stated.

In connection with this lease, the Commission instructed the Engineer to store no more material on this site, to remove the rock now stored thereon as soon as he can conveniently do so, and to terminate this lease as soon as such rock has been removed, because it considers the rental charge exorbitant.

The Commission approved and signed vouchers for acquisition of real property as follows:

Voucher in the sum of $2,200 payable to Southern Pacific Company for right of way for the improvement of the Pacific Highway across its holdings between Canby and Molalla River in Clackamas County;

Voucher in the sum of $2,750 payable to Valkyrie Memorial Park for right of way for the Wolf Creek Highway across its holdings at the Multnomah-Washington County line;

Voucher in the sum of $75 payable to Clatsop County School District No. 2 for ninety-nine year lease covering right of way for the improvement of the Oregon Coast Highway in Moreland Addition in Section 28, Township 8 North, Range 10 West, W. M., Clatsop County.

The Commission also signed agreements with the following cities providing for maintenance of certain city streets which are being improved by the State as National Recovery Municipal projects:

Agreement with the City of Portland providing for maintenance by the City of Northeast Eighty-second Avenue between Sandy Boulevard and Northeast Halsey Street, Project No. NRM 199-A;

Agreement with City of Hood River covering maintenance by the City of the Columbia River Highway (Oak Street) from Fifteenth Street to Fifth Street, Project No. NRM 55-B;

Agreement with City of Pendleton covering maintenance by the City of the Old Oregon Trail (East Court Street) between Transit Street and Pendleton east city limits, Project No. NRM 38-B.

Agreement with City of Springfield providing for maintenance by the City of the McKenzie Highway (Main Street) from the east end of the bridge over Willamette River to a point 2,500 feet west of the east city limits of Springfield, Project No. NRM 117-B.

Agreement with City of La Grande providing for the maintenance by the City of the Wallowa Lake Highway (Island City Road) from the crossing of the O.-W. R. R. & N. Co. railroad tracks to the east city limits of La Grande, Project No. NRM 80-B.

Agreement with City of Marshfield providing for maintenance by the City of the Oregon Coast Highway (Broadway Street) from Birch Avenue to Golden Avenue, Project No. NRM 141-D.

A communication was presented from L. M. Lepper, President, East Side Commercial Club, Portland, stating that City Attorney Frank S. Grant, Portland, has prepared an ordinance to be considered by the Portland City Commissioners, providing for the acquisition of right of way for the East Portland-Oregon City Highway within the city limits of Portland, and intimated, if this ordinance is adopted by the Council, that a way will be prepared for the early acquisition of this right of way. The Commission's Attorney, Mr. Devers, who was present, stated that he was informed that the City Commissioners adopted this ordinance at its meeting today; therefore, the right of way for this improvement should be available to the Commission by not later than March 1. No action was taken by the Commission on this matter.

A letter was presented from Lloyd E. Summers, principal of the grade schools of Myrtle Point, requesting permission in behalf of two 4-H Forestry Clubs of his school to plant trees along the right of way of the Coos Bay-Roseburg Highway between Myrtle Point and Coquille. The Commission referred this matter to the Parks Engineer for investigation.

Reconsideration was given by the Commission to the request of the Oregon State Forester in behalf of the Douglas County Fire Patrol Association to acquire a small portion of the state park located at the west end of Elk Creek tunnel on the Umpqua Highway in Douglas County for use as fire patrol headquarters, which matter was first presented on November 14, 1933 and was referred for further information. In this connection, the

Secretary reported the receipt of a letter from the Oregon State Board of Forestry stating that the association has in mind to build a three-room log cabin with a fireplace, and a porch across the front; also, that it intends to clean up the debris and logs in the vicinity and make other improvements so that the premises will be an attraction rather than an eyesore. He further reported that the Parks Engineer recommends very highly that the request be granted, not only because it will improve the looks of the park, but the proximity of the fire station will be an added safeguard against damage to the park by fire. After some discussion, the Commission approved the Parks Engineer's recommendation and instructed the Secretary to notify the State Forester that the Commission will interpose no objection to the association's acquisition of this small area.

The Engineer requested authority to acquire certain parcels of real property required for various state highway improvements throughout the state. After due consideration of this matter, the following resolution with respect thereto was offered and adopted by the Commission by unanimous vote:

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 bases of settlement which have 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 bases 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
Florence-Glenada Section, Oregon Coast Highway				
Ponsler, J. C.	R/W	14958	Sq.Ft. $50.00 Lump Sum	Benson
Holder, C. L.	"	380	" " at 1¢ per Sq.Ft.	"
Fisk, Fred & Grace Neely	"	3 Lots	at $250.00 per lot	"

Section, Hwy., and Owner	Purpose	Acres	Approximate Amounts	Agent
Bertha-Beaverton Highway				
Gentemen, Clara Rose	Slope & Channel Change Easement		$125.00 Lump Sum	Bentley
Portland-Multnomah County Line, Columbia River Highway				
Miller, Cecil J.	R/W		$1.00 Nominal	Bentley
West Salem-Brunks Corner, Salem-Dallas Highway				
Brunk, C. L.	R/W	2200	Sq. Ft. at 4¢ per Sq.Ft. plus $210.50	Benson
Root, A. Elizabeth	"	20298	" " at 4¢ per Sq.Ft. plus $705.00	"
Hogg, R. W.	"	0.375	at $350.00 per A. plus $452.00	"
Maxwell, Ben. I.	"	0.03	$200.00 Lump Sum	"
Crozer, T. T.	"	0.20	$375.00 per A.	"
Campbell, Ethel & Mrs. H. F.	"	0.09	at $550.00 per A. plus $5.00	"
Holt, J. H.	"	0.24	at $350.00 per A.	"
Holt, J. H.	"	0.20	at $350.00 " "	"
Herrell, Enoch L.	"	640	Sq.Ft. at 4¢ per Sq.Ft. plus $272.50	"
Green Creek Revision, Josephine County, Pacific Highway				
The California Oregon Power Co.	R/W	2.07	Nominal $1.00	
Canby-Molalla Section, Pacific Highway				
Knight, Ida B. & A. H.	R/W	0.053	at $1000 per A. plus $8.00	Gardiner
Hornig, Peter & A. M. and Marx, Lydia	"	0.023	at $1000 per A. plus $50.00	"
Hilton, F. H.	"	0.015	at $1000 per A.	"
Hornig, Peter	"	Leasehold release	$173.50 Lump Sum	"
Lucke, C. E.	"	"	" $116.25 " "	"
Southern Pacific Co.	"	2.3685	$2200.00 Lump Sum	"
Southern Pacific Co.	"	0.83	$2744.00 " "	"
Union Oil Company	"	0.185	at $1000 per A. plus $425.00	"
Newport-South Beach, Oregon Coast Highway				
Wilson, E. E.	R/W		Nominal ($1.00)	McCallister
Ramona Investment Co. and A. H. Ackerson	R/W	(1.26 at $300 per A. (2 Lots at $36.00 per Lot plus $20.00 (2 Lots at $25.00 per Lot	)	"

(Continued)

11/5/34

Section, Hwy., and Owner	Purpose	Acres	Approximate Amounts	Agent
Newport-South Beach, Oregon Coast Highway (continued)				
Walker, Vernon	R/W		Nominal ($1.00)	McCallister
Case, Samuel Estate	"	0.69	Nominal ($1.00)	"
Corvallis-Monroe, West Side Pacific Highway				
Myers, Marian P.	R/W	0.58	at $100 per A. plus $55.00	Benson
Skipanon Junction, Oregon Coast Highway				
Clatsop County School Dist. #2	R/W	0.50	$75.00 Lump Sum 99 yr. lease	DeSouza
Boyd-Madras Section, The Dalles-California Highway				
Kennedy, Chester	R/W	0.844	$20.00 Lump Sum 10 yr. lease	Lytle
Bolter, John G.	Quarry Site	3.31	Land $50.00 plus $95.00	"
Holhfeld, O. L.	Stock Pile	0.36	at $50.00 per A.	Benson
Ft. Klamath-Ft. Klamath Junction, Crater Lake Highway				
Klamath Cemetery Association	R/W	0.01	Nominal ($1.00)	Gould
Scottsburg-Elkton, Umpqua Highway				
Butler, A. L.	R/W	0.25	at $75.00 per A. plus $18.75	Parker
Weatherly, Norman B.	"	0.28	at $75.00 per A. plus $15.00	"
Crooked Creek-Lakeview, Fremont Highway				
Leehmann and Bishop	Gravel Pit	4.59	$325.00 Lump Sum	DeSouza
Miller, Columbia River Highway				
Ore.-Wash. R. R. & Navigation Co.	Stock Pile	2.07	$50.00 Lump Sum 5 yr. lease	Lytle
Dolph-McMinnville, Tillamook Highway				
Payne, R. A.	R/W	(1.46	at $150.00 per A.)	
		(0.34	at $25.00 per A. plus $47.00)	Benson
Bruce, C. M.	"	4.55	at $150.00 per A.	
		1.90	at $25.00 per A. plus $370.00	"
Clatsop County, Wolf Creek Highway				
Dempsey, P. F.	R/W	2.01	Nominal ($1.00)	Chandler

Section, Hwy., and Owner	Purpose	Acres	Approximate Amounts	Agent
Reedsport-Gardiner, Oregon Coast Highway				
Archdiocese of Portland	R/W	20062 Sq.Ft.	at 2½¢ per Sq.Ft. plus $600.00	Parker
Aurora, Pacific Highway				
I. O. O. F.	R/W		$2250.00 Lump Sum	Gardiner
Wallowa County, Wallowa Lake Highway				
Cramer, John R.	R/W	0.19	$23.75 Lump Sum	Stiffler
Conner, William E.	"	2.6	$150.00 Lump Sum	"
Cramer, Willard W.	"	1.5	$125.00 Lump Sum	"

A letter was presented from Logan Construction Company requesting an extension of time from July 31, 1933 to August 25, 1933 in which to complete its contract No. 1473 for furnishing crushed rock for the Sandy-Twin Bridges Section of the Mt. Hood Highway in Clackamas County. The Engineer advised that the State has incurred very little extra expense for engineering because of the contractor's delay; also, that the traveling public has not been inconvenienced; wherefore, he recommended that the extension requested be granted without penalty. The Engineer's recommendation was approved by the Commission by unanimous vote.

The Engineer reported that contractor Theodore Arenz, to whom the Commission awarded Contract No. 1491 for regrading and paving Columbia Boulevard-S. P. & S. Undercrossing Section of Secondary State Highway No. 120 in Multnomah County, completed the project on December 29, 1933 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 offered and adopted by the unanimous vote of the Commission:

> WHEREAS, the Engineer has reported that State Highway Contract No. 1491 for regrading and paving Columbia Boulevard-S. P. & S. Undercrossing Section of Secondary State Highway No. 120 in Multnomah County, has been completed by the contractor, Theodore Arenz, 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 contract for the construction of the above-mentioned section of highway be declared completed according to the provisions of the contract, and said job is hereby accepted and final payment is hereby authorized.

The Attorney reported that a number of the options which were taken from the owners of property required for right of way for the approaches to the five Coast Highway bridges are about to expire, and inquired whether or not the Commission desired him to complete the purchase of this property in view of the status of the bridge matter. After some discussion, the Commission decided unanimously that, so far as it is possible, the options should be renewed, but if it is found impossible to renew them, then the purchase price should be paid. The Attorney was instructed by the Commission to proceed with that understanding.

The Engineer reported that the Commission has an agreement with the United Railway Company regarding the construction of the bridge over Nehalem Secondary Highway near Buxton, in Washington County, whereby the railroad company is to furnish the engineering supervision for this work, and the State is to pay the cost thereof. He advised that the standard salary rate paid by the railroad company for such service is higher than that paid by the State for similar services; nevertheless, he recommended that the railroad company rate be approved in this instance. The Engineer's recommendation was approved by the Commission by unanimous vote.

There was presented to the Commission a petition from residents of the Canemah district of Oregon City, requesting the Commission to construct a cement sidewalk along the right of way of the Pacific Highway "from the corner of the Klemsen property and including that acquired by the State from Wm. Hedges, known as 'Auk's Place'". The Commission denied the request and instructed the Engineer to suggest to the petitioners that they refer their project to the city officials of Oregon City to undertake as a federal civil works project.

There being no further business to transact at this time the Commission adjourned at 6:15 o'clock p. m.

Chairman

State Highway Engineer

Commissioner

Secretary

Commissioner

JAN 18 1934

Salem, Oregon, January 25, 1934

Pursuant to previously published notice and authority granted him by the State Highway Commission, the State Highway Engineer received bids in his office, Room 325, State Office Building, at two o'clock p. m. for the sale of two power shovels owned by the State of Oregon and in custody of the State Highway Department.

Bids, as follows, were opened and read by the Secretary of the State Highway Commission in the presence of R. H. Baldock, State Highway Engineer, J. N. Bishop, Maintenance Engineer, E. F. Halik, Master Mechanic, representing the State Highway Department, and ten interested bidders:

SPEEDER POWER SHOVEL, SERIAL NO. 711

M. C. Lininger & Son	$2,250.00
Hart Construction Co.	2,105.00
E. L. Rigdon	1,775.00
Harold Blake	1,350.00

UNIVERSAL POWER SHOVEL, SERIAL NO. B-798

Hart Construction Co.	$1,755.00
Harold Blake	1,500.00
E. L. Rigdon	1,275.00
Dunn & Baker	1,106.00
J. C. Compton	1,105.00
Howard-Cooper Corporation	1,010.00
Corvallis Sand & Gravel Co.	501.00
Medford Concrete Construction Co.	400.00

The State Highway Engineer announced that the successful bidder or bidders would be declared at three o'clock p. m. in the same room.

The bids were then tabulated and the results thereof telephoned by the State Highway Engineer to the individual members of the State Highway Commission, each of whom approved the Engineer's recommendation that each shovel be sold to the bidder submitting the highest bid therefor.

At three o'clock P. M., in the presence of the State Highway Engineer and interested bidders, the Secretary read aloud the bids received, following which the State Highway Engineer declared the speeder power shovel, Serial No. 711, sold to M. C. Lininger & Son, Ashland, the highest bidders therefor, at their bid price of $2,250.00. He also declared the Universal power shovel, Serial No. B-798, sold to Hart Construction Co., La Grande, for the sum of $1,755.00, being the high bid received for this shovel.

The Secretary was instructed by the State Highway Engineer to have the sale of these shovels confirmed by the State Highway Commission at its next meeting when all of the Commissioners will be present and participating.

JAN 25 1934

Adjournment was taken at 3:30 o'clock p. m.

Secretary

State Highway Engineer

Milwaukie, Oregon, January 30, 1934

The State Highway Commission met in special session at ten o'clock a. m. in the Masonic Temple pursuant to notice previously given to the Milwaukie City Council to hear objections or remonstrances against its plan for the improvement of the East Portland-Oregon City Highway through the town of Milwaukie. 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 approximately 250 citizens of Milwaukie and adjacent vicinity.

Chairman Scott opened the meeting by briefly explaining its purpose and the law which requires the Commission to hold hearings of this nature before it alters or changes existing routes of state highways through incorporated cities or towns. He stated that the matter of routing the East Portland-Oregon City Highway through the town of Milwaukie is of great importance not only to the people of Milwaukie but to the people of the entire State of Oregon because the money that will be expended for the improvement is state money and federal money, and the interests of the State and Federal Government are paramount over any particular locality in the selection of highway routes. The Commission desires, if it can, he said, to serve local interests as well as the interests of the State and Government; however, inasmuch as only a small amount of the funds to be used for this improvement is provided by the local community interests, it does not feel that these interests should be given preference over those of the State and Federal Government. He explained that extensive surveys to determine the proper location for this road have been made by the engineering staff of the State Highway Department and each survey has been thoroughly examined with the result that only three main routes remain for consideration, as follows: The existing route along Front Street; Main Street route, one block east of Front Street; and the route designated as the "P" line which follows generally along the Southern Pacific railway approximately one block east of Main Street and the Milwaukie Junior High School; also, that petitions have been received by the Commission favoring both the Front Street route and the "P" line route. He further explained that the most expensive route to construct is the Front Street route because of the existence of the car tracks of the Portland Electric Power Company which must be removed therefrom at an estimated cost of approximately $35,000. The cheapest route to construct, he said, is the "P" line route which will cost the State of Oregon approximately

$50,000 less than the Front Street route. He called attention to traffic volume, stating that there are approximately 6,000 cars which use this highway daily going to Portland, of which approximately 4,000 originate south of the town of Milwaukie; also, that the Milwaukie community, which extends from the Willamette River on the west to East Eighty-second Street on the east and to the Clackamas River on the south, has a very heavy population estimated between 15,000 and 17,000 people of whom perhaps 95% reside outside of the city limits of Milwaukie and will use this highway. He then invited all who so desired to speak their opinions regarding this matter.

The State Highway Engineer exhibited a map showing the several routes under discussion and advised that the "P" line route near the Southern Pacific Railway and the "Z" line route, which is a modification of the Front Street route, are being given most consideration. He further advised that the estimated cost to construct the "P" line route is approximately $518,200 and that to construct the "Z" line route is approximately $541,200, which amount includes the cost to remove the tracks of the Portland Electric Power Company from Front Street and to reconstruct these tracks on a new location west of Front Street. He pointed out that the elimination from the "Z" line estimate of the cost of moving and reconstructing the car tracks, estimated at about $40,900, would reduce the total cost of the "Z" line route so that that line would be the least costly to construct.

Mr. J. J. Miller, Mayor of Milwaukie, stated that the Milwaukie City Council has discussed this matter for a long time and as a result has passed a resolution favoring the adoption of the Front Street route for this highway through their town. He opposed the adoption of either of the other routes under consideration because of the large amount of traffic which would have to cross the highway if either of these routes was adopted. The Front Street route, he said, is the safest of all under consideration because there are no cross streets and urged the adoption of this route notwithstanding that it will cost more to construct.

Mr. E. P. Stanley, merchant of Milwaukie, stated that he has resided in the town of Milwaukie for fifteen years, has been actively engaged in business during all of that time, is a taxpayer in the city, is interested in property on Main Street and east of Milwaukie, but is not interested in any property along Front Street or along the so-called "P" line route. He urged the adoption of the Front Street route in behalf of the Milwaukie Businessmen's Club, of which he is president. He stated that the citizens of Milwaukie worked constantly for twenty-three years trying to establish a main highway route through their town on Front Street and they are still of the belief that this highway should be constructed along that route. He pointed out that their business district consists of approximately ten blocks valued at about $150,000, and that their entire trade area is to the east and to the south of town, and it is their belief that a radical change in the set-up of roads, which will cause a high-speed highway to pass to the east of their business district, will have a disastrous effect on their business. He called attention to the fact that the Commission's plans call for routing of traffic in Portland on Twenty-sixth Street near

1/30/34

the Southern Pacific railroad tracks in order to avoid cross-street traffic congestions; wherefore, for similar reasons the Commission should select the Front Street route in Milwaukie where there are no cross streets rather than to select a route farther east which will involve a number of such cross streets.

Mr. Stanley also spoke for the Front Street route from the standpoint of highway beautification stating that they have civic plans for the improvement of a park at the lake in the southern part of their town and they oppose strenuously the construction of another trestle across this lake which would be objectionable from a scenic standpoint and would greatly interfere with their plans. He stated that the following organizations are represented at this hearing, all of which are in favor of the Front Street route: Milwaukie Businessmen's Club, Milwaukie City Council; East Milwaukie Progressive Club, Milwaukie School Board, teachers of the Milwaukie schools, Milwaukie Parent-Teacher Association, and Clackamas County School Superintendent. He presented petitions bearing 220 signatures in favor of the adoption of this route.

Mr. Will Sanders, President, East Milwaukie Progressive Club, stated that his club is the largest and strongest organization of its kind in Clackamas County and that the members are opposed to all routes proposed for this highway except the Front Street route, their main argument being that if any other route is adopted it will be necessary for small children to cross a heavily traveled highway in going to and from school.

Mr. A. M. Gray, Chairman of the Milwaukie School Board, stated that their school district is the largest in Clackamas County in proportion to population and their Board has adopted a resolution favoring the Front Street route. He objected to the adoption of the "P" line route because, he said, it will establish a main highway adjacent to the school play grounds which would create a very undesirable hazard to school children; also, because it will necessitate the taking of a portion of the school play grounds which is important to their schools and to their community and will require children to cross the highway in going to and from the schools at five different locations.

Chairman Scott inquired if any plans have been made to move the Junior High School to a location east of the Southern Pacific railroad, to which Mr. Gray replied in the negative. Chairman Scott also inquired if an undercrossing for school children would be of any benefit. Mr. Gray replied that one undercrossing would not help, but they would be benefited by the construction of an underpass at each of the five crossings.

Mr. W. D. Rowe, Superintendent of Milwaukie Schools, declared that the latest census shows there are more students attending the schools in Milwaukie than in Oregon City, there being 1,560 enrolled in the Milwaukie schools compared to 1,400 in Oregon City; also, that 300 of the Milwaukie students attend the Junior High School on Main Street. He urged the adoption of the Front Street route in behalf of these school children.

Mrs. Mildred Eisert spoke in behalf of the Milwaukie Parent-Teacher

Association. She stated that all of the parent-teacher organizations in this district are unanimous in asking the Commission to consider carefully before it routes the highway where it will be a hazard to children. The Parent-Teacher Associations, she said, are mindful of the danger and noise which will result if the highway is constructed near their school buildings, and do petition sincerely that the Commission consider also these features carefully in its selection of a route. She filed petitions from the following organizations: Ardenwald Parent-Teacher Association, Wichita Parent-Teacher Association, and Milwaukie Parent-Teacher Association, opposing any routing of this highway through Milwaukie which will make it necessary for children to cross it to attend school, or which will route traffic by any of their schools or play grounds.

Mr. L. A. Wells spoke in favor of the "P" line route. He stated that he lives about 4½ miles southeast of Milwaukie on the Webster road and uses the Lake road daily in going to and from Portland; also, that the people of his vicinity unanimously favor the adoption of the "P" line route because they think it is entirely unnecessary to compel them to go out of their way to pass through the business district of Milwaukie in order to go to Portland when that can be avoided by the adoption of this route. He declared that most of the Milwaukie schools are located east of the railroad tracks and while naturally everyone wishes to protect his children, after the highway is constructed the children will be more afraid of the highway than of anything else and will soon learn to protect themselves from dangers of traffic.

Mrs. Katherine McRae, county superintendent of schools for Clackamas County, spoke for the Front Street route from the standpoint of safety and protection of boys and girls, not only those of this particular community, but those of all adjacent districts. She gave as her opinion that the selection of the route should be on a new basis of evaluation of human relations rather than on the basis of dollars and cents; further, that it is the duty of the Commission to keep ever in mind the girls and boys who will be affected by the highway and whose lives are worth much more than the few extra thousands which may be required to construct it along Front Street.

Chairman Scott asked Mrs. McRae whether or not in her opinion an underpass eight feet wide and eight feet high constructed under the highway at the school house would satisfactorily safeguard the children. She replied that she did not believe that this would be a solution of this problem because there are too many schools to be considered, and all of the children come into the territory through which the "P" line route would pass.

Mrs. J. W. Fowler, Chairman of Conservation for the Garden Club of America in the State of Oregon, and President of the Portland Garden Club, protested against the adoption of the "P" line route because such route would necessitate the construction of an additional trestle across the lake at the south end of the town of Milwaukie which, she said, is objectionable from the standpoint of highway beautification. She gave as her thought that underpasses are an abomination and should not be constructed because of the terrible atrocities that have occurred in such places, and added that all

1/30/34

the money that could be saved by constructing the "P" line route would not pay for the loss of one little life.

Mr. Fred Cockell, a resident of the Lake Road district, declared that Lake Road carries a large amount of traffic going into Milwaukie and if any other route than Front Street is selected it will necessitate all of this traffic and that from the trade territory of Boring, Damascus, Oatfield Road and other communities desiring to enter the Milwaukie business district, to cross a state highway which will be, when constructed, the busiest state highway yet constructed by the State. He further stated that the curve on the Front Street route at the south end of Milwaukie is an advantage inasmuch as it has a tendency to slow down traffic with a consequent reduction in the number of automobile accidents.

Mr. B. S. Wakefield, principal of Milwaukie Union High School, spoke in favor of the Front Street route in the interests of school children. He voiced his objections to the construction of underpasses for their use.

Mr. A. P. Layton stated that he represented the Official Board of the Evangelical Church whose property and congregation will be affected by the highway if the "P" line route is adopted. He declared that the lives of the children who attend the Sunday School, of whom there are approximately 200, will be jeopardized in the event this route is adopted; also, the noise from traffic on the highway would greatly interfere with church services. He urged the adoption of the Front Street route.

Mrs. Max Telford, who stated that she represented a group from the Sellwood Gardens District, spoke in favor of the "P" line route. She gave as their thought that this route will not be a hazard to school children because they can be satisfactorily taken care of by safety lanes, stop signs, speed lanes and underpasses; furthermore, the "P" route affords better alignment, is shorter and cheaper to construct, so why sacrifice a good route for a few personal, selfish interests. Mrs. Telford presented to the Commission a petition urging the adoption of the "P" line route.

Mr. F. A. Oulton stated that he is a taxpayer residing at Oak Grove, Oregon, and it is the wish of the people of his district that the Front Street route be selected for this highway.

Mrs. Florence Olson Levy stated that she is a property owner on Main Street, Milwaukie. She declared that business in Milwaukie is an accommodation business and will be ruined if the "P" line route is adopted because people will then do their trading elsewhere. She spoke in favor of the Front Street route in order to save this business.

Mr. E. F. Postel stated that he lived in the Ardenwald district. He voiced his objections to the selection of a route which would require a bridge or trestle because in his mind this highway is a military highway and bridge structures on such highways are a hazard. He favored the Front Street route.

Mr. James Stransky stated that he was not a property owner in this district; nevertheless, favored the adoption of the Front Street route.

Mr. D. W. Randall stated that he is a taxpayer of the Milwaukie School District but not of the City of Milwaukie; nevertheless, he favored the Front Street route.

Mr. S. F. Peake stated that he was not a property owner in the town of Milwaukie but owns property in the city of Portland. He gave as his opinion that it is not fair to the motorists who use the main highways to require them to stop at intersections; neither is it fair to require them to slow down to twelve miles per hour; therefore, the Front Street route should be selected because no cross streets are involved.

Chairman Scott called attention to the fact that most of the people expressing themselves at this meeting are advocating the Front Street route; wherefore, the Commission considers it only fair that people be reminded of the obstacle that exists along that route. He stated that is very questionable whether the state highway should be located along that street while the street car tracks and the street car traffic remain there and gave as his thought that if the Commission selected that route without making provision for the elimination of the street car tracks, it would have the condemnation of the entire state-wide public. The State is without monies, he said, to pay the cost of removing these tracks; furthermore, according to the opinion of the Commission's Attorney, federal money cannot be used for that purpose. He pointed out that if the Commission should pay this cost it would in effect be making a present to the street car company of public funds because the company has nothing to give in exchange; moreover, the company's franchise to occupy this street has only about eight more years to run. The main point at issue, he added, is the removal of the street car tracks.

Mr. Wm. Saremal inquired who paid for moving the Portland Electric Power Company's railroad tracks along the new highway south of Island Station. He was informed by the Commission's Attorney that Clackamas County procured this right of way by an exchange of properties with the street car company. The situation along Front Street, Milwaukie, is different, he said, in that the street car company simply has an easement or franchise over a public highway which will terminate with the franchise.

Mr. John R. Latourette, attorney, appeared in behalf of the Front Street route. He stated that he is the attorney for the Security Savings & Trust Company which is acting as trustee for the Gratton Estate which owns considerable of the land on the west side of Front Street; that he resides in the Milwaukie district and is a member of the Milwaukie School Board. He gave as his understanding that the Commission's Attorney is of the opinion that the State has no authority to purchase right of way for the street car company and move its tracks thereon. The Commission's Attorney replied that if someone with funds, independent of either the State or Government, would buy the right of way and build the grade for the street car company, then in consideration of the company terminating its franchise along Front Street the public might pay some part of the cost of transferring the physical

properties of the company to the new grade. He also stated that the Commission is authorized by law to join with a city in the construction of a city street or streets which form links or connections between state highways or are parts of state highways which authority, in his opinion, is broad enough to carry with it the right to acquire rights of way; however, it does not extend to the acquisition of right of way for the use of railroads or street cars. He added that to construct a new grade on which to rebuild the Portland Electric Power Company's tracks through the town of Milwaukie constitutes a legal problem equally as difficult for the Commission as the purchase of the right of way for this purpose.

There followed a general discussion between Mr. Latourette, the members of the Commission and the Commission's Attorney, during which Mr. Latourette pointed out that to obtain new right of way for the street car company on the west side of Front Street, the State would practically be dealing with two property owners, one of whom is the Gratton Estate. He guaranteed to procure for the State the right of way needed for this purpose across the Gratton Estate property, provided it is definitely determined that the State has no authority to pay for it.

Mr. Latourette suggested that perhaps the street car company could be forced to reconstruct its car tracks on the new right of way under the provisions of the statute that provides wherever there is a change of highway grade or alignment of this character involving a railroad, the Public Utilities Commissioner may order the work done and may assess one half of the cost of such work to the railroad company.

Mr. W. H. Linns, Vice President of the Portland Electric Power Company, who was present, was asked for an expression as to the attitude of his company with regard to this matter. He stated that the Portland Electric Power Company has been operating on Front Street, Milwaukie, for nearly thirty years; that this railroad has been of some benefit in building up the community and is still of some benefit, but unfortunately is not earning enough today to pay its out-of-pocket operating costs. Disregarding any legal phase of the matter, he said, and assuming that the City or the State or the County had the right, notwithstanding that this company has a franchise, to order the company at its expense to move its tracks from this street, it would necessitate a very great expenditure on the part of the company which it cannot now afford. Therefore, under present circumstances and conditions it is doubtful that the company would continue this service at all, which would be a bad thing for the community and certain logging interests which are practically dependent upon the company for service. It is doubtful, he added, that the company could raise the money required to replace its facilities. He offered to meet with the State, County and City officials for further discussion of this matter to ascertain whether or not it can be worked out to the satisfaction of all parties concerned.

Mr. Hal E. Moore, political reporter of the Morning Oregonian, stated that he resides on Courtney Road and that his children, with others from that district, attend the Milwaukie schools and use the street car as a means of transportation. If the street car line is rebuilt west of Front

Street, he said, and the state highway is routed along Front Street, then every child who uses the street car to go to and from school will have to cross the highway two or more times a day. He inquired as to how this situation can be taken care of. Mrs. McRae, county school superintendent, advised Mr. Moore that it is likely that bus service would be provided for these children.

Mr. L. M. Lepper, chairman of the East Side Pacific Highway Association, spoke in behalf of the Front Street route if the difficulties with the street car tracks can be satisfactorily worked out.

Mrs. Telford, speaking again, suggested that the selection of the proper route be left entirely with the State Highway Commission and its engineers because they are best qualified to determine it.

Mr. I. S. Adams stated that he owns property just outside of the city limits on North Main Street, Milwaukie, and favors the adoption of the Front Street route.

Chairman Scott concluded the hearing by stating that the Commission will study this question in the light of the presentations made today, and reiterated that the chief problem of the Commission in connection with the Front Street route is the existing street car line regarding which the Commission will confer with the street car company. The Attorney was instructed to invite Mr. Franklin T. Griffith, President, Portland Electric Power Company, the County Court of Clackamas County, and the City Council of Milwaukie to attend such conference at the afternoon session.

The Commission adjourned at 12:30 p. m. to reconvene at 2:30 p. m. the same day in the Benson Hotel, Portland.

Portland, Oregon, January 30, 1934

The State Highway Commission reconvened at 2:30 p. m. in Room 501, Benson Hotel, with all members, the State Highway Engineer, the Attorney and the Secretary present.

The Engineer reported that, pursuant to authority previously granted him by the Commission on January 25, 1934, he received bids for the sale of two of the highway department's worn-out power shovels and, upon receipt of telephonic approval of the individual members of the Commission, he sold the shovels to the bidder submitting the high bid therefor in each instance, the Speeder shovel being sold to M. C. Lininger & Son, Ashland, at $2,250 and the Universal shovel being sold to Hart Construction Company, La Grande, at $1,755. The Commission by unanimous vote confirmed the sale of these shovels to the high bidders as reported by the Engineer.

The Engineer advised that he was very much pleased with the prices received for these shovels and that he considered the method of disposing of them to be very satisfactory. He requested authority to dispose of the department's worn-out automobiles hereafter by the same method, which authority

1/30/34

was granted by the Commission by unanimous vote.

The Engineer requested authority to purchase the following engineering equipment to be used in connection with the construction of the five proposed Oregon Coast Highway bridges:

1 Theodolite, estimated cost	$700	3 Transits, estimated cost	$1,050
1 Precise Level, estimated cost	400	2-300 ft. Steel Tapes, estimated cost	80
1 Precise Level Rod, estimated cost	20		

He explained that it is vitally necessary that measurements taken in connection with these bridge structures be absolutely accurate and that one error such as may occur in using ordinary engineering equipment could amount to much more than the cost of new equipment. After some discussion the Commission, by unanimous vote, granted the Engineer's request.

The Engineer requested authority to purchase two medium-priced Buick-type automobiles for the use of the Bridge Engineer C. B. McCullough, and the Attorney J. M. Devers, and to dispose of the department's old Reo automobile now being used by the Attorney. He estimated the cash outlay for this transaction to be $2,900. He explained that the Bridge Engineer's duties require him to do considerable traveling throughout the state and heretofore he has used his own private car for this purpose, he being reimbursed for its use at the rate of five cents per mile; however, the new department ruling prohibits the use of private cars for state purposes. Wherefore, in view of the fact that the Bridge Engineer will be required to do considerably more traveling when the Coast Highway bridge program gets under way, he recommended that he be assigned a state car which can be used for other purposes when not needed by him. The Engineer further explained that the Reo car now being used by the Attorney is over four years old, has been driven over 74,000 miles and its condition is such that it would be uneconomical to repair it for the use of the Attorney whose duties require him to travel extensively throughout the state. After due consideration of this matter, the Commission by unanimous vote approved the Engineer's recommendation and authorized him to purchase two new Buick cars and to dispose of the old Reo.

The Engineer reported that the department will need eight additional oil heaters during the coming season in connection with its oiling program and requested authority to purchase such heaters at this time at an estimated cost of $5,200. The Engineer's request was granted by the Commission by unanimous vote.

The Engineer reported receipt of a letter from Mr. William Einzig, Secretary of the State Board of Control, calling attention to the State Highway Commission's requisition for five automobiles and requesting advice as to which type of automobile to purchase in view of the fact that there is now no competition between the various makes of cars, the prices being definitely set by the National Recovery Code; also listing prices of several types of light cars. After due consideration of this matter, the Commission decided unanimously that this requisition should be filled by purchasing Ford cars at the quoted price of $772.02 each.

The Engineer reported that the State Board of Control, at the request of the Commission, took bids on furnishing the State Highway Department with two power shovels equipped with Diesel engines and that the tabulation of bids received reveals that of the Byers Machinery Company to be low at $7,153 per shovel; also, that a study of this particular bid discloses that it is not in conformance with the provisions of the National Recovery Code; wherefore, because of objections offered by the other bidders this company wishes now to withdraw its bid. He further reported that since requesting these quotations he has been advised that very few manufacturers are in a position to quote prices on shovels equipped with Diesel engines because the use of that type of engine in such machinery is still in its infancy. It was his thought that the State of Oregon should not experiment with this type of equipment and, accordingly, suggested that the Commission recommend to the State Board of Control the rejection of all bids received for these shovels, including that of the Byers Machinery Company, and the reception of new bids for shovels powered with gasoline motors. After due consideration, the Commission adopted the suggestion of the Engineer and asked him to forward such recommendation to the State Board of Control.

The Engineer reported that at the last regular meeting held on January 18, the Commission referred to him for investigation all bids received on that date for the construction of the Eugene Section of the Pacific Highway in Lane County and authorized him to award the contract for this work to the low bidder, Mountain States Construction Company, in the event the Eugene City Council would adopt a satisfactory grade line for this improvement. He further reported that on January 27 he received information that the Eugene City Council passed an ordinance adopting a satisfactory grade line and accordingly on that date awarded the contract to the Mountain States Construction Company. The Commission, by unanimous vote, confirmed the Engineer's award of this contract to the Mountain States Construction Company at its bid price of $26,175.50.

The Engineer reported that satisfactory arrangements have been made for right of way required in connection with the Beneke Creek bridge project on the Nehalem Highway at Jewell in Clatsop County, whereby the State is to extend the north end of the bridge structure so as to permit stock to pass under the bridge and is also to construct a short private roadway for the owner of the adjacent property; also, upon the consummation of the negotiations and under authority previously granted him by the Commission on January 29, he awarded the contract for the construction of this bridge to the low bidder, Johnston, Hanson & Johnston, Birkenfeld, Oregon, at their bid price of $19,873.50. After some discussion the Commission approved the arrangements made by the Engineer and confirmed the award of this contract to the low bidders, Johnston, Hanson & Johnston. The Commission also authorized the Engineer to readvertise this project for bids in the event that the contractors refuse to accept the award at this late date.

The Engineer further reported that on January 29 he received satisfactory information from the County Court of Marion County to the effect that arrangements have been made for the acquisition of the right of way needed in connection with the construction of a bridge over Mill Creek on

1/30/34

the Beaverton-Aurora Secondary Highway at Aurora in Marion County and, as previously authorized by the Commission, he awarded the contract for this bridge to Joseph H. Anderson, Portland, who submitted the low bid therefor at a meeting held on January 18, 1934, amounting to $17,750.65. The Commission, by unanimous vote, confirmed the Engineer's award of the contract to the low bidder, Joseph H. Anderson.

The Engineer requested authority to contract a crushed rock production project on the Oregon Coast Highway in Tillamook County, more particularly for the improvement of this highway between Mile Post 55.2 and Mile Post 73.6 near the Kilchis River, estimated to cost $12,000. He also requested authority to contract the production of 4,000 cubic yards of maintenance materials for the Low Pass-Cheshire Section of the Siuslaw Highway in Lane County estimated to cost $6,500. He explained that provision has been made in the maintenance budget to pay the cost of this work. After due consideration the Commission approved the Engineer's request by unanimous vote.

The Engineer reported that, due to the traffic congestion on Main Street, Oregon City, it would be desirable to have this street designated as a stop street, especially at the end of the Willamette River bridge where the Pacific Highway traffic enters this street, so as to avoid traffic accidents as much as possible. He also reported that it would be desirable to have similar action taken with respect to the main street in Newberg. After some discussion, the Commission instructed the Engineer to request the Oregon City Council, by letter, to designate Main Street in their town as a stop street including the intersection at the end of the Willamette River bridge and to make a similar request to the City Council of the town of Newberg with respect to the main street in their town. The Commission also authorized the Engineer to purchase and erect, at state expense, appropriate signs at the several street intersections involved, provided the city councils take favorable action on these requests.

The Commission signed an agreement with the County Court of Tillamook County covering the matter of repair and maintenance of the county road extending from the Oregon Coast Highway at or near the town of Wheeler to the town of Mohler, including the county bridge over the Nehalem River on this section, which agreement was prepared by the Commission's Attorney in conformance with the understanding arrived at between the Commission and the County Court at the meeting held on January 18, 1934.

Consideration was given by the Commission to the matter of adopting a minimum width right of way for secondary state highways. The Engineer recommended that all secondary state highways shall have a right of way 80 feet in width unless it is determined in particular instances that a narrower width is satisfactory; however, in no event should they be less than 60 feet. The Commission approved the Engineer's recommendation and by unanimous vote adopted the following resolution with respect thereto:

WHEREAS, the Highway Commission is by law required to select, locate, establish, designate, improve and maintain out of state highway funds a system of secondary state highways; and

WHEREAS, for the purpose of making possible a uniform standard, with respect to grade, alignment and other construction details, it is deemed of advantage and is expedient that the Commission determine and adopt a standard width of right of way for all secondary state highways; and

WHEREAS, it is the judgment of the Commission that, unless otherwise provided by resolution or other official action by the Commission, all secondary highways shall have a right of way eighty feet in width; therefore,

BE IT AND IT HEREBY IS RESOLVED by the Highway Commission, all members being present and affirmatively participating, that all secondary state highways shall have a right of way eighty feet in width, unless this Commission shall by resolution, order or other official act, provide a different width for any particular secondary highway, but in no event less than sixty feet in width.

BE IT AND IT HEREBY IS FURTHER RESOLVED that hereafter before any major improvements are made with respect to any particular highway sufficient right of way shall be procured to make possible a right of way eighty feet in width throughout, unless otherwise provided by order of the Commission.

BE IT FURTHER RESOLVED that this resolution be entered in the minutes of the Commission and a certified copy thereof mailed to the county court of each county in the state.

A petition was presented from taxpayers residing in the vicinity of Unity, Oregon, requesting the Commission to construct a guard fence on Dooley Mountain grade between the Bridgeport road and the Sumpter Valley railroad crossing on the Baker-Unity Highway in Baker County; also, to keep this section of the highway sanded for the protection of traffic when the road is covered with snow and ice. The Engineer advised that it would cost approximately $56,000 to construct the guard fence as requested which cannot be done because of lack of funds. He recommended that the request be denied and that, as an alternate proposition, sight posts be erected at frequent intervals which, he said, will cost approximately $500. The Engineer's recommendation was approved by the Commission by unanimous vote. Regarding the sanding of the pavement, the Engineer stated that this is being done now so far as funds will permit.

A letter was presented from the Burns Chamber of Commerce stating that the Central Oregon Highway between Bend and Burns has been rendered practically impassable by recent unusual rains and an open winter season and requesting that this highway be improved. It was the opinion of the Commission, brought out in the discussion of this matter, that all available funds for the improvement of the Central Oregon Highway should be concentrated on the completion of the section between Drewsey and Burns before any other improvements of a major nature are undertaken on this highway. The Engineer was instructed to so inform the Burns Chamber of Commerce.

1/30/34

A letter was presented from the Siuslaw Chamber of Commerce in which the Commission was urged to oil, as soon as it can be done conveniently, that portion of the Siuslaw Highway extending easterly from the town of Florence. The Secretary was instructed to advise the Chamber of Commerce that the Commission has no funds for this improvement at the present time but has the project under consideration as a forest road project if and when additional forest highway funds are appropriated to the State of Oregon. Also, that the Commission has this project under discussion at the present time with the federal officials.

A petition was presented from citizens of the town of Silver Lake, Lake County, requesting the oiling of the Fremont Highway through their town so as to alleviate the dust nuisance. A letter was also presented from the City Council of the town of Paisley, Lake County, requesting the oiling of the highway through their town for like purpose. The Engineer recommended that the requests be granted by the application of a dust palliative consisting of light cut-back treatment. The Engineer's recommendation was approved by the Commission by unanimous vote.

A letter was presented from Mr. L. M. Lepper, President of the East Side Commercial Club, Portland, requesting additional improvements on East Eighty-second Avenue in the city of Portland. Chairman Scott advised that he informed Mr. Lepper that the Commission would undertake additional improvements on this road as soon as possible and is now considering such a project on this road involving an expenditure amounting to approximately $80,000.

A communication was presented from George R. Funk, Auditor of the City of Portland, enclosing a certified copy of Portland City Ordinance No. 65,358 providing for acquisition of right of way on or before March 1, 1934 needed for the improvement of the East Portland-Oregon City Highway within the city limits of Portland. The Attorney advised that he has received information from the Portland City Council to the effect that the right of way will be acquired for the State Highway Commission by not later than March 1, 1934.

A letter was presented from J. H. Phillips and C. H. Miller, Chairman and Secretary respectively of the Labor Committee of the town of Philomath, in which the Commission was requested to use all hand labor possible in connection with the construction of the Rock Creek-Philomath Section of the Alsea Highway in Benton County, which project is to be done with state forces. The Secretary was instructed to advise the Committee that this project will be undertaken by the Commission in strict conformance with the provisions of the specifications as required by federal regulations, the same as if the project were being undertaken by contract.

A letter was presented from Mr. C. C. Messner, San Diego, California, offering for sale the land needed for the elimination of a double curve on the Pacific Highway in front of his place about one mile west of Gold Hill, Jackson County. The Commission referred this letter to the Engineer for investigation.

A petition was presented from residents and property owners of Cottage Grove, Lane County, protesting against the proposed rerouting of the

Pacific Highway through their town. The Commission ordered the petition filed for future reference.

The Engineer requested authority to acquire certain parcels of land needed for state highway improvements throughout the state. After full consideration of this matter, the Commission granted the request and by unanimous vote adopted the following resolution with respect thereto:

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 bases of settlement which have 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 bases 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
Yaquina Bay Section, Oregon Coast Highway				
Cummins, W. R.	R/W	0.81	at $300.00 per acre	McCallister
Andreason, Rasmus	"	0.05	at $300.00 per A. plus $7.50	"
Smith, Sam	"	0.05	at $300.00 per A. plus $7.50	"
Felton, M. A.	"	0.36	at $300.00 per A.	"
Sherf, Wm.	"	0.75	at $200.00 per A.	"
Clatsop County, Oregon Coast Highway				
Anderson, Karie	Stock Pile	0.52	$40.00 Lump Sum 4 yr. lease	Gray
Crooked Creek-Lakeview Section, Fremont Highway				
Lake County	Gravel Pit	4.59 & 5.59 A.	Gratis	McCallister

Section, Hwy., and Owner	Purpose	Acres	Approximate Amounts	Agent
Salem-Dallas Highway, West Salem-Brunks Corner				
Hayden, H. H. Estate	R/W	7522 sq.ft.	$100.00 Lump Sum	Benson
Dolph-Castle Rock Section, McMinnville-Tillamook Highway				
Kautz, A. C.	R/W	0.44	at $150.00 per A.	Benson
McAlear, E. J. & Roy	"	0.43	at $150.00 per A.	"
		0.56	at $25.00 per A. plus $282.50	"
Hornschuch, T. R.	"	1.21	at $150.00 per A.	"
		1.19	at $25.00 per A. plus $92.00	"
Talmage, Katherine E.	"	2.38	at $25.00 per A.	"
Florence-Glenada Section, Oregon Coast Highway				
Slavens, H. R.	R/W	1481 sq.ft.	at 1 cent per sq. ft.	Benson
Bettman, M. M.	"	958 sq.ft.	at 4 cents per sq. ft.	"
Wallowa-Lostine, Wallowa Lake Highway				
Dougherty, Martha	Gravel Pit	1.92	$200.00 Lump Sum	DeSouza
Lane County, McKenzie Highway				
Ruth, Chas. Willett	R/W	0.33	at $200.00 per A. plus $134.00	Benson
Alsea Bay Section, Oregon Coast Highway				
Keady, Maud C.	R/W	21.22	$150.00 Lump Sum	McCallister
Dufur Section, The Dalles-California Highway				
Hanna, W. C. and Alda M.	R/W	Easement for drain	Gratis	Lytle

The Attorney reported that in connection with the construction of the proposed bridge across Coos Bay it is necessary to acquire right of way across property owned by Loritan Investment Company which is represented by Mr. W. B. Dennis, Carlton, Oregon; also, that he has been unable to arrive at a satisfactory settlement with Mr. Dennis for this property although several conferences have been held. He explained the most recent proposition offered by Mr. Dennis, as follows: $1,200 for damages to Tracts 4 and 5 of an unrecorded plat and being a portion of the NW¼ of the NW¼ of Sec. 2, T. 25 S., R. 13 W., W. M., Coos County; $1,500 compensation for the area required for park purposes, and $500 for damages to the remaining portions of the property affected by the right of way, including the acquisition of additional area, making a total of $3,200, out of which Mr. Dennis agrees to pay to the Southern Pacific Company the sum of $300 for that company's demands for relinquishing its right in and to a portion of the property, title to which is claimed by both companies. He

further stated that it is Mr. Dennis' contention that the value of said Tracts 4 and 5 will be entirely destroyed by reason of this right of way in which contention he does not concur; wherefore, in view of the circumstances, he believes it advisable for at least some of the Commissioners to examine personally the property in order to better enable them to pass upon Mr. Dennis' offer. After some discussion, it was arranged that Chairman Scott and Commissioner Washburne would view this property in company with the Engineer and the Attorney on the following Saturday.

The Commission signed a Bargain and Sale Deed conveying to Aurora Lodge No. 127, Independent Order of Odd Fellows, a small, triangular tract of land situate immediately south and west of the lodge property in Aurora, which parcel of land is being given to the lodge as partial settlement of the Commission's condemnation complaint against it for right of way needed for the improvement of the Pacific Highway through that town.

The Commission had under consideration the application of Senator L. L. Mann, Pendleton, for an exchange of properties located adjacent to the Old Oregon Trail near Emigrant Springs, Umatilla County. The Engineer explained that the former State Highway Commission, in conformance with its plans for the preservation of natural scenic beauties along state highways, acquired a strip of land approximately 1,000 feet in width, known as the Blue Mountain Timber Reserve, along the right of way of the Old Oregon Trail through the Blue Mountains in Umatilla and Union Counties, being approximately 500 feet on each side of the highway, a portion of which was acquired from a man by the name of Oliver P. Bowman in Secs. 20 and 29, T. 1 N., R. 35 E., W. M., Umatilla County; further that Senator Mann wishes to acquire for his personal use that portion of the property acquired from Mr. Bowman which lies on the easterly or northerly side of the highway beyond the limits of the 500-foot strip, consisting of two parcels containing a total of 12.24 acres, both of which are timbered, and offers to give to the State in exchange for this property a small tract containing 1.6 acres situate adjacent to the highway right of way at the southwest corner of Emigrant Springs Park, which contains no timber and is of no particular value to the State from a scenic standpoint. He gave as his thought that Senator Mann's request should be denied because the two areas that he desires contain a fairly good stand of timber and are an asset to the highway, and to sell them would be a contradiction to the established policy of the Commission with respect to the retention of natural scenic beauties along Oregon highways. After considerable discussion of this matter, the Commission decided that it would be to the best interests of the general public to retain possession of these two timbered tracts and upon motion of Commissioner Washburne, which was duly seconded by Commissioner Aldrich, voted unanimously to decline Senator Mann's request. The Engineer was instructed to advise Senator Mann of the action taken.

The Commission discussed the matter of employees of the State Highway Department engaging in political activities, and decided that this should not be permitted in view of the fact that the sole function of the State Highway Department is to build and maintain roads and the general public is entitled to the undivided service of each. The Engineer was

1/30/34

authorized to write a circular letter to the employees of the department to refrain from such activities and to relinquish any political office that they may now hold at the expiration of their term.

The Commission conferred with County Judge W. O. Vaughn and County Commissioner M. F. Walsh, representing the County Court of Clackamas County; Mayor J. J. Miller and Councilman Charles F. Dean, representing the town of Milwaukie; W. H. Lines, Vice President, and Clarence Phillips, attorney, representing the Portland Electric Power Company; and John R. Latourette, representing the Gratton Estate, regarding matters pertaining to the selection of a route for the East Portland-Oregon City Highway through the town of Milwaukie.

Chairman Scott reiterated that the State cannot adopt Front Street as the route for this highway unless the street car tracks are removed therefrom and added that unless satisfactory arrangements can be made with the street car company for the removal of its tracks, it will be necessary to select some other route. He indicated that the Front Street route is satisfactory except for the street car tracks located thereon.

Mr. Lines repeated that the Portland Electric Power Company is losing money operating its car line through the town of Milwaukie and does not wish to be forced to suspend operations because this line is required to serve important timber interests on the Upper Clackamas River. He further stated that he was not in a position to commit the street car company, and before making any definite statement he wished opportunity to study the law which authorized the Public Utilities Commissioner to order certain changes in railroad facilities and to confer with Mr. Franklin T. Griffith, President of the company, who is not in the city at the present time. He gave as his thought that a definite answer can be given on the following day.

The State Highway Engineer recommended that if the decision of the Portland Electric Power Company is adverse to the interests of the state in this matter, that it then be presented to the Public Utilities Commissioner with the request for a hearing as required by the statute. The Engineer's recommendation was adopted unanimously by the Commission.

The matter of acquiring the needed right of way was also discussed. Chairman Scott, speaking in behalf of the Commission, advised Mr. Latourette that the Commission will look to him and his associates for the right of way required for the reconstruction of the street car tracks on the west side of Front Street. He informed the County Court that the Commission will look to the County to purchase all of the right of way required for this improvement outside of the city limits of Milwaukie and also that portion of the right of way within the city limits of Milwaukie which is needed for the railroad and is not obtained by Mr. Latourette. The State, he said, will pay the cost of acquiring a ten-foot strip on the west side of Front Street within the city limits and will also purchase the small area needed on the east side of Front Street near the north city limits. After further discussion of this matter, it was decided that Chairman Scott, State Highway Engineer, and the Commission's Attorney would confer further on the following day with Mr.

Franklin T. Griffith and Mr. W. H. Lines and the attorney for the Portland Electric Power Company regarding the removal of the street car company's tracks on Front Street.

There being no further business to transact at this time, the Commission adjourned at five o'clock in the afternoon.

State Highway Engineer

Chairman

Secretary

Commissioner

Commissioner

Toledo, Oregon, February 14, 1934

The State Highway Commission met in special session at ten o'clock a. m. in the Circuit Court room of the Lincoln County Courthouse, in accordance with notice previously given to the Toledo City Council, to hear objections or remonstrances against its plans to alter the route of the Corvallis-Newport Highway within the city limits of Toledo. 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 forty citizens of the town of Toledo.

Chairman Scott called the meeting to order by stating its purpose and explaining the law which requires the Commission to hold public hearings of this kind when it proposes to alter or change an existing highway route into or through an incorporated city or town. He invited all citizens present to express themselves either for or against the improvement and requested that each group select a spokesman to present its arguments.

The State Highway Engineer exhibited a map showing the proposed change in highway alignment which follows, in general, the present route of this highway but deviates therefrom slightly in order to achieve straighter alignment and lower gradient.

Mr. W. R. Tindall, Mayor of Toledo, introduced Mr. G. B. McCluskey,

1/14/34

City Attorney, who presented the views of the Toledo City Council regarding this proposed improvement. Mr. McCluskey reviewed the history of this project, stating that in 1920 surveys were made by the State for this improvement and a street fifty feet in width was laid out; that subsequently the plans were changed to provide for a sixty-foot street and the City agreed to furnish the required additional right of way when this was demanded by the State Highway Commission; also, that in 1928 the State made such demands of the City, whereupon the City voted a $16,000 bond issue for this purpose of which bonds in the sum of $8,500 were sold and the proceeds therefrom paid out for such additional right of way, leaving a balance of $7,500 still unsold. He further stated that the Toledo City Council is not opposed to the change now proposed by the State Highway Commission, but the City's finances will not permit it to cooperate in the cost thereof to a greater extent than the amount of available bonds. He was of the opinion that the sale of these bonds would provide sufficient funds to purchase the remaining right of way for the improvement as originally contemplated and that the City should not be required to pay more than such amount. He offered to give these bonds to the State as the City's contribution toward such expense provided the State will pay the remaining costs with state funds.

The Engineer pointed out that present plans contemplate the acquisition of a right of way eighty feet in width and, on that basis, right of way along the revision now proposed will cost approximately $23,000 less than that required to widen the present highway as originally proposed; furthermore, the total estimated cost of right of way and to construct along the newly proposed route is approximately $10,000 less than to acquire an eighty-foot right of way and improve the present route, including the cost of an oiled macadam surface. He also pointed out that the present road passes between two concrete garages located near Main Street, which are only fifty feet apart, affording a roadway far too narrow for a modern highway of this kind. It would be very costly to widen at this point, he said, because it would necessitate removing the northerly garage; therefore, in order to avoid this expense and to provide a better crossing of Main Street, the new line has been located to the rear of this garage.

Dr. H. R. Kauffman stated that he was not opposed to the change now proposed by the Commission but he would expect full remuneration from the State if the new line is adopted because it would practically destroy the value of his property.

Mr. Howard Easton objected strenuously to the proposed change because it would necessitate the moving of his residence. He said that he is perfectly satisfied with the present route and did not believe the State should make any changes that would affect his property which is free and clear of incumbrances and has been enjoyed by him for many years.

Mr. B. F. Updike advised that he is the owner of the concrete garage building located on the south side of the present highway route. He offered no objections to the proposed plan of the Commission.

Mr. F. M. Woodson stated that he is a member of the Toledo City

Council and is the owner of the garage on the northerly side of the present road near Main Street. He offered no objections to the proposed rerouting of this highway to the rear of his place of business.

Mrs. Fred Horning objected to the proposed realignment because it requires right of way across her property near the east city limits, which she does not wish to sell.

Chairman Scott advised that the Commission has a certain sum of money set up in its budget for the improvement of the Corvallis-Newport Highway in the town of Toledo which improvement must be along permanent lines and will require the purchase of additional right of way; also that, no doubt, a new alignment will affect some property owners adversely, however, the Commission will deal fairly and justly with all such owners. He further advised that the Commission has decided to accept the City's bonds in the sum of $7,500 as City cooperation in connection with the purchase of this right of way and to pay the balance of such right of way costs with state funds but the Commission will not be imposed upon by being required to pay exorbitant prices. This improvement, he said, depends entirely upon a satisfactory solution of the right of way problem and if the people of Toledo do not wish the improvement and refuse to cooperate, the Commission will expend its funds elsewhere.

Dr. Kauffman inquired if the Commission will take the City's bonds and purchase the right of way, to which Chairman Scott replied that the Commission will accept such bonds from the City.

Mr. McCluskey advised that the City Council wishes the Commission to know that it desires this improvement and will cooperate to the fullest extent.

Mr. Waterbury, attorney, gave as his opinion that practically every one in the town of Toledo desires this improvement; also, if the right of way difficulties cannot be settled without going to Court about the matter, then that procedure should be followed.

Mr. J. E. Cooter endorsed the sentiment expressed by Mr. Waterbury and added that in his opinion the Commission is obligated to bring the right of way matter to a satisfactory conclusion because the business people of their town have adjusted their businesses in conformance with the old survey and should not be required to readjust them now at their own expense.

Mr. Leonard Krause stated that he is the agent for the Pacific Savings & Loan Association of Tacoma and for the Intermountain Building & Loan Association of Salt Lake City, which companies hold mortgages against considerable of the properties affected by this improvement. He advised that his companies will be satisfied with any fair appraisals of such properties and will accept any action by the Commission.

Commissioner Aldrich pointed out that there is another route available for this improvement which will by-pass the town of Toledo, but the

Commission does not wish to adopt such route unless it proves absolutely necessary. He also pointed out that the funds which the Commission has available for this improvement are public funds and the Commission must be very careful in their expenditure.

After further discussion, during which an alternate change was suggested, the Commission instructed the Engineer to conduct further surveys to ascertain whether or not it would be possible to relocate this highway so as to affect private property less than the present proposed location.

The hearing was concluded at 11:15 o'clock a. m., following which Mr. J. E. Cooter inquired as to the Commission's plans concerning the improvement of the Corvallis-Newport Highway between Toledo and Pioneer Mountain. He gave as his understanding that a definite survey has been made for the revision of this unit to eliminate dangerous curves and that all of the new right of way has been acquired with the exception of a small strip across property owned by a Mr. Johnson, which, he said, can be obtained without difficulty. He pointed out that a portion of the revision was constructed by the State two years ago as an unemployment relief project and that there remains only a short section one and one-half miles in length to complete in order to make this revision available for traffic. The Engineer advised that the Commission has not funds with which to undertake this improvement at the present time but the project will be kept in mind for consideration as additional funds become available.

County Commissioners Jay W. Dunn and E. G. Calkins of Lincoln County were present and stated they have in mind to undertake as a civil works project the surfacing of the Nashville-Norton Section of Secondary State Highway No. 180 but are unable to proceed with this improvement because the County has no hauling equipment available and no funds with which to rent such equipment. They asked the Commission to cooperate by furnishing state trucks for this purpose. The request was denied by the Commission as it is contrary to the Commission's adopted policy with respect to furnishing equipment for civil works projects.

The meeting was adjourned at 11:30 o'clock a. m., following which the Commission inspected the Frank H. Hilton property on the north side of Alsea Bay at Waldport, a portion of which is required by the State for right of way for the proposed Coast Highway bridge at this point. The Commission voted unanimously to offer Mr. Hilton $100 per acre for 6.38 acres required of him, and instructed the Attorney to condemn this property in the event that Mr. Hilton refuses to accept such offer.

Portland, Oregon, February 14, 1934

The State Highway Commission met in special session at 8:30 o'clock p. m. in Room 206, Benson Hotel, with all members, State Highway Engineer, the Attorney and the Secretary present.

Mr. Porter W. Yett, Portland, Code Authority Member for Region No. 16, comprising the states of Montana, Washington, Oregon and Idaho, and Chairman of the Regional Committee; Mr. S. S. Montague, Portland, Chairman of District Committee No. 1, Region No. 16, comprising the State of Oregon; and George B. Herington, Portland, Executive Secretary of Regional Committee No. 16, federal appointees for administering the National Recovery Administration code of fair competition for crushed stone, sand and gravel, and slag industries, appeared before the Commission and discussed matters pertaining to this code and its relationship to state highway construction work.

Mr. Yett gave as his understanding that the provisions of this code extend not only to the producers of crushed stone, sand and gravel for commercial purposes, but also to state highway contractors who produce such materials for the use of the State in connection with state highway construction work; wherefore, the State Highway Commission should accept the provisions of this code and include in its specifications provisions and requirements in conformance therewith.

It was the contention of the members of the State Highway Commission, the State Highway Engineer and the Attorney that in connection with all projects which are financed with federal funds, Mr. Yett's understanding is correct and contractors bidding on such projects should be required to accept this code; but in connection with those projects which are financed wholly with state funds the code does not apply because the contractors engaged on such projects are acting as the State's hired agents and are not selling such materials to the State; in other words, in such cases the State is neither a producer nor a seller, is not engaging in competition with commercial producers, and is not in the market for such products, but is simply hiring the contractors to produce materials for the State as a private proposition.

It was brought out during the discussion of this matter that the Commission on the following day will receive bids on a number of construction projects involving the production of road building materials; also, that the code under discussion reached the Commission too late to permit a proper study thereof or a determination with respect to its application to these jobs, in view of which and for the further reason that there appears to be a variance in opinion with regard to application of this code to state projects, it was unanimously agreed that the Commission would announce on the following day, prior to the opening of bids on these projects, substantially as follows:

That the Commission will award contracts, provided satisfactory bids are received, for those jobs which in the opinion of the Commission are not within the reach of the code and in connection with which the proposal forms did not require conformance with any code requirement; also, that the Commission will award contracts, provided satisfactory bids are received, for those jobs which are within the reach or jurisdiction of the code and concerning which information has been given to bidders in the specifications governing such jobs; also, the Commission will award contracts for all other jobs, provided satisfactory bids are received, but

such awards shall be subject to final determination with respect to code application.

The conference was concluded at 10:30 o'clock p. m., following which the Commission adjourned.

Portland, Oregon, February 15, 1934

The State Highway Commission met in regular session at nine o'clock a. m. in the auditorium of the Public Service 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

Chairman Scott made the following announcement:

"Subsequent to sending out the call for bids for projects under consideration today, there was served on the Commission a notice and other published data having to do with the sand, gravel and crushed rock code and the industries affected thereby. All of such information reached the Commission too late to permit a proper analysis of the same, or a determination with respect to its application to the instant jobs.

"Therefore, the Commission rather than by postponement of these projects withhold from needy, unemployed men the work and relief which these jobs will afford has after a conference with representatives and officials of the industries affected by the sand, gravel and crushed rock code decided to proceed with the business in hand, and in this connection the Commission has these observations to make.

"The projects under consideration today consist of three classes of jobs in so far as the said code is concerned. Those classes are:

"1. Jobs which in the opinion of this Commission are not within the reach of the sand, gravel and crushed rock code, and in connection with which jobs the proposal forms did not require conformance with any code requirement.

"2. Jobs which are within the reach or jurisdiction of the code and concerning which information has been given to bidders in the specifications governing the particular job.

"3. Jobs concerning which the Commission and the code officials have not yet reached an agreement as to whether or not they come within the scope of said law.

"With respect to jobs falling under the first class, awards will be made if satisfactory bids are obtained.

"With respect to jobs in the second class, awards will be made if satisfactory bids are obtained, provided the bidders have conformed to code requirements.

"With respect to jobs in the third or questioned class, awards will be made if satisfactory bids are obtained, but such awards shall be subject to final determination with respect to code application."

Chairman Scott further stated that the State of Oregon is in the business of producing road materials -- rock, sand and gravel -- for its own use and not for sale; also, that the State of Oregon has its own sources of supply -- quarries, in streams, and in the sands of the ocean beach. It uses those materials, he said, for the benefit of the public on its roads and, theoretically, at least, it has a cheaper cost of production than the commercial producers, where the sources of supply are near the places where the product is to be used or applied. The State of Oregon, through the State Highway Commission, he continued, takes the view that in the production of its road materials, as a sovereignty, its costs are not subject to the review of the code committee, although the Commission wishes not to place obstacles in the way or method of operation of that committee; however, in its own affairs, having cheap costs of production, it believes that the benefits of those cheap costs are for the public in the use of public roads and should not be subject to revision by the code committee.

Following this announcement, bids for highway construction projects and for the furnishing of shrubs for the Fourth Street landscaping project were opened and read in conformance with previously published notice, as follows:

OLD OREGON TRAIL
BAKER ROCK PRODUCTION PROJECT

Dunn & Baker	$6,990.00
Newport Construction Co.	10,460.00

OREGON COAST HIGHWAY
COQUILLE SECTION - PAVING

R. I. Stuart & Sons	$4,381.00

OREGON COAST HIGHWAY
MARSHFIELD SECTION - PAVING

The United Contracting Company	$13,524.50
Northwest Roads Company	14,356.00

THE DALLES-CALIFORNIA AND CENTRAL OREGON HIGHWAYS
BEND SECTION - ASPHALTIC CONCRETE PAVEMENT RESURFACE

Northwest Roads Company	$34,827.00
The United Contracting Company	35,448.00
Newport Construction Co.	35,955.00
J. C. Compton	37,551.00
Morrison-Knudsen Co.	42,065.00

HOOD RIVER SECONDARY HIGHWAY
BRIDGE OVER EAST FORK OF HOOD RIVER

R. H. Jones	$21,851.25
J. F. Johnston	22,491.25
Joplin & Eldon	23,053.75
Kuckenberg-Wittman Co., Inc.	23,123.75
Feigenson Construction Co.	23,360.00
The Gilpin Construction Co.	23,557.50
Parker-Schram Company	25,220.25
Northwest Roads Company	26,072.00
Portland Bridge Co.	27,555.00

REDWOOD HIGHWAY
CALIFORNIA LINE-HAYES HILL ROCK PRODUCTION PROJECT

A. S. Wallace	$ 8,940.00
M. C. Lininger & Son	9,450.00
R. I. Stuart & Sons	12,300.00
Homer G. Johnson	13,920.00
Parker-Schram Company	14,370.00

KLAMATH FALLS-WEED HIGHWAY
NORTH UNIT, MIDLAND-CALIFORNIA LINE SECTION - GRADING

Dunn & Baker	$20,721.00
Joplin & Eldon	22,381.00
E. C. Hall	22,866.00
G. I. Stebbins Construction Co.	23,623.00
Parker-Schram Company	26,108.00

KLAMATH FALLS-WEED HIGHWAY
MIDLAND-CALIFORNIA LINE SECTION - SURFACING AND BITUMINOUS MACADAM

Dunn & Baker	$105,467.50
E. C. Hall	108,777.50
Joplin & Eldon	112,866.00
A. Milne	114,627.50

McKENZIE HIGHWAY
SPRINGFIELD SECTION - PAVING

Cascade Construction Co.	$4,956.50

FEB 15 1934

OLD OREGON TRAIL
ONTARIO ROCK PRODUCTION PROJECT

Chester T. Lackey	$ 8,700.00
Quinn-Robbins Co., Inc.	11,150.00
Arthur A. Hardesty	13,055.00
Newport Construction Co.	15,300.00

OREGON-WASHINGTON HIGHWAY
HEPPNER ROCK PRODUCTION PROJECT

Arthur A. Hardesty	$ 6,315.00
Schmeer & Williams	9,490.00
Newport Construction Co.	10,405.00

EAST PORTLAND-OREGON CITY HIGHWAY
NORTH UNIT, PORTLAND-MILWAUKIE SECTION - GRADING AND PAVING

Parker-Schram Company	$162,091.00
Harold Blake	162,751.00
Edlefsen-Weygandt Co.	172,635.25
The United Contracting Company	186,121.75
Kern & Kibbe	186,982.00
Jacobsen-Jensen Co.	202,336.00

EAST PORTLAND-OREGON CITY HIGHWAY
BRIDGE OVER JOHNSON CREEK

Joseph H. Anderson	$12,184.00
Kuckenberg-Wittman Co., Inc.	13,230.00
Allyn & Powers	13,442.00
Feigenson Construction Co.	13,480.00
Settergren Bros.	13,535.00
J. F. Johnston	13,535.00
Northwest Roads Company	14,445.00
Gregoire & McNaught	14,475.00
A. T. Dolan	14,725.00
Parker-Schram Company	14,665.00
Hoffman Construction Co.	15,275.00
W. W. McFarland	15,570.00
Joplin & Eldon	16,896.50

NORTHEAST EIGHTY-SECOND AVENUE, PORTLAND
WIDEN VIADUCT OVER THE O.-W. R. R. & N. CO. TRACKS

Hoffman Construction Co.	$27,530.00
Feigenson Construction Co.	27,585.00
Kuckenberg-Wittman Co., Inc.	30,867.50
Northwest Roads Company	32,500.50

FEB 15 1934

2/15/34

OREGON COAST HIGHWAY
WHEELER-KILCHIS RIVER ROCK PRODUCTION PROJECT

Arthur A. Hardesty	$12,895.00
A. T. Dolan	14,050.00
Homer G. Johnson	16,200.00

OLD OREGON TRAIL
EAST PENDLETON SECTION - BITUMINOUS MACADAM

	Using Road Oil	Using Tar
Northwest Roads Company	$4,969.50	$ 4,843.50
J. C. Compton		5,092.00

OREGON-WASHINGTON HIGHWAY AND OLD OREGON TRAIL
PENDLETON ROCK PRODUCTION PROJECT

Arthur A. Hardesty	$ 8,250.00
Schmeer & Williams	9,890.00
Joslin & McAllister	9,930.00
Newport Construction Co.	14,310.00

OLD OREGON TRAIL
LA GRANDE SECTION - BITUMINOUS MACADAM

	Using Road Oil	Using Tar
Northwest Roads Company	$4,424.00	$ 4,403.00
J. C. Compton		4,870.00

OLD OREGON TRAIL AND WALLOWA LAKE HIGHWAY
LA GRANDE ROCK PRODUCTION PROJECT

Jones-Scott Company	$ 8,755.00
Homer G. Johnson	10,815.00
Arthur A. Hardesty	11,687.50
Newport Construction Co.	13,132.50

WEST SIDE PACIFIC HIGHWAY
SHERIDAN STREET-SOUTH CITY LIMITS SECTION - NURSERY STOCK

Bid of John Zurburchen

Item No.	Item Nursery-Grown Stock	Quantity Required	Quantity Bid	Unit Price Bid
41	Symphoricarpos racemosus	951	200	$0.05
68	Iris germanica(Yellow,Lt.Blue,White)	480	480	2.00*
72	Pentstemon cardwelli	386	386	0.15

*Per 100

Bid of John Zurburchen - continued

Item No.	Item Woods-Grown Stock	Quantity Required	Quantity Bid	Unit Price Bid
2	Acer circinatum		80	$0.15
20	Holodiscus discolor		69	0.15
36	Sambucus caerulea (glauca)		8	0.20
41	Symphoricarpos racemosus		200	0.05
42	Syringa vulgaris		25	0.15
43	Vaccinium parvifolium		34	0.07

Bid of Benedict Nursery Co.

Nursery-Grown Stock

38	Spirea vanhouttei	115	115	0.15
66	Hedera helix	8,831	8,831	0.014

Bid of Villa Nurseries, Inc.

1	Abelia grandiflora	600	600	0.35
3	Berberis thunbergi	98	98	0.10
17	Forsythia intermedia spectabilis	36	36	0.30
21	Kerria japonica	48	48	0.25
26	Mahonia aquifolium	533	200	0.20
38	Spirea vanhouttei	115	115	0.15
44	Viburnum lantana	44	44	0.20
47	Acer dasycarpum	6	6	0.60
50	Acer platanoides	15	15	0.60
51	Acer platanoides schwedleri	7	7	0.90
54	Catalpa speciosa	30	30	0.40
56	Juglans nigra	10	10	0.40
75	Rosa (Paul's Scarlet)	32	32	0.60
76	Lonicera pileata	5	5	0.30

Bid of Vida Stevens

1	Abelia grandiflora	600	600	0.65
3	Berberis thunbergi	98	98	0.30
12	Cotoneaster horizontalis	114	114	0.40
13	Cotoneaster simonsi	9	9	0.40
26	Mahonia aquifolium	533	300	0.40
30a	Rhododendron (Pink Pearl)	22	22	2.50
45	Viburnum opulus	33	33	0.30
47	Acer dasycarpum	6	6	0.50
50	Acer platanoides	15	15	0.50
51	Acer platanoides schwedleri	7	7	0.70
58	Platanus orientalis	48	48	0.70
66	Hedera helix	8,831	3,000	0.02

2/15/34

Bid of Doty & Doerner, Inc.

Item No.	Item Nursery-Grown Stock	Quantity Required	Quantity Bid	Unit Price Bid
1	Abelia grandiflora	600	600	$0.54
2	Acer circinatum	180	180	0.30
3	Berberis thunbergi	98	98	0.20
4	Calluna vulgaris	423	423	0.12
5	Caragana arborescens	17	17	0.30
7	Caryopteris incana	22	22	0.30
8	Ceanothus (Gloire de Versailles)	18	18	0.60
9	Ceanothus velutins	38	38	0.50
10	Cornus alba sibirica	66	66	0.25
11	Corylus rostrata	35	35	1.25
12	Cotoneaster horizontalis	114	114	0.48
13	Cotoneaster simonsi	9	9	0.30
14	Cydonia japonica	125	125	0.20
15	Cytisus scoparius	718	718	0.25
16	Elaegnus augustifolia	6	6	0.50
17	Forsythia intermedia spectabilis	36	36	0.30
18	Hamamelis vernalis	44	44	1.50
19	Hamamelis virginiana	84	84	0.75
20	Holodiscus discolor	69	69	0.75
21	Kerria japonica	48	48	0.30
22	Laburnum vulgare	55	55	0.60
23	Ligustrum amurense	24	24	0.30
24	Lonicera fragrantissima	71	71	0.35
25	Lonicera tatarica alba	61	61	0.20
26	Mahonia aquifolium	533	533	0.25
27	Philadelphus coronarius	31	31	0.15
28	Rhamnus cathartica	15	15	0.30
29	Rhododendron occidentale	38	38	0.60
30	Rhododendron (Kettledrum)	28	28	2.00
30a	Rhododendron (Pink Pearl)	22	22	2.50
31	Rhus typhina	3	3	0.75
32	Ribes lobii	14	14	0.40
34	Sambucus pubens arborescens	26	26	0.50
35	Sambucus racemosa	20	20	0.75
36	Sambucus caerulea (glauca)	8	8	0.75
37	Spirea douglasi	78	78	0.30
38	Spirea vanhouttei	115	115	0.14
39	Sorbaria aitchisoni	44	44	0.75
40	Sorbaria sorbifolia	205	205	0.20
41	Symphoricarpos racemosus	951	951	0.14
42	Syringa vulgaris	25	25	0.40
44	Viburnum lantana	44	44	0.25
45	Viburnum opulus	33	33	0.25
46	Weigela rosea	62	62	0.25
47	Acer dasycarpum	6	6	0.65
48	Acer macrophyllum	37	37	0.60

FEB 15 1934

Bid of Doty & Doerner, Inc. - continued

Item No.	Item Nursery-Grown Stock	Quantity Required	Quantity Bid	Unit Price Bid
49	Acer negundo	36	36	$0.60
50	Acer platanoides	15	15	0.50
51	Acer platanoides schwedleri	7	7	0.80
52	Aesculus hippocastanum	78	78	0.90
54	Catalpa speciosa	30	30	0.50
55	Cornus nuttalli	51	51	0.40
56	Juglans nigra	10	10	1.00
57	Liriodendron tulipifera	15	15	1.00
58	Platanus orientalis	48	48	0.75
59	Quercus coccinea	5	5	0.80
60	Sorbus aucuparia	3	3	0.75
61	Ampelopsis quinquefolia engelmanni	333	333	0.15
62	Ampelopsis tricuspidata	41	41	0.20
63	Bignonia capreolata	61	61	1.00
64	Bignonia radicans	156	156	0.22
65	Celastrus Scandens	71	71	0.25
66	Hedera helix	8,831	8,831	0.0175
67	Hypericum calycinum	915	915	0.035
68	Iris germanica(Yellow,Lt.Blue,White)	480	480	10.00*
69	Lonicera japonica halliana	84	84	0.15
70	Lycium chinense	186	186	0.25
71	Pueraria thunbergiana	157	157	0.18
72	Pentstemon cardwelli	386	386	0.14
74	Rosa setigera	516	516	0.35
75	Rosa (Paul's Scarlet)	32	32	0.50
76	Lonicera pileata	5	5	0.30
	Woods-Grown Stock			
20	Holodiscus discolor		69	0.20
36	Sambucus caerulea (glauca)		8	0.25
41	Symphoricarpos racemosus		951	0.09
43	Vaccinium parvifolium		34	0.30
11	Corylus rostrata		35	0.20
15	Cytisus scoparius		718	0.12
28	Rhamnus cathartica		15	0.20
33	Ribes sanguineum		71	0.20
35	Sambucus racemosa		20	0.25
37	Spirea douglasi		78	0.20
53	Alnus oregana		15	0.20
55	Cornus nuttalli		51	0.30
73	Rosa nutkana		315	0.15

*Per 100

FEB 15 1934

2/15/34

Bid of F. O. Moll

Item No.	Item Nursery-Grown Stock	Quantity Required	Quantity Bid	Unit Price Bid
3	Berberis thunbergi	98	60	$0.60
			38	0.50
10	Cornus alba sibirica	66	28	0.60
			12	0.40
21	Kerria japonica	48	10	0.60
25	Lonicera tatarica alba	61	18	0.60
26	Mahonia aquifolium	533	20	0.60
38	Spirea vanhouttei	115	24	0.60
43	Vaccinium parvifolium	34	12	2.10
45	Viburnum opulus	33	33	0.60

Bid of J. B. Pilkington

1	Abelia grandiflora	600	600	0.35
2	Acercircinatum	180	180	0.45
3	Berberis thunbergi	98	98	0.20
4	Calluna vulgaris	423	115	0.25
5	Caragana arborescens	17	17	0.20
8	Ceanothus (Gloire de Versailles)	18	18	0.75
10	Cornus alba sibirica	66	66	0.25
12	Cotoneaster horizontalis	114	114	0.50
13	Cotoneaster simonsi	9	9	0.60
14	Cydonia japonica	125	125	0.20
15	Cytisus scoparius	718	718	0.125
16	Elaegnus augustifolia	6	6	0.40
17	Forsythia intermedia spectabilis	36	36	0.30
19	Hamamelis virginiana	84	84	0.30
20	Holodiscus discolor	69	69	0.20
21	Kerria japonica	48	48	0.30
23	Ligustrum amurense	24	24	0.125
24	Lonicera fragrantissima	71	71	0.20
25	Lonicera tatarica alba	61	61	0.20.
26	Mahonia aquifolium	533	533	0.40
27	Philadelphus coronarius	31	31	0.20
28	Rhamnus cathartica	15	15	0.20
29.	Rhododendron occidentale	38	38	0.75
30a	Rhododendron (Pink Pearl)	22	22	3.00
31	Rhus typhina	3	3	0.30
37	Spirea douglasi	78	78	0.25
38	Spirea vanhouttei	115	115	0.18
39	Sorbaria aitchisoni	44	44	0.40
40	Sorbaria sorbifolia	205	205	0.30
41	Symphoricarpos racemosus	951	951	0.15
44	Viburnum lantana	44	44	0.25
45	Viburnum opulus	33	33	0.25
46	Weigela rosea	62	62	0.18

Bid of J. B. Pilkington - continued

Item	Item Nursery-Grown Stock	Quantity Required	Quantity Bid	Unit Price Bid
47	Acer dasycarpum	6	6	$0.75
48	Acer macrophyllum	37	37	0.90
50	Acer platanoides	15	15	0.60
51	Acer platanoides schwedleri	7	7	1.00
52	Aesculus hippocastanum	78	78	0.75
57	Liriodendron tulipifera	15	15	1.00
59	Quercus coccinea	5	5	1.25
60	Sorbus aucuparia	3	3	0.35
61	Ampelopsis quinquefolia engelmanni	333	333	0.18
62	Ampelopsis tricuspidata	41	41	0.20
63	Bignonia capreolata	61	61	0.35
64	Bignonia radicans	156	156	0.25
65	Celastrus Scandens	71	71	0.25
67	Hypericum calycinum	915	915	0.03
68	Iris germanica(Yellow,Lt.Blue,White)	480	480	5.00*
69	Lonicera japonica halliana	84	84	0.15
70	Lycium chinense	186	186	0.20
71	Pueraria thunbergiana	157	157	0.15
74	Rosa setigera	516	516	0.20
75	Rosa (Paul's Scarlet)	32	32	0.25
76	Lonicera pileata	5	5	0.40

Bid of Wm. V. Miller

4	Calluna vulgaris	423	212	0.30
17	Forsythia intermedia spectabilis	36	36	0.25
21	Kerria japonica	48	48	0.20
68	Iris germanica(Yellow,Lt.Blue,White)	480	480	5.00*
76	Lonicera pileata	5	5	0.50

Bid of Milton Nursery Co.

3	Berberis thunbergi	98	98	0.175
14	Cydonia japonica	125	125	0.175
17	Forsythia intermedia spectabilis	36	36	0.25
21	Kerria japonica	48	48	0.30
27	Philadelphus coronarius	31	31	0.175
31	Rhus typhina	3	3	0.15
38	Spirea vanhouttei	115	115	0.20
41	Symphoricarpos racemosus	951	500	0.15
45	Viburnum opulus	33	33	0.20
46	Weigela rosea	62	62	0.20
47	Acer dasycarpum	6	6	0.60
49	Acer negundo	36	36	0.40
50	Acer platanoides	15	15	0.60
51	Acer platanoides schwedleri	7	7	1.25

*per 100

2/15/34

Bid of Milton Nursery Co. - continued

Item No.	Item Nursery-Grown Stock	Quantity Required	Quantity Bid	Unit Price Bid
52	Aesculus hippocastanum	78	78	$0.90
54	Catalpa speciosa	30	30	0.45
57	Liriodendron tulipifera	15	15	0.75
58	Platanus orientalis	48	48	0.75
60	Sorbus aucuparia	3	3	0.25
61	Ampelopsis quinquefolia engelmanni	333	333	0.125
62	Ampelopsis tricuspidata	41	41	0.20
65	Celastrus Scandens	71	71	0.175
68	Iris germanica(Yellow,Lt.Blue,White)	480	480	3.00*
	Bid of Portland Wholesale Nursery Company			
1	Abelia grandiflora	600	150	0.65
2	Acer circinatum	180	45	0.60
3	Berberis thunbergi	98	98	0.25
10	Cornus alba sibirica	66	66	0.25
12	Cotoneaster horizontalis	114	114	0.35
13	Cotoneaster simonsi	9	9	0.45
14	Cydonia japonica	125	125	0.35
16	Elaegnus augustifolia	6	6	0.50
17	Forsythia intermedia spectabilis	36	36	0.35
21	Kerria japonica	48	48	0.30
25	Lonicera tatarica alba	61	61	0.25
26	Mahonia aquifolium	533	200	0.40
27	Philadelphus coronarius	31	31	0.30
38	Spirea vanhouttei	115	115	0.25
41	Symphoricarpos racemosus	951	250	0.25
42	Syringa vulgaris	25	25	0.40
45	Viburnum opulus	33	33	0.35
46	Weigela rosea	62	62	0.30
50	Acer platanoides	15	15	0.55
51	Acer platanoides schwedleri	7	7	0.75
55	Cornus nuttalli	51	20	0.65
57	Liriodendron tulipifera	15	15	0.75
59	Quercus coccinea	5	5	1.00
60	Sorbus aucuparia	3	3	0.75
61	Ampelopsis quinquefolia engelmanni	333	333	0.25
62	Ampelopsis tricuspidata	41	41	0.25
69	Lonicera japonica halliana	84	84	0.25
75	Rosa (Paul's Scarlet)	32	32	0.25

*Per 100

The Commission instructed the Secretary to return the bid submitted by contractors Shattuck & Neland for the construction of a bridge over Johnson Creek on the East Portland-Oregon City Highway in Multnomah County as the contractors failed to sign the proposal agreement.

Chairman Scott announced that the award of contracts would be made at five o'clock p. m. in the same room.

A delegation from Southern Wheeler and Grant Counties appeared before the Commission and reiterated arguments in support of their request for the construction of the proposed Mitchell-Antelope cut-off. The following were present: W. L. Hutton, stockman; Arthur H. Bone; and Percy Purvis, city recorder, all of Vale. Cliff Campbell, service station owner; Erie L. Laughlin; Wm. E. Reed; E. Wilson, service station owner; Paul Lynch, merchant; Ben Taylor, stockman; Chas. Jackson, store proprietor; L. L. Jones, rancher; Wm. L. Jackson, farmer; and S. J. Connolly, stockman, all of Mitchell. J. L. Stulker; C. A. Felt, jeweler; Rev. Leslie B. Bailey; James Dixon, farmer; Chas. A. Stanley; Clyde Forrest; and Dan W. Fisk, all of Prairie City. C. M. Caldwell; Frank T. Morgan, Secretary of Commercial Club; and Don Graham, realtor, all of Nyssa. J. H. Woodcock of Maupin; Winlock Hendricks, stockman, Fossil. D. V. Bolton; Vern Druss; John Schoutock, druggist, all of Antelope; and Leo Hahn, stockman, of Antelope and Portland.

Mr. Ben Taylor headed this group and introduced the speakers.

Mr. Purvis stated that he favored the construction of the Mitchell-Antelope cut-off road because it will provide the shortest and most feasible route from the Upper John Day Valley to Portland, will cut off two hours' driving time to Portland and will provide them with better business connections.

Mr. Morgan spoke for the Mitchell-Antelope road because, he said, it will shorten the distance to Portland thirty-six miles, and anything that can be done to reduce the driving time from the Upper John Day Valley to Portland will be of great help to the stockmen of his district.

Mr. Forrest spoke in the interests of this road from the standpoint of providing a shorter and faster route to Portland.

Mr. Woodcock spoke for this road from the standpoint of quicker interchange of business with producers in the John Day Valley.

Mr. Jones declared that the construction of the Mitchell-Antelope road would greatly reduce freight costs in shipping wool, cattle and sheep to the Portland markets.

Mr. Graham stated that time means money to the people in his district, and when they go to Portland they wish to get there as quickly as possible.

Mr. Stulker stated that any route that the State Highway Commission decides upon is satisfactory to the people of his vicinity. He urged the Commission to improve the Upper John Day Highway which, he said, is badly in need of surfacing.

Mr. Bone stated that the people of Vale and the Vale Chamber of Commerce are solidly behind the Mitchell-Antelope road; also, that the Ontario Chamber of Commerce favors this road because it is the only short-cut route from Malheur County to Portland.

Mr. Connolly declared that the construction of the Mitchell-Antelope road would greatly reduce freight rates.

Mr. La Rue stated that he was interested in mining in the Spanish Gulch district between Mitchell and Antelope and that the Mitchell-Antelope road would be a big benefit to mining operations.

Reverend L. B. Bailey stated that he has charge of all the Methodist churches of Grant County and that they are members of the Portland Area of the Methodist Church. He stated that meetings are held in Portland quite often which the church members should attend, and it would be of great convenience to these people if the Mitchell-Antelope cut-off were constructed inasmuch as it takes now four hours longer to make the trip to Portland via Arlington.

Mr. Hendricks stated that they are interested in the short-cut route so that they can move commodities as cheaply as possible.

Mr. Fisk stated that 98% of the people of the John Day Valley favor the Mitchell-Antelope cut-off.

Mr. Lynch stated that during the last three or four years the stockmen in his vicinity have been greatly handicapped by enormous freight rates; also, that the savings in freight rates that would accrue by reason of the construction of the Mitchell-Antelope road would practically represent the profit in the transactions of these livestock men.

Mr. Jackson stated that the distance from Mitchell to Portland by way of Antelope is practically the same as the distance from Redmond to Portland; however, the present freight rate to Mitchell is double that to Redmond. This difference, he declared, would be reduced in the event the Mitchell-Antelope road is constructed.

Mr. Taylor concluded the presentation by summarizing the arguments presented. He added that if this road is constructed it will serve 95 per cent of the people that the Ochoco and John Day Highways serve and will serve them better. He presented the Commission with a copy of the John Day Highway Leader, being Volume I, Number 1, published by the John Day Highway Improvement Association, and called particular attention to the comparison of mileages on page 3 thereof. He also presented a copy of the Wheeler County Chronicle, dated February 8, 1934, which contains an editorial regarding the subject under discussion. In this connection the following communications were presented

endorsing the Antelope-Mitchell project: Telegram from Grass Valley Chamber of Commerce; letter from Willow Creek Valley Community Club of Brogan and Jamieson; letter from Gresham Chamber of Commerce; and letter from the Gresham Kiwanis Club. The Commission ordered these communications acknowledged and placed on file.

County Judge M. R. Biggs, Crook County, was present and urged the Commission to complete the Ochoco Highway before it starts the construction of the Mitchell-Antelope road. He declared that the men who talk the strongest for the Mitchell-Antelope road will use the Ochoco Highway more than the other; furthermore the distance from Mitchell to Portland via the Mitchell-Antelope route will not be more than ten miles shorter than via the Ochoco and Warm Springs Highways.

A delegation representing the John Day Highway Improvement Association appeared before the Commission and renewed its request for the improvement of the John Day Highway before the proposed Mitchell-Antelope road is constructed. This delegation was headed by E. R. Fatland, President of the Association, and consisted of the following members: R. E. Wright, stockman; D. E. Baxter, merchant; E. L. Morse, postmaster and rancher; S. C. Johnson, owner of telephone company; and Jess Vaughn, merchant, all of Spray. Fred Misener, garage owner; R. E. Misener, garage owner; P. N. Shown, garage owner; and W. H. Steiwer, banker, all of Fossil. J. Dempsey Boyer, merchant; F. M. Gabler, implement dealer; and Chris Hamilton, merchant, all of Monument. E. R. Fatland, tire dealer; J. F. Reisacher, banker; and L. E. Spraker, publisher, and Secretary of John Day Highway Association, all of Condon; and Chas. Story, grain dealer, Cooperative Grain Growers, Arlington.

Speaking for this improvement were Messrs. Spraker, Baxter, Boyer, Story, Shown and Gabler, each of whom was introduced by Mr. Fatland.

Mr. Spraker stated that the people of Crook, Wheeler and Gilliam Counties have one common interest and that is the completion of roads that lead out of the interior points to the railroad connections. He urged the Commission to complete the roads now on the state highway system before it commences the construction of any new route.

Mr. Baxter gave comparative figures as to rise and fall on the Ochoco Highway, stating that the average per mile rise and fall on the John Day Highway between Ochoco junction and Fossil is only fifty-five feet compared with one hundred and eighteen feet on the Ochoco Highway between Ochoco junction and Bridge Creek on the proposed Mitchell-Antelope Highway, about 4½ miles northwest of the town of Mitchell; he also gave figures to show the distance from Upper John Day Valley points to Portland via Fossil as compared with those via Mitchell and Antelope. He suggested improvements to the present John Day and Ochoco Highways rather than the construction of a new road between Mitchell and Antelope and declared that the Commission is not justified in spending any of its funds for the construction of the proposed Mitchell-Antelope road through such an extremely rugged country.

Mr. Boyer pointed out that they are not asking for a short-cut

2/15/34

road to Portland but are simply asking for the improvement of an existing route. He filed with the Commission twelve petitions bearing signatures of 498 citizens residing in Gilliam, Wheeler, Grant, Baker and Malheur Counties, requesting the Commission to include in a definite program the widening, straightening and oiling of the John Day Highway from Fossil to the Idaho state line and to undertake such improvement as funds permit.

Mr. Story stated that railroad freight rates into their territory are considered high, notwithstanding that they have been materially reduced since river transportation has entered into competition with the railroad. He predicted that river transportation development is bound to occur in which event freight rates will be further reduced and the town of Arlington will be an important shipping point, being situated on the Columbia River at the junction of the John Day and Columbia River Highways. The John Day Highway, he said, will afford the shortest route for the people of the Upper John Day Valley to reach river points; therefore, should be improved to take care of the increased travel that will result.

Mr. Spraker confirmed Mr. Boyer's statement that they are not advocating cut-offs, but are simply advocating the improvement of an existing route.

Mr. Shown declared that they are not opposed to the Mitchell-Antelope cut-off, but believe that the present road should be properly reconstructed and maintained before new roads are constructed.

Mr. Gabler stated that the petitions presented by Mr. Boyer were signed in good faith, and that the petitioners cannot get along without the John Day Highway.

Mr. Fatland concluded the presentation by summarizing the arguments presented, as follows: "We want a road over which we can transport our produce in and out of the John Day Valley. We believe the John Day Highway provides the shortest route for tourists and all traffic. The John Day Highway serves more people than any other route into the John Day Valley and is the most practicable route. It is the best available route for Grant, Wheeler and Gilliam Counties, and must be maintained to serve all of the John Day Valley as it was originally intended to do. The reconstruction of the John Day Highway may be done a little at a time, whereas construction of a new highway between Mitchell and Antelope will require an expenditure of $2,000,000 or more before any part of it can be used to good advantage."

Chairman Scott thanked the delegation for its appearance and advised that at the present time the Commission has no funds for any of the improvements requested. Money now being used by the Commission for construction purposes, he said, are federal funds which cannot be used for maintenance purposes. He advised that a survey is now being made to gather full information regarding mileage, cost to construct, and other pertinent data regarding all of the proposed highway routes into the John Day Valley, and these data will be available to the proponents of the various routes as soon they have been assembled. He declared that the City of Portland is also very much concerned with the disposal of this matter because of its interest in the development of trade territory tributary to Portland and, therefore, is looking for the best route for its interest.

In connection with this matter there were presented to the Commission the following communications: Telegram from South Santiam Highway Association, Albany, opposing the construction of the Mitchell-Shaniko Highway; telegram from Albany Chamber of Commerce protesting against placing the Mitchell-Shaniko Highway on the state highway map until the Ochoco Highway and other unfinished state roads have been completed; letter from Redmond Chamber of Commerce urging improvements to the Ochoco Highway between Mitchell and Prineville; letter from Paulina Grange #734, Paulina, urging improvements to the Ochoco Highway in preference to other roads; letter from County Court of Grant County endorsing the improvement of the Ochoco Highway. The Commission ordered these communications acknowledged and placed on file.

A delegation from Morrow County consisting of County Judge Wm. T. Campbell, County Commissioner Geo. N. Peck, County Engineer H. Tamblyn, County Clerk Gay M. Anderson, Samuel E. Notson, District Attorney, C. C. Colt, Vice President, First National Bank, Portland, and J. H. Dunlop, Eugene, appeared before the Commission and urged the construction of the 2.4-mile gap in the Heppner-Spray Secondary State Highway between Chapin Creek and the south end of the contract work now under way south of Hardman.

Mr. Notson was spokesman for the group. He stated that the present road is in very bad condition and it is of vital importance to their community that it be reconstructed at once so timber in the adjacent territory may be marketed before it is destroyed by beetles. He advised that arrangements have been made for the installation of a sawmill in this timber, which will employ about 125 men, but the mill owners will not erect this mill without assurance that the road will be reconditioned to permit the hauling of lumber over it.

Mr. Colt stated that his interest in this matter is from the standpoint of the First National Bank of Portland which has established a branch at Heppner and is interested in the development of this country. It seemed to him that this project is an economic problem worthy of serious consideration.

Mr. Dunlop stated that he is one of the owners of 20,000 acres of timber land in this district and they are anxious to market the timber this spring; also, that certain mill owners in Spokane have agreed to move their sawmill into this timber for such purpose, but will not do so unless a good road is provided.

Chairman Scott advised that the Commission has no funds now available for this work, present funds being allocated to other projects; however, the Commission is considering this project for its next program to be financed with federal funds if and when such funds are made available.

Commissioner Aldrich brought out the fact that the Commission receives many similar requests from timber and mill owners throughout the state and that it would take a large sum of money to meet their requirements. Furthermore, if the Commission started on a program of granting such requests,

2/15/34

it would create a heavy burden of maintenance which would be too great for the Commission to bear under present financial circumstances.

The Commission adjourned at one o'clock p. m. to reconvene at two o'clock p. m. in the same room.

The State Highway Commission reconvened at two o'clock p. m. in the auditorium of the Public Service Building with all members, the State Highway Engineer, the Attorney, and the Secretary present.

A delegation from Clatsop County consisting of County Commissioner James Elliott; Jens Lerback, representing the Lerback Logging Company of Astoria; Wm. B. Hollenback, representing Hollenback Logging Company, Seaside; Carl Christensen, representing The La Dee Logging Company, Portland; Mr. G. Clifford Barlow, City Manager of Warrenton; and Carl T. Habekost, representing Habekost Logging Co., Seaside, appeared before the Commission and urged the lifting of the reduced load limit now in effect on the Oregon Coast Highway between Seaside and Mohler in order to accommodate log hauling traffic.

Mr. Elliott headed the group. He stated that the timber interests have spent a great deal of time and money during the past year in constructing roads into their timber and since about the first of the year have been hauling this timber to market over the Oregon Coast Highway; also, that they attempted to comply with the orders of the Commission with regard to loading, but found that they could not haul the logs economically under the restrictions; wherefore, they have been hauling full limit loads until about three weeks ago when they were stopped by a state police officer. He urged the Commission to remove the restriction and permit them to haul loads up to the statutory limit of 16,000 pounds per axle and stated that unless this is done they will have to discontinue operations entirely which would throw about 200 men and 40 or 50 trucks out of employment who are depending upon these operations for a livelihood.

Mr. Elliott's arguments were endorsed by Messrs. Lerback, Hollenback, Christensen and Habekost. Mr. Lerback added that there is no indication that logging traffic has damaged the road to any extent.

Mr. Christensen offered to cooperate with the Commission in the cost of repairing damage that may be done by reason of these operations to the extent of paying fifteen cents per thousand FBM on logs that would be trucked by his company over that road.

Mr. Barlow stated that the City of Warrenton is confronted with the same problem as the State with regard to log hauling operations because the logs have to be hauled over the Warrenton city streets; also, that the City has an understanding with the operators that they will not haul over the city streets loads weighing in excess of the limits set by the State. The City is willing to raise these limits, he added, if the State will do likewise.

The Engineer advised that the Seaside-Mohler Section consists of light construction and requires a large annual maintenance expenditure which

must be considered; also, that in past years in order to preserve this road during the winter season a reduced load limit of 50% has been ordered by the Commission; however, this year, in response to the solicitation of Senator Franciscovich, Astoria, in behalf of the log haulers, the reduction ordered by the Commission amounted to only 25 per cent of the legal load limit with the understanding that it would be further reduced in the event that investigation revealed that the road was being damaged by log hauling traffic. He further stated that he has previously recommended to the Commission to build roads strong and economically to withstand year-around heavy traffic and has made such recommendation in connection with the Seaside-Mohler Section, but the Commission is not in position to make this improvement now on account of lack of funds. A recent investigation of this road, he added, reveals that it is in such condition that the reduced load limit cannot be removed without damaging effect. After further discussion of this matter, during which Chairman Scott read aloud the Maintenance Engineer's report on this subject, the Commission voted unanimously to deny the request of the petitioners; however, advised them that the reduced load limit would be removed just as soon as it can be done without seriously damaging the road surface.

In this connection telegrams were presented from the Seaside Chamber of Commerce and the Seaside Kiwanis Club urging the Commission to give favorable consideration to the request of this group. The Commission ordered these telegrams filed in the department's records.

Mr. Chas. M. Casaday, Mayor of the town of John Day, and Mr. O. L. Patterson (former County Judge of Grant County), Canyon City, appeared before the Commission and asked the Commission to complete the construction of the Pendleton-John Day Highway between Beech Creek and the town of John Day and to construct a bridge over the John Day River just north of the town of John Day. They explained that Grant County is undertaking as a civil works project certain grading work on this highway but does not have funds to complete the grading or to construct the bridge; wherefore, they ask that the State provide funds for this purpose. They presented letters from the John Day Lions Club, County Court of Grant County, and the John Day Chamber of Commerce endorsing their request.

The Engineer explained that the bridge requested would be very expensive to construct and if the Commission decided to do this work it would be necessary to defer the surfacing of the sections farther north. It was his thought that the surfacing work was more important at the present time. The Commission concurred in the opinion of the Engineer and advised the petitioners that their request will be taken under consideration if and when additional monies become available.

Mr. Fred H. Paulus, Chief Deputy State Treasurer, appeared before the Commission in behalf of the County Court of Clackamas County regarding the bonded indebtedness of that County. He stated that the County has outstanding bonds amounting to $90,000, which are due and payable this year, but the County is financially embarrassed because of non-payment of delinquent taxes and finds that it will not be able to retire these bonds unless

it can secure financial assistance from the State. It is for this reason, he said, that the County requests an advance out of state highway funds as authorized by Section 4, Chapter 428, Oregon Laws, 1933. He inquired as to the attitude of the Commission with regard to making such advance payment.

The Commission's Attorney advised that the Commission is required by law to pay to the counties each year a total of $1,600,000 and that such sum is to be disbursed to the counties in two equal installments -- July 1 and December 1; also, that the advance payment now requested by Clackamas County is not in the nature of a loan or grant, but is simply an advance of a portion of the County's share of this fund which, in the regular course of business, would not be paid to the County until the date specified in the statutes. After some discussion of this matter the Commission, by unanimous vote, approved the payment to Clackamas County such amounts out of this fund as may be necessary from time to time to enable the County to retire its bonds which become due and payable prior to July 1. The Attorney and the Secretary were instructed by the Commission to arrange for such payments.

Mr. Ralph Staehli, Executive Manager of the Allied Truck Owners Association of Portland, appeared before the Commission regarding traffic law violations. He stated that his association has conducted investigations for some time in the past which reveal that there are between 600 and 700 trucks in operation on Oregon highways in violation of the laws of this state governing such operations; also, that the Public Utilities Commissioner is dilatory in the collection of fees from the operators of these trucks which, he said, creates unfair competition for those who have complied with the laws. He further stated that the State Highway Commisssion is losing approximately $80,000 per month in revenues because of such violations, in view of which he solicited the help of the Commission to remedy the situation. The Commission took this matter under advisement.

The Engineer reported that he has received orders from the Civil Works Administration to discontinue immediately all U. S. Coast and Geodetic Survey work that has been carried on during the past three months under his supervision and to lay off all of the field parties engaged in such work; also, that in compliance with such orders he has arranged to disband the survey crews today. This order, he said, is an injustice to the men and will cause them considerable hardship because they will be required to spend their own money for traveling expenses which they can ill afford to do under the circumstances; it will also mean that a number of these surveys, which are of importance to the State Highway Department, being in proximity to state highway routes, will be left in an uncompleted condition. He gave as his thought that these surveys should be completed now while the field parties are organized so that full benefit may be obtained from the work already accomplished. The estimated cost to complete these surveys and to pay other costs incidental thereto, he said, is about $7,500 and requested authority to expend state highway funds in that amount for such purpose. After due consideration of the matter, the Commission by unanimous vote authorized the Engineer to make such expenditure.

The Engineer presented a tabulation showing the amount of indebtedness of the various counties to the State Highway Commission and requested

instructions whether or not an attempt should be made to collect the respective sums. The Commission deferred a decision in this matter pending advice from the Attorney as to whether or not it can legally collect such amounts, the Attorney to report on the matter prior to the next meeting, if possible.

The Commission approved by unanimous vote the minutes of meetings held on December 19 and 20, and December 28 and 29, 1933, and January 4 and 5, 1934.

The Engineer reported that due to a relocation of a portion of the Elkton-Sutherlin Secondary Highway No. 231 in Douglas County there has been eliminated from this highway a certain section including an old county bridge over Yellow Creek; also, that the old right of way has been allowed to revert to the adjacent property owner, Mr. G. A. Maupin, who requests that the bridge be left for his personal use to give him access to his property on both sides of the river. He further advised that under ordinary circumstances the old bridge would be dismantled and removed upon the completion of the new bridge structure; however, Mr. Maupin agrees to maintain the bridge and to assume all responsibility for damage resulting from its use; wherefore, he recommends that Mr. Maupin's request be granted. After due consideration of this matter, the Commission approved the Engineer's recommendation and by unanimous vote adopted the following resolution relative thereto:

WHEREAS, by reason of the relocation of a section of the Elkton-Sutherlin Secondary Highway No. 231 in Douglas County there has been eliminated from the said highway a certain section, a part of which consists of a bridge across Yellow Creek; and

WHEREAS, it has been the purpose of the Highway Commission to dismantle and remove said abandoned bridge for the safety and protection of the general traveling public; and

WHEREAS, G. A. Maupin, who is the owner of the land through which said abandoned section of said highway is located, has petitioned and requested the Highway Commission to leave for his private use the said abandoned section of highway and bridge; and

WHEREAS, the cost involved in dismantling and removing said bridge would more than equal the value of the materials therein, and since the said G. A. Maupin has agreed to assume responsibility for the maintenance of said bridge after opening the new bridge, and to assume all liability for any damage resulting from the use of the same and to remove said old bridge when he is through with it.

THEREFORE, BE IT RESOLVED by the Highway Commission, all members being present and participating, as follows:

2/15/34

1. That the petition and request of the said G. A. Maupin be granted and the Highway Commission abandon its purpose to dismantle and remove said bridge and instead leave the same for the use and benefit of the said G. A. Maupin upon the following conditions:

a. That the said G. A. Maupin shall become responsible for the maintenance of the old bridge after the new bridge is opened and shall remove the old bridge when he is through with it.

b. That he shall fence the places where the abandoned section of the highway leaves and enters the main highway.

c. That the said G. A. Maupin shall in writing accept the provisions and conditions embodied in this resolution and shall agree to comply fully with the same and that such acceptance shall be deemed a full and complete release of the State, its State Highway Commission, officers or employes from any further liability or responsibility with respect to said abandoned section of said highway, and the said abandoned bridge.

2. That a copy of this resolution be entered in the minutes of the Commission and a duly certified copy thereof presented to the said G. A. Maupin for his acceptance and approval, and thereafter said approved copy shall be filed in the permanent records of the Commission.

The Commission discussed the matter of adopting a uniform policy with regard to the disposal of old bridges on both primary and secondary state highway systems if and when such structures are replaced with new construction. After due consideration the Commission voted unanimously to return the old bridges to the respective counties, provided investigation reveals that they cannot be used to good advantage on state highway systems and, provided further, that the counties will agree to remove said old bridges to the stream beds without cost to the State, and will clean up the sites to the Commission's satisfaction.

The Engineer requested authority to advertise for bids for furnishing of crushed rock for the following purposes:

To provide shoulders for the concrete pavement on the Columbia River Highway east from Astoria in the vicinity of Gnat Creek;

To stock pile sufficient rock material to be used for stabilizing and oiling the newly constructed approaches to the John Day River Bridge near Astoria and for paving plant patching and sanding work in that vicinity.

He estimated that a total of 9,000 cubic yards of material would be required for this work at a probable cost of about $15,000. The request of the Engineer

was granted by the unanimous vote of the Commission.

The Engineer reported that the department is in need of additional power graders to carry on shoulder maintenance work on primary highways and to maintain properly the secondary highway system. He requested authority to purchase five dual-pneumatic, dual-power-driven graders at this time at an estimated cost of $17,500. The request of the Engineer was granted by the Commission by unanimous vote.

As previously instructed by the Commission, the Engineer reported on the cost to construct maintenance headquarters buildings at various points throughout the state and on the present cost of rented quarters at each of those points, as follows:

Location	Estimated Cost	Estimated Saving		Estimated Earning
Tillamook	$4,500	Rent of Maint. Eng. Office at Tillamook	$120	
		" " Headquarters " Garibaldi	90	
		Car storage at Tillamook	42	
			$252	5.6%
Astoria	4,000	Rent of Maint. Headquarters at Westport	$ 60	
		" " " " " Seaside	120	
			$180	4.33%
Eugene	4,500	Rent of Res. Maint. Eng. Office at Eugene	$ 72	
		" " Const. " " " "	72	
		" " Maint. Headquarters " Walterville	120	
		" " " " " Creswell	60	
		Car storage at Eugene	96	
			$420	9.33%
Grants Pass	4,500	Rent of Maintenance Headquarters	$ 60	
		Car storage	48	
			$108	2.4%
Roseburg	5,000	Rent of Maintenance Headquarters	$ 90	
		Car storage	144	
			$234	4.68%
Pistol River	4,000	Rent of Maintenance Headquarters	$ 10	.25%
The Dalles	4,500	Rent of Res. Maint. Engr. Office	$180	
		" " Maint. Headquarters	60	
		Car storage	144	
			$384	8.53%
Sisters	4,000	Rent of Maintenance Headquarters	$180	4.5%
Enterprise	4,000	Rent of Maintenance Headquarters	$ 96	2.4%
Arlington	4,000	Rent of Maintenance Headquarters	$100	2.5%

He explained that most of the quarters now being rented are unsuitable for the purposes for which they are intended and that the difference in the cost between state-owned quarters and rented quarters cannot be measured by dollars and cents. He recommended that permanent state quarters be constructed at each of these points which would require a total expenditure of approximately $45,000. After due consideration motion was made, duly seconded and carried by the unanimous vote of the Commission that the Engineer's recommendation be approved and that he be authorized to contract the construction of such maintenance buildings.

Consideration was given by the Commission to the claim of the Coast Property Corporation for reimbursement in the sum of $124.75 for resurveying and replatting its subdivision known as "Overlook Addition" to the town of Yachats, Lincoln County, necessitated by a change in alignment of the Oregon Coast Highway at this point. The Attorney explained that this corporation granted free right of way for this highway across its property when the highway was first surveyed and later, when the highway was realigned, granted additional right of way free of cost, and platted its subdivision in conformance with such revision; also, that subsequently another revision was made which required the company to replat a portion of its subdivision and it is this expense for which the company now seeks reimbursement. It was his thought that, under the circumstances, the claim should be allowed although there is no provision in the law which requires the Commission to make payments of this nature. After some discussion, the Commission voted unanimously to deny the request and to refer the corporation to the County Court of Lincoln County which was responsible for the acquisition of right of way for the highway at this point.

The Attorney reported that the regulations of the Public Works Administration with regard to securing loan and grant funds to finance the Coast Highway bridges require that nationally known bond counsel be employed by the State Highway Commission to pass upon all of the proceedings incident to the Commission's application for such loan and grant. He further advised that Storey, Thorndike, Palmer & Dodge, Boston, Massachusetts, are the bond attorneys who passed on all previous bond issues sold by the State of Oregon for state highway purposes and such firm is one of those acceptable to the Public Works Administration. He recommended that this firm be employed to examine and pass upon all matters pertaining to the procurement of the present loan and grant of federal funds. The recommendation of the Attorney was approved by the Commission, and the following resolution with respect thereto was adopted by the Com 'ssion by unanimous vote upon motion of Commissioner Washburne, which was duly seconded by Commissioner Aldrich:

WHEREAS, this Commission, under authority of Chapter 9, Oregon Laws, Second Special Session, 1933, has applied to the United States Government for a loan and grant, under the provisions of the National Industrial Recovery Act, with which to construct five coast bridges on the Oregon Coast Highway, and

WHEREAS, the said loan will be evidenced by project bonds issued pursuant to the provisions of said law and payable

out of the net revenues derived from the operations of such bridges together with such other funds as may be legally available therefor, and

WHEREAS, the Administrator of Public Works has required that some nationally known bond counsel be employed by the Highway Commission to pass upon all of the proceedings incidant to the application for said loan and grant, and all proceedings connected therewith, and

WHEREAS, the law firm of Storey, Thorndike, Palmer and Dodge of Boston, Massachusetts are the bond attorneys who have passed upon all of the bonds heretofore sold by the State of Oregon for state highway construction, the opinion of which said firm with respect to the validity and regularity of bond proceedings is desired and accepted by most purchasers of such securities issued and sold by the State of Oregon, and/or its municipalities, for highway purposes, and

WHEREAS, this Commission is advised that said law firm is acceptable to the Administrator of Public Works;

NOW, THEREFORE, be it and it hereby is resolved by the State Highway Commission, all members being present and affirmatively voting and participating, as follows:

1. That the law firm of Storey, Thorndike, Palmer and Dodge of Boston, Massachusetts be and said firm hereby is employed to examine and pass upon and render an opinion with respect to all matters pertaining to the procurement of a loan and grant from the Federal Government under the provisions of said Chapter 9, Oregon Laws, Second Special Session, 1933, and under the provisions of the National Industrial Recovery Act.

2. That J. M. Devers, as Attorney for the Highway Commission, be and he hereby is authorized and directed to prepare all necessary papers and assemble all documents and records required for the complete consummation of said loan and grant and submit the same to said Storey, Thorndike, Palmer and Dodge for their examination and opinion.

3. That the Commission's said Attorney be and he hereby is authorized to communicate with and arrange for the services of said law firm for the purposes herein authorized.

4. That this resolution be entered in the minutes of the Commission and a duly certified copy thereof delivered to the Administrator of Public Works, and a duly certified copy delivered to C. C. Hockley, State Engineer for Oregon.

2/15/34

A letter was presented from Mr. Richard W. Montague, attorney for Mr. J. B. Laber, with whom the Commission has an agreement with respect to the improvement of the Columbia River Highway through the town of Cascade Locks, Hood River County, stating that Mr. Laber is threatened with litigation with regard to the removal of buildings standing on the highway right of way and requesting the Commission to take formal action confirming Mr. Laber's rights to these buildings so that he can fulfill his part of the agreement. Attached to this letter was a memorandum of agreement prepared by Mr. Montague covering this matter which he requested the Commission to sign so that he could use it as evidence in court. The Attorney explained that he has previously responded to Mr. Montague's requests by letters; however, in view of the fact that there is a possibility that such letters will not be admitted as evidence in court, it is deemed advisable for the Commission to take formal action putting in legal form the matters covered by these letters in order to qualify them for admission as evidence in the court proceedings. He further advised that the request is in conformance with the provisions of the agreement and recommended that the memorandum be executed by the Commission. The Commission approved the Attorney's recommendation and thereupon signed the memorandum of agreement.

Reconsideration was given by the Commission to the removal of the Carson-Cornucopia Section of the Baker-Cornucopia Highway from the forest highway system, in view of the fact that a letter has been received from the County Court of Baker County objecting to this change. At the request of W. H. Lynch, District Engineer, U. S. Bureau of Public Roads, who was present, the Commission deferred action on this matter until the next regular meeting.

A letter was presented from J. C. Barry, Secretary of the Salmon River-Grand Ronde Improvement District, stating that the Board of Trustees of said district feels that the State Highway Commission should pay the accrued interest, amounting to $84.59, on the $5,000 block of district bonds on which payment was postponed from October 1, 1933 to January 25, 1934 pending a decision by the State Supreme Court relative to the constitutionality of the statute which provides that the State Highway Commission shall pay with state highway funds the outstanding bonds of this district. The Attorney advised that the Commission is without legal authority to pay this interest charge due to the fact that the statute referred to does not provide for an interest item and for the further reason that the Supreme Court of this State has held that the State cannot be required to pay interest charges unless there is an express statutory authority approving it. The Commission thereupon voted unanimously to decline the payment of this interest charge and instructed the Secretary to so advise the improvement district.

The Commission had under consideration the matter of adopting a standard and uniform policy with regard to the sampling of cement used in paving and bridge projects. The Engineer recommended the adoption of the following procedure in the testing and sampling of such material:

That all cement of whatever brand, regardless of its point of manufacture, shall be sampled, after delivery to the site of the job, by the

State Highway Engineer or his duly authorized representative, and shall be tested by the Highway Department's own laboratory, with the following exceptions: For construction projects where transportation to the site of the work does not involve water shipment, the State may provide for sampling either at plants located within the State or at large warehouse storage points located within the State, by representatives of the State Highway Testing Department. If this is done, the State will also provide for and insist upon the necessary inspection during the operation of loading from said plant or warehouse to the end that assurance may be had that the cement actually shipped to the work is taken from tested and accepted sealed cement bins or warehouse lots, as the case may be. After some discussion the Commission, by unanimous vote, adopted the recommendation of the Engineer and instructed him to incorporate in the specifications for paving and bridge projects requiring the use of cement a provision in accordance therewith.

The Engineer reported that the contracts for providing free ferry service across the five unbridged waterways on the Oregon Coast Highway terminate shortly and some provision must be made for the continuance of such ferry service pending the construction of the proposed bridges. He further explained that the contract for such service across Alsea Bay, Waldport, contains a provision for extending the existing contract, but no such provision is incorporated in the other contracts; wherefore, he requested instructions as to whether he should advertise for bids for the continuance of ferry service at all of these points, or for only those at Coos Bay, Reedsport, Florence and Newport, and extend the present contract for the Waldport ferry service as provided in such contract. He suggested that the ferry contract at Waldport be extended for a period of one year with a proviso that thereafter it be extended from month to month until the bridge at that point is completed and opened to public travel, but that competitive bids be received for the providing of ferry service at other points. After due consideration of this matter, the Commission adopted the Engineer's suggestion by unanimous vote and instructed him to proceed with that understanding.

A letter was presented from Lee Service Station, Reedsport, stating that they are distributors for the Signal Oil Company and have accounts in North Bend and Marshfield which they cannot serve conveniently because of inadequate ferry service across Coos Bay; also requesting additional ferry service at this point to accommodate their oil trucks. The Engineer advised that at the present time special ferry service across Coos Bay is now in effect on Monday, Wednesday and Friday of each week for the accommodation of the various oil companies, the north bound ferry leaving North Bend at 7:40 a. m. on those days being reserved exclusively for the transportation of oil company trucks, and the south bound ferry leaving the north side of Coos Bay at 12:50 p. m. on those days being similarly reserved. He gave as his thought that the south bound trucks of the Lee Service Station could utilize this 12:50 p. m. service, which would enable them to make deliveries in the North Bend and Marshfield districts during the afternoon and that they would encounter no delay in securing return passage on the evening of the same day because traffic reports indicate that the ferry operating north after seven o'clock is quite frequently without auto traffic. He recommended that the request be denied. The

2/15/34

recommendation of the Engineer was adopted by the Commission by unanimous vote.

A letter was presented from Harold W. France, Reedsport, stating that he operates an 800-gallon Diesel oil truck carrying Diesel oil (gravity test 27+) on the Oregon Coast Highway and that he is permitted to cross the North Bend, Reedsport and Siuslaw ferries without any question on regular trips, but that he is required to hire special ferry service to transport this truck across Alsea Bay and Yaquina Bay due to the fact that the operators of those ferries consider Diesel oil to be an inflammable liquid, thereby coming under the provision of the Department of Commerce regulations which prohibits the transportation of explosives on ferries when such ferries are occupied by other traffic; also, requesting advice as to the attitude of the State Highway Commission regarding such matter. The Engineer advised that he has requested from the Bureau of Navigation and Steamboat Inspection a ruling on this matter, upon receipt of which definite instructions will be given to the operators of the several ferries for their future guidance. The Commission approved the Engineer's report.

The Engineer reported on the request of the Lebanon Lions Club to erect a drinking fountain on the Santiam Highway near Sweet Home as a memorial to Mr. Joseph Mayer, a pioneer of the Lebanon District, which matter was referred to him by the Commission at the previous meeting. He stated that investigation reveals that the spring rises on the highway right of way in a cut thirty feet deep which is located on a curve in the highway alignment, and if parking space for only two or three cars is provided, as suggested by the club, an undesirable traffic hazard would be created. To eliminate such condition, he said, would require considerable expensive grading work, which the Commission cannot finance at the present time because of lack of funds. He recommended that the request be denied. The recommendation of the Engineer was adopted by the unanimous vote of the Commission.

The Engineer reported that on September 25, 1933 the Commission entered into an agreement with Lincoln County, through its County Court, regarding the financing of certain improvements on the Siletz Secondary Highway whereby the County was to perform certain work and was to receive credit from the State in the sum of $3,000 against a debt of $5,000 which the County owes the State. He further reported that the County has performed such work satisfactorily, but in the performance thereof has expended an amount in excess of $4,400, and it appears that before the work is completed the County's expense will exceed the amount of $5,000 which it owes the State. He recommended that the County be given full credit up to the amount of $5,000 thus canceling its indebtedness. The Commission approved the Engineer's recommendation and by unanimous vote adopted the following resolution with regard thereto:

WHEREAS, The State of Oregon, through its State Highway Commission, heretofore, to wit: On the twenty-fifth day of September, 1933, entered into an agreement with Lincoln County, through its County Court, covering the subject of certain improvements on the Siletz Secondary State Highway, by virtue of which agreement the County was to perform certain work on said highway for which

the County was to receive a credit in the sum of $3,000 against a debt of $5,000 which the County owed the State; and

WHEREAS, It now appears that the County has to the satisfaction of the State Highway Commission performed work on said highways in a sum in excess of $4,400; and

WHEREAS, It appears that the work already done by the County on said highway, and the additional work which will be done by the County, will in value equal the said $5,000 debt owed the State by the County;

THEREFORE, BE IT AND IT HEREBY IS RESOLVED By the State Highway Commission, all members being present and affirmatively voting, as follows:

1. That in consideration of the work done by Lincoln County on the secondary highway specified in said agreement dated September 25, 1933, it be deemed and considered by the Commission to be of the value of $5,000, and therefore the County is hereby credited with the payment of $5,000 against its said debt, and said debt is hereby canceled and deemed satisfied in full.

2. That this resolution be entered in the minutes of the Commission and a certified copy thereof mailed to the County Court of Lincoln County.

The Engineer reported on his investigation of the petition from citizens of the town of Canemah who desire a sidewalk constructed along the right of way of the Pacific Highway in their town for the benefit of people who wish to walk to Oregon City. He stated that such investigation reveals that the petitioners wish a sidewalk about 200 feet long constructed in front of what is known as the Klemsen property and continuing northerly past what is known as Auk's place. He further stated that the highway right of way at this point is too narrow to permit the construction of a sidewalk thereon, being only sixty feet wide. Moreover, according to the provisions of the agreement entered into between the State and property owners when the extra right of way was acquired for the reconstruction of this highway, the State is not obligated to build this sidewalk until the City has furnished an additional strip of right of way for such purpose and then only along that portion where an existing sidewalk was destroyed by reason of the reconstruction of the highway. The State, he said, is obligated to replace the old sidewalk, but this has not been done so far because of difficulties encountered in negotiating for the extra right of way. He recommended that the petition be denied pending the settlement of right of way difficulties and that the State then build only such portion of this sidewalk as it is obligated to construct under the terms of the right of way agreement. The Commission by unanimous vote adopted the Engineer's recommendation; however, instructed him to see that the premises are restored at once to at least as good condition as they were before being disturbed by the highway contractors.

2/15/34

The Engineer reported on his investigation of the claim of Mr. Lage Wernstedt for compensation for land which he alleges was taken for right of way for the construction of the Pacific Highway across his property near Oswego in Clackamas County. He stated that this investigation reveals that the property in question is a portion of the original right of way acquired by Clackamas County; therefore, if Mr. Wernstedt has a just claim he should present it to the Clackamas County Court for payment since it is the County's responsibility; also that he has so advised Mr. Wernstedt. The Commission approved the Engineer's report on this matter.

Parks Engineer S. H. Boardman reported that Mr. J. J. Lynott who holds concession privileges at Bradley Park has reconsidered the relinquishment of his concession at the expiration of his contract and now desires that his contract be extended for a period of seven months to permit him to sell his equipment, in which he has invested approximately $2,000. Mr. Lynott, he said, agrees, in consideration of this privilege, to operate and maintain at his sole expense the water and light plants located in this park and further agrees to continue as caretaker for the park without cost to the State, provided the Commission will relieve him of the payment of the cash consideration specified in his contract. He recommended that Mr. Lynott's offer be accepted in view of the fact that it will relieve the State of the expense of operating and maintaining the water and light systems which amounts to approximately $60 per month. After some discussion, the Parks Engineer's recommendation was approved by the Commission by unanimous vote.

The Parks Engineer also reported that he has received from Messrs. John C. Kendall and Collier H. Buffington, Gold Beach, an offer to sell to the State for $20 per acre a 200-acre tract of land adjoining Cape Sebastian Park in Curry County. This tract, he said, would be a desirable addition to the park at the proper time because it would give the State full control of the entire area between the Oregon Coast Highway and the Pacific Ocean at this point. After some discussion, the Commission deferred action on the matter until the next regular meeting.

There was presented to the Commission for approval and execution a document granting to Curry County an easement for a roadway thirty feet in width across the state park property located in the SW¼ of NW¼, Sec. 25, Twp. 33 S., R. 15 W., W. M., Curry County. The Engineer explained that this easement is desired by Curry County to enable it to construct a roadway to a Civilian Conservation Corps camp located in Cape Sebastian Park; also, that the construction of this roadway will eliminate a danger point at the intersection of the Civilian Conservation Corps road with the Oregon Coast Highway. He recommended that the easement be granted. The Commission approved the Engineer's recommendation by unanimous vote and thereupon signed the easement.

The Commission signed a deed conveying to the Southern Pacific Company certain property within the old right of way of the Pacific Highway south of the Molalla River near Barlow, Clackamas County, in exchange for which the State is to receive from the Southern Pacific Company a deed to

other property which is needed as right of way for the reconstruction of the highway at this point, no cash consideration being involved.

The Commission also signed an agreement with Jacob M. Gjobik and Ingelborg Gjobik, his wife, whereby, for a consideration of $190 paid to Mr. and Mrs. Gjobik for 0.292 acre needed by the State for right of way for the Columbia River Highway at the site of the John Day River bridge near Astoria, Clatsop County, they release the State from any and all claims for damages, losses or injuries past, present and future arising out of the construction of a certain highway embankment, structures, etc., on the highway right of way at this point.

The Engineer requested authority to acquire certain parcels of real property needed for various highway improvements throughout the state. After due consideration the Commission granted the request and by unanimous vote adopted the following resolution with respect thereto:

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 bases of settlement which have 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 bases 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	Agents
<u>Boyd-Madras Section, The Dalles-California Highway</u>				
Offield, Gertrude Schultz	Stockpile	1.1	$50 Lump Sum	Lytle
<u>Florence-Glenada Section, Oregon Coast Highway</u>				
Fleming, Edith	R/W	1183 sq. ft.	at 4¢ per sq. ft.	Benson

2/15/34

Section, Hwy., and Owner	Purpose	Acres	Approximate Amounts	Agents
Dolph-Castle Rock Section, McMinnville-Tillamook Highway				
Staysa, R. M.	R/W	0.715	at $100 per A. plus $95.00	Benson
Wood, Archie B.	"	8.90	at $150 per A. plus $411.25	"
*Rost, Henry J.(Correction)	"	0.49	at $25 per A. plus $727.50	"
*Groundwater, Frank	"	1.42	at $25 per A. plus $306.07	"
*Turner, Russell P.	"	1.72	at $150 per A. plus $379.00	"
Salem-Jefferson Section, Pacific Highway				
Steiwer, Karl	R/W	0.05	at $100 per Acre	McCallister
Salem-Brooks Section, Pacific Highway				
Clark, George	R/W	0.011	at $1000 per Acre plus $50	Benson
Canby-Molalla River Section, Pacific Highway				
Northwest Bulb Co.	R/W	Leasehold Release	$130	Gardiner
Reedsport-Gardiner Section, Oregon Coast Highway				
Benefit Savings & Loan Ass'n	R/W	164 sq. ft.	Nominal ($1.00)	Parker
City of Reedsport	"	54730 sq. ft.	$1027.45 Lump Sum	"
Reedsport School District #105	"	32405 " "	at $0.06665 per sq. ft. plus $514.38	"

The Commission signed an agreement with the City of Marshfield providing for the maintenance of the Oregon Coast Highway (North Broadway and South Broadway) between Birch Avenue and Golden Avenue, which section is to be improved by the State as a National Recovery Municipal Project, No. NRM 141-D, whereby the City agrees to maintain such section at city expense after completion of the project.

A petition was presented from citizens of Josephine County residing in the Provolt and Murphy districts, which are served by the Williams Secondary Highway, requesting the improvement of this road at an early date. The Commission denied the request due to lack of funds; however, instructed the Engineer to bear this project in mind if and when funds become available.

A petition was presented from patrons of School District No. 38, commonly known as Lincoln School District, Benton County, requesting in behalf of school children and other pedestrians, the construction of a bridge over a certain mill race on the West Side Pacific Highway near their school south of Corvallis and the privilege to construct as a civil works project safety sidewalks along the right of way of this highway for a distance of about one-half mile north and south of their school house. The Engineer advised that an

*Approved subject to a check on the cost of moving buildings

investigation has been made of this matter which reveals that the school district's plans call for the construction of a foot path adjacent to the highway pavement which, in his opinion, would be unsafe and unsatisfactory; also, to construct the sidewalk on a location near the right of way line where it belongs would be too costly for the district to undertake. He recommended that the request be denied, but that the petitioners be authorized to construct a sidewalk along the edge of the right of way, provided they will build it in conformance with plans approved by the State Highway Department. The Engineer's recommendation was approved by the Commission by unanimous vote.

A petition was presented from John Haho and other residents of Cannon Beach and vicinity, Clatsop County, requesting the improvement of drainage conditions along the Oregon Coast Highway at its junction with the road leading to Cannon Beach. The Engineer advised that an investigation has been made which reveals that the conditions complained of have been greatly exaggerated and do not seriously affect the highway; also, that existing conditions have been caused by certain reconstruction work performed by Mr. Haho for the improvement of his service station property located at this point. He gave as his thought that in view of this fact and for the further reason that the improvement of drainage conditions will not materially benefit the highway, Mr. Haho should be required to provide his own drainage facilities, and advised that he has written Mr. Haho to that effect. Mr. Haho, he added, has been granted a permit to install certain drainage pipe on the highway right of way which, if placed in accordance with instructions given him should remedy the situation. The Commission, by unanimous vote, approved the Engineer's report and the action taken by him with respect thereto.

A letter was presented from the Eugene Realty Board requesting improvement to the Eugene-Springfield Section of the Pacific Highway, including sidewalks, for the benefit and safety of pedestrians. The Commission denied the request because of lack of funds for such purpose.

A letter was presented from the Aurora Community Club requesting the oiling of rock shoulders adjacent to the Pacific Highway pavement through their town so that passing traffic will not throw rocks through their store windows. The Engineer advised that an amount has been set up in the 1934 budget to take care of this matter. The Secretary was instructed by the Commission to so inform the club.

A letter was presented from Bessie Clow, Portland, protesting against the proposed improvement of the West Side Pacific Highway in front of her property at Multnomah Station. The Engineer advised that the improvement referred to by Mrs. Clow is a prospective civil works project and investigation reveals that it will not affect her property except so far as her improvements encroach on the highway right of way; also, present plans call for the construction of a retaining wall in front of Mrs. Clow's property so that it will not be necessary to appropriate any of her land. It was his thought that Mrs. Clow has no reason for complaint. The Commission took no action on this matter in view of the fact that the work is a civil works

project to be undertaken by Multnomah County.

A letter was presented from Mr. L. M. Lepper, Director of East Side Commercial Club, Portland, enclosing a communication from Mr. Ormond R. Bean, Commissioner of Public Works of the City of Portland, stating that the City is now ready to turn over to the State Highway Commission right of way required for the improvement of the East Portland-Oregon City Highway within the Portland city limits. The Attorney advised that he is in receipt of similar information that this right of way will be turned over to the State before March 1.

At five o'clock p. m., Chairman Scott announced the following awards of contracts for which bids were received at the morning session, the Commission having previously approved the awards by unanimous vote:

Baker Rock Production Project on the Old Oregon Trail in Baker County, furnish crushed gravel in stock piles. The low bid is that submitted by Dunn & Baker, Klamath Falls, at $6,990.00; the next low bid is that submitted by Newport Construction Co., Portland, at $10,460.00. The Commission rejects all bids received for this project and orders it readvertised for bids to be received at the next meeting.

Coquille Section of the Oregon Coast Highway in Coos County, pavement construction. The only bid submitted for this project is that of R. I. Stuart & Sons, Medford, at $4,381.00. This bid being satisfactory, the Commission awards the contract to these contractors at their bid price of $4,381.00.

Marshfield Section of the Oregon Coast Highway in Coos County, pavement construction. The low bid is that submitted by The United Contracting Company, Portland, at $13,524.50; the next low bid is that submitted by Northwest Roads Company, Portland, at $14,356.00. The Commission awards this contract to the low bidder, The United Contracting Company, at its bid price of $13,524.50.

Bend Section of The Dalles-California and Central Oregon Highways in Deschutes County, asphaltic concrete pavement resurfacing work. The low bid is that submitted by Northwest Roads Company, Portland, at $34,827.00; the next low bid is that submitted by The United Contracting Company, Portland, at $35,448.00. The Commission awards the contract to the low bidder, Northwest Roads Company, at its bid price of $34,827.00.

Construction of a bridge over East Fork of Hood River on Hood River Secondary Highway near Dee, in Hood River County. The low bid is that of R. H. Jones, Baker, at $21,851.25; the next low bid is that of J. F. Johnston, Newberg, at $22,491.25. The Commission holds the award of this contract pending acquisition of needed right of way and refers the bids to the Engineer with power to act.

California Line-Hayes Hill Rock Production Project on the Redwood Highway in Josephine County, furnish crushed gravel in stock piles. The low bid is that submitted by A. S. Wallace, Roseburg, at $8,940.00; the next low

bid is that submitted by M. C. Lininger & Son, Ashland, at $9,450.00. The Commission awards this contract to the low bidder, A. S. Wallace, at his bid price of $8,940.00.

North Unit, Midland-California Line Section of Klamath Falls-Weed Highway in Klamath County, grading work. The low bidders are Dunn & Baker, Klamath Falls, at $20,721.00; the next low bidders are Joplin & Eldon, Portland, at $22,381.00. The Commission awards this contract to Dunn & Baker, the low bidders, at their bid price of $20,721.00.

Midland-California Line Section of Klamath Falls-Weed Highway in Klamath County, surfacing and bituminous macadam construction work. The low bid is that submitted by Dunn & Baker, Klamath Falls, at $105,467.50; the next low bid is that submitted by E. C. Hall, Eugene, at $108,777.50. The contract is awarded by the Commission to the low bidders, Dunn & Baker, at their bid price of $105,467.50.

Springfield Section of the McKenzie Highway in Lane County, 0.281 mile of paving work. The only bid received for this project is that of Cascade Construction Co., Portland, at $4,956.50. This bid is satisfactory to the Commission, and the Commission awards the contract to this company at its bid price of $4,956.50.

Ontario Rock Production Project on the Old Oregon Trail in Malheur County, furnish crushed gravel in stock piles. The low bid is that submitted by Chester T. Lackey, Ontario, at $8,700.00. The next low bid is that submitted by Quinn-Robbins Co., Inc., Boise, Idaho, at $11,150.00. The Commission awards this contract to the low bidder, Chester T. Lackey, at his bid price of $8,700.00.

Heppner Rock Production Project on the Oregon-Washington Highway in Morrow County, furnish crushed rock in stock piles. The low bid is that submitted by Arthur A. Hardesty, Portland, at $6,315.00; the next low bid is that submitted by Schmeer & Williams, Portland, at $9,490.00. The Commission rejects all bids received for this project and orders it readvertised for bids to be received at the next meeting.

North Unit, Portland-Milwaukie Section of the East Portland-Oregon City Highway in Multnomah County, 1.97 miles of grading and paving work. The low bid is that submitted by Parker-Schram Co., Portland, at $162,091.00; the next low bid is that submitted by Harold Blake, Portland, at $162,751.00. The Commission holds the award of this contract pending the execution of agreement with the City of Milwaukie, and refers all bids to the Engineer with power to act.

Construction of a bridge over Johnson Creek on the East Portland-Oregon City Highway in Multnomah County, near Milwaukie. The low bid is that submitted by Joseph H. Anderson, Portland, at $12,184.00. The next low bid is that submitted by Kuckenberg-Wittman Co., Inc., Portland, at $13,230.00. The Commission holds the award of this contract pending the execution of an agreement with the town of Milwaukie and refers all bids to the Engineer with power to act.

2/15/34

Widening existing viaduct over the O.-W. R. R. & N. Co. tracks on Northeast Eighty-second Avenue between Northeast Jonesmore and Northeast Halsey Streets in the city of Portland, Multnomah County. The low bid is that submitted by Hoffman Construction Co., Portland, at $27,530.00; the next low bid is that submitted by Feigenson Construction Co., Portland, at $27,585.00. The Commission holds the award of this contract pending the signing of a maintenance agreement with the City of Portland and refers all bids to the Engineer with power to act.

Wheeler-Kilchis River Rock Production Project on the Oregon Coast Highway in Tillamook County, furnish crushed rock in stock piles. The low bid is that submitted by Arthur A. Hardesty, Portland, at $12,895.00; the next low bid is that submitted by A. T. Dolan, Tillamook, at $14,050.00. The Commission rejects all bids received and orders the project readvertised for bids to be received at the next meeting.

East Pendleton Section of the Old Oregon Trail in Umatilla County, construction of bituminous macadam. The low bid is that submitted by Northwest Roads Company, Portland, at $4,843.50, based on the use of tar, and $4,969.50, based on the use of road oil. The next low bid is that submitted by J. C. Compton, McMinnville, at $5,092.00 based on the use of tar. The Commission awards this contract to the low bidder, Northwest Roads Company, at its bid price of $4,843.50, based on the use of tar.

Pendleton Rock Production Project on the Oregon-Washington Highway and Old Oregon Trail in Umatilla County, furnish crushed rock in stock piles. The low bid is that submitted by Arthur A. Hardesty, Portland, at $8,250.00; the next low bid is that submitted by Schmeer & Williams, Portland, at $9,890.00. The Commission awards this contract to the low bidder, Arthur A. Hardesty, at $8,250.00.

La Grande Section of the Old Oregon Trail in Union County, 0.32 mile of bituminous macadam construction. The low bid is that submitted by Northwest Roads Company, Portland, at $4,403.00, based on the use of tar, and $4,424.00, based on the use of road oil; the next low bid is that submitted by J. C. Compton, McMinnville, at $4,870.00, based on the use of tar. The Commission awards this contract to the low bidder, Northwest Roads Company, at its bid price of $4,403.00, based on the use of tar.

La Grande Rock Production Project on the Old Oregon Trail and Wallowa Lake Highway in Union County, furnish crushed gravel in stock piles. The low bid is that of Jones-Scott Company, Walla Walla, Washington, at $8,755.00; the next low bid is that of Homer G. Johnson, Portland, at $10,815.00. The Commission awards this contract to the low bidder, Jones-Scott Company, at its bid price of $8,755.00.

Furnish and deliver trees, shrubs, vines and other nursery stock required for 3.1 miles of roadside planting on the Sheridan Street-South City Limits Section of the West Side Pacific Highway (Fourth Street) in the city of Portland, Multnomah County. A study of the bids received for this nursery stock reveals that identical bids have been submitted for the following items:

Item	Bidder	Quantity	Unit Price
Nursery Grown Stock			
10 Cornus alba sibirica	Doty & Doerner, Inc., Portland, Ore.	66	$0.25
" " " "	J. B. Pilkington, Portland, Ore.	66	0.25
" " " "	Portland Wholesale Nursery Co., Portland, Oregon	66	0.25
17 Forsythia intermedia spectabilis	Wm. V. Miller, Portland, Oregon	36	0.25
" "	Milton Nursery Co., Milton, Oregon	36	0.25
25 Lonicera tatarica alba	Doty & Doerner, Inc., Portland, Ore.	61	.20
" " " "	J. B. Pilkington, Portland, Ore.	61	.20
30a Rhododendron (Pink Pearl)	Vida Stevens, Portland, Oregon	22	2.50
" "	Doty & Doerner, Inc., Portland, Ore.	22	2.50
42 Syringa vulgaris	Doty & Doerner, Inc., Portland	25	.40
" " "	Portland Wholesale Nursery Co., Portland, Oregon	25	.40
50 Acer platanoides	Vida Stevens, Portland, Ore.	15	0.50
" " "	Doty & Doerner, Inc., Portland, Ore.	15	0.50
57 Liriodendron tulipifera	Milton Nursery Co., Milton, Ore.	15	0.75
" " "	Portland Wholesale Nursery Company, Portland, Oregon	15	0.75
62 Ampelopsis tricuspidata	Doty & Doerner, Inc., Portland, Ore.	41	0.20
" " "	J. B. Pilkington, Portland, Ore.	41	0.20
" " "	Milton Nursery Co., Milton, Ore.	41	0.20
69 Lonicera japonica halliana	Doty & Doerner, Inc., Portland, Ore.	84	0.15
" " " "	J. B. Pilkington, Portland, Ore.	84	0.15
75 Rosa (Paul's Scarlet)	J. B. Pilkington, Portland, Ore.	32	0.25
" " " "	Portland Wholesale Nursery Company, Portland, Oregon	32	0.25
76 Lonicera pileata	Villa Nurseries, Inc., Portland, Ore.	5	0.30
" " "	Doty & Doerner, Inc., Portland, Ore.	5	0.30

The Commission has decided to withhold the awards of the contracts for furnishing such items pending inspection and examination of the stock. Contracts for the remaining items are awarded to the bidders submitting the lowest bids therefor in each instance (these awards being tentative only, subject to inspection and examination of the stock by the Engineer to whom the Commission refers all bids received with power to act), as follows:

Awarded to John Zurburchen, Rose Arbor Nursery, Portland, Oregon

Nursery-Grown Stock				
Item No. 41	Symphoricarpos racemosus	200 at	$0.05	$10.00
" " 68	Iris germanica	480 "	0.02	9.60
Wood-Grown Stock				
Item No. 43	Vaccinium parvifolium	22 "	$0.07	$ 1.54

Awarded to Villa Nurseries, Inc., Portland, Oregon

Nursery-Grown Stock				
Item No. 3	Berberis thunbergi	98 "	$0.10	$ 9.80
" " 26	Mahonia aquifolium	200 "	0.20	40.00
" " 44	Viburnum lantana	44 "	0.20	8.80
" " 54	Catalpa speciosa	30 "	0.40	12.00
" " 56	Juglans nigra	10 "	0.40	4.00

Awarded to Vida Stevens, Portland, Oregon

Nursery-Grown Stock				
Item No. 47	Acer dasycarpum	6 "	$0.50	$ 3.00
" " 51	Acer platanoides schwedleri	7 "	0.70	4.90
" " 58	Platanus orientalis	48 "	0.70	33.60

Awarded to Doty & Doerner, Inc., Portland, Oregon

Nursery-Grown Stock				
Item No. 1	Abelia grandiflora	600 "	0.34	$204.00
" " 2	Acer circinatum	180 "	0.30	54.00
" " 4	Calluna vulgaris	423 "	0.12	50.76
" " 7	Caryopteris incana	22 "	0.30	6.60
" " 8	Ceanothus (Gloire de Versailles)	18 "	0.60	10.80
" " 9	Ceanothus velutins	38 "	0.50	19.00
" " 11	Corylus rostrata	35 "	1.25	43.75
" " 13	Cotoneaster simonsi	9 "	0.30	2.70
" " 18	Hamamelis vernalis	44 "	1.50	66.00
" " 22	Laburnum vulgare	55 "	0.60	33.00
" " 26	Mahonia aquifolium	333 "	0.25	83.25
" " 27	Philadelphus coronarius	31 "	0.15	4.65
" " 29	Rhododendron occidentale	38 "	0.60	22.80
" " 30	" (Kettledrum)	28 "	2.00	56.00
" " 32	Ribes lobii	14 "	0.40	5.60
" " 34	Sambucus pubens arborescens	26 "	0.50	13.00
" " 35	Sambucus racemosa	20 "	0.75	15.00
" " 36	" caerulea (glauca)	8 "	0.75	6.00
" " 38	Spirea vanhouttei	115 "	0.14	16.10
" " 40	Sorbaria sorbifolia	205 "	0.20	41.00
" " 41	Symphoricarpos racemosus	751 "	0.14	105.14
" " 48	Acer macrophyllum	37 "	0.60	22.20

Continued

Awarded to Doty & Doerner, Inc., Portland, Oregon - continued

Item No. 55	Cornus nuttalli	51 at	$0.40	$ 20.40
" " 59	Quercus coccinea	5 "	0.80	4.00
" " 64	Bignonia radicans	156 "	0.22	34.32
" " 72	Penstemon cardwelli	386 "	0.14	54.04
Wood-Grown Stock				
Item No. 33	Ribes sanguineum	71 "	$0.20	$ 14.20
" " 53	Alnus oregana	15 "	0.20	3.00
" " 73	Rosa nutkana	315 "	0.15	47.25

Awarded to F. O. Moll, Toledo, Oregon

Wood-Grown Stock				
Item No. 43	Vaccinium parvifolium	12 "	$2.10	$ 25.20

Awarded to J. B. Pilkington, Portland, Oregon

Nursery-Grown Stock				
Item No. 5	Caragana arborescens	17 "	$0.20	$ 3.40
" " 15	Cytisus scoparius	718 "	0.125	89.75
" " 16	Elaegnus augustifolia	6 "	0.40	2.40
" " 19	Hamamelis virginiana	84 "	0.30	25.20
" " 20	Holodiscus discolor	69 "	0.20	13.80
" " 23	Ligustrum amurense	24 "	0.125	3.00
" " 24	Lonicera fragrantissima	71 "	0.20	14.20
" " 28	Rhamnus cathartica	15 "	0.20	3.00
" " 37	Spirea douglasi	78 "	0.25	19.50
" " 39	Sorbaria aitchisoni	44 "	0.40	17.60
" " 46	Weigela rosea	62 "	0.18	11.16
" " 52	Aesculus hippocastanum	78 "	0.75	58.50
" " 63	Bignonia capreolata	61 "	0.35	21.35
" " 67	Hypericum calycinum	915 "	0.03	27.45
" " 70	Lycium chinense	186 "	0.20	37.20
" " 71	Pueraria thunbergiana	157 "	0.15	23.55
" " 74	Rosa setigera	516 "	0.20	103.20

Awarded to Wm. V. Miller, Portland, Oregon

Nursery-Grown Stock				
Item No. 21	Kerria japonica	48 "	$0.20	$ 9.60

Awarded to Milton Nursery Company, Milton, Oregon

Nursery-Grown Stock				
Item No. 14	Cydonia japonica	125 "	$0.175	$ 21.87
" " 31	Rhus typhina	3 "	0.15	0.45
" " 45	Viburnum opulus	33 "	0.20	6.60
" " 49	Acer negundo	36 "	0.40	14.40

Continued

Awarded to Milton Nursery Company - continued

Nursery-Grown Stock				
Item No. 60	Sorbus aucuparia	3 at	$0.25	$ 0.75
" " 61	Ampelopsis quinquefolia engelmanni	333 "	0.125	41.62
" " 65	Celastrus Scandens	71 "	0.175	12.43

Awarded to Wholesale Nursery Company, Portland, Oregon

Nursery-Grown Stock				
Item No. 12	Cotoneaster horizontalis	114 "	$0.35	$39.90

Awarded to Benedict Nursery Company, Portland, Oregon

Nursery-Grown Stock				
Item No. 66	Hedera helix	8,831 "	$0.014	$123.63

Mr. Porter W. Yett reappeared before the Commission at this time and discussed further with the Commission matters pertaining to the National Recovery Administration code of fair competition for crushed stone, sand and gravel, and slag industries. However, the Commission made no alteration in its previous interpretation of this matter so far as it affects state highway construction work.

The Commission set Thursday, March 15, 1934, as the date for the next regular meeting to receive bids on highway construction projects, following which the Commission adjourned at 5:45 o'clock p. m. to reconvene at 8:00 o'clock p. m. in the Benson Hotel.

The State Highway Commission reconvened at eight o'clock p. m. in Room 202, Benson Hotel, with all Commissioners, the State Highway Engineer, the Attorney, and the Secretary present.

The Engineer reported that at a recent meeting of county courts representing the counties located within the Willamette Valley, held in Albany, an organization was formed for the purpose of assembling data and promoting a general drainage and flood control project covering the entire Willamette River water shed, and that this organization has requested that the State Highway Department be represented on their advisory committee because they feel that the State Highway Commission should be kept advised of their program especially with regard to those matters which might affect state highways. He gave as his thought that the Highway Department should keep in close touch with this organization and recommended that the request be granted. After due consideration, the Commission approved the Engineer's recommendation and authorized him to assign one of the department's engineers to represent him on this committee.

The Engineer requested authority to make surveys of the following municipal and secondary highway projects which he estimated would cost approximately $30,000, so that plans and specifications may be prepared and the

projects made ready for advertising for bids as soon as funds become available to finance them:

County	Highway	Section	Class	Length	Est. Cost
Multnomah	Pacific	Col. Blvd.-Inter.Br.	Primary	1.0	$1,000
Wasco	Wapinitia	M.P. 7.9 to 20.4	Primary	12.0	2,500
Lane	Eugene-Mapleton	Danebo Ranch-Christner Pass	Secondary	3.0	1,000
Clackamas	Woodburn-Mt. Hood	Near Estacada	Secondary	2.0	2,000
Multnomah	Vancouver Ave.	Approach to Interstate Bridge	Primary	0.5	500
Washington & Columbia	Nehalem	Numerous Places	Secondary	10.0	2,500
Yamhill	McMinn.-Tillamook	Sheridan	Municipal	0.5	500
Clatsop	Lower Col. River	Astoria	Retaining Walls-Municipal	5.0	1,000
Multnomah	82nd Street	Stark St. to Johnson Creek	Municipal	2.5	1,000
Jackson	Crater Lake	Medford-Agate	Secondary	4.0	1,200
Curry	Cape Blanco	Hughs R.-Lighthouse	Secondary	1.0	500
Josphine	Rogue River Loop	Where necessary	Secondary	3.0	1,500
Josephine	Williams	(Murphy to Provolt)	Secondary	6.0	1,500
Coos	Coos River	Catching Slough to Ferry	Secondary	3.0	1,500
Umatilla	Cold Springs	Meiner's-Holdman	Secondary	12.0	2,500
Wallowa	Enterprise-Flora	Sheep Creek	Secondary	6.0	2,000
Clack.-Wash.	Beaverton-Aurora	N. of Wilsonville	Secondary	2.5	1,000
Union	Weston-Elgin	Elgin-Forest Bdry.	Secondary	4.0	1,500
Lincoln	Siletz	Euchre Mt. Section	Secondary	5.0	1,500

The Engineer's request was granted by the Commission by unanimous vote upon motion of Commissioner Washburne, which was duly seconded by Commissioner Aldrich.

W. H. Lynch, District Engineer, Bureau of Public Roads, who was present, reported that the Commission's application for the transfer of $75,000 of National Recovery secondary funds to the status of primary funds, so that these funds may be used to finance the construction of the Pendleton-Cold Springs primary project in Umatilla County, has been approved by the federal authorities and this project may be advertised for bids at any time. The Commission thereupon, by unanimous vote, instructed the Engineer to advertise this project for bids to be received at the next meeting or as soon thereafter as possible.

The Engineer reported that due to the operation of the National Recovery Hotel Code, state employes are now required to pay $2.25 per night for hotel rooms, which is twenty-five cents more than the maximum rate established by the State Board of Control; wherefore, the employe is required to pay this difference out of his own pocket. He recommended that in view

of the fact that this extra expense will create a hardship on those employes who do considerable traveling, the Board of Control be requested by letter to modify its present ruling relative thereto and thereafter allow such employes an increase in their expense account. The Commission approved the Engineer's recommendation and instructed him to prepare an appropriate letter in conformance therewith for the Commission's approval.

There being no further business to come before the Commission at this time, the meeting was adjourned at nine o'clock p. m.

Chairman

State Highway Engineer

Commissioner

Secretary

Commissioner

Portland, Oregon, March 6, 1934

The Commission met in special session in Room 204 in the Benson Hotel at the hour of 2:30 P. M. of this day pursuant to the call of the Chairman, notice of which meeting having been by order of the Chairman given to the other two members of the Commission by its Secretary; those 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;

this being the place and this the date and the hour fixed in said call, and all irregularities, if any, with respect to notice or otherwise being hereby expressly waived, at which time the Commission having under consideration for approval, adoption and execution the Loan Agreement covering the subject of a loan and a grant applied for by the State Highway Commission and allowed by the Government under the provisions of Chapter 9, Oregon Laws, Second Special Session, 1933, and the National Industrial Recovery Act for the construction of five Coast Bridges on the Oregon Coast Highway, and the Commission being fully advised with respect to all of the matters and things therein contained, Commissioner Washburne offered and moved the adoption of the following resolution, which motion was seconded by Commissioner Aldrich, and being by the Chairman submitted to vote, received the unanimous vote of all three Commissioners and said motion was by the Chairman declared unanimously carried and said resolution thereby unanimously adopted, to wit:

WHEREAS, the State of Oregon, by and through its State Highway Commission is, under the provisions of Chapter 9, Oregon Laws, Second Special Session, 1933, authorized to construct, or cause to be constructed, five highway bridges on the Oregon Coast Highway over the following streams or bodies of water; namely, Yaquina Bay, Alsea Bay, Coos Bay, Siuslaw River and Umpqua River; and

WHEREAS, by authority of said act the Oregon State Highway Commission has heretofore applied to the United States of America, under the provisions of the National Industrial Recovery Act, for a loan and grant of funds with which to construct said bridges; and

WHEREAS, the said application was approved by the Federal Government, under the provisions of the said National Industrial Recovery Act, and funds have been allocated for the purposes herein specified; and

WHEREAS, in connection with the authorization of said loan and grant and the allocation of funds therefor there has been prepared by the Government and submitted to the Highway Commission for execution an agreement, which agreement is designated as a Loan Agreement and is in words and figures as follows, to wit:

LOAN AGREEMENT dated as of , 1934, between the State Highway Commission of the State of Oregon (herein called the "Borrower"), and the UNITED STATES OF AMERICA (herein called the "Government").

P A R T O N E

1. Amount of Loan and Grant, Purchase Price and Purpose. Subject to the terms and conditions of this Agreement, the Borrower will sell and the Government will purchase Four Million Dollars ($4,000,000) aggregate principal amount of the Bonds (herein called the "Bonds") of the State of Oregon, at 100 per centum of the principal amount thereof, plus accrued interest, and, in addition to the amount of Bonds to be purchased, the Government will make a grant (herein called the "Grant") to the Borrower of not to exceed 30 per centum of the cost of the labor and materials employed upon the Project as herein described, but such Grant together with the aggregate principal amount of the Bonds purchased, and any other funds (herein called "Other Funds") received directly or indirectly from the Government or any agency or instrumentality thereof to be used to aid in financing the construction of the Project, shall not exceed in aggregate amount the total cost of the Project, and in no event shall such aggregate amount exceed Five Million One Hundred Two Thousand Dollars ($5,102,000) (except for such payment, if any, as may be made under the provisions of Paragraph 11, PART TWO, hereof). The proceeds derived from the sale of the Bonds and the amount paid on account of the Grant (except for such payment, if any, as may be made under the provisions of Paragraph 11, PART TWO, hereof) shall be used for the construction by the Borrower of five bridges on the Oregon Coast Highway (herein called the "Project"), and for incidental purposes, one such bridge to be constructed

3/6/34

over each of the following: Yaquina Bay, Alsea Bay, Coos Bay, Siuslaw River and Umpqua River; all pursuant to the Borrower's applications (herein called the "Application") P.W.A. Docket Nos. 982, 1810 and 2187, the proceedings authorizing the issuance of the Bonds, Title II of the National Industrial Recovery Act, (herein called the "Act"), approved June 16, 1933, the Constitution and Statutes of the State of Oregon including particularly: Chapter 9 of the Oregon Laws, Second Special Session, 1933.

2. Description of Bonds.

(a) Designation: Oregon Coast Highway Bridge Revenue Bonds.

(b) Principal Amount: $4,000,000.

(c) Type: Negotiable special obligation coupon bonds.

(d) Date: March 1, 1934 (or such other date as may be satisfactory to counsel for the Government, other dates relative to the Bonds to be appropriately changed in the event of such change of date).

(e) Interest: 4 per cent per annum, payable September 1, 1934, and semi-annually thereafter on March 1 and September 1.

(f) Maturities: March 1 of each year as follows:

Year	Amount	Year	Amount
1938	$ 100,000	1952	$ 150,000
1939	100,000	1953	155,000
1940	105,000	1954	160,000
1941	105,000	1955	165,000
1942	110,000	1956	170,000
1943	110,000	1957	175,000
1944	115,000	1958	180,000
1945	115,000	1959	185,000
1946	120,000	1960	190,000
1947	125,000	1961	195,000
1948	130,000	1962	200,000
1949	135,000	1963	205,000
1950	140,000	1964	215,000
1951	145,000		
		Total	$ 4,000,000

(g) Security: Special obligations of the State of Oregon secured by a pledge of the entire net revenues derived from the operation of the Project, and payable as to both principal and interest solely from said net revenues.

MAR 6 1934

(h) Place and Medium of Payment: The principal of and interest on the Bonds shall be payable at the principal office of a bank or trust company in the City of Portland, Oregon or, at the option of the holder, at the principal office of a bank or trust company in the Borough of Manhattan, City and State of New York, in such funds as are, on the respective dates of payment of the principal of and interest on the Bonds, legal tender for debts due the United States of America.

(i) Denomination: The Bonds shall be of interchangeable denominations of $1000 and $10,000.

(j) Registration: The Bonds may be registered as to principal in the holder's name on the books of the Borrower, such registration being noted on the bond by the Clerk or other designated officer, after which no transfer shall be valid unless made on the books of the Borrower by the registered holder and similarly noted on the Bonds. Any bond so registered as to principal may be discharged from such registration by being transferred to bearer, after which it shall be transferable by delivery but may again be registered as to principal as before. The registration of the Bonds as to principal shall not restrain the negotiability of the coupons by delivery merely, but the coupons may be surrendered and the interest made payable only as to the registered holder of the Bonds. If the coupons be surrendered, the surrender and cancellation thereof shall be noted on the bond and thereafter interest on the bond shall be payable to the registered holder or order in cash or at his option by check or draft payable at the place or one of the places where the coupons are payable.

3. Signature. The bonds shall be signed by the Chairman of the Borrower and countersigned by such other member of the Borrower as the Borrower may by resolution designate, and the seal of the State of Oregon shall be affixed thereto. The interest coupons of the Bonds shall be numbered consecutively and signed by the Chairman of the Borrower by his engraved or lithographed signature.

4. Form, Text and Sample of Bond. The Bonds shall be in form and text satisfactory to the Legal Division of the Federal Emergency Administration of Public Works (herein called "Counsel for the Government"). Before the Bonds are prepared, the Borrower shall submit a sample or specimen bond (with coupons) for approval by Counsel for the Government.

5. Method of Purchase of Bonds. The Bonds shall be purchased in blocks from time to time as funds are needed for the Project, or the entire issue may be purchased by the Government at one time, in the discretion of the Finance Division of the Federal Emergency Administration of Public Works (herein called the "Finance Division").

MAR 6 1934

6. Amount of Bonds to be Purchased. The Government shall be under no obligation to purchase Bonds beyond the amount which, together with Other Funds, and the amount to be paid to the Borrower on account of the Grant as provided in this Agreement, shall be necessary, in the judgment of the Engineering Division of the Federal Emergency Administration of Public Works (herein called the "Engineering Division") to complete the Project. In case any of the Bonds are sold to purchasers other than the Government, the principal amount of Bonds which the Government is obliged to purchase shall be correspondingly reduced. All Bonds not sold at the time the Project is completed shall be cancelled, and no additional bonds shall be issued in lieu thereof. Such Bonds, when cancelled, shall be exhibited to the Government for recording.

7. Deposit of Bond Proceeds and Grant. The Borrower will pay all accrued interest which it receives from the sale of the Bonds into the Sinking Fund described in Paragraph 9, PART ONE hereof, and such accrued interest shall be used solely for the payment of the interest on and principal of the Bonds. It will deposit the remaining proceeds from the sale of the Bonds and any payments made on account of the Grant pursuant to Paragraphs 8 and 10, PART TWO hereof, in a bank or banks which are members of the Federal Reserve System, in a special account or accounts, each of such special accounts to be continuously secured by a pledge to the Borrower of direct obligations of the United States of America having an aggregate market value, exclusive of accrued interest, at all times at least equal to the balance on deposit in each such account. Such securities will either be deposited with the Borrower or be held by a trustee or agent satisfactory to the Finance Division, provided that the trust or agency agreement is satisfactory to Counsel for the Government. Provided, however, that at the option of the Finance Division such special account or accounts may be secured by a surety bond or bonds which shall be in form, sufficiency and substance satisfactory to Counsel for the Government.

8. Disbursement of Bond Proceeds and Grant. The Borrower will expend the funds in such special account or accounts only for such purposes as shall have been previously specified in certificates accompanying the requisitions for such funds filed with the Government and approved by Counsel for the Government. Any balance or balances remaining unexpended in such special account or accounts after the completion of the Project and which are not required to meet unpaid obligations incurred in connection with the construction of the Project, and any payment which may be made on account of the Grant pursuant to Paragraph 11, PART TWO hereof, shall be paid into the Sinking Fund described in Paragraph 9, PART ONE hereof, and shall be used solely for the payment of the interest on and the principal of the Bonds, or said unexpended balance or balances and said portion of the Grant may be used for the purchase of such of the Bonds as are then outstanding at a price (exclusive of accrued interest) not exceeding the principal amount thereof. Any Bonds so purchased shall be cancelled and no additional bonds shall be issued in lieu thereof. Such Bonds, when cancelled, shall be submitted to the Government for recording.

9. Schedule of Tolls. The Borrower shall operate all of the bridges included in the Project as toll bridges until all of the Bonds are paid in

full, provided, however, that (in the event that Chapter 9, Oregon Laws, Second Special Session, 1933, is amended to permit the same) the Borrower may, but only with the prior written consent of the Government or the holders of not less than 75% in principal amount of the outstanding Bonds, operate one or more of the bridges as free bridges, for such period of time and upon such terms and conditions as may be stated in such written consent; and, provided further, that whenever the amount in the Sinking Fund shall equal the amount then due and thereafter to become due in respect of principal and interest on all the Bonds then outstanding to the final maturity thereof, the Borrower shall not be obligated by the provisions hereof to charge tolls on said bridges. Promptly after the execution of this Agreement the Borrower will prepare a proposed Schedule of tolls to be charged (and any other charges to be made) for the use of said bridges and submit the same to the Government for approval by the Finance Division. The Government shall be under no obligation to purchase any Bonds pursuant to this Agreement until a schedule of tolls and charges approved by the Finance Division shall have been fixed and placed in effect by resolution of the Borrower duly enacted. The tolls (and any other charges) so fixed shall be effective as of the date the first of said bridges is opened to public use, and shall thenceforth be collected indiscriminately upon all vehicles and from all persons using or entering upon any of said bridges.

10. Revision of Tolls. The schedule of tolls and charges fixed as provided in the preceding Paragraph hereof shall be revised by the Borrower from time to time, as may be necessary or desirable, so as to produce at all times revenues from the Project in an amount sufficient at all times

(a) to cover the reasonable cost of operation, maintenance (including necessary replacements) and insurance of the Project,

(b) to provide for the payment of all interest and Sinking Fund charges of the Bonds,

(c) to comply in all other respects with the terms of this Agreement, and

(d) to meet any other obligation of the Borrower in connection with the construction of the Project;

provided, however, that the Borrower shall not reduce or eliminate any of the tolls or charges included in said schedule without the prior written consent of the Government, so long as the Government (or any agency or instrumentality thereof) shall hold any of the Bonds.

11. Allocation of Revenues. All the income and revenues of the Project, from whatever source derived, shall be deposited by the Borrower in a bank which is a member of the Federal Reserve System in a special account to be known as the "Revenue Fund". Said income and revenues are pledged and

shall be applied to the following uses in the order stated:

(a) Payment of reasonable expenses of operation and maintenance (including necessary replacements);

(b) Payment of the cost of the insurance required by Paragraph 15, PART ONE hereof;

(c) Payment of the interest on the Bonds as the same falls due;

(d) Payments into the Sinking Fund as provided by Paragraph 12, PART ONE hereof;

The balance, if any, of the income and revenues remaining at the end of each fiscal year after making the payments required by this Paragraph, shall be paid into the Sinking Fund as additional reserve until such time as the amount of money in the Sinking Fund shall equal the principal amount of the Bonds outstanding, provided that the Borrower may retain not more than $5,000 in the Revenue Fund at the end of each fiscal year as an operation and maintenance reserve for the following year.

12. Sinking Fund. The Borrower will establish, and so long as any of the Bonds remain outstanding and unpaid, will separately maintain a sinking fund to be known as the "Oregon Coast Highway Bridge Sinking Fund" (herein called the "Sinking Fund"), into which payment shall be made, during each year commencing March 1, out of the net revenues from the Project as follows:

Year Commencing	Amount	Year Commencing	Amount
March 1, 1937	$126,000	March 1, 1951	$174,000
1938	126,000	1952	179,000
1939	130,000	1953	184,000
1940	130,000	1954	189,000
1941	135,000	1955	194,000
1942	135,000	1956	199,000
1943	140,000	1957	204,000
1944	140,000	1958	208,000
1945	145,000	1959	213,000
1946	150,000	1960	218,000
1947	155,000	1961	223,000
1948	160,000	1962	227,000
1949	164,000	1963	215,000
1950	169,000		

In the event that on any March 1, the total cash and securities (taken at market value) in the Sinking Fund shall be less than the difference between the aggregate amount herein provided to be paid into the Sinking Fund during the preceding years and the aggregate payments theretofore properly made from the Sinking Fund on account of the principal of Bonds retired or purchased, the Borrower will, during the year commencing on such March 1, pay into the Sinking Fund, in addition to the amount above required to be paid therein

during such year, an amount equal to such deficiency. Provided, that the Borrower shall not be required to make any payments into the Sinking Fund whenever and so long as the amount in the Sinking Fund shall equal the amount then due and thereafter to become due in respect of principal and interest on all of the Bonds then outstanding to the final maturity thereof.

13. Payments from Sinking Fund. The Sinking Fund shall be used solely for the payment of the principal of the Bonds as they mature, and the interest thereon as it falls due; provided, however, that no interest shall be paid out of the Sinking Fund except in the event and to the extent that the net revenues of the Project for the then current interest period are insufficient for the payment of such interest.

14. Deposit and Investment of Sinking Fund. All monies in the Sinking Fund shall, until used for Sinking Fund purposes, be kept on deposit in a special account or accounts in a bank or banks which are members of the Federal Reserve System. The monies in the Sinking Fund, in excess of the amount required to pay the principal of the Bonds maturing on the next maturity date, shall be continuously secured by a pledge to the Borrower of direct obligations of the United States of America having an aggregate market value, exclusive of accrued interest, at all times equal to said monies so secured; or such excess monies may be invested by the Borrower only in bonds or other interest-bearing obligations of the United States of America or used for the purchase of outstanding Bonds at a price not exceeding the principal amount thereof plus accrued interest. All Bonds so purchased shall be cancelled and no bonds shall be issued in lieu thereof.

15. Insurance.

(a) The Borrower will keep each of the bridges and its approaches at all times insured in a responsible insurance company or companies, under a so-called "All Risk Coverage" policy or policies, covering specifically (but without limitation by reference) loss or damage by fire, lightning, floods, rising waters, ice, explosion, strike, riots and civil commotions, malicious damage, tornadoes, cyclones, windstorms, earthquake, collision, including collision from bridge traffic and waterborne traffic, and collapse, in the amount of the insurable value thereof or such lesser amount as shall be satisfactory to the Engineering and Finance Divisions or, if the Government ceases to hold any of the Bonds, to the holders of 51 per centum of the principal amount of the Bonds outstanding. The proceeds of all such insurance policies shall be applied to the repair or replacement of the damaged property; if such proceeds are more than sufficient for such purpose, the balance remaining shall be paid into the Sinking Fund. If such proceeds shall be insufficient for such purpose, any deficiency may be supplied, first, out of any monies in the Revenue Fund not required for current interest payments and, second, out of any monies in the Sinking Fund not required to pay the principal of the Bonds maturing on the next maturity date. If the proceeds of such insurance, together with any amounts available from the Revenue Fund and/or from the Sinking Fund are insufficient for the full payment of such repair or replacement, and if the Borrower shall fail to supply such

deficiency from other sources, then such proceeds shall be paid into the Sinking Fund unless the Government shall otherwise direct or approve.

(b) The Borrower will keep each of the bridges and its approaches at all times insured in a responsible insurance company or companies, against loss, total or partial, of the use and occupancy thereof, resulting from any of the risks set forth above (whether specifically or generally), in such an amount as will provide (for total loss, and a proportionate part for a partial loss) an income of not less than the estimated income from such bridge during the period of such loss of use and occupancy, beginning on the first day of such period and extending for not less than one year. Such insurance shall be payable in equal monthly installments during the period of such loss. For the purposes of such insurance the estimated annual income of each bridge, commencing March 1, 1937, shall be deemed to be the sum of the following items:

(1) The average annual cost of the maintenance and operation of such bridge during the preceding two fiscal years;

(2) For the years commencing March 1, 1937 and March 1, 1938, a proportion of the total required Sinking Fund payment for, and of the interest on the Bonds becoming due during, those years based upon the proportion the cost of such bridge bears to the total cost of the Project; thereafter the proportion of the total Sinking Fund payment for, and of the interest on the Bonds becoming due during, each year to be determined by the proportion of the gross revenues of the Project collected from such bridge during the preceding two years.

During the period between the commencement of the construction of the Project and March 1st, 1937, such insurance against loss of use and occupancy shall be carried upon the entire Project in the amount of $15,000 per month (for total loss, and a proportionate part thereof for partial loss) during the period of such loss of use and occupancy. The proceeds of all policies of use and occupancy insurance shall be applied in the same manner as the revenues of the Project, as provided by Paragraph 11, PART ONE hereof.

16. Remedies of Bondholders. In the event of default in the payment of the principal of or interest on any of the Bonds, or in the event the Borrower shall fail or refuse to comply with any of the provisions of this Agreement or of Chapter 9, Oregon Laws, Second Special Session, 1933, or shall default in any Agreement now or hereafter made with the Government or the holder or holders of the Bonds, all of the rights and remedies described in Sections 9 and 10 of Chapter 9, Oregon Laws, Second Special Session, 1933, shall be available to the Government and/or the holder or holders of any of the Bonds and/or coupons and the Government and/or such holder or holders may take any action and institute any proceedings by said Act authorized.

17. Additional Bonds. So long as any of the Bonds and/or coupons are outstanding, no additional bonds payable out of the revenues of the Project from whatever source derived shall be issued unless the gross revenues derived

MAR 6 1934

from the operation of the Project for the calendar year then next preceding the year in which it is proposed to issue additional bonds were sufficient to pay reasonable costs of operation and maintenance of the Project, including reserves therefor, and leave a balance equal to at least 120% of the aggregate of (A) the principal and interest requirements for such year on the Bonds then outstanding; (B) one year's interest on the total issue of such additional bonds then proposed to be issued; and (C) the amount of principal of such additional bonds computed by dividing the total amount of such issue by the number of years to the final maturity date of such additional bond issue. If any such additional bonds are issued they shall not be entitled to receive during any calendar year any payments, on account of principal or interest requirements or otherwise, out of the revenues of the Project from whatever source derived until the payments required by subparagraphs (a), (b), (c) and (d) of Paragraph 11, PART ONE hereof have been made in full.

PART TWO

1. Approval of Agreement. Within a reasonable time after the receipt of the Agreement, the Borrower shall adopt a resolution setting forth the Agreement in full, approving the same, and authorizing and directing the execution thereof by the official or officials designated to sign the same on the Borrower's behalf. Promptly thereupon, the Borrower shall cause such official or officials to sign the Agreement.

2. Preliminary Proceedings by Borrower. When the Agreement has been signed on behalf of the Borrower, the Borrower shall promptly:

(a) Send to the Government three signed counter-parts of the Agreement and a certified copy of the resolution adopted by the Borrower pursuant to Paragraph 1, PART TWO, hereof, together with certified extracts of the minutes pertaining to its adoption and any papers, certificates and other documents which may be requested by Counsel for the Government;

(b) Retain municipal bond counsel satisfactory to the Finance Division to assist the Borrower in the proceedings relative to the authorization, issuance and sale of the Bonds, and to give such legal opinions relative thereto as may be requested by Counsel for the Government;

(c) Submit to the Government plans, drawings, and specifications of the work and materials to be employed upon the Project; the latest data as to the expected cost of the Project; a statement as to when and how it is proposed to advertise for bids and to let contracts for the work; a statement as to when and how it is proposed to acquire the necessary lands, easements, franchises, and rights-of-way; an estimate as to the

MAR 6 1934

amount of money that will be needed at the time of the sale of the Bonds; and any other details or data that may be requested by the Engineering Division;

(d) Submit to the Government the proposed Schedule of Tolls and Charges referred to in Paragraph 9, PART ONE hereof, and, thereafter, a certified copy of a resolution of the Borrower fixing and placing in effect such Schedule as approved by the Finance Division;

(e) Submit to the Government all such authorizations, permits, licenses and approvals from Federal, State, County, municipal and other authorities as Counsel for the Government may deem advisable then to be obtained in connection with the Project or the Bonds;

(f) Take all the proceedings necessary for the authorization and issuance of the Bonds.

3. First Bond Requisition. As soon as the provisions of Paragraph 2, PART TWO, hereof, shall have been complied with to the satisfaction of Counsel for the Government, the Borrower will file with the Government a requisition requesting the Government to purchase such amount of the Bonds as, together with Other Funds, will provide sufficient funds for the construction of the Project for a reasonable period (or, in the discretion of the Finance Division, a requisition to purchase the entire amount thereof at one time), specifying the principal amount, serial numbers and maturities (which maturities shall be satisfactory to the Finance Division) of the Bonds of such block and the date when it is desired to complete the delivery thereof (which date shall be not earlier than ten days after the Government's receipt of such first Bond requisition, unless otherwise satisfactory to Counsel for the Government), the first Bond requisition to be accompanied by a complete transcript of all bond proceedings to date, together with such certificates, forms, opinions, letters, statements and other documents as may be requested by Counsel for the Government.

4. First Bond Purchase. If the first Bond requisition and the documents accompanying the same are satisfactory in form, sufficiency and substance to Counsel for the Government, then, subject to the terms and conditions of this Agreement, upon reasonable notice to the Borrower, and within a reasonable time after the receipt by the Government of the first Bond requisition, the Government will arrange to purchase such amount of the Bonds as, together with Other Funds, will provide, in the judgment of the Engineering Division, sufficient funds for the construction of the Project for a reasonable period, or, in the judgment of the Finance Division, the entire amount of the Bonds, payment for the first block of Bonds to be made at the Portland Branch of the Federal Reserve Bank of San Francisco, Portland, Oregon (herein called the "Reserve Bank"), or at such other place or places as Counsel for the Government may designate, against delivery by the Borrower of such Bonds, (having all unmatured coupons attached), together with such documents as may be requested by and which shall be in form, sufficiency and substance as theretofore approved by Counsel for the Government.

5. Subsequent Bond Requisitions. Unless all of the Bonds shall have been previously purchased, from time to time after the first Bond payment, but not oftener than once a month, (unless otherwise satisfactory to the Engineering Division), the Borrower will file a requisition with the Government requesting the Government to purchase an additional block of the Bonds of such amount, as, together with Other Funds, and such portion, if any, of the Grant, requested simultaneously with such Bond requisition, will provide sufficient funds for the construction of the Project for a reasonable period, specifying the principal amount, serial numbers and maturities, (which maturities shall be satisfactory to the Finance Division), of the Bonds included in such block and the date when it is desired to complete the delivery thereof, (which date shall be not earlier than ten days after the Government's receipt of such Bond requisition, unless otherwise satisfactory to Counsel for the Government), each Bond requisition to be accompanied by such documents as may be requested by Counsel for the Government.

6. Subsequent Bond Purchases. If a Bond requisition and the documents accompanying the same are satisfactory in form, sufficiency and substance to Counsel for the Government, then, subject to the terms and conditions of this Agreement, upon reasonable notice to the Borrower, and within a reasonable time after the receipt by the Government of such Bond requisition, the Government will arrange to purchase such additional amount of the Bonds as, together with Other Funds, and such portion, if any, of the Grant, paid simultaneously with the payment for such amount of the Bonds, will provide, in the judgment of the Engineering Division, sufficient funds for the construction of the Project for a reasonable period, payment for each block of Bonds to be made at the Reserve Bank or at such other place or places as Counsel for the Government may designate, against delivery of such block of Bonds, (having all unmatured coupons attached), together with such documents as may be requested by and which shall be in form, sufficiency and substance as theretofore approved by Counsel for the Government.

7. Grant Requisitions. The Borrower may at any time after the execution of this Agreement but not oftener than once a week, file a requisition requesting the Government to make a payment to the Borrower on account of the Grant, each Grant requisition to be accompanied by such documents as may be requested by Counsel for the Government.

8. Grant Payments. If a Grant requisition and the documents accompanying the same are satisfactory in form, sufficiency and substance to Counsel for the Government, then, subject to the terms and conditions of this Agreement, upon reasonable notice to the Borrower, and within a reasonable time after the receipt by the Government of such Grant requisition (but not earlier than ten days after the receipt thereof, unless otherwise satisfactory to Counsel for the Government), the Government will pay to the Borrower a sum of money, which, together with all previous Grant payments, and Other Funds, shall be equal in aggregate amount to 25 per centum of the cost of the labor and materials shown to have been employed upon the Project to a date not later than the date of such Grant requisition; provided, however, that such Grant payment, together with all previous Grant payments, Other Funds, and the amount paid for the Bonds shall not exceed in aggregate amount the

total cost of the Project, and in no event shall such Grant payment, together with all previous Grant payments and Other Funds, exceed in aggregate amount the sum of $1,102,000; each Grant payment to be made at the Reserve Bank or at such other place or places as Counsel for the Government may designate, against delivery by the Borrower of its receipt therefor.

9. Final Grant Requisition. Within a reasonable time after the Project has been completed and all costs incurred in connection therewith have been determined, the Borrower may file a requisition with the Government requesting the Government for the final portion of the Grant, the final Grant requisition to be accompanied by such documents as may be requested by Counsel for the Government.

10. Final Grant Payment. If the final Grant requisition and the documents accompanying the same are satisfactory in form, sufficiency and substance to Counsel for the Government, then subject to the terms and conditions of this Agreement, upon reasonable notice to the Borrower, and within a reasonable time after the receipt by the Government of the final Grant requisition (but not earlier than ten days after the receipt thereof, unless otherwise satisfactory to Counsel for the Government), the Government will pay to the Borrower a sum of money, which, together with all previous Grant payments, and Other Funds, shall be equal in aggregate amount to 30 per centum of the cost of the labor and materials employed upon the Project; provided, however, that the final Grant payment, together with all previous Grant payments, Other Funds, and the amount paid for the Bonds shall not exceed in aggregate amount the total cost of the Project, and in no event shall the final Grant payment, together with all previous Grant payments and Other Funds, exceed in aggregate amount the sum of $1,102,000; the final Grant payment to be made at the Reserve Bank or at such other place or places as Counsel for the Government may designate, against delivery by the Borrower of its receipt therefor.

11. Cancellation of Bonds. If the Borrower, within a reasonable time after the completion of the Project, shall have filed the final Grant requisition with the Government, and if the documents accompanying the same are satisfactory in form, sufficiency and substance to Counsel for the Government, then, in addition to the Grant payments made under the provisions of Paragraphs 8 and 10, PART TWO, hereof, the Government will cancel, in so far as possible, and in such order as may be satisfactory to the Finance Division, Bonds and/or coupons in an aggregate amount equal to the amount, if any, by which 30 per centum of the cost of the labor and materials employed upon the Project exceeds the aggregate of all such Grant payments and Other Funds; and for such reasonable time and to this end, the Government will hold Bonds in the amount necessary to effectuate the purpose and intent of this Paragraph, unless payment of such excess shall have been otherwise provided for by the Government.

PART THREE

CONSTRUCTION CONTRACTS

IN CONSIDERATION OF THE GRANT, THE BORROWER COVENANTS THAT:

1. Construction Contracts. All construction contracts made by the Borrower and all subcontracts for work on the Project shall be subject to the rules and regulations adopted by the Government to carry out the purposes and control the administration of the Act, and shall contain provisions appropriate to insure that:

(a) Convict Labor. No convict labor shall be employed on the Project, and no materials manufactured or produced by convict labor shall be used on the project.

(b) 30-Hour Week. Except in executive, administrative and supervisory positions, so far as practicable and feasible in the judgment of the Government, no individual directly employed on the Project shall be permitted to work more than thirty hours in any one week, or, except in cases of emergency, on any Sundays or legal holidays; but in accordance with rules and regulations from time to time made by the Government, this provision shall be construed to permit working time lost because of inclement weather or unavoidable delays in any one week to be made up in the succeeding twenty days.

(c) Wages.

(1) All employees shall be paid just and reasonable wages which shall be compensation sufficient to provide, for the hours of labor as limited, a standard of living in decency and comfort;

(2) All contracts and subcontracts shall further prescribe such minimum wage rates for skilled and unskilled labor as may be determined by the Government and shall be subject to all rules and regulations which the Government may promulgate in connection therewith. Such minimum rates, if any, shall also be stated in all proposals of bids submitted including those of subcontractors; and a clearly legible statement of all wage rates to be paid the several classes of labor employed on the work shall be posted in a prominent and easily accessible place at the site of the work. All contractors shall keep a true and accurate record of the hours worked by and the wages paid to each employee and shall furnish the Government with sworn statements thereof on demand.

(3) All employees shall be paid in full not less often than once each week and in lawful money of the United States of America in the full amount accrued to each individual at

the time of closing of the payroll, which shall be at the latest date practicable prior to the date of payment, and there shall be no deductions on account of goods purchased, rent, or other obligations, but such obligations shall be subject to collection only by legal process.

(d) Labor Preferences. Preference shall be given, where they are qualified, to ex-service men with dependents, and then in the following order:

(1) To citizens of the United States and aliens who have declared their intention of becoming citizens, who are bona fide residents of the County in which the work is to be performed, that is, with respect to:

Yaquina Bay Bridge, Lincoln County; Siuslo River Bridge, Lane County, Alsea Bay Bridge, Lincoln County, Umpqua River Bridge, Douglas County, Coos Bay Bridge, Coos County.

(2) To citizens of the United States and aliens who have declared their intention of becoming citizens, who are bona fide residents of the State of Oregon provided, that these preferences shall apply only where such labor is available and qualified to perform the work to which the employment relates.

(e) Employment Services. To the fullest extent possible, labor required for the Project and appropriate to be secured through employment services, shall be chosen from lists of qualified workers submitted by local employment agencies designated by the United States Employment Service, provided, however, that organized labor, skilled and unskilled, shall not be required to register at such local employment agencies but shall be secured in the customary ways through recognized union locals. In the event, however, that qualified workers are not furnished by the union locals within 48 hours (Sundays and holidays excluded) after request is filed by the employer, such labor may be chosen from lists of qualified workers submitted by local employment agencies designated by the United States Employment Service. In the selection of workers from lists prepared by such employment agencies and union locals, the labor preferences provided in Sub-Paragraph (d) supra, shall be observed in accordance with such rules and regulations as the Government may prescribe.

(f) Human Labor. In accordance with such rules and regulations as the Government may prescribe, the maximum of human labor shall be used in lieu of machinery wherever practicable and consistent with sound economy and public advantage; and to the extent that the work may be accomplished at no greater expense by human labor than by the use of machinery, and labor of requisite qualifications is available, such human labor shall be employed.

(g) Accident Prevention. Every construction contract for work on the Project shall contain an undertaking to comply with all applicable provisions of the laws and building and construction codes of the State, Territory, District and/or municipality in which the work is done and with any regulations for the protection of workers which may be promulgated by the Government.

(h) Compensation Insurance. Every construction contract for work on the Project shall contain a provision requiring the employer to furnish compensation insurance for injured workers and to give proof of such adequate insurance satisfactory to the Government.

(i) Persons Entitled to Benefits of Labor Provisions. Every person who performs the work of a laborer or of a mechanic on the Project, or any part thereof, shall be entitled to the benefits of the labor and wage provisions hereof, regardless of any contractual relationship between the contractor or subcontractor and such laborer or mechanic. There shall be no discrimination in the selection of labor on the ground of race, creed or color.

(j) Bonding of Contracts. Construction contracts shall be supported by adequate surety or other bonds or security satisfactory to the Government for the protection of labor and material men employed on the Project or any part thereof.

(k) Materials. So far as articles, materials, and supplies produced in the United States are concerned, only articles, materials and supplies produced under codes of fair competition adopted pursuant to the provisions of Title I of the Act, or under the President's Reemployment Agreement, shall be used in work on the Project, except when the Government determines that this requirement is not in the public interest or that the consequent cost is unreasonable. So far as feasible and practicable, and subject to the above, preference shall be given to the use of locally produced materials if such use does not involve higher cost, inferior quality or insufficient quantity, subject to the determination of the Government; but there shall be no requirement providing price differentiations for or restricting the use of materials to those produced within the Nation or State.

(l) Inspection and Records. The Government, through its authorized agents shall have the right to inspect all work as it progresses and shall have access to all pay rolls, records of personnel, invoices of materials, and other data relevant to the performance of the contract.

(m) Reports. Subject to such rules and regulations as the Government may prescribe, contractors and subcontractors shall make reports in triplicate to the Government monthly within five

days after the close of each calendar month on forms to be furnished by the United States Department of Labor, which reports shall include the number of persons on their pay rolls, the aggregate amount of the pay rolls, the man hours worked, wage scales paid to various classes of labor and the total expenditures for materials. The contractors shall also furnish to the Government the names and addresses of all subcontractors at the earliest date practicable.

(n) Compliance with Title I of the Act. All contractors and subcontractors must comply with the conditions prescribed in Sections 7 (a) (1) and 7 (a) (2) of Title I of the Act.

2. Restriction as to Contractors. No contract shall be let to any contractor or subcontractor who has not signed and complied with the applicable approved code of fair competition adopted under Title I of the Act for the trade or industry or subdivision thereof concerned, or, if there be no such approved code, who has not signed and complied with the provisions of the President's Reemployment Agreement.

3. Termination for Breach. The Borrower will enforce compliance with all the provisions of this part of this Agreement, and, as to any work done by it in connection with the construction of the Project, will itself comply therewith. All construction contracts shall provide that if any such provisions are violated by any contractor or subcontractor, the Borrower may, with the approval of the Government, and shall at the request of the Government, terminate by written notice to the contractor or subcontractor the contract of such contractor or subcontractor, and have the right to take over the work and prosecute the same to completion by contract or otherwise and such contractor or subcontractor and his sureties shall be liable for any excess cost occasioned thereby and/or, if so requested by the Government, the Borrower shall withhold from such contractor or subcontractor so much of the compensation due to him as may be necessary to pay to laborers or mechanics the difference between the rate of wages required by the contract and the rate of wages actually paid to the laborers and mechanics.

4. Force Labor. Provided, however, that if prices in the bids are excessive, the Borrower reserves the right, anything in this Agreement to the contrary notwithstanding, to apply to the Government for permission to do all or any part of the Project by day labor, upon such conditions as the Government may impose, with the understanding that all provisions in this Agreement, including those relating to labor, wages, hours and recruitment, shall be observed.

PART FOUR

1. Construction of Project. Upon receiving a Bond payment under the provisions of Paragraph 4, PART TWO, hereof, the Borrower will promptly commence or cause to be commenced the construction of the Project (unless such construction has already been commenced), and the Borrower will thereafter continue such construction or cause it to be continued to completion with all

practicable dispatch, in an efficient and economical manner, at a reasonable cost, and in accordance with the provisions of this Agreement as to the labor and materials to be employed upon the Project, and the plans, drawings, specifications and construction contracts which, except for subcontracts, shall be in form satisfactory to the Engineering Division, and in accordance with such engineering supervision and inspection as the Government or its representatives may require. Except with the prior written consent of Counsel for the Government, no materials or equipment for the Project shall be purchased by the Borrower subject to any chattel mortgage or any conditional sale or title retention agreement.

2. Completion of Project. Upon the completion of the Project the Borrower will furnish to the Government a certificate of the Borrower's engineers certifying to such completion, to the total cost of the Project and to such other matters as the Engineering Division may request, such certificate to be accompanied by such data as the Engineering Division may request.

3. Maintenance and Operation. The Borrower will maintain the Project in good condition and operate the same in an efficient manner and at reasonable cost.

4. Mortgages, Liens, Sale, etc. So long as any of the Bonds are outstanding, the Borrower will not mortgage, pledge, or otherwise encumber the Project or any part thereof and will not sell, lease or otherwise dispose of any substantial portion of the Project.

5. Accounts and Periodic Statements. The Borrower will keep proper books of records and accounts (separate from all other records and accounts) in which complete and correct entries shall be made of all transactions relating to the Project. The Borrower will furnish to the Government so long as it holds any of the Bonds (and to any holder or purchaser of 25 per centum in aggregate principal amount of Bonds at the time outstanding, at the written request of such holder or purchaser), not more than thirty days after the close of each six months' fiscal period, complete operating and income statements of the Project in reasonable detail covering such six months' period, and, not more than sixty days after the close of each fiscal year, complete financial statements of the Project and the Borrower covering such fiscal year, certified by independent auditors of recognized standing. Each such statement shall set forth the gross operating revenues of the Project, the operating and maintenance expenses, including reserves therefor, the net operating income of the Project, the number and classification of the vehicles using the Project, the gross operating revenue received from each such classification, and such other matters and in such detail as the Government may request. Such statements shall show the operations of all of the bridges on a consolidated basis and separately the operations of each of the bridges.

6. Inspection. The holders of 25 per centum of the Bonds outstanding shall have the right at all reasonable times to inspect the System and all records, accounts and data of the Borrower relating thereto.

7. Information. During the construction of the Project the

Borrower will furnish to the Government all such information and data as the Engineering Division may request as to the construction, cost and progress of the work.

8. Conditions Precedent to the Government's Obligations. The Government shall be under no obligation to pay for any of the Bonds or to make any Grant:

(a) Cost of Project. If the Engineering Division shall not be satisfied that the Borrower will be able to construct the Project within the cost estimated at the time when the Application was approved by the Government, such estimated cost being the amount of $5,102,000, unless, in the event that additional funds appear to the Engineering Division to be necessary in order to pay in full the cost of the construction of the Project, the Finance Division shall be satisfied that the Borrower will be able to obtain such funds, as needed, through additional borrowing or otherwise, in a manner satisfactory to Counsel for the Government;

(b) Compliance. If the Borrower shall not have complied, to the satisfaction of Counsel for the Government, with all the provisions contained or referred to in this Agreement and in the proceedings authorizing the issuance of the Bonds, theretofore to be complied with by the Borrower;

(c) Legal Matters. If Counsel for the Government shall not be satisfied as to all legal matters and proceedings affecting the Bonds, the security therefor or the Project;

(d) Representations. If any representation made by the Borrower in this Agreement or in the Application or in any supplement thereto or amendment thereof, or in any document submitted to the Government by the Borrower shall be found by Counsel for the Government to be incorrect or incomplete in any material respect;

(e) Financial Condition. If, in the judgment of the Finance Division, the financial condition of the Borrower shall have changed unfavorably in a material degree from its condition as theretofore represented to the Government.

9. Representations and Warranties. The Borrower represents and warrants as follows:

(a) Authorizations. All necessary authorizations, permits, licenses and approvals from Federal, State, county, municipal and other authorities in connection with the Project or the Bonds have been or will be obtained;

(b) Litigation. No litigation or other proceedings are now

pending or threatened which might adversely affect the Bonds, the construction and operation of the Project, or the financial condition of the Borrower;

(c) Financial Condition. The character of the assets and the financial condition of the Borrower are as favorable as at the date of the Borrower's most recent financial statement, furnished to the Government as a part of the Application, and there have been no changes in the character of its assets or in its financial condition except such changes as are necessary and incidental to the ordinary and usual conduct of the Borrower's affairs;

(d) Fees and Commissions. No fee or commission has been or will be paid by the Borrower or any of its officers, employees, agents or representatives, and no agreement to pay a fee or commission has been or will be entered into by or on behalf of the Borrower, or any of its officers, employees, agents or representatives, in order to secure the loan and/or Grant hereunder;

(e) Affirmation. Every statement contained in this Agreement, in the Borrower's Application, and in any supplement thereto or amendment thereof, and in any other document submitted or to be submitted to the Government by or on behalf of the Borrower is, or when so submitted will be, correct and complete, and no relevant fact materially affecting the Bonds, the Grant, the Project or the obligations of the Borrower under this Agreement has been or will be omitted therefrom.

10. Indemnification. The Borrower will indemnify the Government and all purchasers of the Bonds from the Government against any loss or liability incurred by reason of any inaccuracy or incompleteness in any representation contained herein. In the event that there shall be any such inaccuracy or incompleteness, the Government shall be entitled (in addition to the above right of indemnification and any other right or remedy) to return any or all of the Bonds to the Borrower and recover the price paid therefor by the Government.

11. Use of Government's Name. Without the prior written consent of the Government, the Borrower will not refer to this Agreement or to any purchase by the Government of the Bonds as an inducement for the purchase of any securities (including Bonds repurchased from the Government) of the Borrower; and will not permit any purchaser from it of any such securities to do so.

12. Sale of Bonds by the Government. The Borrower will take all such steps as the Government may reasonably request to aid in the sale by the Government of any or all of the Bonds. Upon request, the Borrower will furnish to the Government or to any purchaser from the Government of 25 per centum of the Bonds, information for the preparation of a bond circular in customary

form, signed by the proper official of the Borrower, containing such data as the Government or such purchaser may reasonably request concerning the Borrower and the Project.

13. Expenses. The Borrower will pay all costs, charges and expenses incident to compliance with all the duties and obligations of the Borrower under this Agreement including, without limiting the generality of the foregoing, the cost of preparing, executing and delivering the Bonds and obtaining all legal opinions requested by Counsel for the Government.

14. Supplemental Documents. The Borrower will furnish to the Government such supplemental documents as Counsel for the Government may request in connection with the Bonds, the Grant, the Project or the obligations of the Borrower under this Agreement.

15. Agreements with Bondholders. The Borrower shall duly enact resolution or resolutions authorizing the issuance and sale of the Bonds, which resolution or resolutions shall contain agreements with the holders of the Bonds which shall be substantially the same as the agreements contained in Paragraphs 9 to 17, inclusive, PART ONE, hereof, and Paragraphs 3, 4, 5, 6, and 10, PART FOUR, hereof.

16. Waiver. Any provision of this Agreement may be waived or amended with the consent of the Borrower and the written approval of the Engineering Division, Finance Division, and Counsel for the Government, without the execution of a new or supplemental agreement, if, in the opinion of Counsel for the Government, which shall be conclusive, such waiver or amendment does not substantially vary the terms of this Agreement. No waiver by the Government of any such provision shall constitute a waiver thereof as applied to any subsequent obligation of the Borrower or the Government under this Agreement.

17. Agreement not for the Benefit of Third Parties. This Agreement is not for the benefit of any person or corporation other than the parties hereto, their respective assigns or the successors of the Borrower, and neither the holder of the Bonds nor any other person or corporation, except the Parties hereto, their respective assigns or the successors of the Borrower, shall have any rights or interest in or under this Agreement, except as expressly provided for herein.

18. Interest of Member of Congress. No member of or Delegate to the Congress of the United States of America shall be admitted to any share or part of this Agreement, or to any benefit to arise thereupon.

19. Validation. The Borrower hereby covenants that it will institute, prosecute and carry to completion insofar as it may be within the power of the Borrower, any and all acts and things to be performed or done to secure the enactment of legislation or to accomplish such other proceedings, judicial or otherwise, as may be necessary, appropriate or advisable to empower the Borrower to issue the Bonds and to remedy any defects, illegalities and irregularities in the proceedings of the Borrower relative to the issuance of the Bonds and to validate the same after the issuance thereof to the Government, if

in the judgment of Counsel for the Government such action may be deemed necessary, appropriate or advisable. The Borrower further covenants that it will procure and furnish to the Government, as a condition precedent to the Government's obligations hereunder, a letter from the Governor of the State of Oregon in form satisfactory to Counsel for the Government and expressing the covenant and agreement of said Governor to effectuate insofar as it is within his power the covenant of the Borrower as hereinabove in this Paragraph expressed.

20. Miscellaneous. This Agreement shall be binding upon the parties hereto when a copy thereof, duly executed by the Borrower and the Government, shall have been received by the Borrower. This Agreement shall be governed by and be construed in accordance with the laws of the State of Oregon. This Agreement shall be binding upon and inure to the benefit of the parties hereto, their respective assigns and the successors of the Borrower, and shall inure to the benefit of the holders from time to time of any of the Bonds; provided, however, that no rights of the Borrower hereunder shall be assignable except with the prior written consent of the Government. All obligations of the Borrower hereunder shall cease upon payment in full of all the Bonds.

21. Naming of Project. The Project shall not be named except with the written consent of the Administrator.

22. Promotion of National Recovery. The Borrower covenants to discharge faithfully and with all possible dispatch the duties and obligations imposed upon it by this Agreement, it being the purpose of this Agreement to enable the Borrower to secure the benefits of the Act, foster employment, promote the public welfare and thereby assist in the recovery program of the President of the United States.

23. Undue Delay by the Borrower. The Government shall have the right to rescind the allotment for the Project and annul any obligation to make a loan or a grant to the Borrower unless the Borrower shall within a reasonable time:

(a) Sign and return to the Government three counter-parts of this Agreement as provided in Paragraphs 1 and 2, PART TWO, hereof. (For the purposes of this sub-paragraph 23 (a) a reasonable time shall be deemed to be ten days in the ordinary course of events or such longer period as shall be allowed in the absolute discretion of The Federal Emergency Administrator of Public Works);

(b) Comply with all the provisions of Paragraph 2, PART TWO, hereof, including particularly sub-paragraph (f) relating to the authorization and issuance of the Bonds;

(c) File requisitions with the Government in accordance with the provisions of Paragraphs 3 and 5, PART TWO, hereof; and

3/6/34

(d) Commence or cause to be commenced the construction of the Project.

The Federal Emergency Administrator of Public Works shall determine in his absolute discretion what constitutes a reasonable time within the meaning of this Paragraph 23.

24. Construction of Agreement. If any provision of this Agreement shall be invalid in whole or in part, to the extent that it is not invalid it shall be valid and effective and no such invalidity shall affect, in whole or in part, the validity and effectiveness of any other provision of this Agreement or the rights or obligations of the parties hereto, provided, in the opinion of Counsel for the Government, the Agreement does not then violate the terms of the Act.

IN WITNESS WHEREOF, the State Highway Commission of the State of Oregon and the UNITED STATES OF AMERICA have respectively caused this Agreement to be duly executed as of the day and year first above written.

STATE HIGHWAY COMMISSION OF THE STATE OF OREGON

By _____
As Chairman

By _____
As Commissioner

By _____
As Commissioner

SEAL
ATTEST:

_____

_____

UNITED STATES OF AMERICA

By _____
Federal Emergency Administrator of Public Works.

and

WHEREAS, the Commission having duly considered the foregoing agreement and all matters therein contained, and being fully advised with respect thereto, it is the judgment and decision of this Commission that said agreement should be adopted and duly executed;

NOW THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the Highway Commission, all members being present and affirmatively participating and voting, as follows:

1. That the said foregoing agreement, and the whole thereof, as the same is reproduced hereinabove be and said agreement hereby is approved and adopted, and it hereby is authorized that said agreement be executed in quadruplicate for and on behalf of the Oregon State Highway Commission by each Commissioner subscribing his name thereto in his official capacity as a member of the Oregon State Highway Commission.

2. That J. M. Devers, as Attorney for the Commission, be and he hereby is authorized, empowered, and directed to deliver to the Administrator of Public Works the said four executed copies of said agreement for execution by the Administrator, and thereafter file in the records of the Commission a duly and fully executed copy of the same.

3. That this resolution, and the whole thereof, including the copy of said agreement, be recorded in the minutes of the Commission and a certified copy of the same delivered to the Administrator of Public Works.

4. That J. M. Devers, as Attorney for the Commission, be and he hereby is authorized and directed to prepare such other resolutions, papers, and/or documents as may be required to fully and completely consummate the said transaction with the Federal Government covering and concerning said loan and grant.

Mr. Guy V. Lintner, State Reemployment Director for Oregon National Reemployment Service, appeared before the Commission and asked the Commission to readjust its wage rates heretofore established to be paid to men employed on National Recovery projects so far as such rates pertain to projects that have not yet been contracted. He explained that some of the highway contractors are not complying fully with the intent of the Recovery Act in that they are paying labor only the minimum wage rates established by the Commission which are fifty five cents per hour for unskilled labor and sixty-five cents per hour for skilled labor, whereas skilled labor in many instances is entitled to more than such minimum wage. He advised that the Bureau of Public Roads and the Washington State Highway Department have adopted a sliding scale of minimum rates for certain classes of skilled employment, and suggested that the Oregon State Highway Commission do likewise.

The State Highway Engineer advised that in only few instances are the highway contractors paying no more than the minimum wage rate specified by the Commission, and it was his thought that the establishment of minimum rates for various classes of skilled labor will not materially affect the cost of highway projects. After some discussion, Mr. Lintner was advised that the Commission will inform him later in the day as to its decision with regard to his request.

The Commission reconsidered this matter later in the session and upon recommendation of the State Highway Engineer adopted by unanimous vote the following resolution relative to the minimum wage hereafter to be paid:

WHEREAS, the Public Works Administration and the United States Bureau of Public Roads have heretofore agreed upon a scale

3/6/34

of wages to be applied in connection with the disbursement of funds made available under the National Industrial Recovery Act for highway and bridge construction, as a result of which agreement the following scale of wages was put into effect; namely, minimum for common labor $0.55 per hour, and minimum for skilled labor $0.65 per hour; and

WHEREAS, it appears that the said wage scale was made applicable only to projects the costs of which were paid out of funds allocated by the National Industrial Recovery Act to highway and bridge construction and disbursed under the United States Bureau of Public Roads and the various state highway officials; and

WHEREAS, it appears that subsequent to the establishment of said wage scale, the Administrator of Public Works fixed a different wage scale to apply to all projects promoted under the loan and grant features of said National Industrial Recovery Act, which said wage scale was as follows:

Minimum for common labor $0.50 per hour, Minimum for skilled labor $1.20 per hour, and

WHEREAS, it now appears that the Federal Government, through the Public Works Administration, has requested and recommended that the later wage scale as modified and approved by the Public Works Administration be made applicable to all projects, the costs of which are paid out of Federal funds made available under the provisions of the National Industrial Recovery Act regardless of whether such funds be disbursed under the United States Bureau of Public Roads or under the supervision of the Administrator of Public Works; and

WHEREAS, said wage scale as modified and approved by the Administrator for United States public works projects is as follows:

"A minimum wage of $0.55 per hour for unskilled labor and $0.65 per hour for skilled labor, provided however, that the minimum wage paid for certain extra skilled labor shall be as follows:

"Carpenters $0.90, Electrical Workers $1.10, Shovel Runners $1.20, Structural Steel Workers $1.10, Reinforcing Steel Workers $0.90, Concrete Finishers $0.90, Painters $0.90, Truck Drivers (3 Ton and over), $0.80, Concrete Mixerman-Paving $1.00."

and

WHEREAS, the Highway Commission is anxious to cooperate with the Federal Government to the fullest extent in the effort of the Administration to bring about a revival of industry and the maximum relief for unemployment, and therefore it is the judgment of the Commission that the said recommended wage scale should be adopted as applied to United States public works projects;

THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the Oregon State Highway Commission, all members being present and affirmatively participating, as follows:

1. That the wage scale as applied to contracts hereinafter let and entered into by the State Highway Commission in response to bids called for subsequent to the date of this resolution shall be as follows:

A minimum wage of $0.55 per hour for unskilled labor and $0.65 per hour for skilled labor, provided however, that the minimum wage paid for certain extra skilled labor shall be as follows:

Carpenters $0.90, Electrical Workers $1.10, Shovel Runners $1.20, Structural Steel Workers $1.10, Reinforcing Steel Workers $0.90, Concrete Finishers $0.90, Painters $0.90, Truck Drivers (3 Ton and over), $0.80, Concrete Mixerman-Paving $1.00.

2. That said wage scale shall be in effect with respect to United States public works projects and shall likewise be deemed, unless otherwise ordered by the Commission, to be in effect with respect to highway projects, the cost of which is paid exclusively out of state highway funds.

3. That this resolution be entered in the minutes of the Commission and a duly certified copy thereof furnished the United States Bureau of Public Roads, and the United States Department of Labor, Portland, Oregon, Branch, and to C. C. Hockley, State Engineer for Oregon, Public Works Administration.

The decision with respect to minimum wage rates to be paid to skilled labor employed on state projects was deferred.

Messrs. John Schroeder, Secretary of Tillamook Chamber of Commerce, and C. H. Coe, Chairman of the Timber Salvage Committee of that Chamber, appeared before the Commission regarding the construction of the Wilson River Highway. Mr. Schroeder stated that under the provisions of the National Industrial Recovery Act, provision has been made for grants of funds to aid districts which have been seriously handicapped by drouth and other similar disasters, and they have in mind to make application to the Federal Government for such funds with which to finance the construction of a road into the Wilson River timber district to enable the timber owners to market their timber which was burnt by the disastrous fires in August, 1933, and they wish the State Highway Commission to endorse their project which they estimate will cost approximately $507,000. He explained that the project is 9½ miles in length and follows along the adopted alignment for the Wilson River state highway and its construction will make it possible to salvage about 1,495 M FBM of timber in this district which must be salvaged within the next four or five years; otherwise, it will be of no value for commercial purposes. They also asked the Commission to supervise the construction of this project in the event their application for Federal Drouth Relief funds receives federal approval.

Chairman Scott advised that the Commission is in sympathy with this project but cannot give it preference over others throughout the state; also, that the Commission will approve it provided it is not detrimental to the allocation of highway funds in other parts of the state; provided also that the

3/6/34

work is done by contract rather than by the hand-labor method. The Commission is willing to supervise construction, he added, if the money is furnished by the Federal Government. Commissioners Aldrich and Washburne concurred in the Chairman's statement. After further discussion, the Commission took the matter under advisement and informed Mr. Schroeder and Mr. Coe that a definite answer would be given to them this evening. Mr. Schroeder requested that this be in writing to which request the Commission assented.

This matter was reconsidered by the Commission later in the session and the Secretary was instructed to advise the Tillamook Chamber of Commerce by letter, as follows: That the Commission regards this project as an emergency conservation project for the commercial saving of burnt timber and, as such, the Commission will approve the project provided funds are obtained from other than highway appropriations allocated or to be allocated to Oregon and will perform the necessary engineering and supervision for construction, provided the work is done by the contract method; also, the State Highway Commission will not join in the execution of any contract for the obtainment of money from federal sources for this project and will decline to give priority to the Wilson River project or to the expenditure thereon of highway funds allocated to Oregon. He was also instructed to state that the Highway Commission has no state funds this year nor any prospect next year for carrying on this work on state account.

The Attorney submitted for approval and execution a joint agreement between the State of Oregon, and County of Clackamas, City of Milwaukie, Portland Electric Power Company and Gratton Investment Company regarding the improvement of the East Portland-Oregon City Highway along the Front Street route through the town of Milwaukie and reported that negotiations for acquisition of right of way required for this improvement will be consummated within the next few days. After some discussion the Commission deferred signing this agreement pending definite conclusion of right of way negotiations. In connection with this matter the Commission by unanimous vote, upon motion of Commissioner Washburne which was duly seconded by Commissioner Aldrich, adopted the following resolution designating Front Street, Milwaukie, as the route of the East Portland-Oregon City Highway through that town:

WHEREAS, the Commission has heretofore determined to permanently locate and improve that section of the East Portland-Oregon City Highway extending from a point immediately south of Milwaukie; thence through said town and thence northerly to a point on the Multnomah County line; thence along an approved route to 17th Avenue in the City of Portland, and for such purpose the Commission had heretofore ordered a survey made of said proposed route and location; and

WHEREAS, said route has been by the State Highway Engineer surveyed, located and staked upon the ground and the field notes and other engineering data have been filed in the office of the State Highway Commission in Salem, Oregon; and

WHEREAS, the Commission has heretofore, pursuant to the provisions of Chapter 64, Laws of Oregon, 1931, held a public hearing in the town of Milwaukie on the matter of the location and/or relocation

of said highway into and through said town; and

WHEREAS, the Commission now being fully advised with respect to said matters it is its judgment and decision that the route and location hereinafter described and defined should be selected and adopted as a part of the route and location of said East Portland-Oregon City Highway;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED, all members being present and affirmatively voting, as follows:

1. That the route and location hereinafter specifically described and defined be and said route and location hereby is selected and adopted as the part and section of the East Portland-Oregon City Highway extending from the northerly end of the now improved section of said highway immediately south of Milwaukie to the intersection of 17th Avenue and Schiller Street in the City of Portland, said selected and adopted route and location being described and defined as follows, to wit:

Beginning at the south city limits of Milwaukie at the intersection of First and Front Streets, thence leaving the existing traveled pavement on Front Street and continuing northwesterly on a curve paralleling the Portland-Oregon City electric line of the Portland Traction Company and passing beneath the Southern Pacific Company tracks, (Milwaukie Branch) to a tangency with Front Street near the intersection of Madison Street, thence northwesterly on Front Street to Scott Street, thence leaving Front Street on a curve to the right and crossing the north city limits of Milwaukie about one block north of Scott Street, thence northeasterly to the east of Johnson Creek and passing beneath the Pacific Northwest Public Service Company tracks (Estacada Line) about one block south of the south city limits of Portland, thence entering Portland at the Clackamas-Multnomah County line and about midway between 25th and 26th Avenues, thence curving to the left crossing Johnson Creek at Tenino Street and paralleling the main line tracks of the Southern Pacific Company along the east side of 26th Avenue, and passing under Bybee Boulevard and continuing on to about South Street, thence swinging to the left in a reverse curve to a tangency with 17th Avenue at Schiller Street.

2. That the survey, field notes, and all other engineering data made and obtained by the Engineer in connection with the survey and location of said highway be and all of said records and data hereby are approved, and said survey hereby is adopted and the Engineer hereby is instructed to properly file said records and data in the office of the State Highway Commission at Salem, Oregon.

3. That said route and location be and the same hereby are ordered permanently improved pursuant to plans and specifications heretofore prepared by the Engineer and approved by this Commission.

3/6/34

4. That when said route and location through the town of Milwaukie has been permanently improved and ready for public use such route and location shall become and be deemed to be the route and the street or streets of said town over which shall be routed state highway traffic without further action or order by this Commission, and said route and location from the beginning point to the terminus hereof shall be and hereby is declared to be and is adopted as a part of said state highway and is therefore qualified for improvement in the same manner and to the same extent as are other sections of state highways.

5. That this resolution be entered in the minutes of this Commission and a duly certified copy thereof delivered to the County Court of Clackamas County and a like copy delivered to the Mayor of the town of Milwaukie.

The Engineer reported that there was set up in the Commission's budget for National Recovery Municipal funds an amount of $150,000 for the construction of Lombard Street, Portland, between Union Avenue and Columbia Boulevard, but it now appears that this amount will not be sufficient to do this work because of certain alterations and changes that the O.-W. R. R. & N. Co. insists upon in connection with the railroad undercrossing structure involved in this improvement which will increase the estimated total cost about $50,000. He questioned the justification of an expenditure of such additional amount for this grade elimination and suggested that the funds allocated to this project be reallocated for the improvement of Eighty-second Avenue, Portland. The Commission deferred a decision with regard to this matter until the next regular meeting.

The Commission reconsidered its action taken on January 18, 1934 with regard to the elimination of the Carson-Cornucopia Section of the Baker-Cornucopia Highway, in Baker County, from the forest highway system in order to add to that system a section of the Warm Springs Highway in Wasco County. W. H. Lynch, District Engineer, Bureau of Public Roads, who was present, stated that recent investigation reveals that the Warm Springs Highway project is approximately seven miles in length and the elimination of the Carson-Cornucopia Section from the forest highway system would not provide sufficient forest highway mileage to include the Warm Springs project in that system; wherefore, he recommended in lieu thereof the elimination of the Lost Lake Forest Highway (thirteen miles in length). After some discussion, the Commission voted unanimously to rescind its previous action of January 18 and to recommend the elimination of the Lost Lake Highway from the forest highway system instead of the Carson-Cornucopia Section. The Commission thereupon signed the following joint letter with W. H. Lynch, District Engineer, Bureau of Public Roads, and C. J. Buck, Regional Forester, directed to The Forester, Chief of Bureau, Washington, D. C., recommending such change:

"It has been mutually decided by the State Highway Commission and representatives of the Forest Service and the Bureau of Public Roads to recommend the following revisions in the Forest Highway System for the State of Oregon:

"Eliminate: Route 42, Lost Lake Highway, Dee to Lost Lake, 13 miles in length, Class 3 highway.

"Add: Warm Springs Highway, Wapinitia Highway to Forest Boundary. 7 miles in length, Class 2 highway. We suggest that this route receive the same designation as the one eliminated; namely, Route 42.

"It will be noted that there is a length of 6 miles of elimination which has not been taken up in the addition of the Warm Springs Route. It is probable that a letter recommendation will be submitted adding this unused mileage to some other route in the State."

Consideration was given by the Commission to the matter of adopting a permanent route for the Pacific Highway between the towns of Canby and New Era in Clackamas County and the turning over to that county for maintenance that portion of the old Pacific Highway abandoned by the construction of the new highway on the permanent alignment. After some discussion, the following resolution relative thereto was adopted by the Commission by unanimous vote:

WHEREAS, that portion of the Pacific Highway beginning at the top of the hill south of New Era and ending at a point at or near the railroad tracks immediately north of Canby has been relocated, the new location beginning at Engineer's Station 130+00, being a point on the old location approximately 1,320 feet northerly from the corporate limits of the town of Canby, then in a northerly or northeasterly direction paralleling generally the Southern Pacific Railroad and connecting again with the Pacific Highway at Highway Engineer's Station 30+00, which is a point on the top of the hill south of New Era, and

WHEREAS, said newly located line has been improved and is now being used by the traveling public and by reason thereof the section of the old route between said termini is no longer needed or required as a part of the Pacific Highway, and

WHEREAS, it appears that said old location or route will yet be required for the convenience of people residing along or upon said old route for which use it appears the County of Clackamas intends to maintain such section;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED, by the State Highway Commission, all members being present and affirmatively voting and participating, as follows:

1. That the above described newly located line be and the same hereby is adopted as a part of the Pacific Highway, and it is hereby ordered and resolved that said newly located line shall be maintained for public travel as a part of said Pacific Highway.

2. That hereafter the former route or section of said Pacific Highway which has been eliminated from the main line of the Pacific Highway shall be abandoned and shall not be deemed or considered as a part of the state highway system, but such public use as may hereafter be made of said old route shall be under the jurisdiction and control of the County Court.

3. That the survey, field notes and other engineering data made by the State Highway Engineer with respect to said relocated line shall be and they are hereby approved and adopted and are hereby made a part of the permanent records of the Highway Commission.

4. That this resolution be incorporated in the minutes of the Commission and a certified copy thereof mailed to the County Court of Clackamas County.

The Engineer submitted a report on the cost to reconstruct the Pacific Highway between Bolton and Robinwood, Clackamas County, to eliminate excessive curvature in the present alignment. He stated that this improvement is approximately 1.51 miles in length and is estimated to cost approximately $90,000, which amount includes the sum of $25,000 for right of way, moving buildings, etc. He further stated that this is a meritorious change and one which should be made when money is available for the purpose but the immediate necessity for it is not apparent. The Commission ordered the report filed for future consideration.

The Engineer also submitted a report on the cost to remove snow from the McKenzie Highway over the summit of the Cascade Mountains. To remove the snow now, he said, will require an expenditure of approximately $1,000, and to maintain the highway free of snow and ice during the months of March, April and May will cost an additional sum of approximately $5,000. He added that the total cost can be reduced to about $1,500 by deferring the commencement of operations until April 1 and can be further reduced to about $750 by deferring the work to May 1. He requested instructions with reference to this matter for his future guidance. After some discussion, the Commission voted unanimously to start such snow removal operations on April 1, and instructed the Engineer to act in conformance therewith.

Consideration was given by the Commission to a letter from contractor A. G. Enright requesting additional compensation in the amount of $283.40 in connection with his contract for the construction of the Miller Creek bridge on the West Side Pacific Highway between Monroe and Junction City, being State Highway Contract No. 1415, and stating that he was not responsible for the delay which caused him to overrun the time limit specified in his contract for the completion of this project; therefore, should not be required to pay the penalty previously imposed by the Commission. The Engineer advised that the only penalty charged to Mr. Enright was the actual expense incurred by the State for inspection work and that such expense could have been avoided had Mr. Enright pushed his contract operations to completion. The amount of the charge, he said, was $136.35; however, this was later reduced by an amount of $50 in order to allow Mr. Enright for extra expense incurred by him in connection with

the removal of the old bridge, this part of his work being delayed by the failure of the grading contractor on the adjacent section to complete his grading operations. He also stated that Mr. Enright's claim for special reimbursement on account of rejected handrail spindles is not justified because inspection revealed that they were cracked and unfit for use; therefore, they were rejected by exactly the same procedure as that adopted for rejection of materials on any job. He recommended that this claim be denied. After some discussion, the Commission approved the Engineer's recommendation by unanimous vote upon motion of Commissioner Washburne, which was duly seconded by Commissioner Aldrich.

The Engineer requested authority to contract the following rock production projects:

1. Furnish approximately 6,000 cu. yds. of crushed gravel in stock piles for use in connection with oiling and maintenance operations on the Mt. Hood Highway between a point 3.8 miles south of Columbia River Highway and Coopers Spur, estimated to cost $14,246;

2. Furnish approximately 9,000 cu. yds. of shoulder gravel and stock pile material for the Columbia River Highway between Astoria and a point 12.3 miles easterly thereof, estimated to cost $16,000.

The Commission approved the Engineer's request by unanimous vote and authorized him to advertise these projects for bids to be received at his convenience.

The Engineer advised the Commission that present plans for the coming season include the painting of approximately 2,000 miles of center line stripes which will require approximately 23,000 gallons of yellow lacquer, 1,000 gallons of white lacquer, and 5,000 gallons of thinner, estimated to cost $40,000. He requested authority to make such purchase through the State Board of Control. The Engineer's request was granted by the unanimous vote of the Commission.

The Engineer also requested authority to purchase and install ten additional 30-ton truck scales at strategic points throughout the state, at a total estimated cost of $20,000. After due consideration the Commission, by unanimous vote, granted the Engineer's request.

Reconsideration was given by the Commission to the communication of the Seaside Chamber of Commerce, first presented on January 18, 1934, in which that Chamber offered objections to the routing of Oregon Coast Highway traffic through that town as indicated by signs recently placed by the State Highway Department, which signs divert through traffic east at the intersection of Seventh Street and Broadway to Roosevelt Drive, thence north to the north city limits; whereas, they prefer that such traffic be routed along Seventh Street through their business district. The Engineer advised that, in his opinion, the Roosevelt Drive route is more suitable from the traffic standpoint than the Seventh Street route because this latter route is narrow and crooked;

furthermore, Seventh Street is the main street of the town and traffic routed that way will have to pass through the congested business district and by two schools. He further advised that a definite highway route through this town has never been designated by any State Highway Commission; however, it would appear that Roosevelt Drive would be the logical one to select because this street could be extended without much difficulty to form a good connection with the present state highway south of Seaside. He recommended that the request of the Seaside Chamber of Commerce be denied and that the Commission approve the routing of the traffic along Roosevelt Drive as indicated by signs now in place. The recommendation of the Engineer was approved by the Commission by unanimous vote.

The Engineer reported that the agreement with the City of Portland providing for the maintenance by the City of the viaduct which is to be reconstructed over the tracks of the O.-W. R. R. & N. Co., at Northeast Eighty-second Avenue and Halsey Street, Portland, has been executed by the City of Portland, and on February 23, 1934, in accordance with authority previously granted him by the Commission, he awarded the contract for the reconstruction of this structure to the Hoffman Construction Company, Portland, who submitted the low bid therefor, in the sum of $27,530, at the meeting held on February 15. The Commission, by unanimous vote, confirmed the award of this contract to the Hoffman Construction Company at its bid price of $27,530.

The Commission signed four copies of an agreement with the Roosevelt Highway Ferry Company extending its contract with the State for the operation of the state ferry across Alsea Bay at Waldport, as provided for in the original contract whereby such contract is extended for a period of one year to eleven o'clock p. m., May 31, 1935 with the provision for a renewal of the contract from month to month subsequent to that date, at the same price, until the proposed Oregon Coast Highway bridge at this point is completed and opened to traffic.

There was presented to the Commission a letter from Frank H. Hilton, Portland, alleging that he is the owner of land on which is constructed the present ferry slip on the north side of Alsea Bay and that he has arranged with the County Court of Lincoln County whereby this land, the ferry slip, and the roadway leading to the ferry slip shall revert to him upon completion of the proposed bridge at that point; also requesting permission to attach to such ferry slip a boat landing for the accommodation of small boats and crab netters. The Attorney advised that he has replied to Mr. Hilton's letter that the Commission will not permit him to attach a boat landing to the pier; also, that the Commission is of the opinion that he has no title or right in or to either the ferry landing, which has been constructed by the State Highway Department, or to the old road, because this road is needed for public highway purposes. The Commission approved the action taken by the Attorney with regard to this matter.

The Engineer requested instructions in regard to the placement of election signs and advertisements on the state highway rights of way. The Commission voted unanimously to continue its present policy to prohibit the erection or placement of signs of any kind on state highway rights of way, except the mileage and direction signs erected by the State Highway Department.

A letter was presented from Mrs. L. A. Shannon, Klamath Falls, requesting permission to conduct an ice-cream and soft drinks stand on the right of way of The Dalles-California Highway near Algoma. The Commission denied the request, it being strictly contrary to its adopted policy regarding such matters.

A joint resolution was presented from City of Dallas, Dallas Kiwanis Club, Dallas Chamber of Commerce, Dallas Woman's Club, and First Methodist Church of Dallas, calling the Commission's attention to a sign which Foster & Kleiser, commercial advertisers, are erecting on private property at the east city limits of Dallas, which sign they allege interferes with and desecrates a natural scenic view from the highway at this place, and requesting the Commission's cooperation to the end that this sign be removed. The Secretary was instructed to reply that inasmuch as the sign is being erected on private property, it is beyond the jurisdiction of the Commission.

The Engineer reported that the Board of County Commissioners of Multnomah County contemplates the reconstruction of the county road which crosses Guy W. Talbot State Park and extends from the Columbia River Highway to the town of Latourell, known as Latourell Road No. 1322, by eliminating some of the sharp curves and steep grades and requests the Commission to waive any damages which the State might suffer on account of this improvement. He gave as his thought that the improvement will be of benefit to the state park and recommended that the County's request be granted. The Commission approved the Engineer's recommendation and thereupon issued and signed the following order with regard thereto:

> WHEREAS, the State of Oregon is the owner of Talbot Park known as Tax Lot sixteen (16) Section twenty-nine (29) Township one (1) Range five (5) East, W. M. Multnomah County, Oregon, which property is under the jurisdiction of the Oregon State Highway Commission; and
>
> WHEREAS, proceedings are now pending before the Board of County Commissioners of Multnomah County, Oregon, for the relocation and establishment of Road No. 322, to be called Latourell Road No. 1322; and
>
> WHEREAS, the said right of way goes over a portion of said Talbot Park; and
>
> WHEREAS, the establishment of the said road is not detrimental to the State of Oregon but is in the public interest,
>
> IT IS HEREBY ORDERED that any damage which the State of Oregon may suffer on account of the said relocation and establishment of the said road is hereby waived.

The Attorney reported that it appears necessary to institute condemnation proceedings to acquire right of way for the improvement of The

3/6/34

Dalles-California Highway across the property of B. S. Grigsby at Klamath Falls, and for the improvement of the McMinnville-Tillamook Highway across the property of Joseph, Ernestine, and Albert Aufdermauer in Tillamook County. He requested authority to institute such proceedings in the event that further negotiations reveal that that will be necessary. The Attorney's request was granted by the Commission and the following resolutions relative thereto were adopted by the Commission by unanimous vote upon motion of Commissioner Washburne, which was duly seconded by Commissioner Aldrich:

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. 4 in Klamath 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:

B. S. Grigsby

A parcel of land, being a portion of Lots 10, 11, and 12, Block 45, Lakeview Addition to the City of Klamath Falls, Oregon, conveyed by deed from R. G. Miller to James Barrett, recorded in Book 93, page 220, deed records of Klamath County, Oregon, described as follows:

Beginning at the southwest corner of Lot 10, Block 45, Lakeview Addition to the City of Klamath Falls, Oregon, running thence east along the southerly line of said Lot 10, a distance of 10 feet; thence north parallel to the westerly line of Lots 10, 11, and 12, a distance of 150 feet, more or less, to the northerly line of Lot 12, Block 45, Lakeview Addition to the City of Klamath Falls, Oregon; thence west along the northerly line of Lot 12, a distance of 10 feet, to the northwest corner of Lot 12; thence south along the westerly line of Lots 10, 11, and 12, a distance of 150 feet, more or less, to the point of beginning, containing 1500.0 square feet, more or less.

and

WHEREAS, in the judgment of the Highway Commission it is necessary and will be of advantage to the State upon the grounds and for the reasons herein stated that title to said parcel of land be procured for right of way purposes in the building of said highway; and

WHEREAS, under and by virtue of the provisions of Section 44-131, Oregon Code 1930, as amended, Klamath 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 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.

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. 32 in Tillamook 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:

Joseph, Ernestine, and Albert Aufdermauer:

A parcel of land, being a portion of the following described property: the East Half ($E\frac{1}{2}$) of the Southwest

3/4/34

Quarter (SW¼) of Section 9, Twp. 5 South, Range 9 West, W. M., Tillamook County, Oregon; the said parcel 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 McMinnville-Tillamook Highway as said highway has been relocated over and across or adjacent to the said property; the location of the said strip of land (in so far as it encroaches upon said property) being determined by the said center line from Station 465+98 to Station 487+64; which portion of center line is described as follows:

Beginning at a point which is Engineer's center line station 465+98, opposite and 40 feet distant from which point the easterly line of the said strip of land intersects the west line of said property; said point being 245 feet north and 1280 feet east of the southwest corner of Section 9, Twp. 5 South, Range 9 West, W. M.; thence on an 818.6 foot radius curve left (the long chord of which curve bears North 8° 08' 30" East) a distance of 92.6 feet; thence North 4° 54' East a distance of 290 feet; thence on a 1432.5 foot radius curve right (the long chord of which curve bears North 10° 22' East) a distance of 273.3 feet; thence North 15° 50' East a distance of 305.8 feet to Station 475+67.8 P. T. = Station 475+58.6 ahead; thence on a 1528 foot radius curve left (the long chord of which curve bears North 6° 46' West) a distance of 1205.4 feet to Station 487+64, opposite and 40 feet distant from which station the easterly line of said strip of land intersects the west line of said property.

The widths in feet of the strip of land above referred to are as follows:

Station to Station	Total Width	Width on West Side of Center Line	Width on East Side of Center Line
465+98 to 471+00	106 feet	66 feet	40 feet
471+00 to 472+00	126 feet	66 feet	60 feet
472+00 to 487+64	106 feet	66 feet	40 feet

The parcel of land to which this description applies contains approximately 3.90 acres, of which 0.19 acre lies within the existing right of way; net new area 3.71 acre.

ALSO:

A parcel of land, being a portion of the following described property: the Southwest Quarter (SW¼) of the Northwest Quarter (NW¼) of Section 9, Twp. 5 South, Range 9 West, W. M., Tillamook County, Oregon; the said parcel 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 McMinnville-Tillamook Highway as said highway has been relocated over and across or adjacent to the said property; the location of the said strip of land (in so far as it encroaches upon said property) being determined by the said center line from Station 489+76 to Station 504+34; which portion of center line is described as follows:

Beginning at a point which is Engineer's center line station 489+76, opposite and 40 feet distant from which point the easterly line of the said strip of land intersects the south line of said property; said point being 20 feet south and 1170 feet east of the west quarter corner of Section 9, Twp. 5 South, Range 9 West, W. M.; thence North 29° 27' West a distance of 434.1 feet; thence on a 716.3 foot radius curve right (the long chord of which curve bears North 1° 04' East) a distance of 762.9 feet; thence North 31° 35' East a distance of 261 feet to Station 504+34, opposite and 40 feet distant from which station the easterly line of said strip of land intersects the north line of said property.

The widths in feet of the strip of land above referred to are as follows:

Station to Station	Total Width	Width on West Side of Center Line	Width on East Side of Center Line
489+76 to 498+00	80 feet	40 feet	40 feet
498+00 to 504+34	115 feet	75 feet	40 feet

The parcel of land to which this description applies contains approximately 3.03 acres, of which 0.59 acre lies within the existing right of way; net new area 2.44 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, Tillamook 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.

The Commission signed a bargain and sale deed conveying to Mr. Willard W. Cramer, Wallowa, Oregon, 2.06 acres of land situate adjacent to the Wallowa Lake Highway in Wallowa County, which conveyance is to be considered as partial payment for land which the Commission is acquiring from Mr. Cramer to be used for right of way for the improvement of the Wallowa Lake Highway across his property at Wallowa.

The Engineer requested authority to acquire certain parcels of real property needed in connection with various state highway improvements throughout the state. The Commission approved this request and by unanimous vote adopted the following resolution with regard thereto:

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 bases of settlement which have 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 bases 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
Clackamas County-Mt. Hood Highway				
Griener, B.	Stock Pile	0.48	$10.00 Lump Sum 5 Yr. lease	Chandler
Meinig, P. R.	" "	0.48	$25.00 Lump Sum 1 Yr. lease	"
Multnomah County (Orient) Mt. Hood Highway				
Takaki, S. et al	R/W	0.49	at $200.00 per A. plus 480.00	Bentley
Bertha-Beaverton Highway				
Brumpton, C. E.	R/W	480	Sq.Ft. $40.00 Lump Sum	"
John Day River Section (Clatsop Co.)-Columbia River Highway				
Gjovik, Jacob M.	R/W	0.130	$75.00 for land plus 115.00	"
Woodburn Section, Pacific Highway				
Standard Oil Co.	R/W	0.0115	at $2500.00 per Acre	"
Whiterock-Lakeview Sec.-Fremont Highway				
Cochran, Nellie May Hill	R/W	0.007	$5.00 Lump Sum	McCallister
Roseburg South Sec., Pacific Highway				
Jackson, Aura D.	R/W	1.09	at $100.00 per Acre	Gardiner
Alsea Bay Sec., Oregon Coast Highway				
Peck, Arthur L.	R/W	900	Sq. Ft. $100.00 Lump Sum	McCallister
Florence-Glenada Sec., Oregon Coast Highway				
Dahlin, Olaf	R/W	1307	Sq. Ft. $25.00 Lump Sum	Benson
Maupin-Jefferson County Line Sec., The Dalles-California Highway				
Cooke, Henry A.	Stock Pile	1	A. at $30.00 per A. plus $20.00	Lytle
Cooke, H. William, et al	" "	0.98	at $30.00 per A. plus $65.00	"

3/6/34

Section, Hwy., and Owner	Purpose	Acres	Approximate Amounts	Agent
Dolph-Hebo Sec., McMinnville-Tillamook Highway				
Rost, Henry J.	R/W	0.49	at $25.00 per A. plus $727.50	Benson
Groundwater, Frank	R/W	1.42	at $25.00 per A. plus $306.07	"
Turner, Russell P.	R/W	1.72	at $150.00 per A. plus $379.00	"
Lostine Section, Wallowa Lake Highway				
Avery, Eliza C.	Gravel Pit	0.30	$125.00 Lump Sum	DeSouza
Tillamook County, Oregon Coast Highway				
Altenburger, Joseph	Stock Pile	0.60	$30.00 Lump Sum 2 Yr. Lease	
Pendleton Section, Oregon-Washington Highway				
Isaac, Mary Emily Estate	Quarry Site	2.30	at $25.00 per Acre	Williams
Heppner Section, Oregon-Washington Highway				
Barrett, J. G.	Quarry Site	4.00	$60.00 Lump Sum	Williams
Alsea Bay Section, Oregon Coast Highway				
Saxton, Mrs. H. H.	R/W	1375 Sq.Ft.	Gratis	McCallister
Beaverton Section, Tualatin Highway				
Raynard, J. W.	R/W	0.18	$250.00 for land plus $15.00	Bentley
Kelley, Patrick	"	0.019	Gratis	"
Bertha-Beaverton Highway				
Horton, Jean and Frieda	R/W	1200 Sq. Ft.	$82.00 for land plus 100.00	"

The Commission signed agreements with the City of Portland providing for the maintenance by the City of the following National Recovery Municipal projects, the construction of which is to be financed with federal funds:

Landscaping 2.87 miles of the West Side Pacific Highway (Fourth Street Highway) from Southwest Sheridan Street to the westerly city limits of Portland; National Recovery Project No. NRM-203-A;

Construction of 1.97 miles of the East Portland-Oregon City Highway within the city limits of Portland and extending from the intersection of Southeast Seventeenth Avenue with Southeast Schiller Street to the north right of way line of the Portland

General Electric Company's railroad at the south city limits of Portland; National Recovery Projects Nos. NRM-168-D and NRH-168-E;

Construction of two bridges on the East Portland-Oregon City Highway -- one over Johnson Creek and one on Southeast Bybee Boulevard, both within the city limits of Portland; National Recovery Project No. NRM-168-D;

Construction of bridge over the O.-W. R. R. & N. Co. tracks on Northeast Eighty-second Avenue, near Halsey Street, Portland; National Recovery Project No. NRM-199.

The Commission also signed agreements as follows:

1. Agreement with the Southern Pacific Company covering the matter of acquisition of additional right of way needed for Pacific Highway where said highway crosses the wye tracks of the Southern Pacific Company's Molalla branch line north of Canby in Clackamas County, which agreement involves no consideration;

2. Agreement with the O.-W. R. R. & N. Co., covering the reconstruction of the viaduct over the railroad tracks at Northeast Eighty-second Avenue and Halsey Street in Portland, this being the usual form of agreement covering grade separations in general.

3. Agreement with the County of Morrow providing for the construction of a standard timber stock pass at or about Highway Engineer's Station 171+00 on the Hardman-Rock Creek Section of the Heppner-Spray Secondary State Highway whereby it is agreed that the State shall construct this stock pass with state forces and the County shall reimburse the State for such expense, including legitimate engineering and supervision charges less the sum of $115 being the estimated cost of an 18-foot concrete pipe culvert which said cattle pass is to replace.

A petition was presented from citizens and taxpayers of Seaside requesting the reconstruction of certain tide gates on the concrete box culvert at Mill Creek on the Oregon Coast Highway near the north city limits of Seaside. The Commission referred this petition to the Engineer for investigation and report.

A letter was presented from the City Recorder of Toledo, Lincoln County, advising the Commission that the Toledo City Council, at a meeting held on February 26, authorized certain changes in the grade of their city streets, which intersect the Corvallis-Newport Highway in their town, to conform with the grade of the proposed new highway at this place, upon condition that the City would be put to no expense in making these changes. The Commission ordered the letter filed in the records of the department.

The Commission signed a letter directing the Secretary of State to advance to Clackamas County out of the state highway fund, as authorized by Section 4, Chapter 428, Oregon Laws 1933, the following sums: $10,000 on

3/6/34

or before May 1, 1934, and $20,000 on or before June 1, 1934, to enable the County to pay off certain bonded indebtedness, and further directing the Secretary of State to deduct such amounts from the next payment due the County of its proportionate share of the $1,600,000 fund appropriated out of the state highway fund by the Legislature for distribution among the several counties of the state.

The Engineer reported that a meeting of the National Conference on Street and Highway Safety is to be held in Washington, D. C., in June and it would be desirable to have Mr. John Beakey, Traffic Engineer, attend this meeting. He requested authority for Mr. Beakey to attend this meeting at state expense and to attend a similar meeting which is to be held in Salt Lake City about the same time. The Commission approved the Engineer's request by unanimous vote, subject to the approval of Governor Meier.

A letter was presented from Yachats Booster Club, Yachats, in which complaint was made that men by the name of George Govro and George E. Frost, Jr. are removing smelt sand from the ocean beach area north of Yachats in Lincoln County in violation of the order of the State Highway Commission prohibiting such operations; also in which letter the Commission is requested to join with the club in using its influence to protect the propagation of smelt at this place. There was also presented to the Commission a telegram from the Lincoln County Fish & Game Protective Association, Waldport, endorsing the request of the Yachats Booster Club.

In the discussion of this matter it was brought out that the sand now being removed is being stock piled on the property of Mr. Frost, Jr., with the view of later selling it to the bridge contractors to be used in the construction of the proposed highway bridge across Alsea Bay at Waldport; that on September 15, 1933 the Commission modified its previous order prohibiting the removal of this sand so as to permit its use in connection with the construction of this bridge. After due consideration, the Commission instructed the Secretary to reply to these communications to the effect that the Commission has authorized the removal of this sand for use in connection with the construction of the proposed highway bridges, but not for commercial or other purposes; also to notify the persons now engaged in removing the sand that the Commission objects to its removal for any purpose, except for use in connection with the construction of the Oregon Coast Highway bridges and will oppose the sale of the sand now removed and stock piled for any purpose except for use in such bridges. He was further instructed to inform these persons that no contracts as yet have been awarded for the construction of any of the five proposed Oregon Coast Highway bridges; therefore, until such contracts are awarded, the Commission will expect them to discontinue removing the sand from this beach area.

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. 1506, with Parker-Schram Co., for

construction of asphaltic concrete pavement on the Multnomah County Line-Linnton Section of the Columbia River Highway in Multnomah County; completed January 12, 1934;

Contract No. 1519, with Saxton & Looney for furnishing crushed rock for the Seaside-Jack Horner Creek Section of the Oregon Coast Highway in Clatsop County; completed February 19, 1934;

Contract No. 1523, with A. S. Wallace for furnishing crushed rock for the Green Springs Mountain Section of the Green Springs Highway in Jackson County; completed February 5, 1934.

The following resolution accepting the above projects was offered and 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. 1506, with Parker-Schram Co., for construction of asphaltic concrete pavement on the Multnomah County Line-Linnton Section of the Columbia River Highway in Multnomah County;

Contract No. 1519, with Saxton & Looney for furnishing crushed rock for the Seaside-Jack Horner Creek Section of the Oregon Coast Highway in Clatsop County;

Contract No. 1523, with A. S. Wallace for furnishing crushed rock for the Green Springs Mountain Section of the Green Springs Highway in Jackson County;

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 and final payment is hereby authorized.

The Commission confirmed its telephonic approval of February 23 authorizing the postponement of the next regular meeting from March 15 to March 22, 1934, as requested by the Engineer.

There being no further business to come before the Commission at this time, the meeting was adjourned at seven o'clock p. m.

State Highway Engineer

Secretary

Chairman

Commissioner

Commissioner

Portland, Oregon, March 21, 1934

The State Highway Commission met in special session at two 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
J. M. Devers, Attorney
H. B. Glaisyer, Secretary

The Commission discussed the Engineer's report with regard to the surveys heretofore conducted to determine upon a precise location for the Middleton-Newberg Section of the West Side Pacific Highway in Washington and Yamhill Counties, but no definite decision was rendered, it being deferred until the following day when it is expected that delegations will appear to present arguments in support of the several routes under consideration.

Consideration was given by the Commission to a number of protests received against the hauling of logs on the Cannon Beach Road. It was brought out in the discussion of this matter that this road is the only route of ingress to or egress from the town of Cannon Beach and beach resorts in this vicinity and that the volume of traffic over it is very heavy especially during the summer months; also, that this road is narrow and has many curves; that at the present time log hauling will not seriously damage the road, neither will it greatly interfere with traffic, but later on in the season such logging traffic will present a hazard to the traveling public and should be discontinued. After full discussion the Commission voted unanimously to permit log hauling on this road for the present, except on Saturday afternoons, Sundays, holidays and during hours of darkness; also to prohibit all log hauling traffic on this road west of the summit near Cannon Beach junction during the period June 15 to September 15, 1934 when traveling to Cannon Beach and other beach resorts in that vicinity is the heaviest. The Secretary was instructed by the Commission to notify the Public Utilities Commissioner and the Superintendent of the Department of State Police of the action taken.

The Commission also discussed briefly the matter of log hauling on the Seaside-Hamlet Junction Section of the Oregon Coast Highway and upon recommendation of the Engineer ordered a maximum speed limit of twenty-five miles per hour for trucks engaged in this class of hauling on this section of highway which said speed limit shall be in effect until such time as in the estimation of the Engineer no damage will be done to the road by reason of logging trucks traveling at the maximum speed limit prescribed by the statutes. The Engineer was instructed to erect appropriate signs along this section of highway for the information and guidance of logging traffic.

The Commission reconsidered its action previously taken prohibiting the trucking of logs on the McKenzie Highway in Lane County. The Engineer recommended that applications to carry on such operations on this highway be approved except on Saturday afternoons, Sundays, holidays and during hours of

darkness and subject to the immediate discontinuance of such operations if they are found to be damaging the road surface. The recommendation of the Engineer was approved by the Commission by unanimous vote.

Chairman Scott presented for consideration the bill of A. C. Callam, Portland, and the bill of Metzger Parker Company, Portland, each being in the sum of $500 for services rendered to the Commission in connection with the appraisal of real property in the town of Milwaukie that is needed as right of way for the East Portland-Oregon City Highway through that town. It was the thought of the Commission that the charges are too high for the services rendered; however, after some discussion they were referred by the Commission to the Engineer with power to act.

A letter was presented from County Judge Earl B. Day, Jackson County, recommending to the Commission an expenditure of state funds for the following improvements on the Pacific Highway in Jackson County:

Widen right of way at the summit of Blackwell Hill to provide parking space for automobiles;

Improve and develop the spring known as Birdseye Spring located between the towns of Gold Hill and Rogue River.

The Engineer advised that an investigation has been made of the improvements requested by Judge Day which reveals that they will cost at least $1,850. He pointed out that the new governmental set-up for the continuance of the work heretofore performed as Civil Works Administration (CWA) projects, which new set-up is to be known as the Federal Emergency Relief Administration (FERA) provides for roadside beautification, widening work, and park development, and it was his thought that the work desired by Judge Day would come under that classification. He recommended that state funds be not allocated for this work but that Judge Day be referred to the Federal Emergency Relief Administration for financial assistance. The recommendation of the Engineer was adopted by the Commission by unanimous vote.

A petition was presented from citizens of the town of Banks and vicinity, Washington County, pointing out that between the towns of Wilkesboro and Manning the Southern Pacific Company and the Spokane, Portland & Seattle Railway Company have parallel tracks for a distance of about 6½ miles, and suggesting that the Commission contact the Southern Pacific Company with the idea in mind of inducing that company to vacate its right of way along this section and operate its trains over the tracks of the Spokane, Portland & Seattle Railway Company under joint users' agreement, thus making available as right of way for the Wolf Creek Highway the abandoned 80-foot right of way of the Southern Pacific Company. The Engineer advised that if the Southern Pacific Company would agree to the joint use of the tracks of the Spokane, Portland & Seattle Railway Company, the right of way abandoned thereby might be used to advantage as right of way for the Wolf Creek and Wilson River Highway; however, in his opinion neither railroad company would consent to such joint use of tracks because it would necessitate duplicate dispatch service at each end of the section by each company. He also advised

3/21/34

that the highway construction cost would not be decreased to any great extent by the use of the railroad right of way and while the use of the railroad right of way would shorten the Wilson River Highway approximately one-half mile, it would lengthen the Wolf Creek Highway by approximately the same mileage. He recommended that this matter be postponed for future consideration inasmuch as there are no funds at the present time for the construction of these highways and it may be several years before this right of way is needed. The Commission by unanimous vote approved the recommendation of the Engineer.

Reconsideration was given by the Commission to the construction of the Lombard Street extension between Union Avenue and Columbia Boulevard, Portland, as a National Recovery project heretofore approved at an estimated cost of $150,000. The Engineer advised that due to the requirements of the O.-W. R. R. & N. Co. with regard to the railroad grade separation structure, which is involved in this project, the estimated cost thereof will greatly exceed the federal funds set up therefor; furthermore, that the Government will not approve the project for federal aid without the grade separation structure. He further advised that the original plans for this improvement provided for a grade crossing of the railroad company's tracks and the construction of a 20-foot pavement with 8-foot rock shoulders which work could be done for an expenditure of approximately $28,500. He recommended that the federal funds previously allocated to this project be reallocated to some other project within the city limits of Portland and that the Lombard Street work be undertaken as a state project as originally contemplated to be financed with state highway funds. After due consideration the recommendation of the Engineer was adopted by the Commission by unanimous vote.

The Commission had under discussion the matter of the construction of the East Portland-Oregon City Highway between the City of Portland and the town of Milwaukie. It was brought to the Commission's attention that bids were received on February 15, 1934 for the construction of the North Unit of the Portland-Milwaukie Section of this highway but the award of the contract was held pending the signing of the right of way agreement with the town of Milwaukie; further, that it is necessary in the interests of the public to change the alignment of this section from that which was disclosed to the bidders to a location approximately 100 feet easterly so that the highway right of way line would coincide with the Southern Pacific Company's right of way line between Engineer's Stations 394+00 and 472+00; also, that the proposed change will afford a greater factor of safety to the traveling public because no intersecting highways or streets will enter the highway from the railroad side. The Engineer advised that this change is desirable and has been requested by the Portland City Council. He recommended that the Commission adopt this change in alignment inasmuch as it will not affect the cost of the work materially, and will not result as a detriment to the contractor. The Attorney advised that the Commission has legal authority to make the proposed change and by so doing will be quite within the statutory requirements and regulations governing its action with respect to highway construction. After due consideration and in view of the statement of the Engineer and the Attorney, the Commission by unanimous vote approved the change in alignment of this highway as recommended by the Engineer. The

Engineer was instructed by the Commission to include in the contract for the construction of this project a clause relating to this subject for acceptance by the contractor.

In this connection the Secretary presented a letter from the Portland City Council recommending the award of this contract on the basis of the proposed change in alignment and advising that the property owners affected have agreed to permit construction work to proceed under the revised plans.

The Commission by unanimous vote approved the letter directed by the Secretary to the Portland City Council requesting that body to adopt an ordinance closing to all traffic Bybee Avenue viaduct over the Southern Pacific Company's tracks between Westmoreland and Eastmoreland, Portland, pending completion of the reconstruction of this structure to accommodate the East Portland-Oregon City Highway which passes beneath this viaduct.

The Commission approved and signed the five-party agreement between the State of Oregon, by and through its State Highway Commission, and the County of Clackamas, by and through its County Court, the City of Milwaukie, by and through its City Council, Portland Electric Power Company, by and through its Board of Directors, and Gratton Investment Company, by Security Savings & Trust Company, (Trustees of the Gratton Estate) providing for right of way for the improvement of the East Portland-Oregon City Highway through the town of Milwaukie and further providing for the elimination of the street car tracks of the Portland Electric Power Company from Front Street, Milwaukie, which street has been adopted by the State Highway Commission as the route for this highway through this town.

A petition was presented from citizens of the towns of Homestead and Halfway in Baker County, who are regular users of the state highway between these points, requesting that some immediate improvement be made on the worst parts of this road to make it passable for vehicular traffic. The Engineer reported that an investigation has been made and an estimate of cost prepared which reveals that this road could be put in passable condition by an expenditure of approximately $1,400. After some discussion the Commission referred this matter to the Engineer with power to act provided, however, that he shall first secure a statement from the patrons of this road to the effect that the minor improvements contemplated under this estimate will solve their problem.

The Engineer reported that according to the terms of the State's agreement with Multnomah County and City of Portland for the construction of the Fourth Street project the State is obligated to pay to the City a definite sum and is further obligated to construct a hard-surface pavement forty feet in width over the entire length of the project. It now appears, he said, that the City in performing its part of the work assumed that the State would not do the paving work for several years and accordingly paved all of the street intersections crossing this highway including the forty-foot strip which was to have been done by the State and at one particular point paved with hard surface the full distance between two such intersecting

3/21/34

streets, thereby diminishing the amount of paving work to be performed by the State. He further stated that the City now requests reimbursement for this extra paving work which involves about 3,120 square yards of concrete pavement and would have cost the State $5,564.23 based on the unit prices contained in the State's contract for similar work now being performed on this section of highway. He gave as his thought that the City is entitled to reimbursement for this expense since the paving work within this forty-foot strip was the State's obligation and would have been performed under the state contract if the City had not performed it. He explained that if the State assumes this payment it will be necessary to reimburse the City with state funds because the State's contract is being financed with federal funds and the Federal Government will not allow this item as the work was performed outside of the state contract. He recommended payment of the City's claim with state funds in such sum of $5,564.23. After due consideration the Commission by unanimous vote adopted the recommendation of the Engineer upon motion of Commissioner Washburne which was duly seconded by Commissioner Aldrich.

Mr. Charles McGonigle, representing Poole & McGonigle, Inc., steel fabricators, Portland, appeared before the Commission and presented arguments favoring the granting of special permits for trucking over state highways loads which exceed the statutory limits with respect to size and dimensions. He stated that under the recent ruling of the Commission, which prohibits movements of excessive limit loads over state highways, his firm will not be able to compete with eastern firms in furnishing steel for bridge construction in Oregon because under present freight rates the eastern firms can deliver the steel to the job by rail cheaper than local firms can deliver it by the same method and the only way they can compete with the eastern concerns is by making their deliveries by truck. He urged the Commission to modify its order to permit the hauling of steel bridge members up to seventy-five feet in length which would permit them to enter into such competition, and pointed out that this would not involve many movements because there are only a limited number of bridges throughout the state requiring steel members of that length. After some discussion the Commission took this matter under advisement.

This matter was reconsidered by the Commission later in the session at which time the Commission also discussed the matter of granting special permits for the movement over state highways of vehicles and loads of all classes, the combined weight and/or size or dimension of which exceed the limits permissible by law. The Engineer advised that under the provisions of Section 82, Chapter 360, Oregon Laws, 1931, the Commission is authorized to grant special permits for transporting excess limit loads over state highways if, in its judgment, the interest of the public will be served thereby. He also advised that in the opinion of the Commission's Attorney this authority was not granted to the Commission to permit the indiscriminate hauling of excess limit loads over state highways but was simply intended to cover isolated or occasional movements only and if the Commission, in the exercise of this authority, should grant such permits indiscriminately it would defeat the intent of the law. He requested instructions for the disposition of applications for special privileges of this nature in view of the fact that the number of such applications is steadily increasing and recommended the adoption of the following regulations:

1. The issuance of permits for lengths not exceeding 75 feet over all for continued movements, not exceeding three months at a time, of commodities over sections of highways which do not have any other transportation facilities, provided such highways do not have excessive curvature as to cause undue hazard to the public; and further provided that proper warning signs are used and proper flagging is performed on curves and at intersections with main state highways.

2. That special permits be given for isolated movements on any highway, provided the length does not exceed 75 feet over all, and provided that such permits will not be given on roads having extremely heavy curvature, (such as the Upper Columbia River Highway) and that proper precautions be taken at all times to flag traffic, both fore and aft, and especially at intersecting roads.

3. Under conditions where the highways are very straight without any heavy curvature, that permission be given for isolated movements of vehicles or loads carrying commodities where the overall length does not exceed 100 feet.

4. That in case of widths, temporary permits be granted for width not exceeding 12 feet, and then only on highways having reasonably straight alignment and where proper precautions, flagging, etc., are used.

5. That no permits be issued for overweight vehicles. Exceptions can be made to this where in the opinion of the Engineer the road will not be damaged by such movement and then only in isolated cases where no other means of transportation are available and when the excess weight is not more than 25% of the legal limit.

After some discussion of this matter the Commission by unanimous vote adopted the regulations recommended by the Engineer upon motion of Commissioner Washburne which was duly seconded by Commissioner Aldrich.

The Parks Engineer, who was present, reported that he has been approached by leading citizens of the town of Gold Beach with regard to the acquisition by the town of the Geisel Monument State Park located near the Oregon Coast Highway, about six miles north of Wedderburn, in Curry County, which they desire to improve and use as a cemetery, and for which they agree to trade to the State another tract that the State might select. The Geisel Monument State Park, he advised, contains 4.5 acres of land and was donated to the State by F. B. Postel and the Macleay Estate Company; also, that he has tentatively selected an eight or ten acre tract at the south end of the Rogue River bridge as a desirable tract for the City of Gold Beach to deed to the State in exchange for this park. He recommended the exchange of properties as requested. After some discussion Commissioner Washburne moved the adoption of the Parks Engineer's recommendation provided Mr. Postel and the Macleay Estate Company offer no objections thereto. The motion was duly

seconded by Commissioner Aldrich and was declared by Chairman Scott to have carried by unanimous vote. The Parks Engineer was thereupon instructed to ascertain the attitude of the donors with regard to such exchange.

The Parks Engineer reported that because of the popularity of the Silver Creek Falls State Park he anticipates many visitors there this summer which will require that someone be appointed caretaker during that period to clean up and dispose of the resulting accumulation of debris and rubbish. He explained that he has in mind to use Boy Scouts for this purpose and to act as guides, whose services can be obtained free of cost except the expense required to transport them from Salem to the park and return. He gave as his thought that this would be a fine thing for the State as well as the boys and recommended that the expense for transportation be allowed. After some discussion the Commission by unanimous vote adopted the recommendation of the Parks Engineer upon motion of Commissioner Washburne which was duly seconded by Commissioner Aldrich.

The Parks Engineer again presented the offer of John C. Kendall and Collier H. Buffington, Gold Beach, to sell to the State for park purposes a two hundred acre tract of land adjoining Cape Sebastian State Park lying adjacent to the Oregon Coast Highway in Curry County at $20 per acre. The Commission again deferred action on the matter pending its inspection of the area.

The Parks Engineer reported to the Commission that the Federal Government has approved the establishment of three Civilian Conservation Corps camps in the State of Oregon under the third six months' allotment, these camps to be located at the following places: New Benson Park near Multnomah Falls; Wygandt Park near Hood River, and Emigrant Springs Park near La Grande.

The Secretary presented a claim from the Oregon State Board of Forestry for reimbursement in the sum of $651.08 representing the cost of fire patrol of state parks under the supervision of the State Highway Commission during the fire seasons of 1932 and 1933; that for the year 1932 being $273.99 and that for the year 1933 being $377.09. The Commission after some discussion approved this claim by unanimous vote.

A letter was presented from Eugene Euwer, Parkdale, calling the Commission's attention to the fact that the Hutson timber adjacent to the Mt. Hood Highway about six miles south of Parkdale is now being logged off by the owners, and suggesting that the Commission take some action to the end that some timber be reserved for the beautification of this highway. After some discussion the Commission found it necessary to decline this request because it has no funds available for such purpose at the present time.

The Attorney reported that in connection with the improvement of the Pacific Highway north of Salem, Marion County, it was necessary to acquire certain right of way from Jarvis E. Cutsforth and Kate Cutsforth, his wife, and that he has been unable to reach a satisfactory settlement with them. He said that he offered $500 for their property, including damages, but this offer was refused by the owners who demand the sum of $650 therefor. He

inquired whether he should pay the amount demanded or condemn the property, and advised that the case is now ready for trial, if the Commission so desires. After some discussion, the Commission instructed the Attorney to condemn the property in the event that the owners will not accept the State's offer of $500.

The Attorney also reported that he has been unable to arrive at a satisfactory settlement with Ben R. Chandler, Trustee for William Lewthold, Robert Banks, Ben Chandler, Edward Thomas and Wm. Vaughn, for land required from them for right of way for the south approach to the proposed bridge across Coos Bay on the Oregon Coast Highway in Coos County. The owners, he said, demand the sum of $2,500, whereas it is the consensus of opinion of several appraisers that the property is not worth more than $1,000, which is the amount that he has offered to pay for the property. He inquired as to the wishes of the Commission in respect to this matter. After full consideration the Commission by unanimous vote decided that it will not pay more than $1,000 for this property and authorized the Attorney to condemn the property in the event the owners will not accept that sum.

The Engineer requested authority to purchase for the sum of $20 a small tract of land situate adjacent to the Department's patrol headquarters site in the town of Ontario, Malheur County, which tract is described as Lots 6 and 7 in Block 43, City of Ontario. The Commission by unanimous vote approved this purchase.

A letter was presented from John Plasker, Tillamook, stating that a certain building he is now constructing on his property, located adjacent to the Oregon Coast Highway south of Tillamook, encroaches upon the highway right of way about ten feet, and requesting authority to complete the building in its present location notwithstanding such encroachment because he was not aware that the building was occupying any portion of the highway and there is not sufficient room back of the building on which to move it on account of the proximity of the Trask River. The Commission denied the request upon recommendation of the Engineer.

The Commission by unanimous vote, upon motion of Commissioner Washburne which was duly seconded by Commissioner Aldrich, adopted the following resolutions authorizing the Attorney to condemn certain properties needed for various state highway improvements:

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 the Midland Secondary Highway No. 420 in Klamath 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

3/21/34

eminent domain, the properties of Braymill White Pine Company hereinafter described, which properties are necessary and are 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 properties are described as follows, to-wit:

Braymill White Pine Company

A parcel of land lying in the northeast quarter ($NE\frac{1}{4}$) of the southeast quarter ($SE\frac{1}{4}$) of Section 6, Twp. 41 South, Range 8 East, W. M., Klamath County, Oregon, said parcel being described as follows:

Beginning at a point 400 feet south and 800 feet west of the east quarter corner of said Section 6; thence west a distance of 435.6 feet; thence south a distance of 400 feet; thence east a distance of 435.6 feet; thence north a distance of 400 feet to the point of beginning; containing 4.0 acres.

ALSO:

A strip of land 30 feet in width, being 15 feet on each side of the following described center line:

Beginning at a point on the east line of the above described tract, which point is 60.4 feet north of the southeast corner thereof, said point also being 739.6 feet south and 800 feet west of the east quarter corner of said Section 6, Twp. 41 South, Range 8 East, W. M.; thence North 75° 49' East a distance of 508 feet; thence South 76° 21' East a distance of 296 feet to a point on the east line of said Section 6; containing 0.55 acre.

and

WHEREAS, in the judgment of the Highway Commission it is necessary and will be of advantage to the State upon the grounds and for the reasons herein stated that title to said parcels of land be procured for the purposes herein stated; and

WHEREAS, the boundaries of said parcels of land heretofore have been ascertained and surveyed;

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 properties 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 Midland Secondary Highway No. 420, and the said Highway Commission does hereby further declare that the said properties 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 hereby are defined, designated, and adopted by the State Highway Commission.

BE IT FURTHER RESOLVED that an effort be made to agree with the owner, 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 damages, if any there be, by reason of the said taking, 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 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.

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. 29 in Washington 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:

Earl F. Hall Property

A parcel of land in the Wm. F. Hall D. L. C. in Section 16, Twp. 1 South, Range 1 West, W. M., said parcel being a portion of that certain piece of property described in a deed to Earl F. Hall as recorded in Book 121 at Page 627, Deed Records of Washington County, Oregon; said parcel of land being more particularly described as follows:

Beginning at the intersection of the West line of said Wm. F. Hall D. L. C. and the 1933 relocated center line of the Tualatin Valley Highway, at Engineer's Station 206+86.5, said intersection being South 1° 41' East a distance of 1088.4 feet measured along the west line of the W. F. Hall D. L. C. from the southeast corner of the George Elliott D. L. C.; thence North 1° 41' West along said Hall west line a distance of 40.2 feet to a point which is 40.0 feet northerly from (when measured at right angles to) said relocated highway center line; thence parallel to said center line as follows: on a 5690 foot radius curve left

3/21/34

(the long chord of which bears South 85° 38' 30" East) a distance of 61.2 feet; thence South 85° 57' East a distance of 25.1 feet to the east line of said Hall property; thence South 1° 41' East a distance of 72.3 feet along said east property line to a point on the Southern Pacific Company right of way line; thence North 83° 27' West a distance of 86.8 feet along the said railroad right of way line to the west line of said Hall property; thence North 1° 41' West a distance of 28.6 feet along said west line to the point of beginning.

The parcel of land to which this description applies contains 0.139 acre, of which 0.079 acre lies within the existing right of way; net new area 0.06 acre.

and

WHEREAS, in the judgment of the Highway Commission it is necessary and will be of advantage to the State upon the grounds and for the reasons herein stated that title to said parcel of land be procured for right of way purposes in the building of said highway; and

WHEREAS, under and by virtue of the provisions of Section 44-131, Oregon Code 1930, as amended, Washington County is obligated to secure the above described parcel of land for right of way purposes, but said county has failed and neglected to acquire the said land, although requested so to do by the State Highway Commission;

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

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

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

The Commission also by unanimous vote adopted the following resolutions establishing permanent routes for the Mt. Hood Highway through the town of Sandy, Clackamas County, and for the Oregon Coast Highway between Wilson River and Kilchis River in Tillamook County:

WHEREAS, in connection with the permanent improvement of that portion of the Mt. Hood Highway through the town of Sandy, the Commission found it necessary to change, and therefore the Commission did change, the route of said highway through said town; and

WHEREAS, the old route, after the construction of a highway over the new route, will no longer be used as a part of said Mt. Hood Highway, but the use of said old road by the traveling public will be confined entirely to local use; and

WHEREAS, it is the purpose of the Commission by this resolution to officially and regularly adopt as the route of said highway through the said town the new location hereinafter specifically defined;

THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission, all members being present and affirmatively participating as follows:

1. That a route beginning at State Highway Engineer's Station 00, which is a point approximately 550 feet east of Third Avenue in said town of Sandy, and extending thence westerly along Proctor Avenue to Beers Street, thence westerly to a junction with the Mt. Hood Highway at Engineer's Station 40+00, which is a point at or near the west city limits of said town, be and said route hereby is adopted as, and is declared to be, a part of the Mt. Hood Highway, and it is hereby ordered that said route shall be improved and maintained as a part of said highway, and therefore as a part of the state highway system.

2. That the survey field notes and other engineering data prepared by the State Highway Engineer and filed in the office of the State Highway Commission at Salem, Oregon, with respect to said highway or with respect to the relocation of said highway be and the same hereby are approved, and it is hereby ordered that the improvement and maintenance of said highway shall be done and carried on in accordance with said survey field notes and location.

3. That the old route, over which the said highway has heretofore been routed through the said town of Sandy, be deemed no longer a part of said highway, but said old route if continued for any public use shall be for such or other purposes under the supervision and control of the municipal authorities of the town of Sandy, or the County Court of the County of Clackamas, as may be provided by law.

3/21/34

4. That this resolution be entered in the minutes of the Commission and a certified copy of the same be by the Secretary of the Commission delivered to the municipal authorities of the town of Sandy and the County Court of the County of Clackamas.

WHEREAS, in connection with the more permanent improvement of the Tillamook-Kilchis River Section of the Oregon Coast Highway the Highway Commission found it necessary to change, and therefore did change, the location of that portion of the highway beginning at Highway Engineer's Station 67+00, which is a point at or near the bank of the Wilson River, and extending thence northerly to Highway Engineer's Station 145+69, which is a point on the south bank of the Kilchis River; and

WHEREAS, the Highway Engineer has made a survey of said relocated line and has filed his report in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, the construction of a highway over said new location will make unnecessary the maintenance of the old location as a part of said state highway; and

WHEREAS, it is the purpose of the Commission by this resolution to officially and regularly adopt the new location as the location and route of said highway between the said termini;

THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission, all members being present and affirmatively participating, as follows:

1. That the route or relocated portion of the Oregon Coast Highway beginning at Highway Engineer's Station 67+00, which is a point at or near the north bank of the Wilson River, and extending thence northerly to Highway Engineer's Station 145+69, at a point on the south bank of the Kilchis River, be and said route or location hereby is adopted as, and declared to be, a portion of the Oregon Coast Highway, and said section of said highway is hereby ordered to be improved and maintained as a part of said state highway, and therefore a part of the state highway system.

2. That the old route or location of said highway between said termini hereby is abandoned as a part of said state highway, and if said old route is maintained for public use it shall be under the jurisdiction and control of the County Court of Tillamook County.

3. That the survey field notes and other engineering data and reports of the State Highway Engineer with respect to said relocated line, which survey field notes and other data have been filed in the Highway Commission's offices in Salem, Oregon, hereby are adopted and approved, and any construction, reconstruction, or maintenance of said highway between said termini shall be in accordance with said Engineer's report.

MAR 21 1934

4. That this resolution be entered in the minutes and records of the Highway Commission, and a duly certified copy thereof delivered to the County Court of Tillamook County, and the County Court be requested to advise the Commission with respect to its attitude relative to the said section of said highway eliminated from the state highway system by reason of said relocation.

The Engineer requested authority to acquire certain parcels of real property needed for various highway improvements throughout the state. The Commission granted the Engineer's request and by unanimous vote adopted the following resolution with regard thereto:

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 bases of settlement which have 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 bases 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
Newport-South Beach Section, Oregon Coast Highway				
Davis, Loretta J.	R/W	2500 Sq.Ft.	Gratis	McCallister
O'Hara, Francis	"	1000 "	"	"
Harding, Dave	"	8800 "	" at 3½¢ per Sq.Ft.	"
Bartow, John and Jesse	"	0.45	Acres at $200 per A. plus $15	"
Frey, Mary	"	1000 Sq.Ft.	$100.00 Lump Sum	"

MAR 21 1934

3/21/34

Section, Hwy., and Owner	Purpose	Acres	Approximate Amounts	Agent
Beaverton-Hillsboro Section, Tualatin Valley Highway				
Zimmerman, W. A.	R/W	3550 Sq.Ft.	$500 Lump Sum	Bentley
Albany-Shedd Section, Pacific Highway				
Pugh, Sarah L.	R/W	0.4 A.	at $125 per A. plus $53	McCallister
Heppner Section, Oregon-Washington Highway				
Barratt, J. G.	Stock Pile	1 A.	$40 Lump Sum	Williams
Dolph-Hebo Section, McMinnville-Tillamook Highway				
Aufdermauer, Joseph	R/W	3.71 A. 2.44 A.	at $25 per A. at 150 " " plus $541.25	DeSouza
Polk County Line-Lewisburg, West Side Pacific Highway				
Union Central Life Insurance Co.	R/W	0.883 A.	at $100 per A.	DeSouza
Florence-Glenada Section, Oregon Coast Highway				
Dafler, Lawrence	R/W	362 Sq.Ft.	Nominal $1.00	Benson
Elmer E. Carlile Estate	"	25383 " "	at ~~1/2~~ per Sq.Ft.	"
Beaverton Section, Tualatin Valley Highway				
Hocken, Emma Est.	R/W	820 Sq.Ft.	Gratis	Bentley
Newport-South Beach Section, Oregon Coast Highway				
Ashworth, Warren	R/W	0.45 A.	at $500 plus $15	McCallister
McMinnville-Tillamook Highway				
Miller, R. S. & Tena	Stock Pile	5000 Sq.Ft.	2 Yr. lease $36 Lump Sum	Gray
Wasco County, Columbia River Highway				
Miller, John P.	Stock Pile	0.7 A.	3 Yr. lease $25 Lump Sum	Lytle
Polk County, Salem-Dallas Highway				
Kirkpatrick, E. C.	Stock Pile	7 A.	1 Yr. lease $12 Lump Sum	Chandler

Section, Hwy., and Owner	Purpose	Acres	Approximate Amounts	Agent
Multnomah County Line-Linnton Section, Columbia River Highway				
Charlton, W. D.	R/W	2294 Sq.Ft. 1003.7 Sq.Ft.	at 15¢ per Sq.Ft. plus $800.50 at 10¢ per Sq.Ft. plus $75	Bentley "
Fort Klamath-Crooked Creek Section, The Dalles-California Highway				
Klamath Indian Reservation & Kate Brown	Quarry Site	5.51 A.	$253.50 Lump Sum 5 Yr. lease	Lytle
Reedsport-Gardiner Section, Oregon Coast Highway				
Trankle, Minnie Hatfield	R/W	3200 Sq.Ft. (2-½ Lots)	$125.00 for land plus $123	Parker
Johnson, C. McC.	R/W	3.45 A.	$1000.00 Lump Sum	"

The Commission signed a quitclaim deed conveying to John Tecklenburg and Julia Tecklenburg, his wife, 0.22 acre of land situate adjacent to the right of way of the Pacific Highway at New Era in Clackamas County which tract, the Engineer explained, is not needed by the State and is being given to the Tecklenburgs in exchange for other property which was required for the realignment of the Pacific Highway at this place, no cash consideration being involved.

Consideration was given by the Commission to the claim of A. M. Jannsen Drilling Company, Reedville, for additional compensation for land taken from it as right of way for the improvement of the Tualatin Valley Highway across the company's property at Reedville. It appeared that in the original negotiations for this property, A. M. Jannsen Drilling Company was allowed the sum of $400 which, in view of the fact that it was informed that the right of way would not take in any of its building, was acceptable to the company; however, it now develops that its barn is on the right of way and will have to be moved, and the company is asking for additional compensation in the sum of $500 for this damage. After some discussion the Commission, by unanimous vote, approved payment to the A. M. Jannsen Drilling Company of the sum of $900 for the land and the damages incurred by reason of the fact that it is necessary to move the barn.

The Engineer reported that as authorized by the Commission he has awarded the purchase orders for furnishing shrubs, nursery stock, etc., for the Fourth Street Highway, bids for which were received by the Commission on February 15. He advised that the awards were made after an inspection of the stock and that in each instance (except where identical bids were submitted) the award was made to the low bidder as announced on the day the bids were received. In those cases where identical low bids were received,

3/21/34

he said, the awards were made after conference with the competing firms which submitted such bids, as follows:

Item		Awarded to	Quantity	Unit Price
Nursery Grown Stock				
10	Cornus alba sibirica	Doty & Doerner, Inc., Portland	66	$0.25
30a	Rhododendron (Pink Pearl)	" " " " "	22	2.50
50	Acer platanoides	" " " " "	7	0.50
76	Lonicera pileata	" " " " "	5	0.30
17	Forsythia intermedia spectabilis	Wm. V. Miller, Portland, Ore.	36	0.25
25	Lonicera tatarica alba	J. B. Pilkington, Portland, Ore.	61	0.20
69	Lonicera japonica halliana	" " " " "	84	0.15
42	Syringa vulgaris	Portland Wholesale Nursery Co. Portland, Oregon	25	0.40
75	Rosa (Paul's Scarlet)	Portland Wholesale Nursery Co. Portland, Oregon	32	0.25
50	Acer platanoides	Vida Stevens, Portland, Ore.	8	0.50
57	Liriodendron tulipifera	Milton Nursery Co., Milton, Ore.	15	0.75
62	Ampelopsis tricuspidata	" " " " "	41	0.20

The Commission by unanimous vote confirmed the award of purchase orders for nursery stock as made by the Engineer.

The Engineer also reported that on March 17 he awarded to R. H. Jones, Baker, the low bidder, the contract for the construction of a bridge over the East Fork of Hood River on the Hood River Secondary Highway near Dee in Hood River County on the basis of his bid of $21,851.25 submitted on February 15, 1934, this action being taken upon receipt of information from the Hood River County Court that the right of way needed for this improvement has been acquired. The Commission by unanimous vote confirmed the award of this contract to Mr. Jones.

The Engineer requested authority to contract the construction of 11,824 lineal feet of guard fence and 440 sight posts along the Deschutes River-John Day River Section of the Columbia River Highway in Sherman County, estimated to cost $9,308.00. He explained that during the reconstruction of this section of highway it was necessary to remove all fences and due to the fact that in many places the highway grade is on high bluffs in proximity to the O.-W. R. R. & N. Co. railroad tracks it is very important that this fence be replaced. The request of the Engineer was granted by the Commission by unanimous vote.

The Secretary reported the receipt of a letter from the Secretary

of State accepting the Commission's certificate authorizing advance payments of highway funds to Clackamas County and agreeing to reimburse the state highway fund for such advances from the first monies payable to Clackamas County out of the $1,600,000 fund set up by the Legislature for distribution to the several counties.

The Secretary also reported the receipt of a letter from the State Treasurer advising that Clatsop County is desirous of obtaining a similar advance of its share of such funds to enable this county to pay its bond principal and interest in full on April 1, 1934. After some discussion the Commission by unanimous vote approved the advancement to Clatsop County of one-half of its share of such fund, and thereupon signed a certificate as required by the provisions of Section 4, Chapter 428, Oregon Laws, 1933, directing the Secretary of State to make such advance payment and to deduct the amount thereof from the next payment due the County out of such fund.

The Commission signed the following joint letter with W. H. Lynch, District Engineer of Bureau of Public Roads, directed to the Chief, Bureau of Public Roads, Washington, D. C., providing for the revision of the program heretofore approved for allocation of Oregon federal land funds as stipulated in Section 205 of the National Industrial Recovery Act which reallocation is made necessary in order to provide additional federal land funds for the construction of the McDermitt-Blue Mountain Pass Section of the I.-O.-N. Highway in Malheur County, Oregon:

"Reference is made to the program letter for Oregon Federal Lands projects, dated September 6, 1933, and approved by the Secretary October 10, 1933, making allocation of funds provided by Section 205 of the National Industrial Recovery Act as follows:

"Projects and Descriptions of Work

"McDermitt-North, approximately fifteen miles of grading, extending from the Nevada State Line northerly across Southeastern Oregon, commonly known as the Idaho-Oregon-Nevada Route. Grading only. This route is not a part of the Federal Aid Highway System.....$ 50,000.00

"Warm Springs Highway, grading and construction of a half of the Deschutes River Bridge from the Warm Springs Indian Reservation Boundary at the center of the Deschutes River to near the Warm Springs Reservation Agency, a distance of approximately 1.7 miles. This project is not a part of the Federal Highway System..... 70,000.00

"Central Oregon Highway, grading fourteen miles from near the Drinkwater Pass to near Nigger Flat. This project is on the Federal Aid Highway System..... 215,141.00

3/21/34

"It is now desired to revise the September 6th program letter as follows:

"McDermitt-Blue Mountain Pass, 20.581 miles of grading from the Nevada State line northerly across Southeastern Oregon, commonly known as the Idaho-Oregon-Nevada Route. This route is not a part of the Federal Aid Highway System.....

National Recovery Funds - $48,467.87
1933 Oddie-Colton Funds - 10,561.13 $ 59,029.00

"Warm Springs Highway, grading, the construction of half of the Deschutes River Bridge and two other structures, from the Warm Springs Indian Reservation Boundary at the center of the Deschutes River to near the Warm Springs Reservation Agency, a distance of approximately 1.727 miles. This project is not a part of the Federal Aid Highway System.....

National Recovery Funds..... 61,759.79

"Central Oregon Highway, grading approximately 9.811 miles from near the Drinkwater Pass to near Stinkingwater Mountain. This project is on the Federal Aid Highway System.....

National Recovery Funds..... 224,757.89"

The Commission also signed the following agreements:

1. Agreement with the U. S. Department of Interior, Indian Field Service, whereby the Commission leases from the Department of Interior for five years ending February 28, 1939, 3.25 acres of land situate in the Southwest Quarter of the Northeast Quarter of Sec. 26, T. 33 S., R. 7½ E., W. M., Klamath County, for the purpose of obtaining therefrom road building materials heretofore stored on this property in connection with the construction of The Dalles-California Highway near Klamath Junction, consideration involved $250.

2. Business lease with Wade Crawford, Superintendent of Klamath Indian Reservation, in behalf of Kate Brown, Indian allottee, providing for the lease of 2.26 acres of land situate in the Southwest Quarter of the Northeast Quarter of Sec. 26, T. 33 S., R. 7½ E., W. M., Klamath County, for a period of five years ending February 28, 1939 for the purpose of removing therefrom road materials heretofore deposited on said property in connection with rock production operations involved in the construction of The Dalles-California and Crater Lake Highways near this point.

3. Agreement with the Youngs Bay Water Company for furnishing water to be used in connection with the maintenance and operation of the bridge across Youngs Bay on the Oregon Coast Highway near Astoria, Clatsop County.

4. Agreement with the County Court of Lane County providing for the maintenance by the County of the county feeder road known as West Eleventh

Street, Eugene, from the west city limits of Eugene to Danebo Road, which county feeder road is to be constructed by the State as a National Recovery Secondary Project, No. NRS-234.

The Commission had under consideration a letter from contractors Lindstrom & Feigenson in which they request an extension of time of ninety days from February 28, 1934, within which to complete their contract with the State for the reconstruction of the approaches to the Youngs Bay bridge on the Oregon Coast Highway at Astoria, being State Highway Contract No. 1486, giving as their reason for such request their inability to receive the creosoted lumber required in connection with this work. The Engineer advised that it has been extremely difficult to secure the delivery of creosoted materials due to the fact that there are only two creosoting plants in the state; also, that the traveling public has not been greatly inconvenienced by this delay, neither has the State incurred very much additional expense. He recommended that the contractors' request be granted without penalty. The recommendation of the Engineer was approved by the Commission by unanimous vote.

The Engineer asked the Commission to confirm its telephonic approval authorizing Traffic Engineer John Beakey to attend at state expense the meeting of the National Council on Street and Highway Safety to be held in Washington, D. C. during the week of March 19-24. He explained that at the previous meeting the Commission authorized Mr. Beakey to attend the meeting of this Council which is scheduled to be held in June; however, it now appears that the present meeting is more important than the one to be held in June; therefore, it was his thought that Mr. Beakey should attend this meeting rather than the later one. The Commission by unanimous vote confirmed its telephonic approval as requested by the Engineer.

Consideration was given by the Commission at this time to the appointment of State Highway Engineer, Attorney, and Secretary for the ensuing year. After some discussion the Commission by unanimous vote reappointed Mr. R. H. Baldock as State Highway Engineer for a four-year period, ending February 28, 1938, as authorized by statute. Mr. H. B. Glaisyer was reappointed Secretary for the ensuing year. No action was taken by the Commission on the appointment of its Attorney.

A letter was presented from the State Industrial Accident Commission objecting to certain clauses contained in the specifications for the Oregon Coast Highway bridges relating to workmen's accident coverage and requesting that a conference be arranged for immediately to discuss this matter. No action was taken by the Commission on this matter at this time, it being deferred until the following day when a representative of the State Industrial Accident Commission would be present.

The Commission adjourned at seven o'clock p. m. to reconvene at eight o'clock p. m. in the same room.

The State Highway Commission reconvened at eight o'clock p. m. in the Rose Room, Benson Hotel, with all members, the State Highway Engineer,

3/21/34

the Attorney and the Secretary present.

Mr. Ivan Humason, accompanied by Mr. Eugene R. Walsh, forest engineer, Portland, appeared before the Commission at this time regarding the right of way for the Wolf Creek Highway. Mr. Humason stated that considerable timber adjacent to this highway in Clatsop County was damaged by the disastrous forest fires in 1933 and will have to be marketed within the next four or five years in order to obtain some value from it. He suggested that inasmuch as the Wolf Creek Highway will be eventually constructed that the Commission buy this right of way at the present time and market the timber standing thereon, the proceeds derived from the sale of the timber to be credited to the state highway fund as reimbursement for advancing the cost of the right of way. In this manner, he said, both the State and the County would be relieved from the right of way expense. Mr. Walsh gave figures to show the amount of timber of each class standing on the proposed right of way between Sunset Camp and Elsie; also figures to show the present estimated value of the timber compared with the original estimated value before it was damaged by forest fires.

The State Highway Engineer advised that this section of highway is through a very rough country and he did not believe it would be possible to log the timber on the highway alignment; moreover, according to law the counties must furnish the rights of way. In the discussion which followed it was brought out that the Commission has no funds at this time with which to construct this highway and no definite information with respect to future funds; wherefore, it does not seem wise to obligate state funds for right of way while the prospect for obtaining funds for construction is so uncertain; also that inasmuch as the County is required to furnish the right of way, Mr. Humason should present his proposition to the County Court of Clatsop County for disposal.

Consideration was given by the Commission to matters pertaining to the acquisition of right of way for the East Portland-Oregon City Highway through the town of Milwaukie, Clackamas County. The Attorney advised that Frank Arighi, who owns certain property located at the north end of Kellogg Lake required for this improvement, demands $650 for his land and in addition thereto the construction of a highway fill to the edge of the highway right of way. The Commission felt that it cared not to assume any obligation with respect to the construction of this additional embankment; therefore, authorized the Attorney to offer Mr. Arighi the sum of $900 for his property, he to construct the fill.

The Attorney also reported that the Gratton Estate demands the sum of $14,025.11 for its property and all other expense (including damages for alteration of buildings, etc.), and will not take less than that amount. He was instructed by the Commission to negotiate further for this property and to settle for that amount in the event that he is unable to get the Gratton Estate to reduce its price.

The Attorney was also authorized by the Commission to offer to Theodore Rehberg and Ola Rehberg, his wife, the sum of $1,232 for their property on which is located an undertaking parlor.

There being no further business to come before the Commission at this

time, the meeting was adjourned at ten o'clock p. m.

Portland, Oregon, March 22, 1934

The State Highway Commission met in regular session at nine o'clock a. m. in the Auditorium, Public Service 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

Bids for highway construction projects were opened and read in conformance with previously published notice, as follows:

EAST PORTLAND-OREGON CITY HIGHWAY
SOUTH UNIT, PORTLAND-MILWAUKIE SECTION - GRADING AND PAVING

Edlefsen-Weygandt Co.	$149,922.80
Parker-Schram Company	152,474.55
Harold Blake	160,132.80
Kern & Kibbe	162,290.55
P. L. Crooks & Co., Inc.	178,767.50

POWERS SECONDARY HIGHWAY
BRIDGE OVER SOUTH FORK OF COQUILLE RIVER

C. J. Montag	$ 38,990.50
Tom Lillebo	41,420.25
Feigenson Construction Co.	47,160.00
Portland Bridge Co.	53,900.00

CRATER LAKE HIGHWAY
AGATE-LITTLE BUTTE CREEK SECTION
ROADBED WIDENING, BITUMINOUS MACADAM AND CRUSHED ROCK IN STOCK PILES

Northwest Roads Company	$ 59,936.80
E. C. Hall	60,297.00
The United Contracting Company	63,726.00
Newport Construction Co.	66,551.00

OREGON COAST HIGHWAY
NEWPORT SECTION - GRADING AND BITUMINOUS MACADAM

Edlefsen-Weygandt Co.	$ 54,397.50
Joplin & Eldon	58,125.60
E. C. Hall	60,618.00
Northwest Roads Company	65,020.00
Saxton & Looney	70,032.00
The United Contracting Company	70,569.50

3/22/34

I.-O.-N. HIGHWAY
BLUE MOUNTAIN PASS-JACKSON CREEK SECTION - GRADING

S. H. Newell & Co.	$ 24,347.00
Joplin & Eldon	24,723.00

LITTLE NESTUCCA SECONDARY HIGHWAY
BRIDGE OVER LITTLE NESTUCCA RIVER

W. W. McFarland	$ 11,220.00
Barham Bros.	11,350.00
Sig Ash	11,715.00
McCall & Sewell	12,716.00
Averill & Philpott	12,982.50
O. N. Pierce	13,125.00
Portland Bridge Co.	13,322.00
Settergren Bros.	14,238.00
A. T. Dolan	15,235.00

PENDLETON-COLD SPRINGS HIGHWAY
MEINERS RANCH-PENDLETON SECTION
SURFACING AND OIL MAT SURFACE TREATMENT
AND FURNISH CRUSHED ROCK IN STOCK PILES

	Road Oil	Tar
Joplin & Eldon	$ 69,105.00	$ - - - - -
Newport Construction Co.	72,777.00	71,989.50
Northwest Roads Company	76,025.00	- - - - -
A. Milne	77,360.00	- - - - -

Chairman Scott announced that the award of contracts would be made at three o'clock p. m. this day in the same room.

Mr. Ernest Dawson, representing the Dawson Logging Company of Seaside, accompanied by his attorney, Mr. Irving C. Allen, Seaside, appeared before the Commission at this time regarding the hauling of logs across the highway bridge over North Fork of Nehalem River on the Oregon Coast Highway north of the town of Mohler which bridge is now posted for maximum loads of eight tons.

Mr. Allen explained that the Dawson Logging Company has approximately 10,000,000 feet of timber located about two miles south of this bridge which it wishes to market at the present time and in so doing it will be necessary to truck the logs over this bridge for rafting at Warrenton. He asked the Commission to permit the Dawson Logging Company to transport over this bridge loads weighing up to the weight limits prescribed by the statutes and offered to pay to the Commission such sum of money as will be required to repair this bridge for the accommodation of such loads if in the opinion of the Commission such repair work is required. The Engineer advised that the condition of this bridge is such that it would not be safe to allow legal weight loads to be transported thereover, and in his estimation it would cost between $400 and

$500 to do the required repair work to permit such loading; also, that because of shortage of funds the Commission will be unable to undertake such repair work at the present time at state expense. After some discussion it was agreed that the Dawson Logging Company would deposit with the Commission its certified check in the amount of the estimated cost of this repair work and the State Highway Department would then repair the bridge to carry full legal loads; also, in the event that the actual cost of the work exceeds the amount of the company's deposit, such excess cost would be paid by the State; if the actual cost of the work is less than the amount of the company's deposit then the Commission would return to the company the overpayment. The Engineer was instructed by the Commission to prepare an accurate estimate of the cost of the necessary repair work and submit it to the Dawson Logging Company for its information and acceptance.

Mr. Allen also appeared in behalf of the Seaside Chamber of Commerce and discussed with the Commission the matter of routing Coast Highway traffic through Seaside. He asked the Commission to designate Seventh Street as the route of this highway, otherwise to sign both Seventh Street and Roosevelt Drive so that through traffic could choose its route. He explained that Seventh Street is the main business street of the town and the business men feel that they are entitled to a fair share of the business created by summer traffic because that is practically all they have to depend upon. After some discussion the Commission decided to defer its decision in this matter pending a public hearing in the town of Seaside as required by the provisions of Chapter 44-120, Oregon Code, 1930, as amended by Chapter 64, Oregon Laws, 1931. The Commission voted unanimously to hold this hearing in Seaside at two o'clock p. m., Friday, April 27, 1934, immediately following the regular meeting of the Commission scheduled to be held in Portland on Thursday, April 26. The Secretary was instructed by the Commission to give the Seaside City Council notice of this meeting as required by statute.

Mr. J. U. Smith, Newberg, was present in the interests of the secondary highway which extends westerly from the town of Newberg to the town of Yamhill in Yamhill County. He asked the Commission to continue the improvement of this road (including oiling work), especially the five-mile section between the two bridges which the Commission has now under construction. The Commission declined Mr. Smith's request because of lack of funds; however, he was informed that the Commission will consider this project in the event that additional grant monies are received from the Federal Government but no promises can be made at this time.

Mr. Otto Hartwig, member of the State Industrial Accident Commission, conferred with the Commission at this time regarding the matter of providing accident insurance coverage for workmen employed on the proposed Coast Highway bridges. He pointed out that the specifications for these bridges as now written contain provision for private insurance coverage as well as state insurance coverage and gave as his thought that it was unfair to the workmen to permit this insurance to be written by private companies because, he said, those companies do not furnish the same service or as good service as the State, and any saving that would accrue by reason of

the use of private insurance would be at the expense of the workmen. He asked that the specifications be rewritten so far as they pertain to this feature to eliminate private insurance. After some discussion it was mutually agreed to refer this matter to the Attorneys of both Commissions for working out a solution of this problem to the best interests of all parties concerned.

Mr. George Govro, Yachats, appeared before the Commission regarding the removal of smelt sand from the beach area a short distance north of the town of Yachats, Lincoln County. He stated that he has been engaged in removing this sand for some time past and has stock piled on the adjacent property of his partner, George Frost, Jr., a considerable amount of it which he and his partner expect to sell later to the bridge contractors for use in connection with the construction of the Alsea Bay bridge at Waldport. He discontinued his operation, he added, upon receipt of a letter from the State Highway Commission ordering him to do so, but now requests permission to resume such operations because of the uncertainty of the supply of this sand which fluctuates daily and might result in delaying the construction of the bridge. After some discussion the Commission denied Mr. Govro's request pending the award of the contract for the construction of the Waldport bridge, bids for which are to be received by the Commission on April 5, 1934.

The Commission adjourned at twelve o'clock m. to reconvene at one o'clock p. m. in the same room.

The State Highway Commission reconvened at one o'clock p. m. in the Auditorium, Public Service Building, with all members present and participating. Also present were R. H. Baldock, State Highway Engineer, J. M. Devers, Attorney, and H. B. Glaisyer, Secretary.

The Commission had under consideration the matter of the issuance of Oregon Coast Highway Bridge Revenue Bonds, and after due consideration of said matter Commissioner Washburne offered and moved the adoption of the following resolution, which motion was seconded by Commissioner Aldrich, and being by the Chairman submitted to vote, received the unanimous vote of all three Commissioners, and said motion was by the Chairman declared unanimously carried and said resolution thereby unanimously adopted, to wit:

WHEREAS, this Commission has heretofore, pursuant to the provisions of Chapter 9, Oregon Laws, Second Special Session, 1933, applied to the United States of America, under the National Industrial Recovery Act, for a loan and a grant with which to construct five bridges on the Oregon Coast Highway; and

WHEREAS, said application has by the Federal Government been granted and there has been made available to the State for said purposes a loan and a grant in the total sum of $5,102,000; and

WHEREAS, for the purpose of consummating said transaction and thereby accomplishing the acquisition of said funds there has been prepared by the Government a Loan Agreement, which said agreement has been approved and executed by the State Highway Commission

as required by the terms thereof; and

WHEREAS, pursuant to the provisions of said Chapter 9, Oregon Laws, Second Special Session, 1933, and by the provisions and terms of said Loan Agreement, it is provided and required that the Commission issue and sell in appropriate amounts bonds of the State to finance the construction of the said five bridges, which bonds are to be purchased by the Government as provided in said Loan Agreement; and

WHEREAS, for said purpose and for the further purpose of meeting the obligations of the State imposed by virtue of said Loan Agreement, it is deemed of special advantage to the State of Oregon that there be issued and sold to the Federal Government, in the manner and under the regulations provided in said Chapter 9, Oregon Laws, Second Special Session, 1933, and in the amount or amounts and under the restrictions and provisions hereinafter specified, bonds of the State of Oregon;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission, all members being present in regular session and affirmatively voting and participating, as follows:

1. That there hereby is authorized, and the Commission does hereby order and direct that there be issued and sold, under the provisions of Chapter 9, Oregon Laws, Second Special Session, 1933, bonds of the State of Oregon in the total aggregate principal amount of $4,000,000, and that said bonds be sold to the United States of America, pursuant to written agreement heretofore entered into by and between the United States of America and the State Highway Commission, at the price of 100 per centum of the principal amount thereof, plus accrued interest.

2. That the proceeds derived from the sale of said bonds and the amount paid on account of the grant (except such payment, if any, as may be made under the provisions of paragraph 11, Part Two of said Loan Agreement) shall be used for the construction by the State of five bridges on the Oregon Coast Highway, and for incidental purposes, one of such bridges to be constructed over each of the following: Yaquina Bay, Alsea Bay, Coos Bay, Siuslaw River and Umpqua River, pursuant to the application heretofore made to the United States of America under the provisions of the National Industrial Recovery Act.

3. That said bonds shall be in such form as may be approved by the Government, shall be in denominations of $1,000 and $10,000, and shall mature on March 1 of each of the following years in the respective amount set opposite such year:

Year	Amount	Year	Amount
1938	$ 100,000	1942	$ 110,000
1939	100,000	1943	110,000
1940	105,000	1944	115,000
1941	105,000	1945	115,000

Year	Amount	Year	Amount
1946	$ 120,000	1955	$ 165,000
1947	125,000	1956	170,000
1948	130,000	1957	175,000
1949	135,000	1958	180,000
1950	140,000	1959	185,000
1951	145,000	1960	190,000
1952	150,000	1961	195,000
1953	155,000	1962	200,000
1954	160,000	1963	205,000
		1964	215,000

Said bonds shall be signed by the State Highway Commission by the Chairman, and countersigned by the other two members, and the interest coupons may be numbered consecutively and signed by the Chairman of the Commission by his engraved or lithographed signature.

4. Said bonds shall be negotiable special obligation coupon bonds, and shall be payable both as to principal and interest solely from the net revenues derived from the operation of the bridges.

5. Said bridges and all of them shall be operated as toll bridges until all of the bonds, together with interest thereon, have been paid in full, except as otherwise provided herein.

6. A schedule of tolls and charges shall be fixed, which schedule shall be submitted to the Government for approval by the Finance Division thereof, and upon the approval of said schedule by the Federal Government a resolution shall be adopted by this Commission adopting and putting in effect the said toll schedule.

7. Said toll schedule so fixed by the Commission and approved by the Government may thereafter be revised, with the approval of the Government, from time to time as may be necessary or desirable so as to produce at all times revenues from the project in an amount sufficient at all times

(a) to cover the reasonable cost of operation, maintenance, (including necessary replacements) and insurance of the project;

(b) to provide for the payment of all interest and sinking fund charges of the bonds;

(c) to comply in all other respects with the terms of the agreement entered into by the State Highway Commission and the Government;

(d) to meet any other obligations which may have been, or may be incurred by the State in connection with the construction of the said bridges.

8. All of the income, earnings and revenues of the said bridges from whatever source derived, shall be deposited in the United States National Bank in Portland, Oregon, in a special account to be known as the "revenue fund", and said income and revenues are hereby pledged and shall be applied to the following uses in the order stated:

(a) Payment of all reasonable expenses of operation and maintenance of each and all of said bridges (including all necessary replacements);

(b) Payment of the cost of the insurance required by the Government under paragraph 15, Part One of said Loan Agreement;

(c) Payment of the interest on the bonds as the same falls due;

(d) Payment into the sinking fund as provided in paragraph 12, Part One, of said Loan Agreement entered into between the Commission and the Government;

(e) The balance, if any, of the income and revenue remaining at the end of each fiscal year, after making the payments required above, shall be paid into the sinking fund as additional reserve until such time as the amount of money in the sinking fund shall equal the principal amount of bonds outstanding, except that the sum of $5,000 shall remain in the revenue fund at the end of each fiscal year as an operation and maintenance reserve for the following year.

9. So long as any of said bonds remain outstanding and unpaid there shall be maintained a separate sinking fund to be known as the "Oregon Coast Highway Bridge Sinking Fund" into which sinking fund there shall be paid out of bridge earnings or revenues the following sums on the respective dates herein given:

Year Commencing	Amount	Year Commencing	Amount
March 1, 1937	$ 126,000	March 1, 1951	$ 174,000
1938	126,000	1952	179,000
1939	130,000	1953	184,000
1940	130,000	1954	189,000
1941	135,000	1955	194,000
1942	135,000	1956	199,000
1943	140,000	1957	204,000
1944	140,000	1958	208,000
1945	145,000	1959	213,000
1946	150,000	1960	218,000
1947	155,000	1961	223,000
1948	160,000	1962	227,000
1949	164,000	1963	215,000
1950	169,000		

3/22/34

The sinking fund shall be at all times kept adequate to meet the demands upon it as fixed in paragraph 12 of Part One of said Loan Agreement.

10. The sinking fund shall be used solely for the payment of the principal of the bonds as they mature and the interest thereon as it falls due; provided, however, that no interest shall be paid out of the sinking fund except in the event and to the extent that the net revenues of the project for the then current interest period are insufficient for the payment of such interest.

11. All monies in the sinking fund shall, until used for sinking fund purposes, be kept on deposit in a special account or accounts in the United States National Bank in Portland, Oregon, or in other bank or banks in Portland, Oregon, which are members of the Federal Reserve System. The monies in the sinking fund, in excess of the amount required to pay the principal of the bonds maturing on the next maturity date, shall be continuously secured by a pledge to the State Highway Commission of direct obligation of the United States of America having an aggregate market value, exclusive of accrued interest, at all times equal to the monies so secured; or such excess monies may be invested by the Commission in bonds or other interest-bearing obligations of the United States of America or may be used for the purchase of outstanding bonds at a price not exceeding the principal amount thereof, plus accrued interest. Any bonds so purchased shall be cancelled and no bonds shall be issued in lieu thereof.

12. Each of the said bridges and its approaches shall at all times be insured in a responsible surety company or companies, under a so-called "All Risk Coverage" policy or policies, covering specifically (but without limitation by reference) loss or damage by fire, lightning, floods, rising waters, ice, explosion, strike, riots and civil commotion, malicious damage, tornadoes, cyclones, wind-storms, earthquake, collision, (including collision from bridge traffic and waterborne traffic) and collapse, in the amount of the insurable value thereof or such lesser amount as may be satisfactory to the Engineering and Finance Divisions, or, if the Government ceases to hold any of the bonds, then to the holders of 51 per centum of the principal amount of the bonds outstanding.

The proceeds of all such insurance policies shall be applied to the repair or replacement of damaged property; if such proceeds are more than sufficient for such purpose, the balance remaining shall be paid into the sinking fund. If such proceeds shall be insufficient for such purpose, any deficiency may be supplied, first, out of any monies in the revenue fund not required for current interest payments, and, second, out of any monies in the sinking fund not required to pay the principal of the bonds maturing on the next maturity date. If the proceeds of such insurance, together with any amounts available from the revenue fund and/or the sinking fund are insufficient for the full payment of such repair or replacement, and if there are no other funds available for such purpose subject to the disposition of the State Highway Commission, then such proceeds shall be paid into the sinking fund unless the Government shall otherwise direct or approve.

13. Each of said bridges and its approaches shall at all times until said debt is paid or until provision satisfactory to the Government has been made for the payment of said debt be kept insured in a responsible insurance company or companies, against loss, total or partial, of the use and occupancy thereof, resulting from any of the risks set forth in section 12 hereof, in such an amount as will provide (for total loss and a proportionate part for a partial loss) an income of not less than the estimated income from such bridge during the period of such loss of use and occupancy, beginning on the first day of such period and extending for not less than one year. Such insurance shall be payable in equal monthly installments during the period of such loss. For the purpose of such insurance the estimated annual income of each bridge, commencing March 1, 1937, shall be such an amount of money as will be adequate to meet the cost of the several items enumerated in subdivision (b) of paragraph 15, page 8 of Part One of the Loan Agreement executed by the State Highway Commission and the Federal Government. During the period between the commencement of the construction of the project and March 1st, 1937, such insurance against loss of use and occupancy shall be carried upon the entire project in the amount of $15,000 per month (for total loss, and a proportionate part thereof for partial loss) during the period of such loss of use and occupancy. The proceeds of all use and occupancy insurance shall be applied in the same manner as the revenues of the project, as provided by paragraph 11, Part One of the Loan Agreement entered into between the State Highway Commission and the Federal Government.

14. In the event of default in the payment of principal of or interest on any of the bonds issued and sold under the provisions of Chapter 9, Oregon Laws, Second Special Session, 1933, and pursuant to the terms of the Loan Agreement entered into between the State Highway Commission and the Federal Government, or in the event the State Highway Commission or the State shall fail or refuse to comply with any of the provisions of said agreement or the provisions of said Chapter 9, Oregon Laws, Second Special Session, 1933, or shall default in any agreement now or hereafter made with the Government or the holder or holders of any of said bonds, then all of the rights and remedies described in Sections 9 and 10 of Chapter 9, Oregon Laws, Second Special Session, 1933, shall be available to the Government and/or such holder or holders of any of the bonds and/or coupons and the Government and/or such holders may take any action or institute any proceedings by said Act authorized.

15. So long as any of the bonds and/or coupons hereby authorized are outstanding, no additional bonds payable out of the revenues of the project from whatever source derived shall be issued unless the gross revenues derived from the operation of the project for the calendar year then next preceding the year in which it is proposed to issue additional bonds are sufficient to pay reasonable costs of operation and maintenance of the project, including reserves therefor, and leave a balance equal to at least 120 per centum of the aggregate of (A) the principal and interest requirements for such year on the bonds then outstanding; (B) one year's interest on the total issue of such additional bonds then proposed to be issued; and (C) the amount of principal of such additional bonds computed by dividing the total

3/22/34

amount of such issue by the number of years to the final maturity date of such additional bond issue. In the event any such additional bonds are issued the holder or holders thereof shall not be entitled to receive during any calendar year any payments, on account of principal or interest requirements, or otherwise, out of the revenues of the project from whatever source derived until the payments required by sub-paragraphs (a), (b), (c) and (d) of paragraph 11, Part One of the Loan Agreement, entered into between the State Highway Commission and the Federal Government have been paid in full.

16. Each of said bridges shall be maintained by the State in good condition and each of said bridges shall be operated in an efficient manner and at as reasonable cost as the dictates of good business will permit.

17. So long as any of the bonds hereby authorized and sold to the Government are outstanding, none of said bridges shall be mortgaged, pledged, or otherwise encumbered, or any part thereof, nor shall any of said bridges be sold, leased, or otherwise disposed of, or in any manner dealt with, hypothecated, or encumbered in any manner which would in any way or to any extent work to the injury or prejudice of the Federal Government or the holder or holders of any of said bonds.

18. It hereby is ordered, and the State Highway Engineer is hereby directed and instructed, to keep proper books of records and accounts (separate from all other records and accounts) in which complete and correct entries shall be made of all transactions relating to said project and each of said bridges constituting said project, and said Engineer hereby is instructed and directed to furnish to the Government so long as it holds any of said bonds (and to any holder or purchaser of 25 per centum in aggregate principal amount of bonds at the time outstanding, at the written request of such holder or purchaser), not more than thirty days after the close of each six months' fiscal period, complete operation and income statements of the project in reasonable detail covering such six months' period, and, not more than sixty days after the close of each fiscal year, complete financial statement of the project certified to by independent auditors of recognized standing. Each such statement shall set forth the gross operating revenues of each and all of said bridges, the operating and maintenance expenses, including reserves therefor, the net operation income of the project, the number and classification of the vehicles using the bridges, the gross operating revenue received from each such classification and such other matters and in such detail as the Government may request. Such statements shall show the operations of all of the bridges on a consolidated basis, and separately the operations of each of the bridges.

19. The holders of 25 per centum of the bonds outstanding shall have the right at all reasonable times to inspect the system and all records, accounts and data of the State Highway Commission relating to the said bridges and operation revenues and other pertinent matters.

20. At any time that funds are available therefor, after meeting all of the obligations imposed by said Chapter 9, Oregon Laws, Second Special Session, 1933, and the obligations imposed by said Loan Agreement entered into between the State Highway Commission and the Federal Government, the Highway Commission may use such available funds for the purchase of bonds issued hereunder

and then outstanding at a price (exclusive of accrued interest) not exceeding the principal amount thereof. Any bonds so purchased shall be cancelled and no additional bonds shall be issued in lieu thereof without the consent and approval of the Federal Government (in the event there are still other outstanding unpaid bonds), such bonds, when cancelled, shall be submitted to the Government for recording.

21. Subject to the approval of the Federal Government the bonds hereby issued, or any amount thereof, may in the discretion of the State Highway Commission be called for payment prior to maturity, in which event thirty days' notice shall be given to the Federal Government of such intention, and a like notice shall be published at least once in a financial publication in New York City, New York. The price at which said bonds are redeemed shall not exceed the principal amount thereof plus accrued interest. All bonds so purchased or redeemed shall be cancelled and no bonds shall be issued in lieu thereof without the approval of the Federal Government.

22. Mr. J. M. Devers, Assistant Attorney General for Oregon, and Attorney for the State Highway Commission, is hereby authorized and instructed to prepare a form of bond, and all other papers and documents required by the Government for the consummation of the issuance and sale of said bonds, and the completion of the transaction.

23. This resolution shall be entered in full in the minutes and official records of the Commission, and a duly certified copy thereof shall be delivered to the Federal Emergency Administrator of Public Works.

The Highway Commission had under consideration the matter of the issuance of Oregon Coast Highway Bridge Revenue Bonds, and particularly the adoption of a form of bond and a form of bond coupon. The Attorney having prepared and submitted for consideration a proposed form of such bond and bond coupon after due consideration of said matter Commissioner Washburne offered and moved the adoption of the following resolution, which motion was seconded by Commissioner Aldrich, and being by the Chairman submitted to vote, received the unanimous vote of all three Commissioners, and said motion was by the Chairman declared unanimously carried and said resolution thereby unanimously adopted, to wit:

WHEREAS, the State Highway Commission had under consideration the matter of the approval and adoption of a form of bond and bond coupon for the bond issue heretofore authorized by the Highway Commission in connection with the Loan Agreement heretofore approved and executed by the Commission, whereby the United States of America has agreed to make a loan and a grant in the sum of $5,102,000 for the construction of the five bridges on the Oregon Coast Highway, and

3/22/34

WHEREAS, J. M. Devers, Assistant Attorney General for Oregon, and Attorney for the State Highway Commission, having prepared and submitted to the Commission a proposed form of bond and form of coupon, and the Highway Commission having considered said form of bond and form of coupon, now being fully advised with respect to said matters, and it is now the judgment of the Highway Commission that said form of bond and said form of coupon should be approved and adopted as the form of bond and form of coupon to be employed and used for the issuance of $4,000,000, Four Per Cent, Oregon State Highway Bridge Revenue Bonds;

THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the Oregon State Highway Commission, all members being present and affirmatively voting, as follows:

1. That the following form of bond and form of coupon is hereby approved and adopted as the form of bond and the form of coupon which shall be used by the Commission in the issuance and sale of $4,000,000, Four Per Cent, Oregon State Highway Bridge Revenue Bonds, to the United States of America under the provisions of Chapter 9, Oregon Laws, Second Special Session, 1933:

UNITED STATES OF AMERICA

NUMBER DOLLARS

STATE OF OREGON

Series One
Four Per Cent Oregon State Highway
Bridge Revenue Bond

KNOW ALL MEN BY THESE PRESENTS, That the state of Oregon acknowledges itself to owe and for value received hereby promises to pay from the revenues hereinafter specified to the bearer hereof, the principal sum of DOLLARS on the first day of , together with interest on said sum from the date hereof until paid at the rate of four per centum per annum payable semiannually on the first day of September and March respectively in each year, as evidenced by and upon the presentation and surrender of the interest coupons hereto attached as they severally become due. Both the said principal and interest hereby are made payable in such funds as are, on the dates of payments of the principal of and the interest on said bond, legal tender for debts due the United States of America, at The United States National Bank in Portland, Oregon, or at the in the city and state of New York, at the option of the holder.

The State Highway Commission of the state of Oregon hereby expressly reserves the right to call this bond for payment at face value upon any interest date on and after by publication of thirty days' notice thereof in one copy of a daily newspaper of general circulation printed and published in the city of Portland, Oregon, and in one copy of a daily newspaper or financial journal of general circulation printed and published in the city and state of New York.

This bond is interchangeable for other bonds of the same series and par value, and is issued in conformance to the Constitution of the state of Oregon, and under and by virtue of and in all respects in full and strict compliance with the laws of said state, and in particular in accordance with the provisions of Article XI, Section 7 of the said Constitution, and of Chapter 9, Oregon Laws Second Special Session 1933, and of a resolution duly adopted by the State Highway Commission of Oregon on

This bond is a special obligation of the state of Oregon payable both as to principal and interest solely from the net revenues derived from the operation, as toll bridges, of the five bridges severally constructed on the Oregon Coast Highway over Yaquina Bay, Alsea Bay, Coos Bay, Siuslaw River, and Umpqua River, pursuant to the provisions of Chapter 9, Oregon Laws Second Special Session 1933, and of that certain contract entered into between the said State Highway Commission of Oregon and the Public Works Administration of the United States government on

This bond does not constitute a general obligation nor an indebtedness of the state of Oregon within the meaning of any statutory or constitutional provision, restriction, or limitation, and the faith and credit of the state of Oregon are not pledged, either expressly or impliedly, toward payment of the principal thereof or of the interest thereon.

IN TESTIMONY WHEREOF, the state of Oregon has caused this bond to be signed in the name of its State Highway Commission by the chairman and by the other two members thereof, and sealed with the seal of the state of Oregon, and the attached interest coupons to be engraved with the facsimile signature of the chairman of said commission, all as of the day of 1934.

STATE HIGHWAY COMMISSION OF OREGON

By _____ As Chairman

By _____ As Commissioner

(State Seal) By _____ As Commissioner

(Form of Coupon)

No. $

On the First day of
September 19

The state of Oregon will pay to bearer Dollars at The United States National Bank of Portland, Oregon, or at the in the city and state of New York, at the option of the holder, in such funds as are on the dates of payment legal tender for

3/22/34

debts due the United States of America, for six months' interest then due on Oregon State Highway Bridge Revenue Bond No. , provided said bond has not been sooner called or redeemed in which case this coupon shall be void. This coupon is not a general obligation of the state of Oregon, but, when due, is payable solely from the revenues specified in said bond.

Series No.

As Chairman, State Highway Commission of Oregon.

(On the reverse side of each coupon shall be printed its number)

(Endorsement on Bond)

No.

United States of America

STATE OF OREGON
Series One
Four Per Cent
Oregon State Highway
Bridge Revenue
Bond

$

Dated
Due

Interest
4 Per Cent Per Annum
Payable Semiannually
on the
First days of
September and March

Principal and Interest payable
at The United States
National Bank in Portland,
Oregon, or at the
City and State of New York

REGISTRATION

Thie bond may be registered as to principal in the holder's name on the books of the State Treasurer at Salem, Oregon, such registration being noted on the bond by the State Treasurer, after which no transfer shall be valid unless made on the books of the State Treasurer by the registered holder and similarly noted on the bond. Any bond so registered as to

principal may be discharged from such registration by being transferred to bearer, after which it shall be transferable by delivery but may again be registered as to principal as before. The registration of the bond as to principal shall not restrain the negotiability of the coupons by delivery merely, but the coupons may be surrendered and the interest made payable only as to the registered holder of the bond.

DATE OF REGISTRATION	IN WHOSE NAME REGISTERED	REGISTRAR

In accordance with the provisions of this bond the coupon sheet issued herewith has been surrendered by the holder of the bond and the coupons have been cancelled. The semiannual interest on the bond is hereafter to be paid to the registered holder or order upon the proper acknowledgment of the receipt thereof. At the request of the registered holder of said bond the semiannual interest thereon will be remitted by check or draft payable at The United States National Bank in Portland, Oregon, or at in the city and state of New York.

Dated at _____

_____, 19__

_____
Registrar.

2. That J. M. Devers, as Attorney for the Commission, be and he hereby is authorized and instructed to submit to Storey, Thorndike, Palmer, & Dodge of Boston, Massachusetts, for their approval as to form and sufficiency the said resolution, form of bond, and form of bond coupon, and that thereafter the said J. M. Devers is authorized and instructed to submit the same with the written opinion of the said bond counsel to the Federal Emergency Administration of Public Works.

3. That this resolution be entered in the minutes and records of this Commission and a duly certified copy thereof delivered to the Federal Emergency Administration of Public Works.

Mr. Ed. Miller, Manager of the Oregon Coast Highway Association, was present regarding matters pertaining to the Oregon Coast Highway. He suggested to the Commission to send its Attorney, Mr. J. M. Devers, to Washington, D. C. to expedite the signing of the contract with the Federal Government covering the matter of loan and grant of Public Works funds to finance the construction of the proposed Coast Highway bridges. The Commission took this matter under advisement.

3/22/34

Mr. Miller urged the Commission to contract at an early date the oiling of the unoiled sections of the Oregon Coast Highway. He was advised that this oiling work is in the forest roads program and that the work will be under the supervision of the Bureau of Public Roads; also, that he should confer with Mr. W. H. Lynch, District Engineer of that Bureau, with regard to his request.

Mr. Miller then asked the Commission to provide additional ferry service on the Oregon Coast Highway to accommodate the anticipated increase in traffic pending completion of the construction of the coast bridges. He asked that the ferry service be extended to include the hours from six o'clock p. m. to midnight and that the schedules of the ferries be revised so that trips will be made more frequently to fit in better with the driving time between ferries which has been reduced because of the improvement of the road. He also suggested that a traffic survey be made to determine whether adequate ferry service is now being given under present contracts. After some discussion the Commission referred this matter to the Engineer for study with the view of incorporating in the new ferry contracts such additional provisions as in his opinion are required to properly serve the public at the several ferry points.

Mr. Miller reported that he attended the meeting of the Oregon Council for the Protection of Roadside Beauty in Eugene this week at which considerable attention was given to the preservation of the natural scenery and vistas along highway rights of way. This council, he said, went on record favoring the employment by the State Highway Commission of a man experienced in landscaping work whose sole duty shall be to make a study of roadside beautification. The Commission took no action with regard to this matter.

A delegation from Clackamas County consisting of County Commissioner Arthur H. Borland, L. L. Porter, J. R. Dillow and Clyde Hughes of Bolton appeared before the Commission and urged the widening and straightening of the Pacific Highway between Oswego and West Linn, more particularly the section between the town of Bolton and the subdivision known as Robinwood. The Engineer reported that the improvement requested is about 1½ miles in length and will cost approximately $95,000, including cost of right of way, moving of buildings, etc. He advised that the project is meritorious and the work should be done whenever funds become available; however, it cannot be done at the present time for the reason that the Commission's funds are allocated to other projects. The Commission denied the request of the delegation for the reasons given by the Engineer.

There appeared before the Commission at this time two groups from Newberg and vicinity regarding the adoption of a route for the permanent improvement of the West Side Pacific Highway between the towns of Middleton in Washington County and Newberg in Yamhill County, one group of which favored the adoption and reconstruction of the existing route over Rex Hill and the other the adoption of what is known as the Springbrook route, by-passing Rex Hill. At the request of Chairman Scott, the State Highway Engineer exhibited maps showing the alternate routes under consideration and gave figures showing

the comparative cost of each, length, rise and fall, etc. Chairman Scott then called upon the advocates of the Springbrook route to present their arguments.

Mr. Frank Carlisle, Springbrook, headed this group. He gave as his thought that it is for the best interests of the general public that highways be routed to by-pass towns, and in the present instance the highway should be routed through the district north and west from Newberg which would provide a much better, faster, and safer road and would still be within four blocks of the main street of Newberg.

Mr. A. J. Heskett, Rex, declared that the Springbrook route will be much safer than the Rex Hill route because it will not contain so many blind corners and side-road entrances; furthermore, there will be fewer traffic hazards along this route.

Mr. J. E. Boyer, Springbrook, favored the Springbrook route because it will by-pass the town of Newberg. It was his thought that the main highways in general should be located around cities and towns rather than through them because it will provide greater safety for people when shopping and will also be better from a military point of view. He cited several instances where highways have been so routed in the state of Iowa.

The group, consisting of about seventy-five persons, advocating the Rex Hill route was headed by C. H. Baynard, Chairman of Highway Committee of the Newberg Chamber of Commerce, who introduced the several speakers for this route.

Miss Helen Cameron, Rex, stated that she owns a service station along the present highway and for personal reasons wishes the Rex Hill route designated as the permanent route for this road.

S. L. Parrett, Newberg, spoke in the interests of property owners along the present route, who, he said, paid big prices for their property and pay high taxes because the property lies adjacent to the state highway.

Others speaking in favor of the Rex Hill route were Tom Tyndall, L. V. Graves, President of Newberg Chamber of Commerce, George Larson, all of Newberg; L. J. Whitaker, Rex; Senator Edwin Allen, Forest Grove, who stated that he is not particularly interested in either route but when this matter came up previously he favored the present route in behalf of the Washington County Court; Senator Joe E. Dunne, Portland, who gave as his thought that it would be a serious mistake to locate a highway to by-pass any town; S. M. P. Dolan, President, West Side Highway Association, who stated that he did not believe that Oregon is yet ready to start locating its highways so that they will by-pass towns. Public sentiment is against such locations, he added; also, in the present instance the routing of traffic through the town of Newberg is not objectionable because the street over which it will be routed is wide and there will be plenty of room left for parking automobiles on each side.

3/22/34

In rebuttal Mr. Carlisle, speaking for the Springbrook route, suggested that all arguments presented by those residing between the towns of Middleton and Dundee be disregarded by the Commission -- no matter which route they endorse — and that the selection of the permanent route be left entirely with the Commission based on the arguments presented by those residing outside of those limits.

Speaking in rebuttal for the Rex Hill route were H. A. Cooley, Mr. _____ Bennett, Newberg, who stated that the West Side Pacific Highway has been routed through the town of Newberg for many years and should not be changed; and Nate Wylie, Rex, pioneer of the district, who stated that this route as revised will take in his house and two-thirds of his barn, but said, "I guess I can stand it."

W. A. Allan, County Commissioner of Yamhill County, was present and stated that he has faith in the judgment of the State Highway Commission and its State Highway Engineer and suggested that the entire matter be left in their hands.

At the conclusion of this hearing, Chairman Scott announced that the Commission will carefully consider all of the arguments presented in support of the alternate routes and will announce its decision in the immediate future. He called attention to the fact that the Commission has no funds at the present time with which to finance the work; therefore, construction will have to be deferred unless Congress provides funds in the near future for continuance of federal construction.

This matter was reconsidered by the Commission later in the session at which time the Commission selected the Rex Hill route as the permanent route for this highway between Middleton and Newberg. The following resolution with regard thereto was offered and adopted by the Commission by unanimous vote upon motion of Commissioner Washburne which was duly seconded by Commissioner Aldrich:

WHEREAS, in connection with the more permanent improvement of the West Side Pacific Highway between Middleton and Newberg, the State Highway Commission has found it necessary to change, and does hereby find it necessary to change, that portion of the said highway beginning at the southerly end of the recently reconstructed section of the West Side Pacific Highway in Section 31, Township 2 South, Range 1 West, W. M., and just easterly of the quarter section corner on the west line of said Section 31; thence southwesterly to the right of the present traveled highway in an approximately direct line to utilize the existing highway undercrossing of the Southern Pacific tracks (Newberg Branch) near Votaw; thence continuing southwesterly between Cedar Creek and the Southern Pacific Railway along the same general location of the present highway to the top of Rex Hill, crossing the Washington-Yamhill County line about one-quarter mile easterly of Rex Station; thence descending along the approximate present highway location to the crossing of Springbrook Creek; thence continuing southwesterly along the existing highway to Newberg; and

WHEREAS, the Highway Engineer has made a survey of said relocated line and has filed his report in the office of the State Highway Commission in Salem, Oregon; and

WHEREAS, the construction of a highway over said new location will make unnecessary the maintenance of the old location of the said highway as a part of the state highway system; and

WHEREAS, it is the purpose of the Commission by this resolution to officially and regularly adopt the new location hereinabove described as the location and route of the said highway between the said termini and to provide for the abandonment of the old location of the said highway between the terminal points hereinabove mentioned when the construction of the said section of highway over and across the hereinabove adopted location of the same has been completed and has been opened to public traffic;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission, all members being present and affirmatively participating, as follows:

1. That the route of the relocated portion of the West Side Pacific Highway beginning at the southerly end of the recently reconstructed section of the West Side Pacific Highway in Section 31, Township 2 South, Range 1 West, W. M., and just easterly of the quarter section corner on the west line of said Section 31; thence southwesterly to the right of the present traveled highway in an approximately direct line to utilize the existing highway undercrossing of the Southern Pacific tracks (Newberg Branch) near Votaw; thence continuing southwesterly between Cedar Creek and the Southern Pacific Railway along the same general location of the present highway to the top of Rex Hill, crossing the Washington-Yamhill County line about one-quarter mile easterly of Rex Station; thence descending along the approximate present highway location to the crossing of Springbrook Creek; thence continuing southwesterly along the existing highway to Newberg, be and the said route or location hereby is adopted as and declared to be a portion of the West Side Pacific Highway, and the said section of said highway hereby is ordered to be improved and maintained as a part of the said West Side Pacific Highway and as a part of the state highway system.

2. That upon the completion of the construction of the said section of highway and the opening of the same to public travel the old route or location of the section of said highway between said terminal points be abandoned as a part of the state highway system without any further act of the State Highway Commission, and that if said old route is maintained for public use it shall be under the jurisdiction and control of the County Court of Washington County and the County Court of Yamhill County respectively as the sections of the old route or location may be located in the said County of Washington and the said County of Yamhill.

3. That the survey field notes and other engineering data and reports of the State Highway Engineer with respect to the said relocated line, which survey field notes and other data have been filed in the office

of the State Highway Commission in Salem, Oregon, be and the same hereby are adopted and approved, and that the construction, reconstruction, or maintenance of said highway between said termini be in accordance with said Engineer's report.

4. That this resolution be entered in the minutes and records of the Highway Commission and duly certified copies thereof be delivered to the County Courts of Washington and Yamhill Counties, and that the said County Courts be requested to advise the Commission separately and individually with respect to their attitude relative to the taking of jurisdiction and control over the said section of said highway to be eliminated from the state highway system by reason of the relocation hereinabove described.

At 3:30 o'clock p. m. Chairman Scott announced the following awards of contracts for which bids were received at the morning session, the Commission having previously agreed to these awards by unanimous vote:

South Unit, Portland-Milwaukie Section of the East Portland-Oregon City Highway in Clackamas County, 1.65 miles of grading and paving work. The lowest bid is that of Edlefsen-Weygandt Co., Portland, at $149,922.80; the second low bid is that of Parker-Schram Co., Portland, at $152,474.55. The Commission awards the contract to the lowest bidder, Edlefsen-Weygandt Co. at its bid price of $149,922.80.

Bridge over South Fork of Coquille River on Powers Secondary Highway in Powers, Coos County. The lowest bidder is C. J. Montag, Portland, at $38,990.50. The second low bidder is Tom Lillebo, Reedsport, at $41,420.25. The Commission awards the contract to the lowest bidder, C. J. Montag, at his bid price of $38,990.50.

Agate-Little Butte Creek Section of Crater Lake Highway in Jackson County, 3.54 miles of widening and bituminous macadam construction, and furnishing crushed rock in stock piles. The lowest bid is that submitted by Northwest Roads Company, Portland, at $59,936.80; the second low bid is that of E. C. Hall, Eugene, at $60,297.00. The Commission rejects all bids received for this job and orders the project readvertised.

Newport Section of the Oregon Coast Highway in Lincoln County, 1.03 miles grading and bituminous macadam construction. The lowest bid is that of Edlefsen-Weygandt Co., Portland, at $54,397.50; the second low bid is that of Joplin & Eldon, Portland, at $58,125.60. The Commission awards this contract to the lowest bidder, Edlefsen-Weygandt Co., at its bid price of $54,397.50.

Blue Mountain Pass-Jackson Creek Section of I.-O.-N. Highway in Malheur County, 5.2 miles of grading work. The lowest bidder is S. H. Newell & Co., Portland, at $24,347.00; the second low bidders are Joplin & Eldon, Portland, at $24,723.00. The Commission awards the contract to the lowest bidder, S. H. Newell & Co., at its bid price of $24,347.00.

Bridge over Little Nestucca River on the Little Nestucca Secondary Highway near Dolph, Tillamook County. The low bidder is W. W. McFarland,

Canby, at $11,220.00; the next low bidders are Barham Bros., Salem, at $11,350.00. The Commission holds the award of the contract pending acquisition of right of way and refers all bids to the State Highway Engineer with power to act.

Meiners Ranch-Pendleton Section of the Pendleton-Cold Springs Highway in Umatilla County, 12.2 miles crushed rock surfacing and oil mat surface treatment and furnish crushed rock in stock piles. The lowest bidders are Joplin & Eldon, Portland, at $69,105.00, based on the use of road oil. These contractors submitted no bid based on the use of tar. The second low bid is that submitted by Newport Construction Co., Portland, at $71,989.50, based on the use of tar, and $72,777 based on the use of road oil. The Commission holds the award of the contract pending approval of the Bureau of Public Roads, and refers all bids to the State Highway Engineer with power to act.

Honorable Loyal M. Graham, Forest Grove, headed a delegation from his town which asked the Commission to continue the improvement of the Tualatin Valley Highway west from Hillsboro to Forest Grove, a distance of approximately six miles; also, to provide money from some source to complete the construction of the Wilson River and Wolf Creek Highways. He gave as his thought that the Tualatin Valley Highway is essentially a part of the West Side Pacific Highway and that it was the intention of the Legislature, when designating the West Side Pacific Highway, to include the route through Hillsboro and Forest Grove, and they feel that the Commission should give more consideration to their projects. He called upon Mr. S. M. P. Dolan, President of the West Side Highway Association, for further remarks.

Mr. Dolan stated that at a recent meeting of their association the subject of expenditure of highway funds on the West Side and East Side Pacific Highways was discussed and from figures presented at that time it appeared to them that the Commission is not adhering to its agreement with them to expend equal amounts on both highways, such figures revealing that the Commission has expended $840,000 for improvements on the East Side Pacific Highway and only $330,000 for improvements on the West Side Pacific Highway. He asked the Commission to allocate additional funds to the West Side Pacific Highway to make up this difference. He added that they are fearful that in the near future a traffic count will be taken which will show very much to the disadvantage of the West Side Pacific Highway because by the reconstruction of the East Side Highway much of the traffic that formerly used the west side route has been diverted therefrom, which fact would be used against them in their attempts to secure additional funds for the improvement of their road.

In reply to Mr. Graham, Chairman Scott stated that the Commission has no funds at the present time for the improvement of the Tualatin Valley Highway; however, their project will be borne in mind if and when additional funds become available. He further stated that the Commission feels that it has acted quite fairly with Washington County by providing approximately $200,000 for the improvement of this highway east of Hillsboro and by allocating an additional $50,000 for the improvement of the Bertha-Beaverton

Road. In reply to Mr. Dolan he stated that the East Side Pacific Highway between Portland and Salem is the most important road in the state because it carries the heaviest traffic of any highway in the state and connects the principal cities. This road, he added, was in bad condition until it was reconstructed about a year ago. The condition of the West Side Pacific Highway, he pointed out, is at present better than the East Side Pacific Highway was before it was reconstructed; also, the East Side Pacific Highway south of Salem is, in his opinion, not as good a highway at the present time as the West Side Pacific Highway from Newberg to McMinnville and beyond. He further advised that the Commission has no funds at the present time for construction purposes except the federal funds apportioned to Oregon last year which have been programmed and the Commission cannot undertake new major projects unless and until the Federal Government appropriates additional funds for highway work.

Mr. L. E. Bladine, Editor of the McMinnville Telephone Register, also spoke for additional improvements on the West Side Pacific Highway.

Mr. John A. Thornburgh, Forest Grove, endorsed Mr. Graham's request for the improvement of the Hillsboro-Forest Grove Section of the Tualatin Valley Highway which road, he stated, carries the third heaviest traffic of any road in the state.

The County Court of Clatsop County consisting of Guy Boyington, County Judge, and James Elliott and Wm. Larson, County Commissioners, appeared before the Commission with a proposition to sell to the State for park purposes an eighty-acre tract of land which the County owns at the summit of the Coast Range Mountains, being described as the W½ of NW¼, Sec. 21, T. 5 N., R. 8 W., W. M. This tract, they stated, is bisected by the Wolf Creek Highway, contains a good stand of virgin timber and would make a fine addition to the state park system. They further stated that they have received an offer of $2,000 for it from private parties but would rather that the property be owned by the State in order to preserve this timber for the beautification of the highway and for future generations. They added that a cruise is now being made of the timber to ascertain just how much there is on this tract. A value of $5,000 was placed by them on this tract and they offered to give it to the State if the Commission will give the County credit in like sum on its indebtedness. It was the thought of the Commission that $5,000 is too much for this property; however, it was agreed that the Commission would inspect it and inform the County Court by letter whether it would accept its offer providing the Court in the meantime will advise the Commission of the results of its timber cruise.

The Commission's Attorney reported that it has been called to his attention that the Clatsop County Court in acquiring right of way for the Wolf Creek Highway in one particular instance purchased a parcel of land required for this right of way but failed to purchase the timber located thereon; also that the owner of this timber feels that he is entitled to receive pay for this timber and now demands payment therefor in excess of $400. He advised that the Commission's contract for the construction of the section of highway, for which this particular piece of right of way was acquired, contained provision for the contractor to take this timber and use it for his own benefit,

but the owner of the timber contends that the State had no right to give the timber to the contractor and now demands payment for the value thereof. He stated that there is a question as to whether the owner is entitled to any payment, and if so who is to pay for it -- the County or the State. He requested instructions as to how to proceed.

The Engineer advised that the contract provided that the contractor could appropriate this timber for his own use with the thought that he would sell the timber and the value thereof would be reflected in his bid price; however, he found later that he could not salvage it economically, therefore he destroyed it. It was his thought that inasmuch as Clatsop County agreed to purchase this right of way the County should also be required to pay for the timber as well as for the land because in his estimation the timber is a part of the land. After some discussion the Commission instructed the Attorney to investigate this matter more fully and report later.

The Engineer reported that the Commission's Attorney, Bridge Engineer, and he conferred this afternoon with the members of the State Industrial Accident Commission and its attorney regarding accident coverage for workmen employed on the Coast Highway bridges, but no agreement was reached except that all have conceded that it is now too late to change the specifications for the Alsea Bay structure at Waldport. Arrangements have been made, he added, for the continuance of this conference on the following day.

There being no further business to come before the meeting at this time, the Commission adjourned at 5:00 o'clock p. m.

State Highway Engineer

Chairman

Commissioner

Secretary

Commissioner

PART 1

OF

VOLUME XIX

MINUTES OF OREGON STATE HIGHWAY COMMISSION

COVERING PERIOD

F R O M

APRIL 1, 1934

T O

JULY 8, 1934

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OREGON STATE HIGHWAY COMMISSION

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

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

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HEADQUARTERS AND GENERAL OFFICE OF DEPARTMENT

LOCATED AT SALEM, OREGON

TABLE OF CONTENTS

Page	Date 1934	Subject
4785	April 4	Minutes of January 18 and 30, 1934 approved.
		Oregon Coast Highway bridges. Fully executed Federal Loan and Grant agreement received.
		Dates for receiving bids confirmed.
		Clatsop County. Log hauling south of Seaside; request for order to discontinue declined.
		Clackamas County. Request for non-skid surface between Eagle Creek and Estacada denied.
4786		Umatilla County. Authority granted for road-mix surface treatment between Cold Springs and Cold Springs Canyon; advertisement authorized.
		Oregon Coast Highway bridges. Clause permitting contractors to provide private accident insurance coverage for workmen to be eliminated from specifications.
		Letter from State Federation of Labor objecting to private company accident insurance.
		East Portland-Oregon City Highway. Engineer's report on cost to construct East Thirty-ninth St. project.
4787		Newport Chamber of Commerce. Request that bridge contractors use for employes housing and restaurant facilities at Newport
		Central Oregon Highway. U. S. Bureau of Public Roads requests change in description (Burns to Vale). Granted.
		Pendleton-Cold Springs Highway. Bureau of Public Roads requests change in description. Granted.
	& 4788	Central Oregon Highway. Resolution changing official designation in the vicinity of Drewsey.
	& 4788	Pendleton-Cold Springs Highway. Resolution changing official designation between Pendleton and Cold Springs.
4789		Fourth Street Project. Decided to withhold payments until four-party agreement has been fully complied with.
		Multnomah County. Resolution designating portion of Lombard Street, Portland, as secondary state Highway.
4790		Automobiles, ten light-type sedans. Purchase authorized.
		Trucks, (10) equipped with hoist and dump bodies. Purchase authorized.
		Pole lines. Commission rescinded order that poles and cross arms shall be painted green.
		Tillamook County. Engineer reports award of contract for bridge over Little Nestucca River. Approved by Commission
4791		Umatilla County. Engineer reports award of contract for construction of Meiners Ranch-Pendleton Section. Approved.
		W. W. McFarland. Requests that he be relieved from obligation re contract for bridge over Little Nestucca River. Denied.
		Clatsop County. Disposal of Beneke bridge. Engineer recommends that it be left for use of Mrs. A. Foster and Mrs. G. C. Tiedeman. Approved by Commission and resolution adopted.
4792		The Dalles Bridge Company. Ask for permission to do grading work on Columbia River Highway to connect their approach. Action deferred.

Page	Date 1934	Subject
4792	April 4	Monmouth. Commission to hold public hearing, May 16, 1934 for adoption of permanent route of West Side Pacific Highway.
		Pacific Highway. Authority granted for oiling rock shoulders adjacent to pavement between Salem and Oregon City.
4793		Jackson County. Residents of Eagle Point and vicinity request construction of pavement on Little Butte Creek Secondary Highway. Denied.
		Chamber of Commerce of Delake request shrubbery for planting at edge of Oregon Coast Highway. Denied.
		East Side Commercial Club, Portland, desire completion of 17-mile gap in Wolf Creek Highway between Elsie and Sunset Camp. Denied.
		Redwood Empire Association of California. Request reconstruction of Hayes Hill and O'Brien sectors of Redwood Highway in Josephine County. Request filed.
		First National Bank, Portland, requests some construction on Heppner-Spray Secondary Highway. Previous action confirmed.
		Lincoln County. Yachats Booster Club further protests to removal of smelt sand. Previous decision sustained.
4794		Resolution authorizing acquisition of property for improvements
4796		Agreements signed: J. J. Lynott, (Bradley Park lease) City of Eugene, maintenance of West 11th St.
4797		Lane County. Plans for bridge across Siuslaw River at Mapleton approved.
		Extensions of time: Hoffman Construction Co., Bridges over Vermont and Newberry Street Gulches; Hoffman Construction Co., Viaduct over O.-W. R. R. & N. Co. tracks on East Eighty-second Avenue;
		Completion of contract: Jacobsen-Jensen Co., paving Base Line Street, Portland.
	April 5	
4798		Bids Received: Bridge over Alsea Bay Astoria-Gnat Creek Section, furnish crushed gravel
4799		Parkdale Rock Production Project Danebo Road-Eugene Section, widening, etc. Low Pass-Cheshire Rock Production Project Four Bridges over Amazon Slough Otis Rock Production Project Heppner Rock Production Project
4800		Austin Creek-Upper Yach Bridge Section Wheeler-Kilchis River Rock Production Project Moving Buildings at Newport Furnishing nursery stock for landscaping purposes
4806		Bids Not Read: Mountain States Construction Co. A. C. Baumback George Lammers and Hans Peterson

Page	Date 1934	Subject
4806	April 5	Crown Willamette Paper Co. Request to haul overweight loads of logs over Nehalem Secondary Highway denied.
4807		Coast Highway bridges. Appearance of Jewett, Barton & Leavy & John Kern Company re bridge insurance.
4808		Alsea Bay Bridge. Resolution accepting bid of Lindstrom & Feigenson, Parker & Banfield and T. H. Banfield.
4809		Multnomah and Clackamas Counties. Delegation requesting construction of direct connection between Foster Road and Mt. Hood Highway. Denied.
4811		Multnomah County. C. A. Schram indicates that he will accept award of contract, N. Unit, Portland-Milwaukie Section
4812		Ralph Billings, Ashland. Asks Commission to pay his water bills. Denied.
		Sahale Creek Bridge. George F. Holman re name plates on bridge.
		Oregon Coast Highway bridges. Form of Revenue bonds.
4817		Awards: Bridge over Alsea Bay, Waldport.
4818		Astoria-Gnat Creek Section, crushed gravel in stock piles. Parkdale Rock Production Project. Danebo Road-Eugene Section, widening, gravel topping, etc. Low Pass-Cheshire Rock Production Project. Four bridges over Amazon Slough. Otis Rock Production Project. Heppner Rock Production Project. Austin Creek-Upper Yach Bridge Section, roadbed construction.
4819		Wheeler-Kilchis River Rock Production Project. Removing buildings from highway in Newport. Contract for furnishing trees, etc. deferred.
4820	April 25	Minutes of February 14 and 15, 1934 approved.
		Multnomah County. SERA landscaping project on Canyon Road; cooperation of Commission requested;
4821		State to assume 50% of cost of equipment, materials and insurance.
		Clatsop County. SERA project in Ecola state park; Commission asked to assume cost of Industrial Accident Insurance.
		Letter to Major Williams about reconstruction Columbia River Highway because of Bonneville dam project approved by Commission.
4822		North Bend. Slope protection work at Pony Slough; Commission approved expenditure of state funds for materials and equipment for SERA project.
		Lane County. Salt Creek Falls-Railroad Bridge Section (forest highway); State to cooperate in additional cost to construct with 10-degree maximum curvature.
4823		Crushed Stone, Sand and Gravel Code; Commission asked to change policy with regard to acceptance.
		Willamette Valley Flood Control Association; Commission asked to contribute toward cost of obtaining aerial survey photographs. Denied.

Page	Date 1934	Subject
4823	April 25	Jackson County. Request for state funds to develop Birdseye Spring denied.
		Clatsop County. Cannon Beach Road, oil treatment authorized.
		Buick car for use of Parks Engineer; purchase authorized.
		Reedsport Chamber of Commerce requesting additional free ferry service at Coos Bay and Umpqua River for accommodation of gasoline and oil distributors.
4824		Enterprise. Commission notified to vacate building being used to house maintenance equipment; construction of building authorized.
		Award: Alsea Bay bridge.
4825		Awards confirmed: North Unit, Portland-Milwaukie Section, grading and paving; Bridge over Johnson Creek, East Portland-Oregon City Highway; Nursery stock for East Portland-Oregon City Highway.
4827		Linn County. Santiam Highway designated stop highway between Albany and Sweet Home.
		Route markers for secondary state highways; authority to purchase 2,500.
		Time switches to be used in connection with traffic lights; authority to purchase ten.
		State highway maps, discussion of policy with regard to distribution.
4828		Florence. Removal of buildings from right of way for approaches to Siuslaw River bridge; advertisement authorized.
		Yamhill County. Acquisition of right of way at Newberg needed for construction of Chehalem Creek bridge; instructions requested by Attorney.
		Clackamas County. Request of P.G.E. Company to purchase portion of right of way in Milwaukie for substation purposes denied.
4829		Douglas County. Discussion of matter of acquiring site in Roseburg for garage and office building.
		Wheeler County. Fossil-Antelope Secondary Highway; resolution urging improvement.
		John Day Highway Improvement Association. Letter recommending adoption of program for improvement between Fossil and Ochoco Highway junction. Engineer to arrange project between Spray and Fossil if funds available.
		Yachats Booster Club. Request for construction of rest rooms in state park denied.
		Roseburg. Resolution requesting completion of widening of Pacific Highway route from south city limits to Cass Street.
4830		Union County. Request for resurfacing and oiling secondary highway from Island City to Union denied.
		Jewell. Request for oil treatment for Nehalem Secondary Highway through town denied.
		Medford. Oregon Diamond Jubilee Celebration, highway clean-up requested.
		Waldport Lions Club. Celebration at Waldport when Alsea bridge construction is started.

Page	Date 1934	Subject
4830	April 25	Nehalem Bay Chamber of Commerce. Letter endorsing proposition that steel fabrication for Oregon Coast bridges be performed in state of Oregon.
4831		Tillamook Chamber of Commerce. Letter urging consideration of Oregon contractors and Oregon products in construction of Coast Highway bridges.
		Dump Truck Association. Resolution requesting Administrator of SERA to allocate money to construction work and truck hire.
		Josephine County. Request for funds for Hayes Hill and O'Brien sectors denied.
		Fourth Street project. Drainage tunnel (City CWA project), completion with state funds approved.
		Coos Bay bridge. Postponement of opening of bids suggested by C. C. Hockley account NRA cement code.
4832		Malheur County to maintain section of Jordan Valley Secondary Highway abandoned by relocation; resolution designating revised alignment.
4833		Extensions of time: Settergren Bros., North Mill Creek bridge; Barham Bros. & Henningsen, McCarty Creek bridge;
4834		Barham Bros. & Henningsen, bridge over Santiam River overflow channel.
		Contracts completed: Midland-California Line Section, Dunn & Baker; Grants Pass Section, paving, United Contracting Co.; McCarty Creek bridge, Barham Bros. & Henningsen; North Unit, Midland-California Line Section, Dunn & Baker.
4835	April 26	Proposals received: Coos Bay bridge;
4837		Parkdale Rock Production Project; Agate-Little Butte Creek Section, roadbed widening and bituminous macadam; Siuslaw River Bridge Approaches, grading and surfacing; Pacific-McKenzie Highway Junction Landscaping Project; Concrete viaduct at intersection of Bybee Boulevard;
4838		Railroad bridge on East Portland-Oregon City Highway; Austin Creek-Upper Yach Bridge Section, roadbed widening and construction of timber trestle; North Unit, Cold Springs-Holdman Section, road mix surface treatment; The Dalles Section, bituminous macadam and shoulder construction; Furnish ferry service across Siuslaw River at Florence; Furnish ferry service across Umpqua River at Reedsport.
		Resolution re acceptance of bids of Northwest Roads Company and Virginia Bridge & Iron Company on Coos Bay Bridge.
		John Day Highway Association. Delegation present urging reconstruction of John Day Highway between Fossil and Ochoco Highway junction.

Page	Date 1934	Subject
4841	April 26	Clackamas County. Ladd Estate Company, request for permission to erect sign at Oswego denied.
		Acquisition of real property for right of way, quarries, etc., resolution covering various highways.
4846		Middleton-Newberg Section. Engineer to report re portions of right of way necessary for reconstruction during next year.
		Lane County. Right of way for Siuslaw bridge approach, matter of acquiring from Sinclair Morris, et al; Attorney authorized to condemn.
		Right of way condemnation, resolution authorizing:
4852		Alsea Bay Bridge and Approaches at Waldport,
4854		Siuslaw River Bridge and Approaches at Florence and Glenada,
4855		Milwaukie Section of East Portland-Oregon City Highway,
4857		Lower Columbia River Highway in Columbia County.
4861		Oregon Coast Highway through Newport.
		Lincoln County. Lease of Jacobsen property for extension of Newport ferry landing.
		Multnomah County. County agrees to maintain east half of East 82nd Avenue between Fremont and Failing Sts.
		Corvallis Lumber Co. agreement for construction of spur railroad track under Marys River bridge at Corvallis.
		Tillamook County. Expenditure of $2,500 for truck hire and materials authorized in connection with SERA project on Wilson River Highway. (See also page 4863)
4862		Newport Park Board requests landscaping of highway approach to Yaquina Bay bridge through park.
		Oregon Coast Highway Association. Betterment of ferry service at Yaquina Bay and Alsea Bay requested. Special traffic count authorized.
4863		
		Portland General Electric Company, request for blanket permit to transport poles over state highways denied.
		Tillamook County. Completion of Neahkahnie Mountain Section and construction of Wilson River Highway discussed by County Court.
4864		Austin Creek-Upper Yach Bridge Section, bids rejected; County declined to undertake project with county forces.
		Clatsop County. Claim of Percy E. Allen for timber cut from right of way of Wolf Creek Highway through his property.
4865		Polk County. Request of E. N. Johnson, Pedee, for oiling of secondary highways in that vicinity, denied.
		Announcement of awards:
4866		Coos Bay bridge;
		Parkdale Rock Production Project;
		Agate-Little Butte Creek Section, roadbed widening and bituminous macadam;
		Siuslaw River bridge approaches, grading and surfacing;
		Pacific-McKenzie Highway Junction Landscaping Project;
		Concrete viaduct at intersection of Bybee Blvd., and bridge over Crystal Springs Creek;
4867		Railroad bridge over E. Portland-Oregon City Highway at south city limits of Portland;

Page	Date 1934	Subject
4867	April 26	Awards - continued
		Austin Creek-Upper Yach Bridge Section, roadbed widening and timber trestle construction;
		North Unit, Cold Springs-Holdman Section, road mix surface treatment;
		The Dalles Section, bituminous macadam and shoulder construction;
		Furnish ferry service across Siuslaw River at Florence;
		Furnish ferry service across Umpqua River at Reedsport;
		Sale of used electric blue print machine.
4868	April 27	Seaside. Hearing with regard to selection of route for Oregon Coast Highway.
4871		Resolution adopting Seventh Street route.
4872		Clatsop County. SERA project in Ecola State Park, inspection by Commission and Engineer; Commission to pay cost of accident insurance.
4873	May 16	Monmouth. Hearing to consider adoption of permanent route for West Side Pacific Highway.
4876		Polk County. Commission urged to obtain abandoned railroad right of way between Dallas and Monmouth for short-cut road;
4877		Engineer to investigate; County Court to file petition for designation as secondary highway.
		Dallas. State requested to maintain streets used as state highway routes.
		Holman State Park (Eola). Spring reported contaminated; Engineer to investigate.
		Kamela-Hilgard Section. Homer G. Johnson requests payment of all money due him except $200 pending settlement of claims.
4878		Multnomah County. Agreement providing for maintenance of east half of E. 82d St. from point 866.5 ft. south of Mill St. to point 40 feet south of Clinton St.
		Lombard Street between Union Avenue and Columbia Blvd. designated as secondary highway.
		Lincoln County. Protest from C. D. Frazer against storage of rock on right of way in front of his property at Agate Beach.
		Clatsop and Tillamook Counties. Resolution rescinding reduced load limit between Seaside and Mohler.
4879		Klamath County. Klamath Falls-Midland Section, oiling requested.
		Jackson County. Ashland; request for paving of area between pavement and curb in northern part of city.
4880		Western Association of State Highway Officials; contribution of $200 approved.
		Wolf Creek Highway. Elsie-Sunset Camp Section, allocation of funds requested.
		Maps to be supplied free of charge to recognized distributing agencies within state. Engineer to confer with Ray Conway.
		Portland. Matter of reimbursing City for payments advanced in connection with Fourth St. project; discussion of granting easement to Jewish Shelter Home for encroachment on right of way.

Page	Date 1934	Subject
4881	May 16	Multnomah County. Reimbursement of funds in connection with construction of Fourth St. project discussed; payment withheld pending settlement of right of way matters.
		Gasoline transportation by truck; letter from R. E. Scott re denying use of highways.
		Marshfield Chamber of Commerce. Request for water shipment of cement for Coos Bay Bridge.
		Arizona State Highway Engineer. Letter requesting expression fromhighway officials as to use of coordinating colors for painting highway equipment.
4882		Curry County. Advance of portion of $1,600,000 due July 1 approved.
		Deschutes County. Advance payment approved.
		Lincoln County. Port of Newport's request for aircraft landing field on ocean beach south of Siletz Bay denied.
		Secondary highway fund (1932); transfer of balances approved.
4884		Coos County. Request of School District No. 85 for materials and equipment to be used on SERA sidewalk project at Bunker Hill denied.
4885		Lake County Chamber of Commerce. Request for federal numbered route to be presented to American Ass'n of State Highway Officials at next meeting.
		Linn County. Request that Calapooya River bridge near Holley be named "Wm. Matlock Bridge".
		John Day Highway. Oiling through John Day and Prairie City authorized.
		Extensions of time:
		Northwest Roads Company, Condon, Arlington, La Grande and Pendleton Sections;
4886		Associated Construction Co., two bridges over Humbug Creek;
		Schmeer & Williams, Boyd-Madras Section, crushed rock;
		Theodore Arenz, Rice Hill Section, paving.
		Contracts completed and accepted:
		Five bridges and one culvert, Dixie-Lime Section, Theodore Arenz;
4887		Bridge and culvert over Chimney Creek, Dunn & Baker;
		Bridges over Ford Creek and Lyons Creek, Averill & Philpott;
		Bridge over U.S.R.S. Canal "A", G. I. Stebbins Construction Co.;
		Bridge over Chehalem Creek, Shattuck & Neland;
		Bridge over Gooseneck Creek, Settergren Bros.;
		West Lake and Astoria Sections, pavement, E. R. La Pointe;
		Hardman-Rock Creek Section, grading, Saxton & Looney;
		Canby-Molalla River Section, grading and paving, Northwest Roads Company;
		Hood River Section, paving, United Contracting Company;
		Eugene Section, paving, Mountain States Construction Co.;
		California Line-Hayes Hill Section, furnishing gravel, A. S. Wallace;
		South Medford Section, paving, Ernest C. Hall.
4889	May 16	Douglas County. SERA project south of Roseburg; request for Commission to pay accident insurance denied.
		Funds retained for slide removal on Canyonville Secondary Highway; payment requested by County;
4890		payment authorized.
		Tillamook County. Park site at Lookout Mountain suggested by Supt. of Lighthouses. Formal application to be made.
		Lane County. Park site at Heceta Head obtainable from Lighthouse Service. Formal application to be made.
		Marion County. Addition to Silver Falls State Park; offer declined.
		Acquisition of real property for right of way, quarries, etc., resolution covering various highways.
4893		Right of way, resolution authorizing condemnation:
		Columbia River Highway, Multnomah County, W. D. Charlton;
4895		Jackson County, Pacific Highway, Sam Pollard;
4897		Lincoln County, Oregon Coast Highway, Jessie L. Baker;
		Frank H. Hilton;
4900		Douglas County, Winchester Bay bridge and approaches section of Oregon Coast Highway and connection of Umpqua and Oregon Coast Highways at Reedsport.
4902		Lincoln County. Right of way difficulty, Williams property, Newport.
		Umatilla County. Agreement with George Xedes re cattle pass on Pendleton-Cold Springs Highway.
		Washington County. Tigard; cooperation in SERA sidewalk project.
4903	May 17	Proposals received:
		Bridge over Yaquina Bay;
		Remodel bridge over outlet of Kellogg Lake, construct retaining wall at Johnson Creek;
4904		Agate-Little Butte Creek Section, roadbed widening, resurfacing and bituminous macadam;
		Pacific-McKenzie Highway Junction Landscaping Project;
		Halsey Street-Clinton Street Section, pavement widening and resurfacing;
		Union Avenue-Columbia Boulevard Section, grading and paving;
		Austin Creek-Upper Yach Bridge Section, roadbed and timber trestle;
4905		Moving buildings from right of way near Florence and Glenada;
		Nursery stock;
4907		Sale of used trucks, tractors and other equipment;
4908		Sale of scrap metal, tires, etc.;
4909		Sale of buildings.
		Award of Yaquina Bay Bridge contract, resolution.
4911		John Day Highway, delegation urging improvements.
		Oregon Coast Highway bridges; loan and grant matters discussed; Mr. Devers to go to Washington.
4912		Government Camp. Additional parking space urged by Ray Conway.

Page	Date 1934	Subject
4912	May 17	Fourth National Conference on State and Highway Safety at Washington, D. C., John Beakey to attend.
		Oregon Coast Highway bridges; Messrs. Wells, Knapp and Sturm request designation as official agents to obtain insurance.
4913		Awards announced:
		Yaquina Bay bridge;
		Remodel bridge over outlet of Kellogg Lake and construct retaining wall at Johnson Creek;
		Agate-Little Butte Creek Section, roadbed widening, resurfacing and bituminous macadam;
		Pacific-McKenzie Highway Junction Landscaping Project;
		Halsey Street-Clinton Street Section, pavement widening and resurfacing;
4914		Union Avenue-Columbia Boulevard Section, grading and paving;
		Austin Creek-Upper Yach Bridge Section, roadbed and trestle;
		Moving buildings at Florence and Glenada;
		Sale of buildings in Florence;
		Sale of used trucks, tractors, etc.;
		Sale of scrap metal, tires, etc.;
4915		Nursery stock.
		Alsea Bay bridge. Portion of approach contract eliminated to provide storage space for bridge contractor.
4916		Lane County. Siuslaw River bridge at Mapleton; state cooperation refused.
4917	May 23	Oregon Coast Highway bridges. Report of C. C. Hockley on conference with PWA officials in Washington.
		United States National Bank, Portland, selected as depository for PWA funds.
		Resolution authorizing Engineer to sign checks in payment of expenses.
4918		Coos Bay bridge. Attorney to expedite financial arrangements.
		Oregon Coast Highway bridges. Competitive bids for insurance authorized.
4920	June 6	Coos Bay and Yaquina Bay bridges. Contractors asking authority to proceed with work prior to completion of financial arrangements.
		Forest highway funds (Hayden-Cartwright Bill), program conference to be held.
		Klamath County. Adoption of route south from Merrill to connect with Lava Beds Highway in California requested.
4921		American Legislators' Conference in Salt Lake City, matter of attending discussed.
		Oregon Coast Highway bridges, Mr. Devers to go to Washington at once.
		Washington County. Bridge over Gales Creek on county road, State asked to advertise project for County; declined.
4922		Board of Control. Engineer to send bill for paving work done at State Tuberculosis Hospital.
4922	June 6	County agreements re advance of government emergency funds; cancellation considered.
		Portland. Reimbursement for funds advanced on Fourth Street project under four-party agreement; resolution adopted.
4927		Multnomah County. Payment due county in connection with Fourth Street project held pending satisfactory settlement of right of way matters.
		W. G. Drummond. Discharge sustained.
4928		Coos County. Request of Cal Ray for use of portion of approach to old South Slough bridge as approach road to his log dump; county responsibility.
		Monmouth. Petition urging adoption of Knox Street as route of West Side Pacific Highway.
		Traffic counts authorized during June, July, August, September.
		Historical points, erection of signs considered.
4929		Newport. Request for landscaping embankment along Oregon Coast Highway through city park denied.
		State highway maps. Printing and distribution; previous action confirmed.
		Grant County. Request for improvement between Dayville and Mt. Vernon from future federal funds.
		Umatilla County. Complaint of Fred Young regarding his service station at Mission; request denied.
4930		John Day Highway. Engineer's report on cost of improvement. Butte Creek-Summit Section, advertisement authorized.
		Lincoln County. Request for bridge over Drift Creek on county road denied.
4931		Marion County. Oiling of detour road between Woodburn and Mt. Angel denied.
		Reedsport. Protest against construction of slaughterhouse adjacent to highway.
		Portland. Request for additional work on East 82d Avenue denied.
		Pacific Street and Road Builder, request for advertising.
4932		Committee to recommend name for Calapooya River bridge near Holley, acceptances received from two appointees.
		Waldport Lions Club. Invitation to Commission to attend celebration to mark commencement of bridge construction.
		Lincoln County. "Shot Pouch Road", improvements requested; referred to County.
		Klamath County. Bird Loosley, permission to build service station on state property denied.
		Lane County. Fox Hollow Secondary Highway, improvement requested.
4933		Deschutes County. Request for cooperation in extermination of ground squirrels denied.
		Portland. Maintenance agreements signed:
		82d Avenue from Weidler to Clinton;
		Lombard from Union Avenue to Columbia Boulevard.
		Lombard Avenue grading and paving project, award deferred pending adjustment of railroad crossing matter.

Page	Date 1934	Subject
4934	June 6	Coos Bay bridge. Agreements extending time limit for definite award of contracts, signing deferred.
		F. J. Kernan, Paradise Creek-Red Bridge Section; agreement disposing of claims against State, signed by Commission.
		Florence, sale of buildings confirmed.
		Tillamook County Court awarded contract for Austin Creek-Upper Yach Section, Little Nestucca Secondary Highway.
		Multnomah County. Halsey Street-Clinton Street Section, contract awarded.
4935		Acquisition of property for right of way, quarries, etc., resolution covering various highways.
4937		Extensions of time:
		Theodore Arenz, five bridges and one culvert on Dixie-Lime Section;
		Wm. Endicott & Co., grading Unit 3, Redmond-Bend Section;
		Joplin & Eldon, bridge over Tualatin River, Farmington Secondary Highway;
4938		Saxton & Looney, furnishing crushed rock, Siletz River-Newport Section;
		F. H. May, bridges over Rock Creek and Six-Mile Canyon;
		S. H. Newell & Co., grading Jackson Creek-McDermitt Section;
		R. I. Stuart & Sons, South Roseburg Section;
4939		Northwest Roads Company, Arlington Section;
		Northwest Roads Company, Condon Section;
		Northwest Roads Company, East Pendleton Section;
		Northwest Roads Company, La Grande Section.
		Contracts completed and accepted:
		Dixie-Lime Section, grading, Theodore Arenz;
4940		White Rock-Lakeview Section, grading and surfacing, Morrison-Knudsen Company;
		Merrill-Malin Section, bit. macadam and oiling, J. C. Compton;
		Agency-Deschutes River Section, grading, Interstate Construction Company;
		Boyd-Madras Section, furnishing crushed rock, Schmeer & Williams;
		Bridge over Williamson River, J. W. & J. R. Hillstrom;
		South Roseburg Section, curbs and pavement widening, R. I. Stuart & Sons;
		North Ashland Section, paving, United Contracting Company;
		Sanderson Bridge Section, grading and surfacing, H. B. Morton;
		Bridge over Clatskanie River, Lindstrom & Feigenson;
		Gregg Ranch and Cottage Grove Sections, paving, A. G. Enright;
		The Dalles Section, grading and surfacing, Kern & Kibbe;
		Coquille Section, paving, R. I. Stuart & Sons;
		Springfield Section, paving, Cascade Construction Company;
4941		Pendleton Section, furnishing crushed rock, Arthur A. Hardesty.
4942		Next meeting July 12.
		Ray Conway, Motor Association. Signs, historical and direction; cooperation authorized.
4942	June 6	Newport. Agreement with Eugene Williams and wife; exchange of properties in connection with construction of Oregon Coast Highway approach to Yaquina Bay bridge.
4943		Multnomah County. Agreement with W. G. Charlton; acquisition of right of way for Columbia River Highway in Burlington.
	June 7	Proposals received:
		Bridge over Umpqua River;
4944		Bridge over Siuslaw River;
		South approach to Coos Bay bridge, grading;
		Ashland Undercrossing Section, paving, grading and construction of abutments;
		Frame storage building at Grants Pass;
		Deschutes River-John Day River Guard Fence Project;
4945		Maintenance patrol station at Enterprise;
		Bridge over Santiam River, county road.
		Siuslaw and Umpqua bridges, announcement by Chairman re deferring award.
4946		Swift Section, Swift Secondary Highway. Bids returned unopened account failure to secure right of way.
		Umpqua River bridge, resolution making award.
4947		Siuslaw River bridge, resolution making award.
4949		Multnomah County. Discussion of right of way for Swift Secondary Highway.
4950		Oregon Coast Highway Association. Earlier ferry service requested for Coos Bay and Siuslaw ferries.
		Benton County. Miller Creek bridge, contractor's penalty reduced.
		Oregon Coast Highway bridges, C. C. Hockley appeared regarding financial setup.
4951		Awards announced:
		Bridge over Umpqua River;
		Bridge over Siuslaw River;
		Bridge over Santiam River;
		Grading South Approach to Coos Bay Bridge;
		Ashland Undercrossing Section, paving, grading and abutments;
		Frame storage building at Grants Pass;
4952		Deschutes River-John Day River Section, guard fence;
		Maintenance patrol station at Enterprise.
		Clatsop County, Hug Point-Arch Cape Section, P. L. Crooks & Co. present re claims for additional compensation.
4953		Inspection to be made on ground.
		Linn County. Delegation requesting additional construction on Santiam Highway.
		Wallowa County. Little Sheep Creek Secondary Highway, additional construction requested.
		Coos Bay Ferry; earlier service requested by truck lines.
4954		Clatsop County, Cannon Beach Road; log hauling discussed; agreement with Carl Habekost.
4955		Sand and Gravel Code, letter regarding operations of code.

Page	Date 1934	Subject
4955	June 7	Confidential information as to contractors' costs, State Tax Commission wishes to obtain.
		Oregon Coast Highway bridges, loan and grant matters discussed; Attorney to go to Washington.
4956	June 15	Resolution authorizing issuance of bonds;
4959		form of bonds, coupons and form of registration.
4968		Resolution covering amendatory loan agreement for additional loan and grant.
4973		Resolution requesting advance of $1,000,000 and acceptance of interim receipt.
4975		Non-litigation certificate signed.
		Insurance, tabulation of bids; decision deferred;
4977		discussion with agents.
		Jackson County. Ashland Undercrossing Section; low bidder (Arenz) not eligible; bids rejected; project readvertised.
4978		Lake County. Fremont Highway, oiling requested.
		Western Bus and Truck Conference, representatives to attend.
		La Grande. Agreement covering payment of indebtedness.
		Chas. F. Dean, Milwaukie; claim for additional compensation for remodeling building.
		Ferry service at Waldport and Newport; 15-minute schedule authorized during summer months.
4979		Washington County. Agreement for construction of 6.75 miles of oiled surfacing on certain county roads; State to be reimbursed from County's share of motor vehicle fund.
		Tractor (used); sale to E. J. Wonser confirmed.
		Acquisition of real property for right of way, quarry sites, etc., resolution covering various highways.
4979a		Eugene, maintenance headquarters, purchase of site considered.
		John Day Valley. Request from Prairie City Chamber of Commerce for investigation of highway routes.
4980		Ashland. Letter of appreciation from Mayor.
	June 16	Forest highway program conference.
		Klamath County. Request for projects on forest highway program.
4980a		Klamath Falls-Weed Highway, request for placing on primary highway system.
		Lane County. Forest funds requested for oiling Swisshome-Florence Section.
		Wasco County. Funds requested for forest road up Mill Creek.
		Union and Umatilla Counties. Starkey-Ukiah Road, designation as forest highway requested.
4981		Federal tax on alcohol; resolution re application for exemption.
4982		Douglas County and City of Roseburg; donation of ten lots for division office and equipment headquarters.
		S. H. Newell & Co., permission requested to operate trucks without licenses on Jackson Creek-McDermitt Section; denied.
		Oregon Coast Highway bridges, insurance discussed with representatives of insurance companies.
4983		Federal grant money. Allocation to divisions agreed upon.

Page	Date 1934	Subject
4984	June 23	Forest highway program tentatively agreed upon.
4985	July 2	Proposals received:
		Ashland Undercrossing Section.
		Theodore Arenz. Violation of National Construction Code; Engineer authorized to ask Bureau of Public Roads for reconsideration of disqualification.
4986		Jackson County. Resolution presented by Pacific Highway Association requesting reconstruction over Siskiyou Mountains.
		Coos County. Cape Arago Secondary Highway, oiling requested between Empire and Sunset Bay.
		Klamath County. Klamath Falls-Weed Highway; funds for completion and designation as primary highway requested.
4987		Delegation also asking for other projects; endorsing resolution re Chiloquin-Sprague River Road; relocation from Modoc Point via Chiloquin to Chemult requested.
		Portland. Lombard Street project; grade separation urged by S. Murray.
4988		Umatilla County. Grade separation structure at west entrance to Pendleton requested by Mr. Murray.
		Union County. Grade separation structure at La Grande suggested by State Highway Engineer.
		Deschutes County. Reconstruction between Bend and Redmond requested.
		Improvement of Dalles-Cal. Highway in Redmond requested.
		Crook County. Powell Butte Secondary Highway; Deschutes County willing to expend its funds on section in Crook County adjoining Deschutes County.
		Jefferson County. Warm Springs Highway, additional work urged.
4989		Lake County. Request for completion of construction of north entrance into Lakeview.
		West Side Pacific Highway. Delegation requesting reconstruction of Rex Hill Section and completion of Fourth Street project.
		Douglas County. Funds requested for completion of North Umpqua Highway survey. Improvement of Stephens Street (Pacific Highway) in Roseburg requested.
		Coos County. Ed W. Miller asking for oiling of Cape Arago Secondary Highway, Empire to Sunset Bay; reconstruction of Coast Highway through Bunker Hill District; improvement in Coquille. (Appeal withdrawn - p. 4990)
4990		Ferry service on Coast Highway; increase requested.
		Old Oregon Trail Highway Association requesting improvement and modernization of Old Oregon Trail and Columbia River Highway.
4991		Lincoln County. Frank H. Hilton present regarding removal of building from right of way on north side of Alsea Bay.
		Benton County. Lobster Mountain Secondary Highway, additional construction requested.
		Washington County. Delegation requesting completion of West Side Pacific Highway through Tigard.

Page	Date 1934	Subject
4992	July 2	Columbia County. Elimination of curves at Rainier requested. Elimination of curve at Little Jack Falls requested; improvement of Columbia River Highway in North St. Helens requested. Funds requested for Scappoose-Vernonia Road. Engineer to look over site for county bridge over Westport Slough.
4993		Award announced: Ashland Undercrossing Section. Wasco County. Delegation requesting improvement of west entrance to The Dalles. Klamath County. Klamath Falls-Weed Highway, Shaw-Bertram route requested for entrance into Klamath Falls. Marion County. Gates-Niagara Section and Twelfth Street cutoff requested.
4994		Multnomah County. Delegation requesting completion of West Side Pacific Highway between Portland and Tigard. Lincoln County. Pioneer Mountain-Toledo Section requested. Wasco County portion of Sherman Highway, oiling requested. Lane County delegation requesting work on Territorial Secondary Highway near Elmira; Fox Hollow Secondary Highway; West Eleventh Street, Eugene. Wallowa County. Funds requested for five-mile section of Little Sheep Creek Secondary Highway.
4995		Morrow County. Completion of section between Chapen Creek and Rock Creek requested. Clackamas County. Pacific Highway, realignment and reconstruction between Oswego and Oregon City requested. Umatilla County. Protest against change in method of allocation of funds. Various projects urged. Central Oregon Highway. Delegation urging completion.
4996		Santiam Highway delegation asking for funds to continue construction between Albany and Sisters. Clatsop and Tillamook Counties. Neahkahnie Mountain Section; delegation present; Arch Cape tunnel requested. Clatsop County. Wolf Creek Highway, construction easterly from Ranger Station requested. Government requires right of way 150 feet wide. Clatsop County. Improvement of county road connections with state highways requested; investigation of condition at John Day River bridge ordered.
4997		Tillamook County. Little Nestucca Highway, additional funds requested; Oregon Coast Highway, funds requested for surfacing between Manzanita junction and county road junction. Wilson River Highway; construction requested to enable owners to salvage burnt timber. John Day Highway Improvement Association requesting oiling between Fossil and Kimberly. Klamath County. Olene undercrossing, discussion with attorney for O. C. & E. RR.; survey authorized.

Page	Date 1934	Subject
4998	July 2	Washington County. Designation of secondary highways in northern part of county requested. Hillsboro. Base Line Street (Tualatin Valley Highway), widening requested.
4999		Beaver Creek Section, surfacing requested by representatives of Vernonia Chamber of Commerce. Polk County, Dallas; improvements within city limits requested. Santa Cruz Portland Cement Company asking Commission to consider their cement as Oregon product. Tillamook County. Wilson River Highway, Deadman Creek-Bear Creek Section, construction requested.
5000		Oregon Coast Highway bridges; resolution adopting toll schedule
5002		Bandon. Permit for use of airplane landing field denied. Port of Newport. Action of May 16 rescinded; aircraft landing field not under jurisdiction of Commission. Malheur County. Nyssa-Adrian Secondary Highway, federal funds requested. Eugene. Resurfacing of Pacific Highway route through city requested as federal municipal project. Reedsport. Connection from Umpqua Highway to proposed Umpqua River bridge requested.
5003		Cascade Locks. Improvements requested by W. Glover, Underwood, Washington. Piling. Request of Dr. A. L. Canfield for permission to haul overlength on Columbia River Highway near Goble. Roseburg. Improvement of additional section of Pacific Highway requested.
5004		Jackson County. Petition from Medford-Talent district, requesting funds for reconstruction of Pacific Highway over Siskiyous. Douglas County. Reconstruction of Pacific Highway through Drain requested. West Side Pacific Highway Association. Improvement of Newberg-Rex Hill-Tigard Section requested. Polk County. Independence-Brunks Corner road improvement requested; included in program. Columbia County. Funds to continue straightening and widening of Columbia River Highway. Jackson County. Sams Valley Secondary Highway, oil surface treatment requested. Ochoco Highway. Improvements urged. Corvallis. Petition by property owners requesting repair of portions of city streets damaged because of use as detour during improvement of Corvallis-Newport Highway.
5005		Wolf Creek Highway. Communications asking for allocation of new federal money for completion between Elsie and Sunset Camp. Yamhill County. Salem-Dayton Secondary Highway, oiling requested. Douglas County. Forest funds for Tiller-Trail requested. Josephine County. Grants Pass, allocation of NRM funds for improvement of Pacific Highway route from Evelyn Avenue to M Street requested.

Page	Date 1934	Subject
5005	July 2	Clatsop and Tillamook Counties. Neahkahnie-Cannon Beach Section; allocation of anticipated federal funds requested.
		Lincoln County. Petition from Siletz River community protesting against methods of section foreman in Newport.
5006		Klamath Indian Reservation, claim for rock reconsidered.
		Polk County. Dallas-Monmouth proposed secondary highway; engineer's report.
		Load limit reductions:
5007		Bridge over South Slough, Cape Arago Secondary Highway;
5008		Bridge over Catchings Slough, Coos River Secondary Highway;
		Ferry over N. Fork Coos River at Enegren Ferry;
		Murphy bridge over Applegate River;
		Bridge over Seven-Mile Creek, Klamath Lake Sec. Highway;
		25 small bridges between M.P. 27.3 and 35.4 and bridge across Lake Creek, Eugene-Swisshome Secondary Highway;
		Bridge over Cougar Creek, Deadwood Secondary Highway;
		Bridge over Williams Creek, Williams Secondary Highway;
5009		Bridge over Williamson River, Chiloquin Secondary Highway.
		Clatsop County. Request for temporary roadway south of Arch Cape to afford outlet for residents.
		Clifton & Applegate. Agreement disposing of claims for extra compensation on Lime-Huntington Section.
		Wallowa County. Request for cancellation of indebtedness denied.
5010		Multnomah County. Park site offered to State by Geo. W. Joseph.
		Acquisition of real property for right of way, quarry sites, etc., resolution covering various highways.
5011		Bargain and sale deeds signed:
		J. S. Woodward, Florence;
		R. C. and Avo E. Barber, Florence;
		J. W. and M. Lavina Tanner, Florence;
		Eugene and Mary E. Williams, Newport.
5012		Oregon Coast Highway ferries; Engineer's report on cost of increasing hours of service.
		Extensions of time:
		F. H. May, bridges over Rock Creek and Six Mile Canyon;
		J. C. Compton, Washington County Line-Bertha Section, paving;
		A. S. Wallace, furnishing crushed rock on Otis Section;
5013		C. J. Montag, bridge over South Fork of Santiam River.
		Contracts completed and accepted:
		Bridge over South Fork of Santiam River, C. J. Montag;
		Bridge over Youngs Bay, Lindstrom & Feigenson;
		Middle Fork-Flowers Gulch Section, grading, Myers & Goulter;
		Neskowin-Siletz River and Tillamook County Line-Grand Ronde Sections, bituminous macadam, Babler Bros.;
		Unit No. 3, Redmond-Bend Section, grading, Wm. Endicott & Co.;
		Soda Fork Section, grading, Berke Bros., Inc.;
		Bridge over Tualatin River, Joplin & Eldon;
5014		Bridge over Humbug Creek near Elsie, Associated Const. Co.;
		Bridges over Deschutes River and Shitike Creek, C. J. Montag;

Page	Date 1934	Subject
5014	July 2	Contracts completed and accepted - continued
		Sixes River Section, grading and surfacing, J. W. & J. R. Hillstrom;
		Bridges over Rock Creek and Six Mile Canyon, F. H. May;
		Bridge over Williams Creek, Mountain States Const. Co.;
		Corvallis Section, paving, The United Contracting Co.;
		Bridge over South Fork of Alsea River, Sig Ash;
		Bridges over Stinkingwater Creek and Malheur River, Curtis Gardner;
		Bridge over Mill Creek, Salem, Settergren Bros.;
		Cummings Hill Undercrossing near Buxton, Johnson & Pearce;
		Bend Section, paving, Northwest Roads Co.
5016	July 3	Clackamas County. Oregon City; Water Street route urged.
		Forest highway funds (1935) and savings from previous appropriations; program adopted.
5017		Douglas County. North Umpqua Highway, $10,000 for further surveys agreed upon.
		Federal grant monies; tentative construction program discussed.
5018		Public hearings; dates to be set for Corvallis, Newberg, Pendleton, La Grande, Lakeview and The Dalles.
		Lincoln County. Toledo, report on right of way for Corvallis-Newport Highway.
		Roland McCall. Permit to dive from Interstate Bridge tower denied.
		Umatilla County. Drilling of well at Emigrant Park authorized.
		Next meeting August 2.

Portland, Oregon, April 4, 1934

The State Highway Commission met in special session at four o'clock in the afternoon in Room 204, 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 approved the minutes of the meetings held on January 18 and 30, 1934.

The Attorney reported the receipt of a fully executed copy of the Federal Loan and Grant agreement bearing the signature of Harold L. Ickes, Administrator of the National Recovery Act, providing for the loan and grant of Public Works Administration funds with which to finance the construction of the five proposed bridges on the Oregon Coast Highway. The Commission ordered the agreement to be filed in the records of the Department and thereupon confirmed the dates previously set for receiving bids for the construction of the several structures, as follows: Bids for the construction of the bridge across Coos Bay at North Bend, Coos County, to be received on April 26, 1934; bids for the construction of the bridge across Yaquina Bay at Newport, Lincoln County, to be received on May 17; bids for the construction of the bridge across the Siuslaw River at Florence, Lane County, and across the Umpqua River at Reedsport, Douglas County, to be received on June 7, 1934. The Engineer was authorized and instructed by the Commission to advertise these projects immediately in conformance with such schedule.

The Engineer reported the receipt of a telegram from interested taxpayers of Seaside which stated that great damage is being done to the Oregon Coast Highway south of Seaside by reason of log hauling operations and requested the Commission to order all such operations to be discontinued until weather conditions improve. He further reported that an investigation of this complaint has been made which discloses that due to the repair work that has been done by the State Highway Department crews, this road is in very good condition and is improving daily. He recommended against the closing of this road to log hauling traffic at this time. The recommendation of the Engineer was approved by the Commission by unanimous vote.

Consideration was given by the Commission to the request of the Estacada Chamber of Commerce that the secondary highway between Eagle Creek and Estacada be given a non-skid surface treatment to provide greater safety to traffic. The Engineer reported that it would cost approximately $3,250 to non-skid this section which is five miles in length; further, in his opinion, there are other more important roads, including the Powell Valley Road, which should be non-skidded in preference to the Eagle Creek-Estacada Road; wherefore, he recommended that the request be denied until the Commission's finances improve. The Commission adopted the Engineer's recommendation by unanimous vote.

The Engineer requested authority to undertake as a state project, to be financed with state funds, the application of a cut-back, road-mix surface treatment to a five-mile section of the Pendleton-Cold Springs Highway between Cold Springs and Cold Springs Canyon which work he estimated would cost approximately $15,000. He explained that the present road is in fine condition for such treatment and the work should be done to provide a way for the farmers of this district to market their wheat; further, that it is not possible to obtain federal funds to pay for the work because the section to be improved is one leg of the wye connection of the Pendleton-Cold Springs Highway with the Wallula Cut-off and the Government will not join in the improvement of a branch road of this character which so closely parallels a designated federal aid route. After some discussion motion was made by Commissioner Aldrich that the Engineer's request be granted. The motion was duly seconded by Commissioner Washburne and was declared by Chairman Scott to have carried by the unanimous vote of the Commission. The Engineer was also authorized to advertise this project for bids to be received at the next meeting.

The Engineer reported that the Attorney General, at the request of the State Industrial Accident Commission, has given his opinion concerning the matter of adjustment of rates to be used in connection with state insurance coverage for workmen employed on the Oregon Coast Highway bridges which opinion is to the effect that the Accident Commission cannot adjust its rates except in the manner prescribed by statutes and cannot pay to the contractors cash in lieu of credit upon their rates of contribution to the accident fund provided they are entitled to such credit. He inquired whether the Commission, in view of this opinion, wishes to include in the specifications for these bridge projects a provision for both state insurance and private insurance, or for state insurance alone, in which event the difference of cost in insurance will have to be paid by the State. After some discussion the Commission by unanimous vote, upon motion of Commissioner Aldrich which was duly seconded by Commissioner Washburne, decided to eliminate from these specifications the clause permitting the contractors to provide private accident insurance coverage for workmen employed on these bridges. The above action by the Commission was influenced by the report made by C. B. McCullough, Bridge Engineer, and J. M. Devers, Attorney, who had conferred with the State Industrial Accident Commission and reported that that Commission with respect to insurance rates for the coast bridges would break down the classifications so as to result in a material saving to the state highway fund.

In this connection the Secretary presented a letter from the Oregon State Federation of Labor objecting to private company accident insurance coverage for workmen employed on these bridges, which letter the Commission ordered filed in the records.

The Engineer reported on the cost to construct the East Thirty-ninth Street project from the city limits of Portland to a connection with the East Portland-Oregon City Highway south of Milwaukie as proposed by the East 39th Street Improvement Association of Portland. He stated that investigation has been made of several alternative routes which indicate that the project will cost in excess of $400,000. He gave as his opinion that traffic demands do not justify such expenditure at the present time in view of the fact that the

Commission now has under construction two approximately parallel routes serving the same district; viz., the super highway between Oregon City and Portland, and East Eighty-second Street. He recommended that the project be deferred. The recommendation of the Engineer was approved by the Commission by unanimous vote.

Consideration was given by the Commission to the request of the Newport Chamber of Commerce that the Commission specify in its contract for the construction of the bridge across Yaquina Bay at Newport that the contractors shall use for their employes the housing and restaurant facilities at Newport instead of establishing their own camps and commissaries. The Commission denied the request upon advice of the Attorney that it did not have legal authority to require contractors to use these facilities.

A letter was presented from W. H. Lynch, District Engineer of the Bureau of Public Roads, requesting the Commission to make formal request for correction in the description of the Central Oregon Highway (Federal Aid Route No. 31) from Burns to Vale, necessitated by the fact that the original description routed this highway through the town of Drewsey, whereas the road was actually located and constructed about 2½ miles south of that town and suggesting that the description be corrected to read as follows: "from a connection with Federal Aid Route 21 at Burns, via a point approximately 2½ miles south of Drewsey, to a point on Federal Aid Route 5 at Vale". After some discussion the Commission by unanimous vote adopted the change suggested by Mr. Lynch and authorized the Engineer to make formal request in its behalf for such correction.

Consideration was also given by the Commission to a letter from Mr. Lynch suggesting a change in the description of Federal Aid Highway No. 36, known as the Pendleton-Cold Springs Highway, in order to make the existing road eligible for National Recovery secondary funds. The State Highway Engineer explained that the existing road between Pendleton and Cold Springs is on the primary state highway system and is also on the federal aid highway system, being described as follows: "from Pendleton to a point on the Federal Aid Road near Cold Springs;" also, that the Commission has available for the improvement of this road the sum of $75,000 of National Recovery secondary highway funds, the expenditure of which the Government will not approve unless the road is removed from the federal aid highway system and is reduced to the secondary highway class. To effect this, he said, it is necessary that the description of the federal route be changed to read "from a point on the Federal Aid Road approximately seven miles west of Pendleton to a point on the Federal Aid Road near Sand Station" to make it agree with the revised highway location as approved by the Commission for the permanent route of the Pendleton-Cold Springs Primary State Highway. He recommended that this be done. After a lengthy discussion the Commission approved the change as recommended by the Engineer.

The Commission thereupon by unanimous vote adopted the following resolution changing the official designation of the Central Oregon Highway in the vicinity of Drewsey, and changing the official designation of the Pendleton-Cold Springs Highway between Pendleton and Cold Springs:

4/4/34

WHEREAS, heretofore on the 26th day of August, 1932, the State Highway Commission duly passed and adopted a resolution submitting certain highways to the United States Bureau of Public Roads for addition and by way of increase to the primary or interstate and secondary or intercounty systems of the State of Oregon under the Federal Road Act; and

WHEREAS, there was included in said resolution a section of highway designated as "Central Oregon Highway, State Highway No. 7, Route No. 54, Burns to Vale via Drewsey"; and

WHEREAS, the said section of highway was approved by the Secretary of Agriculture on October 1, 1932, designated as "31. From a connection with Federal Aid Route 21 at Burns, via Drewsey, to a point on Federal Aid Route 5 at Vale"; and

WHEREAS, it now is desired by the United States Bureau of Public Roads to have the said designation read as follows: "31. From a connection with Federal Aid Route 21 at Burns, via a point approximately two and one-half miles south of Drewsey, to a point on Federal Aid Route 5 at Vale"; and

WHEREAS, there likewise was included in the said resolution of the State Highway Commission duly passed and adopted on August 26, 1932, a road designated as "Pendleton-Cold Springs Highway, State Highway No. 36, Route No. 15, Pendleton to junction with Columbia River Highway"; and

WHEREAS, the said section of highway was approved by the Secretary of Agriculture on December 5, 1932, designated as "36. From Pendleton to a point on the Federal Aid Road near Cold Springs"; and

WHEREAS, it now is desired by the United States Bureau of Public Roads to have the said designation read as follows: "36. From a point on the Federal Aid Road approximately seven miles west of Pendleton to a point on the Federal Aid Road near Sand Station";

NOW, THEREFORE, BE IT RESOLVED by the Oregon State Highway Commission, all members being present and participating, that subject to the approval of the United States Bureau of Public Roads and the Secretary of Agriculture the official designation of Federal Aid Highway No. 31 be and hereby is changed to read as follows: "31. From a connection with Federal Aid Route 21 at Burns, via a point approximately two and one-half miles south of Drewsey, to a point on Federal Aid Route 5 at Vale; and

BE IT FURTHER RESOLVED that subject to the approval of the United States Bureau of Public Roads and the Secretary of Agriculture the official designation of Federal Aid Highway No. 36 be and the same hereby is changed to read as follows: "36. From a point on the Federal Aid Road approximately seven miles west of Pendleton to a point on the Federal Aid Road near Sand Station".

BE IT FURTHER RESOLVED that a copy of this resolution be transmitted to the United States Bureau of Public Roads.

The Commission had under discussion the matter of reimbursing the City of Portland and Multnomah County for expenditures advanced in connection with the construction of the Fourth Street project. It was decided to withhold payments of the respective amounts due pending report of the Engineer that the terms and provisions of the four-party agreement heretofore entered into have been fully complied with. The Engineer was instructed to report on this matter at the next meeting.

The Commission had under consideration the matter of designating as a state highway route that portion of Lombard Street, Portland, extending easterly from Union Avenue to Columbia Boulevard, and that portion of Columbia Boulevard which extends easterly from its junction with Lombard Street to a connection with Sandy Boulevard, Portland, in order to legalize the expenditure of state highway funds for the improvement thereof. After a full discussion, the Commission decided to designate as a secondary state highway the Lombard Street portion of the above described route subject to confirmation by the Board of County Commissioners of Multnomah County. The following resolution with regard thereto was adopted by the Commission by unanimous vote upon motion of Commissioner Washburne which was duly seconded by Commissioner Aldrich:

WHEREAS, under the provisions of Chapter 248, Laws of 1931, the State Highway Commission, by mutual agreement with the respective county courts of the several counties of the state, is authorized and empowered to select, locate and designate a system of secondary state highways, which highways shall be selected from the market roads or other county roads, or available locations or routes of the several counties; and

WHEREAS, the State Highway Commission, by mutual agreement with the Board of County Commissioners of Multnomah County, has selected the highway or city street hereinafter named, and it is the purpose of the Commission to officially and regularly designate and adopt said highway or city street as a highway to constitute, together with other highways which have heretofore been added and which may hereafter from time to time be added, a part of the system of secondary state highways of Multnomah County under the provisions of said act;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission, all members being present and affirmatively voting and participating, as follows:

That the following named highway or city street in the City of Portland, Multnomah County, be and the said highway or city street is hereby selected, designated, established, adopted, and approved as a secondary state highway and shall be and is hereby designated as a part of the secondary state highway system, to wit:

Beginning at the intersection of N. E. Union

Avenue and N. E. Lombard Street in the City of Portland, thence east and southeast via Lombard Street to an intersection with Columbia Boulevard, a distance of 0.71 mile.

That said highway or city street shall be, and it hereby is qualified for improvement under the provisions of said Chapter 248, Oregon Laws 1931 and amendments thereof;

That the engineer be, and he hereby is authorized to make proper surveys with respect to the physical location upon the ground of the said highway or street and properly file in the records of the Commission all of said data;

That this resolution be entered in the minutes of the Commission and a duly certified copy thereof mailed to the Board of County Commissioners of Multnomah County.

The Engineer reported that the Department is in need of ten light-type sedan automobiles, estimated to cost $8,000, and ten light trucks equipped with hoist and dump bodies, estimated to cost $10,000, for use of oiling, paving, and traffic line painting crews. He requested authority to purchase this equipment through the State Purchasing Agent. The request of the Engineer was granted by the Commission by unanimous vote.

Reconsideration was given by the Commission to its previous order requiring that all poles and cross arms installed on highway rights of way by pole line companies be painted green to harmonize with the natural colors along the highway. In this connection the Secretary reported the receipt of letters from several pole line companies objecting to this requirement because they feel that it is an unjustified and unnecessary expense, and in any event cannot be complied with when treated poles are used because paint will not adhere to such poles. The Attorney advised that pole line companies are given the right by statute to place their poles on the public highways of this state, subject to certain regulations by the State Highway Commission in the case of state highways and the county courts in the case of county roads but, in his opinion, the law does not authorize the Commission to specify the type of construction or that poles shall be painted. After some discussion and in view of the Attorney's opinion the Commission by unanimous vote rescinded its previous action with regard to this matter; however, it was decided that an attempt should be made through the next Legislature to obtain greater control over such facilities that occupy public highways.

The Engineer reported that on March 26 he received information to the effect that the right of way required in connection with the construction of the bridge over the Little Nestucca River on the Little Nestucca Secondary Highway near Dolph, in Tillamook County, has been acquired, and on that date, as previously authorized by the Commission, he awarded the contract for the construction of this structure to contractor W. W. McFarland, Canby, who submitted the low bid therefor of $11,220 on March 22, 1934. He also reported that on March 26, acting under authority previously given him by the Commission, he awarded to contractors Joplin & Eldon, Portland, at their bid price of

$69,105.00 submitted on March 22, the contract for the construction of Meiners Ranch-Pendleton Section of the Pendleton-Cold Springs Highway in Umatilla County upon receipt of approval of such award from the Bureau of Public Roads. The Commission by unanimous vote approved the awards of the above-named contracts to the respective bidders as reported by the Engineer.

In connection with the Little Nestucca River bridge contract the Engineer reported that W. W. McFarland, the successful bidder, has requested that he be relieved from his obligation in connection therewith because he has not complied with the N. R. A. code. The Commission voted unanimously to deny the request and instructed the Engineer to so advise Mr. McFarland.

The Engineer requested instructions with regard to the disposal of the old Beneke bridge on the Nehalem Secondary Highway in Clatsop County which is to be abandoned because of relocation of the highway at this point and the construction of a new bridge on the new alignment. He advised that the owners of the property adjacent to the old structure, Mrs. A. Foster and Mrs. G. C. Tiedeman, have requested that it be left in place for their use and benefit and have agreed to assume the responsibility for its maintenance after the new bridge has been opened to traffic. He recommended that the request of the applicants be granted. After some discussion the Commission approved the Engineer's recommendation and by unanimous vote adopted the following resolution with respect thereto:

WHEREAS, by reason of the relocation of a section of the Nehalem Secondary Highway No. 102 in Clatsop County, there has been eliminated from the said highway a certain section, a part of which consists of a bridge across Beneke Creek; and

WHEREAS, it has been the purpose of the Highway Commission to dismantle and remove said abandoned bridge for the safety and protection of the general traveling public; and

WHEREAS, Mrs. A. Foster and Mrs. G. C. Tiedeman who are the owners of the land adjacent to which said abandoned section of said highway is located, have petitioned and requested the Highway Commission to leave for their private use the said abandoned section of highway and bridge; and

WHEREAS, the cost involved in dismantling and removing said bridge would more than equal the value of the materials therein, and since the said Mrs. A. Foster and Mrs. G. C. Tiedeman agree to assume responsibility for the maintenance of said bridge after opening the new bridge, and to assume all liability for any damage resulting from the use of the same, and to remove said old bridge when they are through with it.

THEREFORE, BE IT RESOLVED by the Highway Commission, all members being present and participating, as follows:

1. That the petition and request of the said Mrs. A. Foster

4/4/34

and Mrs. G. C. Tiedeman be granted and the Highway Commission abandon its purpose to dismantle and remove said bridge, and instead, leave the same for the use and benefit of the said Mrs. Foster and Mrs. Tiedeman, upon the following conditions:

a. That the said Mrs. A. Foster and Mrs. G. C. Tiedeman shall become responsible for the maintenance of the old bridge after the new bridge is opened, and shall remove the old bridge when they are through with it.

b. That they shall fence the places where the abandoned section of the highway leaves and enters the main highway.

c. That the said Mrs. A. Foster and Mrs. G. C. Tiedeman shall, in writing, accept the provisions and conditions embodied in this resolution, and shall agree to comply fully with the same; and that such acceptance shall be deemed a full and complete release of the State, its State Highway Commission, officers or employes from any further liability or responsibility with respect to said abandoned section of said highway, and the said abandoned bridge.

2. That a copy of this resolution be entered in the minutes of the Commission and a duly certified copy thereof presented to the said Mrs. A. Foster and Mrs. G. C. Tiedeman for their acceptance and approval, and thereafter said approved copy shall be filed in the permanent records of the Commission.

A letter was presented from The Dalles Bridge Company, Goldendale, Washington, advising that they are constructing a bridge over the Columbia River at Big Eddy, near The Dalles, Oregon, under authority of a franchise from Congress and a permit from the War Department, and requesting permission from the Oregon State Highway Commission to do certain grading work on the Columbia River Highway right of way to connect their approach road with this highway. The Commission decided to defer action on this matter pending completion of the proposed bridge.

The Secretary presented a petition signed by fifty-one citizens of the town of Monmouth, Polk County, in which the Commission is requested to adopt as the permanent route of the West Side Pacific Highway through their town the street known as Monmouth Avenue which passes in front of the State Normal School grounds. The Commission decided to hold a public hearing on the matter in the town of Monmouth at the hour of 11 o'clock a. m. on Wednesday, May 16, 1934, to give all the residents of that town an opportunity to express themselves with regard thereto. The Secretary was instructed to so notify the Monmouth City Council as required by statute (Chapter 64, Laws of Oregon, 1931).

The Engineer requested authority to expend approximately $25,000 of state funds for the oiling of the rock shoulders adjacent to the Pacific Highway

pavement between Salem and Oregon City. He explained that this improvement is badly needed and must be paid for with state funds because the project is not eligible for federal aid; further that if approved, he plans to do the work with state forces. Motion was made by Commissioner Washburne that the request be granted. The motion was duly seconded by Commissioner Aldrich and was declared by Chairman Scott to have carried by unanimous vote.

Consideration was given by the Commission to a petition signed by seventy-nine taxpayers residing in the vicinity of the towns of Eagle Point and Brownsboro, Jackson County, wherein the Commission was requested to construct a hard-surface pavement on the Little Butte Creek Secondary Highway between these towns, a distance of about 4½ miles. The Commission denied the request due to lack of funds for the purpose.

A letter was presented from the Chamber of Commerce of Delake, Lincoln County, in which the Commission was requested to furnish shrubbery for planting at the edge of the Oregon Coast Highway in the vicinity of Delake public schools so as to beautify this section along which the community has recently constructed a sidewalk for the benefit of pedestrians. The Commission denied this request because of lack of funds.

A letter was presented from the East Side Commercial Club, Portland, urging the Commission to allocate out of the next highway funds that Oregon receives from the Federal Government an amount sufficient to complete the construction of the seventeen-mile gap in the Wolf Creek Highway between the town of Elsie and Sunset Camp. The Commission took no action on this communication.

A letter was presented from the Redwood Empire Association of California renewing its request for the reconstruction of the Hayes Hill and O'Brien sectors of the Redwood Highway in Josephine County, Oregon, by eliminating the sharp curvature and widening the roadbed. The Commission ordered the communication filed in the records of the Department for future reference.

A letter was presented from Mr. E. B. MacNaughton, President, First National Bank, Portland, urging the Commission to construct the 2.4 mile gap in the Heppner-Spray Secondary Highway in the vicinity of Hardman, Morrow County. The Engineer advised that an amount of $35,000 has been set up in the Commission's budget for future funds for grading and surfacing this section, of which amount $20,000 represents the estimated cost of the grading work. The Commission by unanimous vote confirmed its previous action to the effect that it will undertake this project if and when additional federal funds become available.

A letter was presented from Yachats Booster Club registering further protest to the removal of smelt sand from the beach area at Yachats for Coast Highway bridge construction. The Commission declined to alter its previous decision with regard to this matter.

The Engineer requested authority to acquire certain parcels of real property needed for various highway improvements throughout the state. After

4/4/34

full consideration the Commission granted the Engineer's request and by unanimous vote adopted the following resolution with regard thereto:

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 bases of settlement which have 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 bases 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
Florence-Glenada Section, Oregon Coast Highway				
Tanner, J. W.	R/W	845 Sq.Ft.	$172.50 Lump Sum	Benson
O. P. Rice Estate	"	75 " "	10.00 " "	"
Porter, Lloyd L.	"	9600 " "	294.00 " "	"
Selma-Shattuck Corner Section, Redwood Highway				
Prentice, John W.	Stock Pile	0.92	$75.00 Lump Sum	Bromley
Medford-Trail Section, Crater Lake Highway				
Brophy, V. D.	Stock Pile	0.92	$100 Lump Sum	Bromley
Cingcade, Mary E.	Stock Pile	0.30	at $100.00 per acre	"
Russell Point-North Bend, Oregon Coast Highway				
Merrill, Eulalie, et al	R/W	350 Sq.Ft.	Gratis	Parker

Section, Hwy., and Owner	Purpose	Acres	Approximate Amounts	Agent
Klamath County, Crater Lake Highway				
Schafer, Theodore	R/W Borrow Pit Road		$50.00 Lump Sum 1 Yr.lease	Kelley
Cummings, Jack	" " " "		50.00 " " 1 " "	"
Agate-Little Butte Section, Crater Lake Highway				
The Palmer Corporation	Gravel Site	4.59	3¢ per cu.yd. 5 Yr. lease	Collier
Britt, Emil	" "	6.89	3¢ " " " 5 " "	"
Newport-South Beach, Oregon Coast Highway				
Payne, L. H.	R/W	4000 Sq.Ft.	Land gratis plus $250.00	Gardiner
Ludesher, Mary & Gertrude	"	9140 " "	$450.00 Lump Sum	McCallister
Tillamook County, McMinnville-Tillamook Highway				
Davis, H. R.	R/W	0.606	Land gratis plus $70.00	Benson
Reedsport Section, Oregon Coast Highway				
Reed, W. P.	R/W	41390 Sq.Ft.	at 2½¢ per Sq.Ft.	Parker
Bertha Section, Bertha-Beaverton Highway				
Aiken, G. I.	R/W	915 Sq.Ft.	$150.00 Lump Sum	DeSouza
Medford-Central Point Section, Pacific Highway				
Rowland, Chas. F.	R/W	1500 Sq.Ft.	at 3¢ per Sq.Ft.	Gardiner
Newberg-Middleton Section, West Side Pacific Highway				
Addison, Chas. W.	R/W	0.03	$1.00 Lump Sum	Parker
Everest, W. R. & Lizze A.	"	0.09	Land gratis plus $22.50	"
McVey, Sam & Hattie	"	0.06	$1.00 Lump Sum	"
Wilson, Elsie L.	"	0.07	Land gratis plus $25.00	"
Nichols, C. H.	"	0.06	$1.00 Lump Sum	"
Hadley, Ida I.	"	0.21	Land gratis plus $20.00	"
Wilson, Elsie L.	"	0.04	$1.00 Lump Sum	"
Stables, Elizabeth S.	"	0.02	Land gratis plus $5.00	"
Rickert, A. O.	"	0.03	Land gratis plus $6.00	"
Graham, John D. & Mable A.	"	0.04	$1.00 Lump Sum	"
Mackie, Mrs. S. A.	"	0.21	Land gratis plus $10.00	Gardiner
Kiger, Roderick R.	"	1.02	at $150.00 per A. plus $347.00	Parker
Bruce, Charles	"	0.20	$1.00 Lump Sum	"
Crites, Geo. W.	"	0.02	$1.00 " "	"

4/4/34

Section, Hwy., and Owner	Purpose	Acres	Approximate Amounts	Agent
Newberg-Middleton Section, West Side Pacific Highway - cont'd				
Sanderman, Simon	R/W	0.02	$1.00 Lump Sum	Parker
Yokel, H. W.	"	0.01	$1.00 " "	"
U. S. Nat'l Bk. Newberg	"	0.03	$1.00 " "	"
Kramien, Emma	"	0.27	$1.00 " "	"
Moore, R. J.	"	0.03	$1.00 " "	"
Hunt, Isaac D.	"	0.05	$1.00 " "	"
Whitney, Joseph R.	"	0.79	$100.00" "	"
School District No. 88	"	0.20	$1.00 " "	"
Gumm, Laura T.	"	0.18	Gratis plus $18.00	"
Vincent, Solamon S.	"	1.12	$112.00 Lump Sum plus $188.00	"
Clark, Willis K.	"	0.37	Gratis, plus $45.00	"
Dow, J. E.	"	0.13	at $150.00 per acre	Benson
Milwaukie Section, East Portland-Oregon City Highway				
Counsell, C. H.	R/W	0.017	at $3000.00 per acre	Bentley
Oceanic Shipbuilding Co.	"	0.277	at $3000.00 " "	"
Johnston, H. L.	"	3991	Sq.Ft. $150.00 Lump Sum	"
Arighi, Frank et al	"	6386	" " $650.00 " "	"
Counsell, J. W. et ux	"	300	" " $200.00 " "	"
Phillipson, Martha E.	"	866	" " at 10¢ per Sq.Ft.	"
		1061	" " " 25¢ " " " plus $1298.15	"
Security Savings & Trust Co. Trustee	"	9147	" " Land $3000.00 plus $10,837.50	Gardiner
Brooks-Hubbard Section, Pacific Highway				
Cutsforth, Jarvis E.	R/W	0.094	$550.00 Lump Sum	Devers
Douglas County, Umpqua Highway				
Burchard, W. J.	Gravel Site	11.83	$1100.00 Lump Sum	Devers

The Commission signed an agreement with J. J. Lynott, Westport, Oregon, extending his contract for concession privileges at Bradley Park for a period of seven months from March 1, 1934 to and including September 30, 1934, whereby in lieu of the payment to the Commission of the sum of $500 per year called for in such contract, Mr. Lynott agrees to furnish at his sole expense all supplies required for comfort stations; furnish all gasoline, grease and oil required to properly operate and maintain in good serviceable condition the lighting plant and water supply systems, including engines and ram.

The Commission signed an agreement with the City of Eugene providing for the maintenance by the City of the feeder road known as West Eleventh Street

from the east line of Chamber Street to the west city limits of Eugene, which road is to be constructed by the State as a National Recovery Secondary Project, No. NRS-233.

The Engineer reported that the County Court of Lane County is desirous of obtaining a permit from the War Department authorizing the construction of a bridge on a county road across the Siuslaw River at Mapleton and has requested the Commission to approve the plans for this structure. He further stated that he has examined the plans and that they are adequate for the purpose intended and recommended their approval. After some discussion the Commission by unanimous vote adopted the recommendation of the Engineer and authorized the Bridge Engineer to approve these plans on behalf of the Commission.

Consideration was given by the Commission to the following requests for extensions of time within which to complete highway construction projects:

Hoffman Construction Co., Contract No. 1564 for the construction of bridges over Vermont and Newberry Street Gulches on the Fourth Street Section of the West Side Pacific Highway in Portland, Multnomah County, requested an extension of time of three months from July 31, 1934 to October 31, 1934, within which to complete these structures. The Engineer advised that the contractors' delay will not inconvenience the traveling public nor will it increase the cost to the State by any appreciable amount. He recommended that the extension requested be granted without penalty. The Engineer's recommendation was approved by the Commission by unanimous vote.

Hoffman Construction Co. also requested an extension of time of thirty-five days from August 31, 1934 to October 5, 1934 within which to complete its Contract No. 1607 for the remodeling and widening of the viaduct over the O.-W. R. R. & N. Co. tracks on East Eighty-second Avenue between Northeast Jonesmore Street and Northeast Halsey Street in Portland, giving as their reason for such request that they were unable to proceed with their work until they received the decision of the Highway Department relative to the method and amount of excavation to be done on this project; also because of additional excavation work required. The Engineer advised that the contractor's statement is substantially correct, further that the delay will not inconvenience the traveling public nor will it increase very much the State's expense for inspection. He recommended that the extension requested be granted without penalty. The Commission adopted the Engineer's recommendation by unanimous vote.

The Engineer reported that Contract No. 1543 with Jacobsen-Jensen Co. for paving Base Line Street (East Stark Street) Portland, between Eighty-second Avenue and the Portland east city limits, was completed on March 19, 1934, according to the requirements of the contract, or modifications thereof, and that said job is now ready for acceptance. The following resolution accepting the above project was offered and adopted by the unanimous vote of the Commission:

WHEREAS, The Engineer has reported that State Highway

Contract No. 1543 with Jacobsen-Jensen Co. for paving Base Line Street (East Stark Street) Portland, between Eight-second Avenue and the Portland east city limits, has been completed according to the terms and provisions of the contract and that said job is now ready for acceptance:

THEREFORE, BE IT RESOLVED That the work covered by said state highway contract for the construction of said state highway project be declared completed according to the terms of the contract and said job is hereby accepted and final payment is hereby authorized.

There being no further business to come before the Commission at this time the meeting was adjourned at seven o'clock p. m.

Portland, Oregon, April 5, 1934

The State Highway Commission met in regular session at 9:00 o'clock a. m. in the Auditorium, Public Service 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

Bids for the construction of state highway projects, moving of buildings and for furnishing nursery stock for landscaping purposes were opened and read in conformance with previously published notice, as follows:

OREGON COAST HIGHWAY
BRIDGE OVER ALSEA BAY

Lindstrom & Feigenson, Parker & Banfield, T. H. Banfield	$685,040.00
Northwest Roads Company	685,930.00
Teufel & Carlson	701,345.00
The Gilpin Construction Co.	774,900.00
Mercer-Fraser Co., and Geo. R. Cooke Co.	863,175.00

COLUMBIA RIVER HIGHWAY
ASTORIA-GNAT CREEK SECTION - FURNISH CRUSHED GRAVEL IN STOCK PILES

A. T. Dolan	$16,060.00
Brookfield Company	16,720.00
Schmeer & Williams	19,710.00

MT. HOOD HIGHWAY
PARKDALE ROCK PRODUCTION PROJECT

A. S. Wallace	$13,200.00
Schmeer & Williams	20,070.00
Arthur Gentemann	20,760.00

EUGENE-VENETA HIGHWAY
DANEBO ROAD-EUGENE SECTION
WIDENING, GRAVEL TOPPING AND BITUMINOUS MACADAM

E. C. Hall	$53,675.00
The United Contracting Company	66,948.00
A. Milne	68,441.50

SIUSLAW HIGHWAY
LOW PASS-CHESHIRE ROCK PRODUCTION PROJECT

Inter-City Sand & Gravel Co.	$ 9,120.00
Eugene Sand & Gravel Co.	9,440.00
Mountain States Construction Co.	10,000.00
Arthur Gentemann	12,200.00
Schmeer & Williams	13,000.00

EUGENE-VENETA HIGHWAY
FOUR BRIDGES OVER AMAZON SLOUGH

E. C. Hall	$ 8,130.00
Barham Bros.	8,215.45
O. N. Pierce & Co.	8,770.00
Sig Ash	8,785.00
Averill & Philpott	9,717.25
McCall & Sewell	10,026.76
Shattuck & Neland	11,060.56

SALMON RIVER AND OREGON COAST HIGHWAYS
OTIS ROCK PRODUCTION PROJECT

A. S. Wallace	$12,680.00
A. T. Dolan	15,880.00
Saxton & Looney	16,580.00
Schmeer & Williams	16,860.00

OREGON-WASHINGTON HIGHWAY
HEPPNER ROCK PRODUCTION PROJECT

Schmeer & Williams	$ 9,690.00
Arthur Gentemann	10,140.00

415/34

LITTLE NESTUCCA SECONDARY HIGHWAY
AUSTIN CREEK-UPPER YACH BRIDGE SECTION - ROAD AND TRESTLE CONSTRUCTION

F. C. Dillard	$18,557.00
O. N. Pierce & M. L. O'Neil & Son	22,912.00

OREGON COAST HIGHWAY
WHEELER-KILCHIS RIVER ROCK PRODUCTION PROJECT

A. S. Wallace	$12,600.00
A. T. Dolan	13,880.00
Brookfield Company	16,200.00
Schmeer & Williams	17,100.00

OREGON COAST HIGHWAY
MOVING BUILDINGS AT NEWPORT

	A	B	C
W. G. H. Krueger	$1,340.00		$2,427.50
Caufield & Savage	2,131.00	$3,269.50	3,060.00
Frank Neave	2,379.40		
Sig Ash			4,850.00

COMBINATION BIDS

	(A & B)	(A & C)	(B & C)	(A, B & C)
W. G. H. Krueger	$	$ 3,667.50	$	$ -
Caufield & Savage	5,400.50	5,191.00	6,329.50	8,460.50
I. Gray & R. Andrews	8,937.11	7,216.30	10,360.60	13,257.00
Lebeck & Son				9,478.00
A. F. Arthur				9,853.01

COMBINATION LOW BIDS

Caufield & Savage and W. G. H. Krueger - B plus (A & C)	$6,937.00
W. G. H. Krueger and Caufield & Savage - A plus B plus C	7,037.00
W. G. H. Krueger and Caufield & Savage - A plus (B & C)	7,669.50
W. G. H. Krueger and Caufield & Savage - C plus (A & B)	7,828.00

Bid of Villa Nurseries, Inc.

Item No.	Item Nursery-Grown Stock	Quantity Required	Quantity Bid	Unit Price Bid
5	Azalea occidentalis	43	43	$0.72
10	Cornus florida rubra	56	56	1.07
14	Deutzia scabra	56	56	0.27
17	Forsythia intermedia spectabilis	14	14	0.33

APR 5 1934

Bid of Villa Nurseries, Inc. - cont'd

Item No.	Item Nursery-Grown Stock	Quantity Required	Quantity Bid	Unit Price Bid
26	Philadelphus virginal	31	31	$0.37
27	Prunus bliriana	69	50	0.88
38	Spiraea vanhouttei	22	22	0.18
42	Viburnum lantana	33	33-3'-4'	0.32
44	Viburnum tinus	50	50	0.37
54	Betula alba	33	33	0.70
55	Catalpa speciosa	4	4	0.57
56	Chamaacyparis lawsoniana	34	34	0.87
57	Cornus nuttalli	193	15-4'-5'	1.00
			30-5'-6'	1.25
			30-6'-8'	1.50
60	Gladitsia triacanthos	28	28	0.95
64	Pseudotsuga douglasi	89	89-2.5'-3'	0.67
69	Sorbus aucuparia	19	19	0.77
74	Lonicera japonica halliana	143	143	0.18
75	Lycium chinense	144	144	0.20
	Woods-grown Stock			
53	Alnus oregana		10	0.60
25	Philadelphus lewisii		189	0.31

Bid of Portland Rose Nursery Co.

Item No.	Item Nursery-grown Stock	Quantity Required	Quantity Bid	Unit Price Bid
1	Abelia grandiflora	301	301	$0.33
6	Berberis thunbergi	140	140	0.20
9	Cornus alba sibirica	68	68	0.28
12	Cotoneaster simonsi	29	29	0.29
16	Euonymus americanus	15	15	0.24
23	Mahonia aquifolium	520	100	0.30
39	Stransvesia davidiana	27	27	0.40
43	Viburnum opulus	61	61	0.34
44	Viburnum tinus	50	50	0.50
47	Acer dasycarpum	56	?	0.50
51	Acer saccharum	23	23	0.50
54	Betula alba	33	33	0.75
60	Gleditsia triacanthos	28	28	1.25
69	Sorbus aucuparia	19	19	0.50
72	Hedera helix	1,423	1,423	0.013

APR 5 1934

Bid of Martin Bernards

Item No.	Item Nursery-Grown Stock	Quantity Required	Quantity Bid		Unit Price Bid
6	Berberis Thunbergi	140	140	(Woods grown)	$0.17
22	Laburnum vulgare	83	83		0.60
43	Viburnum opulus	61	61		0.38
54	Betula alba	33	33		0.50
58	Crataegus oxyacantha	52	52		0.45
65	Quercux coccinea	79	70		0.65
66	Quercus rubra	115	115		0.60

Bid of Doty and Doerner

1	Abelia grandiflora	301	43		0.34
2	Acer circinatum	114	114		0.50
3	Acer ginnala	11	11		0.85
4	Arbutus menzeisi	42	42		2.00
5	Azalea occidentalis	43	43		0.55
6	Berberis thunbergi	140	140		0.24
7	Castanopsis chrysophylla	7	7		3.50
8	Ceanothus velutinus	38	38		1.00
9	Cornus alba sibirica	68	24		0.35
10	Cornus florida rubra	56	56		1.15
11	Corylus rostrata	11	11		1.50
12	Cotoneaster simonsi	29	29		0.29
13	Cydonia japonica	150	150	3-4'	0.28
14	Deutzia scabra	56	56		0.20
15	Elaeagnus augustifolia	1,333	1,333		0.24
16	Euonymus americanus	15	15		0.75
17	Forsythia intermedia spectabilis	14	14		0.40
18	Hamamelis virginiana	36	36		0.60
19	Holodiscus discolor	100	100		0.30
20	Hydrangea quercifolia	72	72		0.85
21	Kerria japonica	28	28		0.30
22	Laburnum vulgare	83	83		1.25
23	Mahonia aquifolium	520	80	18"-24"	0.45
			440	12"-18"	0.30
24	Myrica californica	11	11		2.00
25	Philadelphus lewisii	189	60	1.5'-2'	1.00
27	Prunus bliriana	69	69		0.75
28	Prunus glandulosa	162	162		0.50
29	Prunus pissardi	19	19		0.60
30	Prunus serrulata kwanzan	34	34		0.50
31	Prunus vesuvius	8	8		0.75
32	Rhododendron californicum	50	50		0.90
33	Rhus canadensis	121	121		0.50
34	Rhus typhina	16	16		0.50
35	Sambucis caerulea	31	31		1.25
36	Sorbaria sorbifolia	25	25		0.35

Bid of Doty and Doerner - continued

Item No.	Item Nursery-grown Stock	Quantity Required	Quantity Bid		Unit Price Bid
37	Spiraea douglasi	173	173		$0.28
38	Spiraea vanhouttei	22	22		0.30
39	Stransvesia davidiana	27	27		0.75
40	Symphoricarpos racemosus	432	275		0.18
			157		0.25
41	Syringa vulgaris	106	106		0.50
43	Viburnum opulus	61	61		0.30
44	Viburnum tinus	50	50		0.45
45	Viburnum tomentosum	23	23		0.40
46	Weigela rosea	125	125		0.30
47	Acer dasycarpum	56	56		0.90
48	Acer macrophyllum	35	35		1.00
49	Acer platanoides	91	91		0.80
50	Acer platanoides schwedleri	29	29		0.95
51	Acer saccharum	23	23		1.00
52	Aesculus hippocastanum	59	59		1.00
55	Catalpa speciosa	4	4		1.00
56	Chamaecyparis lawsoniana	34	34		0.50
57	Cornus nuttalli	193	54	4' to 5'	1.00
			75	6' to 8'	1.50
58	Crataegus oxyacantha	52	52		1.50
59	Fagus sylvatica	23	23		1.50
61	Malus ioensis plena	66	66		0.75
62	Platanus orientalis	17	17		0.95
63	Populus nigra italica	32	32		1.25
64	Pseudotsuga douglasi	89	89		1.18
65	Quercus coccinea	79	79		2.25
66	Quercus rubra	115	115		2.25
67	Robinia pseudoacacia	21	21		0.75
68	Robinia pseudoacacia	4	4		15.00
69	Sorbus aucuparia	19	19	8'-10'	1.25
70	Tsuga heterophylla	32	32	4'-6'	1.20
71	Celastrus scandens	448	448		0.25
72	Hedera helix	1,423	1,423		0.10
73	Hypericum calycinum	4,054	2,000		0.04
74	Lonicera japonica halliana	143	143		0.30
75	Lycium chinense	144	144		0.30
77	Rosa rugosa	423	423		0.35

Woods-grown Stock

53	Alnus oregana		10	0.60
25	Philadelphus lewisii		189	0.25
4	Arbutus menzeisi		42	0.60
7	Castanopsis chrysophylla		7	1.00
11	Corylus rostrata		11	0.60

Bid of Doty and Doerner - continued

Item No.	Item Woods-grown Stock	Quantity Required	Quantity Bid	Unit Price Bid
24	Myrica californica		11	$1.00
35	Sambucus caerulea		31	0.60
57	Cornus nuttalli		193	0.50
64	Pseudotsuga douglasi		89	1.00
76	Rosa nutkana		98	0.30

Bid of J. B. Pilkington, Inc.

Nursery-grown Stock

1	Abelia grandiflora	301	301	0.30
3	Acer ginnala	11	11	0.90
5	Azalea occidentalis	43	43	0.70
6	Berberis thunbergi	140	140	0.40
9	Cornus alba sibirica	68	68	0.40
10	Cornus florida rubra	56	56	1.40
13	Cydonia japonica	150	150	0.35
14	Deutzia scabra	56	56	0.40
15	Elaeagnus augustifolia	1,333	1,333	0.35
16	Euonymus americanus	15	15	0.75
17	Forsythia intermedia spectabilis	14	14	0.35
18	Hamamelis virginiana	36	36	0.50
19	Holodiscus discolor	100	100	0.35
20	Hydrangea quercifolia	72	72	0.90
21	Kerria japonica	28	28	0.40
23	Mahonia aquifolium	520	520	0.60
25	Philadelphus lewisii	189	189	0.40
26	Philadelphus virginal	31	31	0.45
28	Prunus glandulosa	162	162	0.65
33	Rhus canadensis	121	121	0.40
34	Rhus typhina	16	16	0.16
36	Sorbaria sorbifolia	25	25	0.40
37	Spiraea douglasi	173	173	0.40
38	Spiraea vanhouttei	22	22	0.35
39	Stransvesia davidiana	27	27	0.90
40	Symphoricarpos racemosus	432	432	0.35
41	Syringa vulgaris	106	106	0.65
42	Viburnum lantana	33	33	0.60
43	Viburnum opulus	61	61	0.45
44	Viburnum tinus	50	50	0.75
45	Viburnum tomentosus	23	23	0.40
46	Weigela rosea	125	125	0.35
47	Acer dasycarpum	56	56	1.00
48	Acer macrophyllum	35	35	1.25
54	Betula alba	33	33	1.50
57	Cornus nuttalli	193	100	0.90

Bid of J. B. Pilkington, Inc. - continued

Item No.	Item Nursery-Grown Stock	Quantity Required	Quantity Bid	Unit Price Bid
58	Crataegus oxyacantha	52	52	$1.10
59	Fagus sylvatica	23	23	3.00
60	Gleditsia triacanthos	28	28	1.20
61	Malus ioensis plena	66	66	0.90
63	Populus nigra italica	32	32	1.40
65	Quercus coccinea	79	79	1.60
67	Robinia pseudoacacia	21	21	1.25
69	Sorbus aucuparia	19	19	1.10
71	Celastrus scandens	448	448	0.25
73	Hypericum calycinum	4,054	2,000	0.03
74	Lonicera japonica halliana	143	143	0.25
75	Lycium chinense	144	144	0.30
77	Rosa rugosa	423	423	0.35

Bid of Portland Wholesale Nursery Co.

1	Abelia grandiflora	301	200		0.44
2	Acer circinatum	114	50		0.39
5	Azalea occidentalis	43	18		0.74
6	Berberis thunbergi	140	140	18"-24"	0.19
12	Cotoneaster simonsi	29	29		0.34
13	Cydonia japonica	150	150	18"-24"	0.24
14	Deutzia scabra	56	56		0.22
21	Kerria japonica	28	28	2'-3'	0.24
23	Mahonia aquifolium	520	150		0.39
26	Philadelphus virginal	31	31		0.24
27	Prunus bliriana	69	69		0.39
28	Prunus glandulosa	162	162		0.29
29	Prunus pissardi	19	19		0.39
30	Prunus serrulata kwanzan	34	34		0.39
31	Prunus vesuvius	8	8		0.39
38	Spiraea vanhouttei	22	22		0.24
40	Symphoricarpos racemosus	432	300		0.19
41	Syringa vulgaris	106	106	3'-4'	0.34
43	Viburnum opulus	61	61	2'-3'	0.34
44	Viburnum tinus	50	50		0.59
45	Viburnum tomentosum	23	23		0.34
46	Weigela rosea	125	125		0.24
47	Acer dasycarpum	56	56		0.39
49	Acer platanoides	91	91		0.34
50	Acer platanoides schwedleri	29	29		0.39
54	Betula alba	33	33	6'-8'	0.44
55	Catalpa speciosa	4	4		0.49
56	Chamaecyparis lawsoniana	34	34		0.89
58	Crataegus oxyacantha	52	52		0.44
63	Populus nigra italica	32	32		0.34

4/5/34

Bid of Portland Wholesale Nursery Co. - continued

Item No.	Item Nursery-Grown Stock	Quantity Required	Quantity Bid	Unit Price Bid
64	Pseudotsuga douglasi	89	89	$0.74
67	Robinia pseudoacacia	21	21	0.39
69	Sorbus aucuparia	19	19	0.39
74	Lonicera Japonica halliana	143	143	0.19
	Bid of A. McGill & Son			
10	Cornus florida rubra	56	56	1.25
30	Prunus serrulata kwanzan	34	34	0.75
32	Rhododendron californicum	50	50	1.50
49	Acer platanoides	91	91	1.00
50	Acer platanoides schwedleri	29	29	1.50
51	Acer saccharum	23	23	1.00
61	Malus ioensis plena	66	66	0.60
69	Sorbus aucuparia	19	19	1.00

At the request of the Commission, the Secretary announced that the bid of Mountain States Construction Company, Eugene, for the construction of the Danebo Road-Eugene Section of the Eugene-Veneta Highway in Lane County could not be read for the reason that this contractor did not sign the certificate of compliance with the N. R. A. Code as required, but in lieu thereof submitted a letter which the Commission could not accept; also for the same reason the bid of this company for the construction of four bridges over Amazon Slough on the Eugene-Veneta Highway, near Eugene, could not be read; further, that the bid of A. C. Baumback, Portland, for removing buildings from the right of way of the Oregon Coast Highway at Newport could not be considered for the reason that Mr. Baumback furnished a bidder's bond in connection with his proposal for this work, whereas he should have furnished a bid deposit in the form of cash or certified check; and that the bid of George Lammers and Hans Peterson for removing said buildings could not be considered for the reason that their proposal was not accompanied by a proposal guaranty of any kind.

Chairman Scott announced that the Commission has received additional bids from Molls Ornamental Shrub Gardens, Toledo, and from John Zurbuchen, Portland, for furnishing nursery stock but these cannot be considered because they were not accompanied by the required proposal guaranty. He also announced that awards of contracts will be made by the Commission at 4:00 o'clock p. m. in the same room.

J. R. Frum, representing the Crown Willamette Paper Company, Portland, and L. A. Christensen, Coquille, appeared before the Commission at this time with regard to hauling of logs over the Nehalem Secondary Highway in the vicinity of Olney, Clatsop County. Mr. Frum stated that his company owns a large amount of timber in this district, a considerable portion of which was severely damaged by forest fires in 1933 which necessitates that it be marketed this year if they are to obtain any salvage value therefrom. He further stated that

there are no railroad or water transportation facilities available; therefore, it will be necessary to move the logs over the Nehalem Secondary Highway for a distance of about 1½ miles immediately east of the town of Olney. Some of the logs, he added, will range from eight to twelve feet in diameter but these will be cut in lengths of sixteen feet which is about the shortest length log that can be handled economically; nevertheless, the combined weight of load and hauling equipment will greatly exceed the statutory weight limit. He requested special permission from the Commission to transport such overweight loads over this highway to Olney from which place they will truck them over the county road to the dumping point on the Youngs River.

The Engineer advised the Commission that he could not recommend the granting of such permit due to the fact that the highway is of light construction and will not stand up under such heavy traffic; also because it is strictly contrary to the Commission's policy with respect to such matters and the granting of a special permit in this instance would establish a precedent which could not be disregarded in disposing of the many applications that are received from all parts of the state for similar privileges. After full discussion of this matter the Commission by unanimous vote denied Mr. Frum's request; however, Chairman Scott agreed to inspect the road with Mr. Frum and the Engineer's representative on Monday of the following week.

C. A. Mansfield, representing Jewett, Barton & Leavy and John Kern Company, local agents of the Hartford Accident & Indemnity Company, was present and discussed with the Commission matters pertaining to the furnishing of insurance against loss of use and occupancy of the five proposed Coast Highway bridges. Mr. Mansfield pointed out that under the provisions of the contract between the State and the Federal Government for the obtainment of funds with which to finance these structures, it appears necessary that the Commission insure these bridges against fire, windstorm, and other hazards. This insurance, he explained, must of necessity be placed in companies which make a practice of writing inland marine coverage; also, that for the purpose of similarly insuring the bridges at San Francisco and in other sections of the country, certain companies have formed an association known as the Inland Marine Underwriters' Association which, upon request of an authorized agent will assemble all of the necessary information, will promulgate a rate commensurate with the undertaking and will furnish such data to its duly accredited agent. This association has adopted a ruling, he added, whereby such necessary information must be furnished them by an insurance agent, duly appointed by the parties placing the coverage, and application for such rates must be made by the insurer through such procedure. He asked the Commission to appoint his company as its agent to procure these rates and explained that such appointment will not obligate the Commission in any way; neither will the State be required to pay any expense incurred in connection with the securing of the rates. After full discussion of this matter, during which it was brought out that there is a possibility that the Government will not require such insurance and further, should the Government require it, there is a possibility that arrangements can be made for state insurance coverage, the Commission deferred its decision with regard thereto pending study and report from the Attorney.

4/5/34

The Commission had under consideration, among other things, the matter of the call for and consideration of bids for the construction of the bridge over Alsea Bay in Lincoln County, and after the Chairman of the Commission announced the purpose of the meeting the Secretary of the Commission opened and publicly read the bids hereinafter enumerated, and after a conference between the members of the Commission, Mr. C. C. Hockley, State Engineer for Oregon, Public Works Administration, Mr. J. F. Meager and Mr. M. E. Reed, all representatives of the Public Works Administration, and after due consideration of all of said bids and matters connected therewith, Commissioner Washburne offered and moved the adoption of the following resolution, which motion was seconded by Commissioner Aldrich, and being by the Chairman submitted to vote received the unanimous vote of all three Commissioners, and said motion was by the Chairman declared unanimously carried, and said resolution thereby unanimously adopted, to-wit:

WHEREAS, pursuant to a call for bids notice of which was duly and regularly given by publication thereof in the following publications:

Pacific Builder & Engineer, Seattle, Washington.
Engineering News Record, New York, New York.
Daily Journal of Commerce, Seattle, Washington.
Daily Jounral of Commerce, Portland, Oregon.
Daily Pacific Builder, San Francisco, California.
Southwest Building & Contractor, Los Angeles, California.

for the construction of a bridge across Alsea Bay in Lincoln County, there were received by the Commission and publicly opened and read on the fifth day of April, 1934, in the Auditorium of the Public Service Building, Portland, Oregon, the following bids:

Lindstrom & Feigenson, Parker & Banfield, T. H. Banfield, Portland	$ 685,040.00
Northwest Roads Co., Portland	685,930.00
Teufel & Carlson, Seattle, Washington	701,345.00
Gilpin Construction Co., Portland	774,900.00
Mercer-Fraser Co., Eureka, California, and Geo. R. Cooke Co., Detroit, Michigan	863,175.00

and

WHEREAS, all of said bids were duly considered by the Commission and its engineers in conference with said C. C. Hockley, J. F. Meager, and M. E. Reed, and it was and is the judgment of the Highway Commission that the bid of Lindstrom & Feigenson, Parker & Banfield, T. H. Banfield, was and is the lowest and best bid of all bids received, and that the said bid should, in the interests of the State, be accepted and the contract for the construction of the said bridge awarded to said bidder;

NOW,THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the Highway Commission, all members being present and affirmatively voting, as follows:

1. That the bid of Lindstrom & Feigenson, Parker & Banfield, T. H. Banfield, in the sum of $685,040 for the construction of the bridge over Alsea Bay in Lincoln County be and said bid hereby is accepted, and R. H. Baldock, State Highway Engineer, is hereby authorized and directed to announce said award after further conference with C. C. Hockley, State Engineer for Oregon, Public Works Administration.

2. That R. H. Baldock, State Highway Engineer, Mr. C. B. McCullough, Bridge Engineer, and J. M. Devers, Attorney for the Commission be and they hereby are instructed, authorized and directed to prepare the formal written agreement covering the construction of said bridge, which agreement shall be prepared in harmony with specifications, plans and design prepared by the Engineer and referred to in said call for bids. Said written agreement when prepared shall be submitted to the said bidder and the Highway Commission for proper execution.

3. That the certified check accompanying the bid of the second lowest bidder; namely, Northwest Roads Co., be held subject to further order of this Commission and that the Secretary of the Commission be and he hereby is instructed to return to other bidders their respective certified checks.

4. That this resolution be entered in the minutes of the Commission and a duly certified copy thereof delivered to Mr. C. C. Hockley, State Engineer for Oregon, Public Works Administration, New Federal Building, Portland, Oregon.

The Commission adjourned at 12:30 o'clock p. m. to reconvene at 1:30 o'clock p. m. in the same room.

The State Highway Commission reconvened at 1:30 o'clock p. m. in the Auditorium, Public Service Building, with all members present and participating. Also present were R. H. Baldock, State Highway Engineer, J. M. Devers, Attorney, and H. B. Glaisyer, Secretary.

A delegation from Clackamas and Multnomah Counties appeared before the Commission at this time and requested the designation and construction as a state highway route of a proposed direct connection between Foster Road, Portland, and the Mt. Hood Highway, described as follows: Commencing at a point on said Foster Road about 1½ miles south of the Multnomah-Clackamas County line; thence in an easterly direction, following along Clackamas County Market Road No. 30 and its extension via the best and most feasible route to a connection with the Mt. Hood Highway at a point approximately 1½ miles south of the town of Orient.

Mr. M. K. Hedge, Portland, Chairman of Rural Roads Committee of Southeast Portland Chamber of Commerce, headed this group which consisted of about fifteen representatives of the several districts through which the proposed road extends. He introduced the following speakers who endorsed the project:

4/5/34

L. M. Lepper, Director, District Improvements and Transportation Committee of East Side Commercial Club, Portland, who presented a resolution adopted by the Southeast Portland Chamber of Commerce and East Side Commercial Club, Portland endorsing this project. Mr. Lepper also gave as his thought that the construction of this proposed cut-off will shorten the distance from Portland (intersection of Powell Valley Road and Foster Road) to Sandy about three miles. He urged the Commission to authorize a survey and the preparation of estimates of cost of this cut-off, and to construct it when funds become available; Mr. Claude W. Kemp, Vice-President of Southeast Portland Chamber of Commerce and President of the East 39th Street Improvement Club, who stated that the association which he represents is very much interested in improving the routes into the Mt. Hood district for the benefit of those who wish to make Mt. Hood a play ground and also for the benefit of farmers; Mr. John Leach who stated that the people of the Arleta district (about 32,500 in number) greatly favor this road; Mr. John Hall, representing the Pleasant Valley District and 1,844 rural homes, who declared that the present road is very crooked and must be straightened in the near future to eliminate traffic accidents; L. Harriman, representing the people residing on Market Road No. 30, who stated that the people in his vicinity have been working for a good road for the last ten years; Mr. J. H. Ensley, representing the Sunshine Valley District, who stated that this road will open up 1,000 acres of potato and berry land which has no outlet at the present time; Mr. Chisholm, President, Westmoreland Improvement Club; Mr. Barthovich, representing the Tremont District; Mr. Tinsdale, representing the Southeast Portland Branch of the First National Bank of Portland; Mr. Black, representing the Lents district; Mr. Lesch, representing County District No. 45; Mr. Rodman, representing the Hillview District on Market Road No. 30; Mr. Riggs of the Sunshine Valley District and Mr. Ladine of the Halsey District.

The speakers stressed the importance and necessity for this road not only as a short-cut route from Portland to Mt. Hood but also as a commercial road for the benefit of the farmers of the district who, in a number of instances, have no road connections whatever and are obliged to pack their produce and supplies or transport them on horseback.

Mr. Hedge declared that this cut-off will shorten the distance from Portland to Mt. Hood by 1½ to 3 miles; that the Foster Road is the widest and longest straight highway out of the City of Portland, it being 95 feet wide between curbs inside of the Portland city limits. He asked the Commission to give this matter immediate consideration, to authorize a survey for future use, and to place this project along with others on the state highway construction program.

In reply Chairman Scott emphasized the fact that the State Highway Commission as a general proposition is unwilling to add any more roads to the state highway system while it has not funds to carry on existing projects. He referred to the Engineer's report on this project and pointed out that according to this report the proposed cut-off route is only 0.7 mile shorter than the present Powell Valley route from Portland to Mt. Hood rather than three miles as alleged by the delegation; further, that the estimated cost to construct the cut-off to secondary state highway standards is $274,000 and that

to construct it to primary standards, $570,000. The saving in distance, he declared, does not justify this expenditure; moreover, the Commission has not funds at the present time to undertake a major project of this kind.

The suggestion was made by Mr. Hedge that state secondary highway funds be allocated to construct a passable road to county standards which, he said, will cost about $54,000 according to estimates prepared by the Clackamas County Engineer.

The State Highway Engineer advised that Clackamas County's share of the state apportionment for construction of secondary highways amounts to $21,661.46, whereas the maintenance and minor betterment requirements of such highways in that county this year will cost approximately $25,230.00. In other words, the secondary highway requirements in Clackamas County this year exceed the amount available by approximately $3,600.

There followed a general discussion of this matter which was concluded by a statement of Chairman Scott in which he reiterated that the State Highway Commission will place no project on its highway program for which it has no money and that this particular project will not be considered by the Commission until projects now under way have been completed.

The Secretary presented resolutions from the Board of County Commissioners, Multnomah County, and Clackamas County Court, endorsing this project which resolutions the Commission ordered filed in the department's records.

Mr. C. A. Schram, representing the contracting firm of Parker-Schram Company, Portland, which submitted the low bid on February 15, 1934 for the construction of the North Unit, Portland-Milwaukie Section of the East Portland-Oregon City Highway, appeared before the Commission with regard to this project. It was explained to Mr. Schram that since receiving bids for this work the Commission has considered it advisable to make certain alterations in the plans which involve shifting the alignment about 100 feet easterly between Engineer's Stations 394+00 and 472+00, so that the east highway right of way line between these points will coincide with the west right of way line of the Southern Pacific Company.

The State Highway Engineer advised that this change will increase the contract amount by about $12,000. W. H. Lynch, District Engineer of the Bureau of Public Roads was present and stated that he would approve the award of the contract with the proposed change and suggested that the award be made subject to such approval. The State Highway Engineer concurred with Mr. Lynch's suggestion. The Attorney gave as his opinion that this small change in alignment will not affect the regularity and legality of the award. Chairman Scott asked Mr. Schram whether or not his company will accept the award of this contract on the basis of its bid notwithstanding this alteration, to which Mr. Schram replied in the affirmative. After due consideration the Commission by unanimous vote referred the matter to the State Highway Engineer with power to award this contract to Parker-Schram Co., the low bidder, subject to the approval of the Bureau of Public Roads.

4/5/34

A letter was presented from Mr. Ralph Billings, Ashland, (through whose property the Pacific Highway has been reconstructed just north of the city of Ashland) in which he alleges that as a result of the reconstruction of this highway the water supply from the well on his premises has been cut off and it is now necessary for him to obtain water from the City's water system thereby causing him additional expense; also in which he asked the Commission to pay this expense or at least to recommend to the City of Ashland that he be furnished free water from the city mains. The Attorney advised that the Commission has no legal authority to expend state highway funds for the purpose of paying water bills incurred by private individuals; also that even though it were conceded that the underground percolating waters which supplied Mr. Billings' well were interfered with by highway construction operations, no legal liability would devolve upon the Commission. He recommended that Mr. Billings' request be denied. After due consideration the recommendation of the Attorney was approved by the Commission by unanimous vote. The Secretary was instructed by the Commission to so inform Mr. Billings.

Mr. George F. Holman, Portland, appeared before the Commission regarding the placement of name plates on the state highway bridge which spans Sahale Creek on the Mt. Hood Highway in Hood River County. He explained that his main object was to inform the traveling public of the correct pronunciation of the name "Sahale" and that he proposed to do this by showing on the name plate the correct spelling and directly beneath, in small letters, the correct pronunciation. He offered to pay all expense in connection with the purchase and installation of the name plates and further agreed to have them made in conformance with the Commission's standards. After some discussion the Commission by unanimous vote approved Mr. Holman's request subject to further approval of the State Highway Engineer and the Bridge Engineer.

The Highway Commission had under consideration the matter of the issuance of Oregon Coast Highway Bridge Revenue Bonds, and particularly the adoption of a form of bond and a form of bond coupon. The Attorney having prepared and submitted for consideration a proposed redraft of the form of such bond and bond coupon to conform to changes suggested by Storey, Thorndike, Palmer & Dodge. After due consideration of said matter Commissioner Washburne offered and moved the adoption of the following resolution, which motion was seconded by Commissioner Aldrich, and being by the Chairman submitted to vote, received the unanimous vote of all three Commissioners, and said motion was by the Chairman declared unanimously carried and said resolution thereby unanimously adopted, to wit:

WHEREAS, the Highway Commission heretofore, to wit: On the twenty-second day of March, 1934, by resolution duly adopted and entered in its minutes and records, approved and adopted a form of bond to be used for the issuance and sale of $4,000,000 Oregon Coast Highway Bridge Revenue Bonds pursuant to the terms of a Loan Agreement entered into between the United States of America and the Oregon State Highway Commission, which form of bond the Federal Government required be submitted to Storey, Thorndike, Palmer & Dodge of Boston, Massachusetts for approval as to form and content; and

WHEREAS, it appears that the said Boston law firm approved of said proposed form of bond and coupon; provided, the following modifications and changes were made therein:

a. Transfer the registration clause from the back of bond to the face of bond.

b. Re-phrase interchangeable clause.

c. Delete from the callable clause the words "on and after".

d. Limit to a New York financial publication notice of call for payment.

e. Provide for notice to Federal Government of call for payment.

f. Substitute word "Coast" for word "State" in title of bond.

and

WHEREAS, said form of bond has been redrafted to conform to the above changes and to conform to the requirements and suggestions of Storey, Thorndike, Palmer & Dodge, and the copy hereinafter incorporated in this resolution is a true and correct copy of said redraft and said form of bond and coupon are now before this Commission for approval and adoption; and

WHEREAS, after due consideration of all of said matters, it is the judgment and decision of this Commission that said form of bond and form of coupon hereinafter incorporated should be approved and adopted as the form of bond and form of coupon to be used for the purposes herein stated.

THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the Oregon State Highway Commission, all members being present and affirmatively voting, as follows:

1. That the following form of bond and form of coupon hereby are approved and adopted as the form of bond and the form of coupon which shall be used by the Oregon State Highway Commission in the issuance and sale of $4,000,000, Four Per Cent, Oregon Coast Highway Bridge Revenue Bonds to the United States of America under the provisions of Chapter 9, Oregon Laws, Second Special Session 1933; subject, however, to such changes or modifications as may be necessary to conform to dates, denominations, amount of interest and such other data as may be peculiar to the several series of bonds, to wit:

UNITED STATES OF AMERICA

NUMBER DOLLARS

STATE OF OREGON

Series
Four Per Cent Oregon Coast Highway
Bridge Revenue Bond

KNOW ALL MEN BY THESE PRESENTS, That the state of Oregon acknowledges itself to owe and for value received hereby promises to pay from the revenues hereinafter specified to the bearer hereof, the principal sum of
DOLLARS
on the first day of , together with interest on said sum from the date hereof until paid at the rate of four per centum per annum payable semi-annually on the first day of September and March respectively in each year, as evidenced by and upon the presentation and surrender of the interest coupons hereto attached as they severally become due. Both the said principal and interest hereby are made payable in such funds as are, on the dates of payments of the principal of and the interest on said bond, legal tender for debts due the United States of America, at The United States National Bank in Portland, Oregon, or at the in the city and state of New York, at the option of the holder.

The State Highway Commission of the state of Oregon hereby expressly reserves the right to call this bond for payment at face value upon any interest date by publication of thirty days' notice thereof in one copy of a financial publication published in the city and state of New York, and by giving thirty days' notice thereof to the Federal Government.

Bonds of this series are of one thousand dollars and ten thousand dollars denomination interchangeable. This bond is issued in conformance to the Constitution of the state of Oregon, and under and by virtue of and in all respects in full and strict compliance with the laws of said state, and in particular in accordance with the provisions of Article XI, Section 7 of the said Constitution, and of Chapter 9, Oregon Laws Second Special Session 1933, and of a resolution duly adopted by the State Highway Commission of Oregon on .

This bond may be registered as to principal in the holder's name on the books of the State Treasurer at Salem, Oregon, such registration being noted on the bond by the State Treasurer, after which no transfer shall be valid unless made on the books of the State Treasurer by the registered holder and similarly noted on the bond. Any bond so registered as to principal may be discharged from such registration by being transferred to bearer, after which it shall be transferable by delivery but may again be registered as to principal as before. The registration of the bond as to principal shall not restrain the negotiability of the coupons by delivery merely, but the coupons may be surrendered and the interest made payable only as to the registered holder of the bond.

This bond is a special obligation of the state of Oregon payable both as to principal and interest solely from the net revenues derived from the operation, as toll bridges, of the five bridges severally constructed on the Oregon Coast Highway over Yaquina Bay, Alsea Bay, Coos Bay, Siuslaw River, and Umpqua River, pursuant to the provisions of Chapter 9, Oregon Laws Second Special Session 1933, and of that certain contract entered into between the said State Highway Commission of Oregon and the Public Works Administration of the United States Government on

This bond does not constitute a general obligation nor an indebtedness of the state of Oregon within the meaning of any statutory or constitutional provision, restriction, or limitation, and the faith and credit of the state of Oregon are not pledged, either expressly or impliedly, toward payment of the principal thereof or of the interest thereon.

IN TESTIMONY WHEREOF, the state of Oregon has caused this bond to be signed in the name of its State Highway Commission by the chairman and by the other two members thereof, and sealed with the seal of the state of Oregon, and the attached interest coupons to be engraved with the facsimile signature of the chairman of said commission, all as of the _____ day of , 1934.

STATE HIGHWAY COMMISSION OF OREGON

By _____ As Chairman

By _____ As Commissioner

(State Seal)

By _____ As Commissioner

(Form of Coupon)

No. $

On the First day of
September 19

The state of Oregon will pay to bearer Dollars, at The United States National Bank of Portland, Oregon, or at the in the city and state of New York, at the option of the holder, in such funds as are on the dates of payment legal tender for debts due the United States of America, for six months' interest then due on Oregon Coast Highway Bridge Revenue Bond No. , provided said bond has not been sooner called or redeemed in which case this coupon shall be void. This coupon is not a general obligation of the state of Oregon, but, when due, is payable solely from the revenues specified in said bond.

Series No.

_____
As Chairman, State Highway Commission of Oregon.

(On the reverse side of each coupon shall be printed its number)

(Endorsement on Bond)

No.

United States of America

STATE OF OREGON
Series One
Four Per Cent
Oregon Coast Highway
Bridge Revenue
Bond

$

Dated
Due

Interest
4 Per Cent Per Annum
Payable Semiannually
on the
First days of
September and March

Principal and Interest payable
at The United States
National Bank in Portland,
Oregon, or at the

City and State of New York

(Grill and Clause for Surrender)

DATE OF REGISTRATION	IN WHOSE NAME REGISTERED	REGISTRAR

In accordance with the provisions of this bond the coupon sheet issued herewith has been surrendered by the holder of the bond and the coupons have been cancelled. The semiannual interest on the bond is hereafter to be paid to the registered holder or order upon the proper acknowledgement of the receipt thereof. At the request of the registered holder of said bond the semiannual interest thereon will be remitted by check or draft payable at The United States National Bank in Portland, Oregon, or at in the city and state of New York.

Dated at _____

_____, 19 __

_____
Registrar

2. That the foregoing form of bond and coupon be and they hereby are substituted for the form of bond and coupon heretofore approved and adopted and said form of bond and coupon heretofore approved and adopted hereby are declared and are void.

3. That J. M. Devers, as Attorney for this Commission, be and he hereby is authorized and instructed to submit to the Federal Emergency Administration of Public Works in Washington, D. C. for its approval the said form of bond and form of coupon.

4. That this resolution be entered in the minutes and records of this Commission as of this date and a duly certified copy hereof be transmitted to the Federal Emergency Administration of Public Works, Washington, D. C.

At four o'clock p. m. Chairman Scott announced the following awards of contracts for which bids were received at the morning session, the Commission having approved such awards previously by unanimous vote:

Bridge over Alsea Bay on the Oregon Coast Highway at Waldport, Lincoln County. The low bid is that submitted by Lindstrom & Feigenson, Parker & Banfield, and T. H. Banfield, Portland, as a joint venture, in the sum of $685,040.00; the second low bid is that submitted by Northwest Roads Co., Portland, at $685,930.00; the third low bid is that submitted by Teufel & Carlson, Seattle, at $701,345.00; the fourth low bid is that submitted by Gilpin Construction Co., Portland, at $774,900.00; the fifth bid is that submitted by Mercer-Fraser Co., Eureka, California, and Geo. R. Cooke Co., Detroit, Michigan, at $863,175.00. The Commission awards this contract to the low bidders, Lindstrom & Feigenson, Parker & Banfield, and T. H. Banfield, as a joint venture, at their bid price of $685,040.00, subject to the approval of the State Engineer for Oregon, Public Works Administration.

4/5/34

Astoria-Gnat Creek Section of the Columbia River Highway in Clatsop County, furnish crushed gravel in stock piles. The low bid is that of A. T. Dolan, Tillamook, at $16,060.00; the second low bid is that of Brookfield Co., Astoria, at $16,720.00. The low bidder qualified his bid by stating that he would not accept more than one contract at this letting for which reason and in view of the fact that he has been awarded another contract, the Commission awards this contract to the second low bidder, Brookfield Co., at its bid price of $16,720.00.

Parkdale Rock Production Project on the Mt. Hood Highway in Hood River County, furnish crushed gravel in stock piles. The low bid is that of A. S. Wallace, Roseburg, at $13,200.00; the second low bid is that submitted by Schmeer & Williams, Portland, at $20,070.00. The Commission rejects all bids received for this project and orders it readvertised.

Danebo Road-Eugene Section of Eugene-Veneta Highway in Lane County, 2.98 miles of roadbed widening, gravel topping and bituminous macadam. The low bid is that of E. C. Hall, Eugene, at $53,675.00. The next low bidder is The United Contracting Co., Portland, at $66,948.00. The Commission awards this contract to the low bidder, E. C. Hall, at his bid price of $53,675.00.

Low Pass-Cheshire Rock Production Project on the Siuslaw Highway in Lane County, furnish crushed rock in stock piles. The low bidder is the Inter-City Sand & Gravel Co., Eugene, at $9,120.00; the next low bidder is Eugene Sand & Gravel Co., Eugene, at $9,440.00. The Commission rejects all bids received for this project and orders it readvertised.

Construction of four bridges over Amazon Slough on the Eugene-Veneta Highway near Eugene in Lane County. The low bidder is E. C. Hall, Eugene, at $8,130.00; the next low bidders are Barham Bros., Salem, at $8,215.45. The Commission awards the contract to the low bidder, E. C. Hall, at his bid price of $8,130.00.

Otis Rock Production Project on the Salmon River and Oregon Coast Highways in Lincoln County, furnish crushed rock in stock piles. The low bid is that submitted by A. S. Wallace, Roseburg, at $12,680.00; the next low bid is that of A. T. Dolan, Tillamook, at $15,880.00. The Commission awards this contract to the low bidder, A. S. Wallace, at his bid price of $12,680.00.

Heppner Rock Production Project on the Oregon-Washington Highway in Morrow County, furnish crushed rock in stock piles. The low bid is that submitted by Schmeer & Williams, Portland, at $9,690.00. The next low bid is that of Arthur Gentemann, Portland, at $10,140.00. The Commission rejects all bids received for this project and orders it readvertised.

Austin Creek-Upper Yach Bridge Section of Little Nestucca Secondary Highway in Tillamook County, 1.28 miles of highway roadbed construction. The low bid is that submitted by F. C. Dillard, Medford, at $18,557.00; the next low bid is that submitted by O. N. Pierce and M. L. O'Neil & Son, Portland, at $22,912.00. The Commission rejects all bids received for this project and orders it readvertised for bids to be received at the next meeting.

Wheeler-Kilchis River Rock Production Project on the Oregon Coast Highway in Tillamook County, furnish crushed rock in stock piles. The low bid is that submitted by A. S. Wallace, Roseburg, at $12,600.00; the next low bid is that submitted by A. T. Dolan, Tillamook, at $13,880.00. The low bidder qualified his bid by stating that he would not accept more than one project bid upon at this letting; due to the fact that he has been awarded another contract today, the Commission awards this contract to the second low bidder, A. T. Dolan, at his bid price of $13,880.00.

Removing buildings from the Oregon Coast Highway in the town of Newport, Lincoln County. The low bid for Unit A is that of W. G. H. Krueger, Oregon City, at $1,340.00; the low bid for Unit B is that submitted by Caufield & Savage, Tillamook, at $3,269.50; the low bid for Unit C is that of W. G. H. Krueger at $2,427.50.

The low combination bid for Units A and B is that of Caufield & Savage at $5,400.50; the low combination bid for Units A and C is that of W. G. H. Krueger at $3,667.50; the low combination bid for Units B and C is that of Caufield & Savage at $6,329.50. The low combination bid for all units is that submitted by Caufield & Savage at $8,460.50.

The Commission awards the contract for Units A and C to W. G. H. Krueger, the low bidder therefor, at his bid price of $3,667.50; Unit B is awarded by the Commission to Caufield & Savage, low bidders therefor, at their bid price of $3,269.50.

The award of contracts for furnishing trees, shrubs, etc., for the Oregon City-Milwaukie project will be announced in a few days after the bid tabulations have been thoroughly checked and the stock inspected.

There being no further business to be disposed of at this time, the Commission adjourned at five o'clock P. M.

Chairman

State Highway Engineer

Commissioner

Secretary

Commissioner

Portland, Oregon, April 25, 1934

The State Highway Commission met in special session at 2:00 o'clock p. m. in Room 204, Benson Hotel. Present were:

Leslie M. Scott, Chairman
E. B. Aldrich, Commissioner
Carl G. Washburne, Commissioner
R. H. Baldock, State Highway Engineer
J. W. DeSouza, Assistant Attorney
H. B. Glaisyer, Secretary

The Commission approved the minutes of the meeting held on February 14 and 15, 1934.

The Commission had under consideration the matter of furnishing equipment, materials and Workmen's Compensation Insurance in connection with a proposed landscaping project on the Canyon Road Section of the Tualatin Valley Highway in Multnomah County, which project the Commission has been informed is being sponsored by the SERA Committee of Multnomah County.

A discussion of this subject disclosed that the project is estimated to cost about $80,000 and is to be paid for with SERA funds so far as possible, but that it would require an expenditure of about $10,000 of local funds because under the present governmental ruling SERA funds cannot be expended for equipment, materials and insurance; wherefore, the State is asked to contribute the local funds because the improvement is on a state highway route.

The Engineer explained in a general way the details of the proposed plans which include the purchase by Multnomah County of additional right of way 100 feet wide on each side of the existing right of way, the construction of retaining walls and drainage facilities, the resloping of excavation and embankment slopes and the planting of trees and shrubs for beautification, the nursery stock to be furnished by the County. He further explained that should the Commission decide to cooperate in this undertaking, it would be necessary to purchase ten additional trucks for transporting men to and from work because the State has no such available equipment. He gave as his thought that the Commission will be requested to contribute to many SERA projects throughout the state which would involve an expenditure of a large amount of state funds, in view of which he suggested that serious consideration be given to the matter of adoption of a state-wide policy with respect to such projects because of the limited amount of available state funds.

After due consideration the Commission deferred a definite decision concerning the Canyon Road project pending a conference with Mr. A. W. Martin, Project Engineer for the SERA, who has expressed the desire to appear before the Commission at this meeting relative thereto; however, the Commission intimated that it would not cooperate in the cost of this project because it concerns a state-wide policy with respect to the disposition of other SERA projects; furthermore, the Commission needs all available monies to match prospective federal aid.

The Commission discussed this matter later with Mr. A. W. Martin, Project Engineer for the SERA, and Mr. Lin Forrest, Project Architect. Mr. Martin explained that the SERA contemplates expending approximately $80,000 for the beautification of the Canyon Road between the Ford Street bridge in the City of Portland and the Multnomah-Washington County line, about one-half of which amount he estimated would be expended outside of the city limits of Portland; also, that the SERA Committee is backing the project and will assume full charge. Labor for the improvement, he said, will be paid with SERA funds; however, funds to pay the cost of equipment, materials and insurance must be provided from some other source because the new governmental rulings do not allow SERA funds to be expended for such purpose.

The State Highway Engineer advised that in his opinion the slide condition obtaining on the Canyon Road cannot be eliminated by the construction of retaining walls which opinion, he said, is confirmed by the findings of experts of the National Research Council who have given this matter much study. He further advised that so far as the maintenance of the highway is concerned, the removal of slides on this section is not of great consequence because in his estimation, based on past experience, the road can be properly maintained for the next ten years at an annual cost of not to exceed $500.

Mr. Forrest exhibited a numer of very fine landscape drawings showing examples of what the SERA has in mind for this improvement.

After further discussion, Chairman Scott advised Mr. Martin that the Commission would take this matter under advisement and would notify him later of the action taken. The Commission reconsidered this matter later, at which time the Engineer recommended that the State assume the cost of furnishing 50% of the equipment, materials and workmen's compensation provided Multnomah County will assume the balance of such expense, the State's cooperation to consist partially of purchasing and furnishing ten trucks. The Commission by unanimous vote adopted the Engineer's recommendation and instructed him to so advise Mr. Martin.

Parks Engineer S. H. Boardman reported that the SERA project for the construction of trails and improvement of the road entrance into the state park at Ecola, Clatsop County, has been approved by the Government in the sum of $13,261, of which amount $1,098 represents the cost of Industrial Accident Insurance for the workmen which cannot be paid with SERA funds. This project, he said, will furnish labor for about fifty single men for a period of six months. He inquired whether or not the Commission would approve the expenditure of state funds to pay the cost of the Industrial Insurance, and recommended that this be done in view of the fact that the improvements are to be made within the state park and are badly needed. After some discussion the Commission decided to defer action on this matter pending a personal inspection of the project on Friday of this week prior to the hearing which is scheduled to be held in the town of Seaside on that day.

Consideration was given by the Commission to the Engineer's letter of April 25 directed to Major C. F. Williams, Corps of Engineers, concerning the reconstruction of the Columbia River Highway necessitated by the construction of the Bonneville dam project. The Commission approved this letter with

4/25/34

certain changes. (Letter was rewritten, dated April 30, 1934)

Consideration was given by the Commission to a letter from Edgar McDaniel, Mayor, City of North Bend, in which he pointed out that the City of North Bend constructed as a CWA project at a cost of $15,000 an embankment across the Pony Slough tide flats to replace an old timber bridge located on the secondary state highway at this point, and that the slopes of this embankment are subject to erosion by wave action during high tides from four to six hours per day and must be protected in order to preserve the City's investment; further that the City plans to do this slope protection work with SERA funds (the total cost of which is estimated at $6,297.33) and has been assured by the District Engineer for the SERA that its application for such funds to pay labor cost only will be approved by him provided the City obtains funds from other sources to pay for the cost of materials and equipment. Mr. McDaniel further pointed out that this improvement is on a secondary state highway for which reason the State Highway Commission should be sufficiently interested to contribute an amount to pay the cost of such materials and equipment, which he estimated at $1,420. The Engineer advised that an investigation has been made of this matter which reveals that the embankment is constructed entirely of sand and must be protected in some way to prevent erosion. He estimated that a complete riprapping job would cost about $3,125 and that a combination of riprap at the bridge opening and splash plank constructed along the fill would cost approximately $1,400. After some discussion and in view of the fact that this improvement is on a secondary state highway, the Commission by unanimous vote approved an expenditure of approximately $1,420 of state funds to pay the cost of materials and equipment in connection with this project. The matter was referred to the Engineer to work out the details and to secure an appropriate agreement with the City of North Bend.

The Engineer brought up for discussion the matter of the construction of the Salt Creek Falls-Railroad Bridge Section of the Willamette Highway in Lane County. He reported that this is a forest highway section and for some time past he has had under discussion with Mr. W. H. Lynch, District Engineer of Bureau of Public Roads, the matter of adopting a standard of curvature that would provide a high type of road for the heavy volume of traffic that some day it would undoubtedly carry due to its directness between the Willamette Valley and Californian points. The estimated cost to construct this section, using a twenty-degree maximum curvature, he said, is about $300,000 less than that to construct using a ten-degree maximum curvature which in his mind is the maximum degree of curvature that should be permitted for a road of this class; further, Mr. Lynch advises that the Bureau of Public Roads is unwilling to pay all of the additional expense but will consider paying one-half of it. He recommended the acceptance of Mr. Lynch's tentative proposition and requested authority to write him that the State will cooperate in the cost of this improvement to the extent of $150,000 provided the curvature is limited to ten degree maximum and provided further that construction is extended over a period of three or four years and that the contributions to be made by the State each year shall not exceed the sum of $50,000. After due consideration of this matter the Commission by unanimous vote approved the recommendation of the Engineer and authorized him to tender this offer to Mr.

Lynch for acceptance with the request that if he approves it, the first unit of the project be included in the next forest highway program.

A letter was presented from Porter W. Yett, Portland, Chairman of Regional Committee, Region 16 of the Code of Fair Competition for the Crushed Stone, Sand and Gravel, and Slag Industries, in which he urges the Commission to change its present policy with regard to the acceptance of this code because in the Committee's opinion the State would not be seriously affected if all bidders on state highway work are required to comply with this code irrespective of the origin of funds. After some discussion the Engineer suggested that Mr. Yett be again advised by letter that the Commission cannot change its present policy with regard to this matter because its actions are controlled by the Oregon statutes. The Commission by unanimous vote approved the Engineer's suggestions.

A letter was presented from County Judge D. O. Woodworth, Linn County, in behalf of the Willamette Valley Flood Control Association in which request was made that the State contribute an amount toward the cost of obtaining aerial survey photographs along the Willamette River between Portland and Eugene for use in connection with their study of flood control matters. The Commission denied the request.

A letter was presented from County Judge Earl B. Day, Jackson County, renewing his request for funds with which to finance the development of Birdseye Spring adjacent to the right of way of the Pacific Highway near Gold Hill, estimated to cost $450. The Commission denied the request because in its opinion the expenditure is not justified, there being several other watering places along the highway in this vicinity; furthermore, the highway right of way at this point is narrow and if traffic were encouraged to stop at the spring it would create an unnecessary hazard.

A letter was presented from Cannon Beach Progressive Club requesting that the unoiled portion of the Cannon Beach Road, 4.55 miles in length, be given an oil treatment this year to alleviate the dust nuisance caused by logging and other traffic which creates a serious traffic hazard. The Engineer advised that it would cost approximately $1,600 to do this work and recommended that the request be granted. The Commission by unanimous vote approved the Engineer's recommendation.

The Engineer reported that the Buick car assigned to S. H. Boardman, Parks Engineer, has been driven over 100,000 miles and is in need of replacement. He requested authority to purchase a new car for the Parks Engineer's use, preferably of the light Buick type, estimated to cost $1,360. The Engineer's request was approved by the Commission by unanimous vote.

Consideration was given by the Commission to a letter from the Reedsport Chamber of Commerce requesting additional free ferry service across Coos Bay and the Umpqua River for the accommodation of gasoline and oil distributors so as to permit the Reedsport distributors to make their deliveries in North Bend and Marshfield and return to Reedsport on the same day, and pointing out that under the present arrangement these distributors must either

remain in North Bend overnight or return by way of Roseburg which penalizes them about $5.50 for each trip in mileage charges besides the extra gasoline consumed, which arrangement they feel is discriminatory.

The Engineer advised that the U. S. Steamboat Inspection Service has a ruling that gasoline, Diesel oil and asphaltic road oil shall not be transported over these ferries at such times as they are carrying passengers; also, that the Reedsport ferry is being operated under contract by a private company; wherefore, oil companies desiring transportation across the Umpqua River must make their own arrangements with the ferry company for special trips, either after the hours of regular ferry operation or by means of special auxiliary equipment, so that the transportation of passengers and passenger vehicles during the regular working hours will not be interfered with, the State being interested only to the extent that such arrangement shall not interfere with the maintenance of regular ferry service. Conditions at the Coos Bay ferry, he explained are somewhat different, because this ferry is owned and operated by the State and, in order to accommodate the various oil companies, the Commission authorized special ferry trips at this point three times each week, the ferry leaving North Bend at 7:50 o'clock a. m. and returning the same day at 12:40 o'clock p. m. being reserved exclusively for gasoline and oil trucks. If the Commission extends this service to accommodate the Reedsport distributors, he added, it will mean a reversal of the action taken in February of this year when the Commission denied a similar request from Mr. Lee F. Eberhardt, a distributor of Reedsport.

After full discussion of this matter the Commission decided to make no change in its previous ruling and instructed the Secretary to so inform the Reedsport Chamber of Commerce and to further state that there is a possibility that the Commission will cancel the special service now being rendered at Coos Bay upon ten days' notice if, in the opinion of the Commission, the public interests will be better served thereby.

Chairman Scott retired from the meeting at 3:15 p. m., following which Commissioner Aldrich acted as Chairman.

A letter was presented from Dr. C. T. Hockett, Enterprise, Oregon, the owner of the building in Enterprise now being used by the State Highway Department to house maintenance equipment, notifying the Commission to secure accommodations elsewhere because the building is old and unsightly and a fire hazard and he wishes to raze it in the near future. The Engineer advised that the Commission has already approved the construction of a maintenance building at this place but has not yet authorized him to advertise it for bids; further, that plans for a building 32'x72' in dimensions have been prepared, and the estimated cost to construct the building is $3,500. He requested instructions whether to proceed with the construction of the State's own building or to rent other quarters and recommended that the State construct its own building. After due consideration the Commissioners present approved the Engineer's recommendation and authorized him to proceed in conformance therewith.

The Engineer reported the receipt of a communication from C. C. Hockley, State Engineer for Oregon, Public Works Administration, approving the

award of the contract for construction of a bridge across Alsea Bay at Waldport to Lindstrom & Feigenson, Parker & Banfield, and T. H. Banfield, who submitted the low bid therefor in the sum of $685,040.00 on April 5, 1934. The Commission thereupon by unanimous vote definitely awarded this contract to the low bidders at their bid price and authorized the Engineer to notify officially the contractors of this award.

The Engineer also reported that Parker-Schram Company, which submitted the low bid of $162,091.00 on February 15, 1934 for the construction of the North Unit of the Portland-Milwaukie Section of the East Portland-Oregon City Highway, has signified its willingness to accept the award of this contract notwithstanding the change in the alignment within the city limits of Portland and on April 17, as previously authorized by the Commission, he awarded to this company the contract for the construction of this project. The Commission by unanimous vote confirmed the Engineer's award of this contract to Parker-Schram Company.

The Engineer further reported that on April 16 he awarded the contract for the construction of a bridge over Johnson Creek on the East Portland-Oregon City Highway to Joseph H. Anderson who submitted the low bid of $12,184.00 therefor on February 15, Mr. Anderson having signified his willingness to accept this contract with changes necessitated by the alteration of the alignment of the highway at this point. The Engineer's award of this contract to Mr. Anderson was confirmed by the unanimous vote of the Commissioners present.

The Engineer reported that satisfactory arrangements have been made with the nurserymen who submitted bids on April 5 for the furnishing and delivering of nursery stock to be planted along the East Portland-Oregon City Highway between Milwaukie and Oregon City whereby the low bidders in each instance, except A. McGill & Son, have signified their willingness in writing to postpone the delivery of their stock until fall. With regard to the bid of A. McGill & Son, he stated that they were low only on Item No. 61 - Malus ioensis plena - at sixty cents each, and due to the fact that these bidders would not agree to postpone delivery of their stock until fall he awarded the contract for furnishing this item to the next low bidders, Doty and Doerner, who have agreed in writing to the postponement of delivery of the stock at their unit bid price of seventy-five cents. Wherefore, as previously authorized by the Commission, he awarded the contracts for furnishing such nursery stock to the low bidders, as follows:

Villa Nurseries, Inc.

Item No.		Quantity	Item No.		Quantity
10		56	17		14
38		22	44		50
57	15-4' to 5'	15	60		28
57	30-5' to 6'	24	74		143
75		144	55	(Woods Grown)	10

4/25/34

Portland Rose Nursery Co.

Item No.	Quantity	Item No.	Quantity
6	140	23	100
9	68	39	27
12	29	51	23
16	15	72	1,423

Martin Bernards

22	83	54	33
65	79	66	115

Doty & Doerner

2	64	40	275
3	11	41	106
4	42	43	61
5	43	48	35
7	7	52	59
8	38	56	34
13	150	57	54
14	56	59	23
15	1,333	61	66
19	100	62	17
20	72	68	4
21	28	70	32
23	80	71	225
24	11	73	2,000
32	50	77	211
36	25	11 (Woods Grown)	11
37	173	35 " "	31
		76 " "	98

J. B. Pilkington, Inc.

1	301	34	16
18	36	42	33
23	190	57	100
25	189	71	223
33	121	73	2,000
		77	212

Portland Wholesale Nursery Co.

2	50	29	19
23	150	30	34
26	31	31	8
27	69	40	157
28	162	46	125

Portland Wholesale Nursery Co. - continued

Item No.	Quantity	Item No.	Quantity
45	23	58	52
47	56	63	32
49	91	64	89
50	29	67	21
55	4	69	19

The Commission by unanimous vote approved the Engineer's awards of these contracts. In connection with this matter the Engineer stated that some of the nurserymen who deposited certified checks with their bids have requested the privilege of substituting for such checks a guaranty in the form of bidder's bonds. He gave as his opinion that a bidder's bond would be satisfactory and recommended that the requests be granted. The Commission approved the Engineer's recommendation by unanimous vote.

The Engineer reported the receipt of a request from the Linn County Court that the intersection of the Santiam Highway and the Wiley Creek Road in Linn County be officially designated a stop highway and that all traffic entering the Santiam Highway from the Wiley Creek Road be required to stop before entering this highway. He recommended that the request be granted and that the Santiam Highway be declared a stop highway the entire distance from Albany to Sweet Home. The Engineer's recommendation was approved by the Commission by unanimous vote.

The Engineer requested authority to purchase 2,500 route markers to be used on secondary state highways. He explained that these markers are required to complete the highway numbering system and that they will cost approximately $1,750. The Engineer's request was granted by the Commission by unanimous vote.

The Engineer also requested authority to purchase ten time switches to be used in connection with traffic lights which he proposes to install at the following main highway junctions: Pacific Highway at McKenzie Highway junction; Pacific Highway at Coos Bay-Roseburg Highway junction; Pacific Highway at Green Springs Highway junction; Columbia River Highway at junction with The Dalles-California Highway; Columbia River Highway at junction with Old Oregon Trail at Umatilla; Old Oregon Trail at junction with Oregon-Washington Highway near Pendleton; Oregon Coast Highway at junction with McMinnville-Tillamook Highway at Hebo; Oregon Coast Highway at junction with Salmon River Highway near Otis; McMinnville-Tillamook Highway at junction with Salmon River Highway at Valley Junction; and Redwood Highway at junction with Oregon Caves Highway. He explained that these time switches have been found very satisfactory and can be purchased at $15.75 each; also that the Department has on hand equipment required to install them. After some discussion the Commission by unanimous vote approved the purchase of time switches as requested.

Consideration was given by the Commission to the adoption of a

policy with regard to the distribution of state highway maps. The Secretary advised that because of the big demand for this map the past practice has been to limit the number distributed free of cost to 100 copies to any association, organization or concern, except that the Secretary of State has been furnished as many free copies as he needs for distribution at several non-resident car registration stations, and that only a small charge has been made to cover the cost of printing and the stock for all maps furnished in excess of 100. It was the thought of the Commission that no charge whatsoever should be made for these maps because of their publicity value, provided the cost of printing them is not exorbitant. After some discussion the Secretary was instructed to make a full report on this subject at the next meeting.

The Assistant Attorney requested instruction with regard to the removal and disposal of a number of buildings located on the right of way recently acquired by the State for the approaches to the proposed bridge across the Siuslaw River at Florence. He explained that Mr. George Lammers, a house mover of Eugene, is interested in this matter and has offered to remove certain of these buildings from the right of way free of cost provided the State will give to him certain other buildings. He inquired whether or not the Commission is interested in Mr. Lammers' offer. The Engineer gave as his opinion that Mr. Lammers' offer is irregular. Further, that the Commission should receive competitive bids for the removal of these buildings and, if the Commission has buildings to sell, they should be advertised for bids and sold to the highest bidder therefor. He recommended that this procedure be followed. The Commission concurred in the opinion of the Engineer and authorized him to advertise the removal and sale of the buildings for bids to be received at the next regular meeting on May 17, 1934.

The Assistant Attorney also requested instructions with regard to the acquisition of right of way across the Kliks' property at Newberg which is needed in connection with the construction of the Chehalem Creek bridge on the Yamhill-Newberg Secondary State Highway near that place. This property, he said, for which Mr. Kliks demands the sum of $175.00, lies within the city limits of Newberg and was to have been acquired by Yamhill County, but the County has not acquired it because there is a question in the minds of the members of the County Court as to their authority to procure rights of way within the limits of incorporated villages or cities and it refuses to take any action until it has been assured that it has such right. The matter of the County's or State's authority to condemn land for right of way for secondary state highways, he explained, is not definitely covered by statute or the decisions of the State Supreme Court; however, the County's authority, based on the statutes, is broader than that of the State and if the matter is to be settled by condemnation, action should be instituted by the County. It was his belief that the position taken by the County is actuated more by reluctance to establish the precedent of acquiring right of way within incorporated towns than for any other reason. The Commission deferred action on this matter pending a conference between members of the Commission, the State Highway Engineer, and the County Court of Yamhill County.

Consideration was given by the Commission to the request of the

Portland General Electric Company to purchase a small tract of land situate on the westerly side of Front Street at its intersection with Jefferson Street in the town of Milwaukie, which this company wishes to procure for substation purposes. The Assistant Attorney explained that the property in question is a part of that acquired from Hawley Pulp & Paper Company for right of way for the construction of the East Portland-Oregon City Highway through Milwaukie; also that the Hawley Pulp & Paper Company is in default on its bonds and at present is not in position to make a legal conveyance of property unless it would be through friendly condemnation. Under the circumstances, he said, it would be impossible for the State to transfer title to the Portland General Electric Company at this time. In view of the Attorney's explanation, the Commission by unanimous vote denied the power company's request and instructed the Secretary to advise the company of the action taken and the reasons therefor.

The Commission discussed the matter of acquiring a site in Roseburg on which to construct the Department's proposed garage and office building. In this connection a letter was presented from Division Engineer E. A. Collier wherein he advised that Douglas County owns ten lots in Block 15 of Waite's Addition to Roseburg, which the County is willing to deed to the State for this purpose; also in which he recommended that the City of Roseburg be petitioned to vacate that part of the alley which lies between these lots because the site will be of no value for the purpose intended without the alley. The Assistant Attorney advised that he has examined the proposed deed from Douglas County to the State and finds that it contains a clause which prohibits the State from disposing of the property at any time in the future except on payment to the County of $2,500. After some discussion the Commission deferred definite action pending inspection of the property.

A resolution was presented from Clarno Grange, Wheeler County, in which the Commission was requested to place at once on its construction program the improvement of the incompleted portions of the Fossil-Antelope Secondary State Highway. The Commission ordered the resolution filed in the department records for future consideration.

A letter was presented from the John Day Highway Improvement Association recommending the adoption of a definite program for the improvement of the John Day Highway between Fossil and the Ochoco Highway junction during the years 1934, 1935 and 1936, and that priority be given to the oiling of the section between Servicecreek and Kimberly for the benefit of people who reside in the Monument, Ritter and Long Creek districts. After some discussion of this subject, the Commission instructed the Engineer to arrange a resurfacing or oiling project on this highway between Spray and Fossil for construction this year in the event funds are available for that purpose.

A letter was presented from the Yachats Booster Club wherein the Commission was asked to construct rest rooms in the state park at Yachats. After some discussion the Commission denied the request.

A resolution was presented from the Common Council of the City of Roseburg in which the Commission was requested to hasten the completion of

4/25/34

the widening of Stephens Street, Roseburg, (Pacific Highway route) from south city limits to its intersection with Cass Street in order to eliminate the dangerous projection at the intersection of Haynes Street where the Commission now has work under way. The Commission took no action on this matter due to lack of funds for the purpose; however, the Commission agreed to consider the project further when its finances improve, provided the City of Roseburg will contribute a portion of the cost.

The Secretary presented a letter from La Grande Chamber of Commerce and a resolution from the Cove Commercial Club in which the Commission was urged to resurface and oil immediately the secondary state highway extending from the town of Island City through the town of Cove to the town of Union in Union County. The Engineer advised that this is a meritorious project but cannot be undertaken at the present time due to lack of funds. Commissioner Aldrich concurred in the views of the Engineer. After some discussion the Commission denied the request for immediate improvement but signified its willingness to consider this project when its finances improve.

A letter was presented from Ed Meier, Jewell, Oregon, requesting the Commission to provide an oil treatment for the Nehalem Secondary State Highway through the town of Jewell to alleviate the dust nuisance which renders traffic unsafe and living conditions insanitary. The Commission denied the request because of lack of funds.

A letter was presented from E. C. Jerome, Medford, General Chairman of Oregon Diamond Jubilee Celebration, stating that Jackson County will be host to the State of Oregon and the entire Pacific Coast during the week of June 3-9 in commemoration of Oregon's seventy-fifth year of statehood, and requesting that everything possible be done in the way of cleaning up the highways in their district so as to make them as presentable as possible during this week's celebration; also requesting that certain right of way fences in the vicinity of Central Point be set back to the proper right of way line so that this point in particular may be made more presentable. The Engineer advised that so far as the highways are concerned, the Committee will have no reason to complain that they are not in first-class condition; however, with regard to the fences they belong to the property owners and it is the County's concern to see that they are set back to the proper location. The Commission accepted the Engineer's report and instructed the Secretary to so inform Mr. Jerome.

A letter was presented from the Waldport Lions Club stating that they desire to sponsor a bridge celebration at Waldport when the construction work on Alsea Bay bridge is commenced and inquiring whether or not there is any feature in connection with this work which might be of special interest to the general public. The Commission took no action on this matter.

A letter was presented from the Nehalem Bay Chamber of Commerce stating that they endorse the proposition that the work of fabricating the steel to be used in connection with the Oregon Coast Highway bridge projects be performed in the State of Oregon so as to furnish additional employment to men of this state. The Commission ordered the letter filed in the department's records.

A communication was presented from the Tillamook Chamber of Commerce urging the Commission to give every consideration to Oregon contractors and the use of Oregon products in the construction of the proposed Coast Highway bridges. The communication was ordered filed in the department's records.

A resolution was presented from the Dump Truck Association, Portland, requesting the Administrator of the SERA work to allocate a part of the money that has been appropriated for such projects in Oregon to construction work and truck hire. The Secretary was instructed to inform the association that the Commission is not in position to act on their resolution due to the fact that the SERA work is outside of the province of this Commission.

A letter was presented from Sam H. Baker, Grants Pass, in which the Commission was urged to appropriate funds for the reconstruction of the Hayes Hill and O'Brien sectors of the Redwood Highway in Josephine County. The Commission denied the request for lack of funds and ordered the communication filed in the department's records.

The Engineer reported that in order to relieve slide conditions on the Fourth Street project in the City of Portland it has been necessary for the City to construct an intercepting drainage tunnel, which work the City has carried on as a CWA project. The work is not completed, he said, and the City has found it necessary to discontinue it due to the fact that CWA funds have been cut off and the City has no other monies available; wherefore, the City now requests the State to finance the completion of the project with state funds. He further stated that the tunnel is a vital part of the Fourth Street Highway and should be completed in order to eliminate the possibilities of additional slides in the future; also that to complete the work will cost approximately $10,000. In view of the circumstances and the importance of obtaining proper drainage facilities he recommended that the State take over and complete this project with state funds. After due consideration Commissioners Aldrich and Washburne approved the Engineer's recommendation subject to the further approval of Chairman Scott.

Chairman Scott returned to the meeting at 4:30 o'clock p. m.

Mr. C. C. Hockley, State Engineer for Oregon, P. W. A., and Mr. J. F. Meager, his assistant, appeared before the Commission at this time with regard to the opening of the bids which the Commission expects to receive on the following day for the construction of the proposed bridge across Coos Bay on the Oregon Coast Highway at North Bend. Mr. Hockley called the Commission's attention to the fact that the National Recovery Code for the cement industry, which becomes effective on the following day, will very likely lower the cost of cement and there is a strong possibility that such reduced price will be reflected in the bids for the Coos Bay bridge which are to be received tomorrow, provided the contractors have knowledge of and take benefit of such reduced price. He questioned the advisability of opening the bids for this job until the contractors have had an opportunity to refigure their estimates based on the new price of cement and suggested that perhaps all bids should be

4/25/34

rejected and the project readvertised in order to give all contractors such opportunity. After a lengthy discussion of this matter, the Commission voted unanimously to proceed with the opening of bids in accordance with its advertisement unless some condition should arise in the meantime which would necessitate the postponement of the letting.

A resolution was presented from the County Court of Malheur County whereby the County agrees to maintain at county expense the following described section of the Jordan Valley Secondary State Highway No. 450 which has been abandoned by the relocation of this highway at this point: Beginning at a point approximately 160 rods north of the section line between Sections 2 and 11, Township 21 South, Range 46 East, W. M., and extending northerly and northeasterly to a point on the section line between Sections 35 and 36, Township 20 South, Range 46 East, W. M., near the Owyhee River. The Commission approved this resolution and by unanimous vote adopted the following resolution designating the revised alignment as the permanent route for this secondary highway:

WHEREAS, in connection with the permanent improvement of the secondary state highway in Malheur County designated as Secondary State Highway No. 450, and otherwise known as the Jordan Valley Highway, it was found necessary to relocate that portion of said highway beginning at a point at or near where the section line between Sections 35 and 36, T. 20 S., R. 46 E., W. M., intersects the Owyhee River and running thence in an irregular way westerly and southwesterly to a point approximately 160 rods north of the section line between Sections 2 and 11, T. 21 S., R. 46 E., W. M., and

WHEREAS, the relocated line of said secondary highway now begins at highway station 0+00, which is at or near the point where the section line between said Sections 35 and 36 intersects the Owyhee River, thence southerly following said section line to a point at or near the corner common to Sections 1 and 2, T. 21 S., R. 46 E., W. M., and Sections 35 and 36, T. 20 S., R. 46 E., W. M.; thence southwesterly to highway station 62+56.4, which is a point approximately 160 rods north of the section line between said Sections 2 and 11, and

WHEREAS, it is the purpose of the Commission as soon as said relocated line has been completed and the new bridge across the Owyhee River has been constructed to abandon the old section of said highway, and

WHEREAS, the County has agreed to take over and assume responsibility for the maintenance of said old section of said highway for such public use as may be made of the same;

NOW, THEREFORE, BE IT RESOLVED by the State Highway Commission, all members being present and affirmatively voting and participating, as follows:

1. That the route and location designated and defined as beginning at a point at or near where the section line between Sections 35 and 36, T. 20 S., R. 46 E., W. M., in Malheur County, intersects the Owyhee River, and following the said section line to a point at or near the section corner common to Sections 1 and 2, T. 21 S., R. 46 E., W. M., and Sections 35 and 36, T. 20 S., R. 46 E., W. M.; thence southwesterly for a distance of 4,546 feet to a point approximately 160 rods north of the section line between said Sections 2 and 11, T. 21 S., R. 46 E., W. M., be and said route and location hereby is adopted as the route and location of Secondary State Highway No. 450, otherwise known as the Jordan Valley Highway, between said termini.

2. That upon the completion of said section of said highway and its use by the public the old route or section shall be abandoned, and it shall no longer be deemed or considered a part of said secondary highway, and thereafter said section of said highway shall, if used as a public highway, be under the jurisdiction and control of the County Court of Malheur County.

BE IT FURTHER RESOLVED, that this resolution be entered in the minutes of the Commission and a duly certified copy thereof mailed to the County Court of Malheur County.

Consideration was given by the Commission to the following requests for extensions of time in which to complete highway construction projects:

Settergren Bros., Contract No. 1574, for construction of a bridge over North Mill Creek on the Pacific Highway in Salem, Marion County, requested an extension of time from May 31 to August 14, 1934 in which to complete this project, giving as their reason that they were greatly delayed in securing the creosoted lumber required for this work. The Engineer advised that the contractors' statement as to their delay is correct inasmuch as they were not able to secure the materials from the creosoting company; also that traffic has not been inconvenienced by the delay, neither has the State incurred any extra expense for supervision. He recommended that the extension requested be granted without penalty. The Commission approved the recommendation of the Engineer by unanimous vote.

Barham Bros. & Henningsen, Contract No. 1560, construction of a bridge over McCarty Creek on the Columbia River Highway near Burlington in Multnomah County, requested an extension of time of fifteen days to April 15, 1934 in which to complete this project, giving as their reason for the delay that the bridge spans were lengthened and they were required to order additional creosoted piling of longer length. The Engineer advised that the contractors' delay in completing this project has not inconvenienced traffic because the old bridge has been in use at all times; neither has it increased the State's expense for engineering. He recommended that the contractors' request be granted without penalty. The recommendation was approved by unanimous vote.

4/25/34

Barham Bros. & Henningsen, Contract No. 1558, construction of a bridge over the Santiam River overflow channel on Albany-Lyons Secondary Highway in Linn County, requested an extension of time from May 15, 1934 to May 30, 1934 in which to complete this project, giving as their reason that the bridge plans were changed and they were required to build two structures instead of one which necessitated the order of additional creosoted timbers. The Engineer advised that the reasons given by the contractors for their delay are substantially correct; also that the traveling public has not been inconvenienced by the delay, neither has the State incurred any great amount of extra engineering expense. He recommended that the request be granted without penalty. The Commission by unanimous vote approved the Engineer's recommendation.

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. 1527 with Dunn & Baker for grading the Midland-California Line Section of the Klamath Falls-Weed Highway in Klamath County; completed April 21, 1934;

Contract No. 1556 with The United Contracting Co. for the construction of an asphaltic concrete pavement on the Grants Pass Section of the Pacific Highway in Josephine County; completed March 23, 1934;

Contract No. 1560 with Barham Bros. & Henningsen for the construction of a bridge over McCarty Creek on the Columbia River Highway near Burlington in Multnomah County, completed April 7, 1934;

Contract No. 1599 with Dunn & Baker for grading the North Unit of the Midland-California Line Section of the Klamath Falls-Weed Highway in Klamath County, completed April 21, 1934.

The following resolution accepting the above projects was offered and 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. 1527 with Dunn & Baker for grading the Midland-California Line Section of the Klamath Falls-Weed Highway in Klamath County.

Contract No. 1556 with The United Contracting Co. for the construction of an asphaltic concrete pavement on the Grants

Pass Section of the Pacific Highway in Josephine County;

Contract No. 1560 with Barham Bros. & Henningsen for the construction of a bridge over McCarty Creek on the Columbia River Highway near Burlington in Multnomah County;

Contract No. 1599 with Dunn & Baker for grading the North Unit of the Midland-California Line Section of the Klamath Falls-Weed Highway in Klamath County;

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 Commission adjourned at 6:45 o'clock p. m.

Portland, Oregon, April 26, 1934

The State Highway Commission met in regular session at 9:00 o'clock a. m. in the Auditorium of the Public Service 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 C. C. Hockley, State Engineer for Oregon; J. F. Meager and M. E. Reed, all representatives of the Public Works Administration, and W. H. Lynch, District Engineer, and T. M. Davis, Senior Highway Engineer, representatives of the Bureau of Public Roads.

Bids for highway construction projects were opened and read in conformance with previously published notice, as follows:

OREGON COAST HIGHWAY
BRIDGE OVER COOS BAY

UNIT "A"

Teufel & Carlson	$ 460,300.00
The Gilpin Construction Co.	467,537.50
Puget Construction Co.	477,935.00
Mercer-Fraser Co.) and Geo. R. Cooke Co.) Joint Venture	489,907.50
Missouri Valley Bridge & Iron Co.	548,556.50
Northwest Roads Company	550,265.00

4/26/34

Bridge over Coos Bay - continued

UNIT "B"

Virginia Bridge & Iron Co.	$ 593,880.00
McClintic-Marshall Corporation	605,858.00
Columbia Steel Co.	615,715.40
Moore Dry Dock Co.	625,982.00
Wallace Bridge & Structural Steel Co.	799,160.00

UNIT "C"

Teufel & Carlson	643,271.40
Northwest Roads Company	683,961.50
Mercer-Fraser Co.) and) Joint Venture Geo. R. Cooke Co.)	702,230.00

UNIT "D"

Teufel & Carlson	527,323.10
Northwest Roads Company	567,897.50
Mercer-Fraser Co.) and) Joint Venture Geo. R. Cooke Co.)	597,034.50

COMBINATION BIDS

UNITS "C" AND "D"

The Gilpin Construction Co.) and)Joint Venture General Construction Co.)	1,103,447.50
Northwest Roads Company	1,127,255.00
Mercer-Fraser Co.) and) Joint Venture Geo. R. Cooke Co.)	1,235,089.50

UNITS "A", "C" AND "D"

Northwest Roads Company	1,529,438.00
The Gilpin Construction Co.) and) Joint Venture General Construction Co.)	1,550,670.00
Mercer-Fraser Co.) and)Joint Venture Geo. R. Cooke Co.)	1,625,986.00

MT. HOOD HIGHWAY
PARKDALE ROCK PRODUCTION PROJECT

Schmeer & Williams	$ 15,360.00
Arthur Gentemann	16,260.00

CRATER LAKE HIGHWAY
AGATE-LITTLE BUTTE CREEK SECTION - ROADBED WIDENING AND BITUMINOUS MACADAM

No bids received

OREGON COAST HIGHWAY
SIUSLAW RIVER BRIDGE APPROACHES - GRADING AND SURFACING

	No. 3 Oil	Tar
Edlefsen-Weygandt Co.	$31,610.40	$
E. C. Hall	33,315.50	
Saxton & Looney	33,396.50	
C. T. Malcom	33,685.00	
Homer G. Johnson	38,134.00	38,404.00

McKENZIE HIGHWAY
PACIFIC-McKENZIE HIGHWAY JUNCTION LANDSCAPING PROJECT

A. G. Erright	$ 1,861.80

EAST PORTLAND-OREGON CITY HIGHWAY
CONCRETE VIADUCT AT INTERSECTION OF BYBEE BOULEVARD

Settergren Bros.	$ 21,582.10
Averill & Philpott	22,312.50
O. N. Pierce	23,888.00
Hoffman Construction Co.	24,280.00
Feigenson Construction Co.	24,417.00
Parker-Schram Company	27,935.50
Birkemeier & Saremal	34,892.00

EAST PORTLAND-OREGON CITY HIGHWAY
CONSTRUCTION OF RAILROAD BRIDGE

Parker-Schram Company	$ 19,934.50
Hoffman Construction Co.	21,180.00
Feigenson Construction Co.	22,505.00
Portland Bridge Co.	22,895.00
Birkemeier & Saremal	24,460.00

4/26/34

LITTLE NESTUCCA SECONDARY HIGHWAY
AUSTIN CREEK-UPPER YACH BRIDGE SECTION
ROADBED WIDENING AND CONSTRUCTION OF TIMBER TRESTLE

O. N. Pierce, M. L. O'Neil & Son	$ 20,777.50
Schmitt Construction Co.	21,514.00
G. I. Stebbins Construction Co.	26,457.50

PENDLETON-COLD SPRINGS HIGHWAY
NORTH UNIT, COLD SPRINGS-HOLDMAN SECTION - ROAD MIX SURFACE TREATMENT

Joplin & Eldon	$ 16,680.00
Newport Construction Co.	17,265.00

COLUMBIA RIVER HIGHWAY
THE DALLES SECTION - BITUMINOUS MACADAM AND SHOULDER CONSTRUCTION

No bids received

FURNISH FERRY SERVICE ACROSS SIUSLAW RIVER
AT FLORENCE
MAY 16, 1934 TO MAY 15, 1935

Coos Bay Ferry Company	$ 24,500.00

FURNISH FERRY SERVICE ACROSS UMPQUA RIVER
AT REEDSPORT
MAY 16, 1934 TO MAY 15, 1935

Umpqua River Navigation Co.	$ 29,817.50

Chairman Scott announced that the award of contracts would be made at 5:00 o'clock p. m. in the same room.

The Commission had under consideration, among other things, the matter of the call for, and consideration of, bids for the construction of a bridge over Coos Bay in Coos County, Oregon, and after the Chairman of the Commission announced the purpose of the meeting the Secretary of the Commission opened in the presence of the persons named above, and in the presence of Mr. C. C. Hockley, State Engineer for Oregon, Mr. J. F. Meager, and Mr. M. E. Reed, all representatives of the Public Works Administration, and Mr. W. H. Lynch, District Engineer, and Mr. T. M. Davis, Senior Highway Engineer, representatives of the Bureau of Public Roads, and publicly read the bids hereinafter enumerated, and after due consideration of all of said bids and all matters connected therewith, Commissioner Washburne offered and moved the adoption of the following resolution, which motion was seconded by Commissioner Aldrich, and being by the Chairman submitted to vote received the unanimous vote of all three Commissioners, and said motion was by the Chairman declared unanimously carried and said resolution thereby unanimously adopted, to wit:

WHEREAS, pursuant to a call for bids, notice of which was

duly and regularly given by publication thereof in the following publications:

Pacific Builder & Engineer, Seattle, Washington
Engineering News Record, New York, New York
Daily Journal of Commerce, Seattle, Washington
Daily Journal of Commerce, Portland, Oregon
Daily Pacific Builder, San Francisco, California
Southwest Builder & Contractor, Los Angeles, California
Western Construction News, Los Angeles, California

for the construction of a bridge across Coos Bay in Coos County, there were received by the Commission and publicly opened and read on the 26th day of April, 1934, in the Auditorium of the Public Service Building, Portland, Oregon, the following bids:

Units "A", "C", and "D"

Northwest Roads Co., Portland	$1,529,438.00
Mercer-Fraser Co., & Geo. R. Cooke Co., Eureka, Cal.	1,625,986.00
Gilpin Constr. Co. & General Constr. Co., Portland	1,550,670.00

Units "C" and "D"

Northwest Roads Co., Portland	$1,127,255.00
Mercer-Fraser Co., & Geo. R. Cooke Co., Eureka, Cal.	1,235,089.50
Gilpin Constr. Co. & General Constr. Co., Portland	1,103,447.50

Unit "D" - South Approach Complete

Northwest Roads Co., Portland	$ 567,897.50
Mercer-Fraser Co., & Geo. R. Cooke Co., Eureka, Cal.	597,034.50
Teufel & Carlson, Seattle, Washington	527,323.10

Unit "C" - North Approach Complete

Northwest Roads Co., Portland	683,961.50
Mercer-Fraser Co., & Geo. R. Cooke Co., Eureka, Cal.	702,250.00
Teufel & Carlson, Seattle, Washington	643,271.40

Unit "B"

Wallace Bridge & Structural Steel Co., Seattle, Wn.	$ 799,160.00
Virginia Br. & Iron Co., Roanoke, Virginia	593,880.00
McClintic-Marshall Corp., San Francisco, California	605,858.00
Columbia Steel Co., Portland, Oregon	615,715.40
Moore Dry Dock Company, Oakland, California	625,982.00

Unit "A" - Piers 8 to 11

Northwest Roads Co., Portland, Oregon	$ 550,265.00
Mercer-Fraser Co., & Geo. R. Cooke Co., Eureka, Cal.	489,907.50

4/26/34

Unit "A" - Piers 8 to 11 - continued

Gilpin Construction Co., Portland, Oregon	$ 467,537.50
Teufel & Carlson, Seattle, Washington	460,300.00
Puget Construction Co., Seattle, Washington	477,955.00
Missouri Valley Bridge & Iron Co., Leavenworth, Kansas	548,556.50

and

WHEREAS, all of said bids were duly considered by the Commission and its engineers, and after being fully advised with respect to said matter it was and is the judgment of the Commission that the bid of the Northwest Roads Company of Portland, Oregon, for units "A", "C" and "D" in the sum of $1,529,438.00 was and is the lowest and best bid of all the bids received for said work, and that said bid should in the interest of the State be accepted and the contract for the construction of said units "A", "C" and "D" awarded to said bidder, and that the bid of the Virginia Bridge & Iron Company, Roanoke, Virginia, for unit "B" in the sum of $593,880.00 was and is the lowest and best bid of all of the bids received for said work, and that the said bid should in the interest of the State be accepted and the contract for the construction of unit "B" of said bridge be awarded to said bidder;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission, all members being present and affirmatively voting, as follows:

1. That the bid of the Northwest Roads Company of Portland, Oregon, in the sum of $1,529,438.00 for the construction of units "A", "C" and "D" of the Coos Bay Bridge and the bid of the Virginia Bridge & Iron Company of Roanoke, Virginia, in the sum of $593,880.00 for the construction of unit "B" of said bridge over Coos Bay in Coos County, Oregon be and said bids hereby are accepted, subject to the conditions and limitations hereinafter set out.

2. That the acceptance of said bids and the award of contracts to said bidders is and are subject to the approval of the P. W. A. and subject, likewise, to the consummation of the loan agreement between the State Highway Commission and the Federal Government for a loan and grant with which to construct said bridge. It is specifically conditioned that should the State fail to procure said loan and grant then said bids shall be deemed rejected and said award of contract annulled and rescinded.

3. That R. H. Baldock, State Highway Engineer, Mr. C. B. McCullough, Bridge Engineer, and J. M. Devers, Attorney for the Commission, be and they hereby are instructed, authorized and directed to prepare the formal written agreement covering the construction of units "A", "C" and "D" of said Coos Bay Bridge, and the agreement covering the construction of unit "B" of the said Coos Bay Bridge, which agreements shall be prepared in harmony with specifications, plans and designs prepared by the Engineer and referred to in said call for bids. Said written agreements when prepared shall be submitted to the respective bidders herein named and to the Highway Commission for proper execution, if and when said loan agreement has been fully executed and the funds provided for therein have been made available to the State.

4. That the Secretary of the Commission be and he hereby is instructed to return to the other bidders their respective certified checks.

5. That this resolution be entered in the minutes of the Commission and a duly certified copy delivered to Mr. C. C. Hockley, State Engineer for Oregon, Public Works Administration, Portland, Oregon.

E. R. Fatland, President, L. E. Spraker, Secretary, P. N. Shown, F. M. Gabler, G. T. Rue, and S. G. Johnson of Wheeler and Grant Counties, representing the John Day Highway Association, were present and urged the Commission to make provision for the reconstruction of the John Day Highway between Fossil and Ochoco Highway junction during the years 1934, 1935 and 1936 and to oil a portion thereof this year. They also asked the Commission for an answer to their letter on this subject, dated April 18, 1934. Chairman Scott advised the delegation that the Commission is not in a position to make any promises at the present time due to the fact that its available funds are obligated and Congress has not yet appropriated additional federal aid for this year. The State Highway Engineer advised that the Commission in special session yesterday instructed him to make certain investigations on the John Day Highway between Fossil and Spray with the idea in mind of determining upon a project to be undertaken this year if funds are available. This investigation, he said, will include a search for rock suitable for surfacing and oiling purposes and a complete report will be made to the Commission as soon as possible.

Mr. Philip V. W. Fry, representing the Ladd Estate Company, appeared before the Commission and requested permission to erect a sign on the Pacific Highway right of way at Oswego to direct traffic to the real estate office of this company. He stated that the sign would be 8'x10' in dimension and would encroach about 8 feet on the state highway right of way. The Commission denied the request.

The Engineer requested authority to purchase certain parcels of real property for various highway improvements throughout the state. The Commission approved the Engineer's request and by unanimous vote adopted the following resolution relative thereto:

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 bases of settlement which have 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 bases 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
Dufur-Tygh Grade Section, The Dalles-California Highway				
Patterson, Emily	Stock Pile	0.79	$70.00 per A. plus $24.00	Cooper
Coos County, Coos Bay-Roseburg Highway				
Mecum, Frank E.	Stock Pile	0.57	$100.00 Lump Sum	Parker
Jennings, Laurence B.	" "	0.18	50.00 " "	"
Crooked Creek-Lakeview Section, Fremont Highway				
The Harry A. Hunter Est. & Favell-Utley Realty Co. (Correction)	R/W	30.15	Land gratis $1195.12 for fencing	McCallister
Middleton-Newberg Section, West Side Pacific Highway				
Boyle, Edna	R/W	0.43	Gratis	Benson
Cameron, Helen	"	0.15	Land gratis, $700.00 for moving service bldg.	"
Harman, Inez M.	"	0.46	Land gratis $400.00 for moving house	"
Doree, Fred	"	0.15	Gratis	"
Winters, Roscoe D.	"	5.77	at $25.00 per acre plus $232.50	"
Winters, Wesley	"	2.85	at $100.00 per A. plus $135.00	"
Meek, Mary	"	2.20	at $300.00 per A. plus $400.00	"
May, Barney	"	0.26	at $300.00 per A.	"
Dow, M. C. Saltus	"	0.65	at $150.00 per A. plus $36.50	"
O'Malley, Charles	"	0.39	at $150.00 per A. plus $69.50	"
Meret, T. J.	"	0.01	Gratis	"
Yokel, H. W.	"	0.01	$1.00 Lump sum	"
McCaffree, Andrew L.	"	0.09	$20.00 Lump sum	"
Otis, Luke S.	"	4.56	at $500.00 per A. plus $2220.00	Parker

Section, Hwy., and Owner	Purpose	Acres	Approximate Amounts	Agent
Middleton-Newberg Section, West Side Pacific Highway - continued				
Rex Community Club	R/W	0.05	$1.00 Lump sum	Parker
McKy, Mildred	"	0.02	$1.00 " "	"
Hutchens, T. A. et al	"	0.89	Land gratis plus $189.50	"
City of Newberg	"	0.02	Gratis	
Prudy C. Mount Est.	"	0.03	$1.00 Lump sum	"
Wolter, J. E.	"	0.27	$1.00 " "	"
Lichenthaler, Leonard	"	0.06	Land gratis $5.00 for moving fruit stand, etc.	"
Ferrell, Arthur W.	"	0.03	$10.00 Lump sum	"
Whitaker, Loring J.	"	1.44	$1.00 " "	"
Haynes, Lenora	"	1100 Sq.Ft.	at 1 cent per sq.ft. plus $32.50	"
Roberts, James	"	1990 Sq.Ft.	at 1 cent per sq.ft. plus $39.00	"
McNabb, Peter A.	"	0.68	at $200.00 per A.	Benson
Heppner Section, Oregon-Washington Highway				
First National Bank of Heppner	Quarry Site	4.00	$100.00 Lump sum	Williams
Beaverton Section, Tualatin Valley Highway				
Hall, Earl F.	R/W	0.06	at $1200.00 per A. plus $528.00	DeSouza
Onaway Section, Bertha-Beaverton Highway				
Horton, Jean E. (Correction)	R/W	1200 Sq.Ft.	Land $82.00 plus $243.00	DeSouza
Polk County Line-Lewisburg Section, West Side Pacific Highway				
George, M. S.	R/W	0.82	at $100.00 per A. plus $137.50	McCallister
West Salem-Brunks Corner, Salem-Dallas Highway				
DeLapp, Mathew	R/W	0.12	$350.00 Lump sum	DeSouza
Root, A. Elizabeth	Easement for deadman and guy wire		$75.00 Lump sum	McCallister
Dolph-Castle Rock Section, McMinnville-Tillamook Highway				
Wood, Archie B.	Stock Pile	1.99	$325.00 Lump sum	Benson

Section, Hwy., and Owner	Purpose	Acres	Approximate Amounts	Agent
Ontario Section, Old Oregon Trail Highway				
Thayer, Mrs. Minnie	Gravel Pit	8.28	$200.00 Lump sum 10 yr. lease	Williams
Tyson, W. C.	Road Easement	0.63	$50.00 " " 10 " "	"
Dixie-Lime Section, Old Oregon Trail Highway				
Oregon Portland Cement Co.	R/W		$53.00 for additional fencing	Benson
Rockaway Section, Oregon Coast Highway				
Watt, George	Stock Pile	1.00	$100.00 Lump sum	Benson
Watt, George	Quarry Site		3 cents per cu. yd. 1 year lease	"
Garibaldi, Oregon Coast Highway				
Meyer, Emma G.	R/W		450 Sq.Ft. at 9 cents per sq.ft.	Benson
Waldport Section, Oregon Coast Highway				
Hallmark, C. B.	R/W		75 Sq.Ft. at 10 cents per sq.ft. plus $17.50	McCallister
Lyndon, Albert	"		990 Sq.Ft. at 10 cents per sq.ft. plus $51.00	"
Phibbs, G. H.	"		2100 Sq.Ft. at 10 cents per sq.ft. plus $300.00 - total $800.00	"
Lincoln County & Port of Alsea	"		21.22 Gratis	"
Lincoln County & Port of Alsea	"		1.23 Gratis	"
Finnegan, Ross (Correction)	"		990 Sq.Ft. at 10 cents per sq.ft. plus $26.00	"
Lyndon, Lizzie (Correction)	"		2100 Sq.Ft. at 10 cents per sq.ft. plus $590.00	"
Hosford, E. F.	"		990 Sq.Ft. at 10 cents per sq.ft. plus $51.00	"
Newport-South Beach Section, Oregon Coast Highway				
Frey, Jess	R/W		100 Sq.Ft. at 10 cents per sq.ft. plus $200.00	McCallister
Mackey, C. A.	"		900 Sq.Ft. land gratis $150.00 for adjusting filling station, etc.	"
Woodward, Mrs. S. C.	"		1000 Sq.Ft. land gratis $565.00 for moving bldgs., etc.	"
Independent Order of Odd Fellows	"		1100 Sq.Ft. land gratis $1859.50 for moving bldgs.	"

Section, Hwy., and Owner	Purpose	Acres	Approximate Amounts	Agent
Newport-South Beach Section, Oregon Coast Highway - continued				
Lake, Jennie C.	R/W		0.35 at $300.00 per A. plus $150.00	McCallister
Hunt, M. S. (Correction)	"		2000 Sq.Ft. land gratis $475.00 for moving bldgs.	"
Ash, Mabel L.	"		7104 Sq.Ft. land gratis $185.00 for moving bldgs.	"
Collins, E. J.	"		1000 Sq.Ft. land gratis $185.00 for moving bldgs.	"
Lincoln County	"		9.44 Gratis	"
Lincoln County	"		0.38 "	"
McCurdy, T. J.	"		1365 Sq.Ft.land gratis $330.00 for moving bldgs.	Gardiner
Will, Anton M.	"		7200 Sq.Ft.land $1080.00 plus $1155.50	McCallister
Strickler, Winnie L.	"		2.27 $800.00 lump sum	DeSouza
Skipanon-Seaside, Oregon Coast Highway				
Fulkerson, Pearl	R/W		0.089 at $200.00 per A. plus $120.50	Gardiner
Reedsport-Gardiner Section, Oregon Coast Highway				
World War Veterans' State Aid Commission	R/W		3200 Sq.Ft. $190.28 lump sum	Parker
Uhde, Gus	"		3200 Sq.Ft. land $202.51 plus $200.00	"
Russell Point-North Bend, Oregon Coast Highway				
City of North Bend	R/W		14.52 Land gratis plus $90.00 for moving bldg.	Parker
Columbia County, Columbia River Highway				
Beroud, Louis E.	R/W		14,310 Sq.Ft. at 2.67 cents per sq.ft. plus $219.00	Benson
Grants Pass Section, Pacific Highway				
Smith, Will C.	Maintenance site		Lot 174'x275' equals 47,850 Sq.Ft. $500.00 lump sum	Bromley
Terrebonne-Redmond Section, The Dalles-California Highway				
First National Bank of Redmond	R/W	0.423	$46.38 lump sum	Lytle

With regard to the purchase of right of way for the improvement of the Middleton-Newberg Section of the West Side Pacific Highway the Commission decided that inasmuch as there are no funds available for the immediate improvement of this highway, actual purchases should be confined to that portion which it is contemplated will be reconstructed during the next year. The Engineer was instructed to render a report in the matter.

The Commission discussed the matter of acquiring from Sinclair Morris, et al, 6,000 square feet of their property located in the town of Florence which property is needed for right of way for the approach to the proposed bridge across the Siuslaw River, and for which the owners demand a price of 4½ cents per square foot plus an additional sum of $1,250 for damages. The Commission considered the price demanded too high and for that reason deferred its decision pending personal inspection of the premises by one of the Commissioners; however, the Attorney was authorized by the Commission to condemn this property in the event that the Commission decides later to refuse the demand of the owners.

The Assistant Attorney requested authority to institute condemnation proceedings to acquire right of way needed for the improvement of the Oregon Coast Highway at Florence, Glenada, and Waldport; for the improvement of the East Portland-Oregon City Highway at Milwaukie; and for the improvement of the Lower Columbia River Highway in Columbia County. After due consideration the Commission approved the Attorney's request and by unanimous vote adopted the following resolution relative thereto:

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 portions of State Highway No. 9 in Lincoln and Lane Counties, State Highway No. 46 in Clackamas County, and State Highway No. 2 in Columbia 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:

Alsea Bay Bridge and Approaches at Waldport in Lincoln County:

(Frank H. Hilton and Gladys M. Hilton property)

Parcel No. 1:

A parcel of land in Lot 3 of Section 18, Twp. 13 South, Range 11 West, W. M., Lincoln County, Oregon, said parcel being described as follows:

Beginning at a point in the present easterly right of way line of the Oregon Coast Highway; said point being 40 feet distant easterly from (when measured at right angles to) the center line of said highway at Station 1346+25.4; said point also being 889 feet east and 813 feet south of the west one-quarter (¼) corner of said Section 18; thence South 4° 40' West a distance of 300 feet measured along the said right of way line; thence South 85° 54' East a distance of 10.1 feet to a point which is 50 feet distant from (when measured at right angles to) the relocated center line of the Oregon Coast Highway; thence parallel to and 50 feet distant from said relocated center line on a Talbot spiral curve to the right (the long chord of which spiral bears North 4° 30' East 54.6 feet) a distance of 54.62 feet; thence North 4° 40' East parallel to and 50 feet distant from said center line a distance of 245.4 feet; thence North 85° 20' West a distance of 10.0 feet to the point of beginning; containing an area of 0.069 acre, more or less.

Parcel No. 2:

A parcel of land lying in the southwest quarter (SW¼) of Section 18, Twp. 13 South, Range 11 West, W. M., Lincoln County, Oregon, and being a portion of that tract of land conveyed by that certain deed to F. H. Hilton and recorded in Volume 57, Page 237, of Lincoln County Record of Deeds; said parcel being described as follows:

Beginning at a point on the north line of said tract, said point being 429.2 feet west of the northeast corner of said tract; said point also being 50 feet distant easterly from (when measured at right angles to) the relocated center line of the Oregon Coast Highway at Engineer's Station 1366+52.4; said point also being 1480 feet south and 880 feet east of the west one-quarter (¼) corner of said Section 18; thence parallel to and 50 feet distant easterly from the said relocated center line on a 1096 foot radius curve left (the long chord of which bears South 20° 03' 30" East) a distance of 395 feet to a point which is 50 feet distant easterly from (when measured at right angles to) the said relocated center line of said highway at Engineer's Station 1370+65.4 P. C. S.; thence parallel to said center line on a Talbot spiral curve left (the long chord of which spiral bears South 32° 34' East 87.07 feet) a distance of 87.20 feet to a point on the north line of a one-acre tract of land described in a deed recorded in said Volume 57, Page 237; thence South 61° 24' West along said north line a distance of 10.7 feet to an iron pipe on the existing easterly right of way line of said highway; thence northwesterly along the said existing right of way line on a 1233.3 foot radius curve right a distance of 488 feet, more or less, to the north line of said tract; thence east along said north line a distance of 5.2 feet to the point of beginning; containing 0.077 acre.

Parcel No. 3:

A parcel of land lying in the southwest quarter (SW¼) of Section 18, Twp. 13 South, Range 11 West, W. M., Lincoln County, Oregon, and being a portion of that tract of land conveyed by that certain deed to F. H. Hilton and recorded in Volume 57, Page 237, of Lincoln County Record of Deeds;

said parcel being described as follows:

Beginning at a point on the south line of the one-acre tract of land described in the foregoing mentioned deed as recorded in Volume 57, Page 237; said point being 50 feet distant easterly from (when measured at right angles to) the relocated center line of the Oregon Coast Highway at Station 1372+57.9; said point also being 2005 feet south and 1120 feet east of the west one-quarter ($\frac{1}{4}$) corner of said Section 18; thence parallel to and 50 feet distant from the said relocated center line on a Talbot spiral curve left (the long chord of which bears South 37° 37' East 105.69 feet) a distance of 105.7 feet to a point, which is 50 feet distant from the said relocated center line at Station 1373+65.4 P. T.; thence South 37° 53' East parallel to said center line a distance of 8.4 feet to a point on the high water line of Alsea Bay; thence South 54° 41' West along said high water line a distance of 10.1 feet to a point on the existing easterly right of way line of said highway; thence northwesterly along the said existing right of way line a distance of 118 feet, more or less, to an iron pipe set for the southwest corner of said one-acre tract; thence North 64° 21' East along the south line of said one-acre tract a distance of 10.2 feet to the point of beginning; containing 0.02 acre, more or less.

Parcel No. 4:

A parcel of land lying in the southwest quarter ($SW\frac{1}{4}$) of Section 18, Twp. 13 South, Range 11 West, W. M., Lincoln County, Oregon, and being a portion of that tract of land conveyed by that certain deed to F. H. Hilton and recorded in Volume 57, Page 237, of Lincoln County Record of Deeds; said parcel being described as follows:

Beginning at a point on the existing westerly right of way line of the Oregon Coast Highway; said point being 40 feet distant westerly from (when measured at right angles to) the center line of said highway at Engineer's Station 1348+02; said point being the most northeasterly corner of said property; said point also being 980 feet south and 795 feet east of the west one-quarter ($\frac{1}{4}$) corner of said Section 18; thence west along the north line of said property a distance of 10.03 feet; thence South 4° 40' West parallel to and 50 feet distant from the center line of said highway a distance of 65.5 feet to a point, which is 50 feet westerly from (when measured at right angles to) the center line of said highway at Engineer's Station 1348+70.8 equals Station 1362+14.4 P. S. of the relocated center line of said highway; thence parallel to and 50 feet distant from said relocated center line of said highway on a Talbot spiral curve left (the long chord of which bears South 2° 10' West 305.96 feet) a distance of 306.50 feet; thence on an 1196 foot radius curve left (the long chord of which bears South 30° 23' East) a distance of 575 feet; thence on a Talbot spiral curve left (the long chord of which bears South 35° 23' East 305.96 feet) a distance of 306.50 feet to a point which is 50 feet distant westerly from (when measured at right angles to) the said relocated center line at Station 1373+65.4 P. T.; thence South 37° 53' East a distance of 4 feet to a point on the high water line of Alsea Bay; thence North 54° 41' East a distance of 10 feet to a point on existing westerly right of way line of said highway; thence northwesterly along said right of

way line a distance of 1250 feet, more or less, to the point of beginning; containing 0.35 acre, more or less.

(Frank H. Hilton, et ux, and A. B. Combs, et ux, property)

A parcel of land lying in Lot 3 of Section 18, Twp. 13 South, Range 11 West, W. M., Lincoln County, Oregon, said parcel being described as follows:

Beginning at a point in the present westerly right of way line of the Oregon Coast Highway; said point being 40 feet distant westerly from (when measured at right angles to) the center line of said highway at Station 1341+76.9; said point also being approximately 846 feet east and 360 feet south of the west one-quarter ($\frac{1}{4}$) corner of said Section 18; thence South 4° 40' West parallel to and 40 feet distant from the center line of the Oregon Coast Highway a distance of 65.2 feet; thence South 54° 43' West a distance of 15.57 feet to a point which is 50 feet distant from (when measured at right angles to) said center line of highway; thence North 4° 40' East parallel to and 50 feet distant from said center line a distance of 65.2 feet; thence North 54° 43' East a distance of 15.57 feet to the point of beginning; containing an area of 0.015 acre, more or less.

(Wallace G. Baker and Jessie L. Baker property)

Parcel No. 1:

A parcel of land lying in Lot 3 of Section 18, Twp. 13 South, Range 11 West, W. M., Lincoln County, Oregon, said parcel being described as follows:

Beginning at the intersection of the east and west center line of said Section 18 and the present west right of way line of the Oregon Coast Highway; said intersection being approximately 875 feet east of the west one-quarter ($\frac{1}{4}$) corner of said Section 18; said intersection also being 40 feet distant from (when measured at right angles to) the center line of the Oregon Coast Highway at Engineer's Station 1338+16.2; thence South 4° 40' West parallel to said center line a distance of 360.74 feet; thence South 54° 43' West a distance of 15.57 feet to a point which is 50 feet distant from (when measured at right angles to) the said center line of said highway at Station 1341+88.9; thence North 4° 40' East parallel to and 50 feet distant from said center line a distance of 13.9 feet; thence North 85° 20' West a distance of 20 feet; thence North 4° 40' East parallel to and 70 feet distant from said center line a distance of 125 feet; thence South 85° 20' East a distance of 20 feet; thence North 4° 40' East parallel to and 50 feet distant from said center line a distance of 232.92 feet to the said east and west center line of Section 18; thence east along said line a distance of 10.03 feet to the point of beginning; containing an area of 0.141 acre, more or less.

Parcel No. 2:

A parcel of land lying in Lot 3 of Section 18, Twp. 13 South, Range 11 West, W. M., Lincoln County, Oregon, said parcel being described as follows:

Beginning at a point on the existing westerly right of way line of the Oregon Coast Highway; said point being approximately 840 feet east and 424.5 feet south of the west one-quarter ($\frac{1}{4}$) corner of said Section 18; said point also being 40 feet distant from (when measured at right angles to) the center line of said highway at Station 1342+42.1; thence South 4° 41' West a distance of 259.78 feet measured along said westerly right of way line; thence west 10.03 feet to a point which is 50 feet distant from (when measured at right angles to) the said center line of said highway; thence North 4° 40' East parallel to and 50 feet distant from said center line a distance of 252.2 feet; thence North 54° 43' East a distance of 15.57 feet to the point of beginning; containing an area of 0.059 acre, more or less.

Parcel No. 3:

A parcel of land lying in Lot 3 of Section 18, Twp. 13 South, Range 11 West, W. M., Lincoln County, Oregon; said parcel being described as follows:

Beginning at the point of intersection of the east and west center line of said Section 18 and the present easterly right of way line of the Oregon Coast Highway; said point being 40 feet distant easterly from (when measured at right angles to) the center line of said highway at Station 1338+09.8; said point also being 955 feet east of the west one-quarter ($\frac{1}{4}$) corner of said Section 18; thence South 4° 40' West parallel to and 40 feet distant from the center line of the Oregon Coast Highway a distance of 815.56 feet; thence South 85° 20' East a distance of 10 feet to a point which is 50 feet distant from (when measured at right angles to) the said center line of highway; thence North 4° 40' East parallel to said center line a distance of 816.4 feet to the east and west center line of said Section 18; thence west a distance of 10.03 feet measured along said line to the point of beginning; containing an area of 0.187 acre, more or less.

Parcel No. 4:

A parcel of land lying in the southwest quarter ($SW\frac{1}{4}$) of Section 18, Twp. 13 South, Range 11 West, W. M., Lincoln County, Oregon; said parcel being described as follows:

Beginning at a point on the existing easterly right of way line of the Oregon Coast Highway; said point being 40 feet distant easterly from (when measured at right angles to) the existing center line of said highway at Station 1349+25.4; said point also being 1112 feet south and 865 feet east of the west one-quarter ($\frac{1}{4}$) corner of said Section 18; thence South 4° 40' West along said easterly right of way line a distance of 55 feet to a point which is 40 feet distant easterly from (when measured at right angles to) the existing center line at Engineer's Station 1394+80.4 equals Station 1363+18.0 P. C.; thence along said easterly right of way line on a 1233.3 foot radius curve left (the long chord of which bears South 2° 53' 30" East) a distance of 325.3 feet; thence east a distance of 5.2 feet to a point, which is 50 feet distant easterly from (when measured at right angles to) the relocated center line of said highway at Station 1366+52.4; thence parallel to and 50 feet distant easterly from the said relocated center line on a 1096 foot radius curve right (the long chord of which bears North 6° 17' West) a distance of 132 feet; thence parallel to and 50 feet distant easterly from the said relocated center line on a Talbot spiral curve right (the long chord of which bears North 1° 38' East) a distance of 235.5 feet; thence North 85° 20' West a distance of 10.1 feet to the point of beginning; containing 0.065 acre.

Parcel No. 5:

A parcel of land lying in the southwest quarter ($SW\frac{1}{4}$) of Section 18, Twp. 13 South, Range 11 West, W. M., Lincoln County, Oregon, and being a portion of that one-acre tract described in that certain deed to F. H. Hilton and recorded in Volume 57, Page 237, of Lincoln County Record of Deeds; said parcel being described as follows:

Beginning at a point on the north line of the said one-acre tract; said point being 50 feet distant easterly from (when measured at right angles to) the relocated center line of the Oregon Coast Highway at Engineer's Station 1371+56.8; said point also being 1925 feet south and 1065 feet east of the west one-quarter ($\frac{1}{4}$) corner of said Section 18; thence parallel to and 50 feet distant easterly from the said relocated center line on a Talbot spiral curve left (the long chord of which bears South 35° 18' East 100.1 feet) a distance of 100.3 feet to a point on the south line of said one-acre tract; thence South 64° 21' West along said south line a distance of 10.2 feet to an iron pipe set on the existing easterly right of way line of said highway; thence northwesterly along said existing right of way line on a 1233.3 foot radius curve right (the long chord of which bears North 35° 03' West) a distance of 100 feet to an iron pipe set for the northwest corner of said one-acre tract; thence North 61° 24' East along the north line of said one-acre tract a distance of 10.7 feet to the point of beginning; containing 0.02 acre, more or less.

(John P. Preston and Ursula K. Preston property)

A parcel of land lying in Lot 3 of Section 18, Twp. 13 South, Range 11 West, W. M., Lincoln County, Oregon, said parcel being described as follows:

Beginning at a point in the present westerly right of way line of the Oregon Coast Highway; said point being 40 feet distant westerly from (when measured at right angles to) the center line of said highway at Station 1345+01.9; said point also being approximately 819 feet east and 684 feet south of the west one-quarter ($\frac{1}{4}$) corner of said Section 18; thence South 4° 40' West parallel to and 40 feet distant from the center line of the said Oregon Coast Highway a distance of 300 feet; thence west a distance of 10.03 feet to a point which is 50 feet distant from (when measured at right angles to) said center line of highway; thence North 4° 40' East parallel to and 50 feet distant from said center line a distance of 300 feet; thence east a distance of 10.03 feet to the point of beginning; containing an area of 0.069 acre, more or less.

(Stella M. Williams and Ed. Williams property)

A parcel of land lying in Lot 4 of Block 7 of Tekinink Addition to Waldport, situated in Section 19, Twp. 13 South, Range 11 West, W. M., Lincoln County, Oregon; said parcel being described as follows:

Beginning at the southeast corner of said Lot 4; thence North 87° 21' West along the south line of said Lot 4 a distance of 4.0 feet; thence North 9° 10' East a distance of 35.2 feet to the east line of said lot; thence South 2° 39' West along the east line of said Lot 4 a distance of 35.0 feet to the point of beginning; containing 70 square feet.

Siuslaw River Bridge and Approaches at Florence and Glenada in Lane County:

(Kenneth McCornack and Agnes H. McCornack property)

All of that tract of land conveyed by that certain deed to Kenneth McCornack, recorded in Volume 104, Page 22, of Lane County Record of Deeds; the tract being described as follows:

All of Lot 3 in Block 9 of the original town of Florence, situated in Section 34, Twp. 18 South, Range 12 West, W. M., Lane County, Oregon; containing an area of 9600 square feet.

(George Adams and Stella E. Adams property)

A parcel of land, being a portion of the following described property: Lots 4, 5, 6, 7, 8, 9, and 10, Block 43, of Gallagher's Addition to Florence, situated in Section 26, Twp. 18 South, Range 12 West, W. M., Lane County, Oregon, and being a portion of that tract of land which was conveyed by that certain deed from B. H. Allen to John F. Peterson, recorded in Volume 170, Page 176, of Lane County Records of Deeds; the said parcel being described as follows:

Beginning at a point on the north line of said Block 43, said point being 16.6 feet westerly from the northeast corner of said Lot 4, Block 43; thence parallel to and 50 feet distant easterly from the relocated center line of the Oregon Coast Highway on a Talbot spiral curve right (the long chord of which curve bears South 26° 43' 30" West 133.44 feet) a distance of 133.55 feet to the south line of said Lot 6 of Block 43; thence South 89° 49' West along the south line of said Lots 6, 7, 8, 9, and 10 a distance of 109.5 feet to the southwest corner of said Lot 10; thence North 0° 11' West along the south line of said Block 43 a distance of 6.5 feet; thence parallel to and 50 feet distant westerly from the said relocated center line on a Talbot spiral curve left (the long chord of which curve bears North 27° 42' East 128.39 feet) a distance of 128.45 feet to a point on the north line of said Block 43; thence North 89° 49' East along the said north line a distance of 110.4 feet to the point of beginning; containing 13,418 square feet.

(Sinclair C. Morris, et ux, and Marion Morris, et ux, property)

All of Lots 2 and 3 in Block 6 of the original town of Florence, situated in Section 34, Twp. 18 South, Range 12 West, W. M., Lane County, Oregon; containing an area of 6000 square feet.

(A. G. Ross, et ux, property)

A parcel of land, being a portion of the following described property: Lot 10, Block 52, Gallagher's Addition to Florence, situated in Section 26, Twp. 18 South, Range 12 West, W. M., Lane County, Oregon, and being a portion of that tract of land which was conveyed by that certain deed from A. E. Gallagher et ux to A. G. Ross, recorded in Book 111, Page 83, Lane County Record of Deeds; the said parcel being described as follows:

Beginning at the southwest corner of said Lot 10; thence North 0° 11' West along the west line of said Block 52 a distance of 44.30 feet; thence North 28° 01' East parallel to and 50 feet distant westerly from the relocated center line of the Oregon Coast Highway a distance of 65.60 feet to the east line of said lot; thence South 0° 11' East along said east line a distance of 102.12 feet to the southeast corner of said Lot 10; thence South 89° 49' West along the south lot line a distance of 31 feet to the point of beginning; containing 2270 square feet.

(A. E. Seaman, et ux, property)

A parcel of land lying in Lots 18, 19, 20, and 21, Block 3 of Morse's Second Addition to the town of Florence, situated in Section 34, Twp. 18 South, Range 12 West, W. M., Lane County, Oregon, and being a portion of that tract of land conveyed by that certain deed to A. E. Seaman, recorded in Volume 168, Page 13, of Lane County Record of Deeds; the said parcel being described as follows:

Beginning at the northeasterly corner of said Lot 21; thence South 19° 40' 30" East along the easterly line of said Lots 21 and 20 a distance of 31.2 feet to a point in the easterly line of said Lot 20 which is 50 feet distant from (when measured easterly at right angles to) the relocated center line of the Oregon Coast Highway; thence South 28° 01' West parallel to and 50 feet distant from said relocated center line a distance of 172.9 feet to the west line of said Lot 18; thence North 0° 11' West along the west line of said Block 3 a distance of 181.8 feet to the northwest corner of said Lot 21; thence North 89° 49' East along the north line of said Lot 21 a distance of 70.69 feet to the point of beginning; containing an area of 8395 square feet, more or less.

ALSO:

A parcel of land lying in Lot 1 of the foregoing described Block 3 of Morse's Second Addition, said parcel being described as follows:

Beginning at the northwest corner of said Lot 1; thence North 89° 49'

East along the north line of said Lot 1 a distance of 4.97 feet; thence South 28° 01' West parallel to and 50 feet distant easterly from the relocated center line of the Oregon Coast Highway a distance of 6.33 feet to the west line of said Lot 1; thence North 19° 40' 30" West along said west line a distance of 5.92 feet to the point of beginning; containing 14 square feet.

(Fred Hendrickson, et ux, property)

A parcel of land lying in Lot 2, Block 35, Gallagher's Addition to Florence, situated in Section 26, Twp. 18 South, Range 12 West, W. M., Lane County, Oregon; said parcel being described as follows:

Beginning at the southeast corner of said Lot 2; thence North 0° 11' West along the east line of said Lot 2 a distance of 30 feet; thence South 6° 58' West a distance of 30.23 feet to a point on the south line of said lot; thence North 89° 49' East along said south line a distance of 3.76 feet to the point of beginning; containing 56 square feet.

(Louis Hegstrom property)

All of that tract of land conveyed by that certain deed to Louis Hegstrom, et ux, recorded in Volume 173, Page 524, of Lane County Record of Deeds; the said tract being described as follows:

Lots 1 and 2 in Block 1 of the town of Glenada, situated in Section 34, Twp. 18 South, Range 12 West, W. M., Lane County, Oregon; containing an area of 18,530 square feet, more or less.

(Frank Brennies Estate property)

All of Lot 16, Block 1, of Glenada, situated in Section 34, Twp. 18 South, Range 12 West, W. M., Lane County, Oregon; containing 7100 square feet.

Milwaukie Section of East Portland-Oregon City Highway in Clackamas County:

(Frank Arighi, et ux, Theodore Rehberg, et ux, and S. F. Peake, et ux, property)

A parcel of land in the south half of Lot 1 of Block 2 of the recorded plat of Lewelling Park, Milwaukie, Clackamas County, Oregon, the said parcel being a portion of that certain piece of property described in a deed to Theodore and Ola Rehberg as recorded in Book 183 at Page 502, Deed Records of Clackamas County, Oregon; said parcel of land being more particularly described as follows:

Beginning at the southwest corner of said Block 2; thence North 80° 40' East along the southerly block line a distance of 12.1 feet to a point which is 36 feet easterly from (when measured at right angles to) the 1934 located center line of the East Portland-Oregon City Highway; thence parallel to said center line along a 1396.5 foot radius curve to the right (the long chord of which bears North 1° 00' East) a distance of 86.4 feet to the northerly line of said Rehberg property; thence South 80° 40' West along said northerly line a distance of 27.6 feet to the northwest corner of said property and the westerly line of

said Block 2; thence South 9° 20' East along said westerly block line a distance of 85.0 feet to the point of beginning; containing 1675 square feet.

(Frank Arighi, et ux, and C. L. Sturtevant, et ux, property)

A parcel of land in the north half (N½) of Lot 1 of Block 2 of the recorded plat of Lewelling Park, Milwaukie, Clackamas County, Oregon, the said parcel being a portion of that certain piece of property described in a deed to Frank and Italia Arighi, as recorded in Book 108 at Page 107, Deed Records of Clackamas County, Oregon; said parcel of land being more particularly described as follows:

Beginning at the southwest corner of said Arighi property on the westerly line of said Block 2 and South 9° 20' East a distance of 85.0 feet from the northwest corner of said Block 2; thence North 80° 40' East along the southerly property line a distance of 27.6 feet to a point which is 36 feet distant easterly from (when measured at right angles to) the 1934 located center line of the East Portland-Oregon City Highway; thence parallel to said center line along a Talbot spiral curve to the right, a = 1 on the center line (the long chord of which bears North 5° 14' 30" East) a distance of 87.82 feet to the northerly line of said Lot 1; thence along the north line of said Lot 1 South 80° 40' West a distance of 49.7 feet to the northwest corner of said Block 2; thence South 9° 20' East along the westerly block line a distance of 85.0 feet to the point of beginning; containing 3270 square feet.

(Gussie Keck property)

A parcel of land in Lots 5 and 6 of Block 29 of the recorded plat of Milwaukie, Clackamas County, Oregon, the said parcel being a portion of that certain piece of property described in a deed to Mrs. Gussie Keck as recorded in Book 96, at Page 392, Deed Records of Clackamas County, Oregon; said parcel of land being more particularly described as follows:

Beginning at the northwest corner of said Block 29; thence South 80° 40' West along the north block line extended westerly a distance of 5.3 feet to a point which is 34.7 feet easterly from (when measured at right angles to) the 1934 located center line of the East Portland-Oregon City Highway at Engineer's Station 324+06.3; said point also being in the easterly line of Front Street as established by Ordinance No. 84; thence along said easterly line of Front Street South 5° 40' 30" West a distance of 80.2 feet to the southerly line of said Keck property if extended westerly; thence North 80° 40' East along said westerly extension of the property line a distance of 10.4 feet to the westerly line of said Block 29; thence North 9° 20' West along said westerly block line a distance of 80.0 feet to the point of beginning; containing 628 square feet.

Lower Columbia River Highway in Columbia County:

(Emanuel and Emily Bjorkquist property)

A parcel of land lying in the northeast quarter (NE¼) of the northeast

4/26/34

quarter (NE¼) of Section 19, Twp. 4 North, Range 1 West, W. M., Columbia County, Oregon, and being a portion of that tract of land which was conveyed by that certain deed to Emanuel Bjorkquist and recorded in Volume 35, Page 564, of Columbia County Record of Deeds; the said parcel being described as follows:

Beginning at the intersection of the southerly line of said Bjorkquist property and the westerly right of way line of the S. P. and S. Railway; said intersection being approximately 417 feet north and 1119 feet west of the northeast corner of the G. T. Foster D. L. C. No. 49; thence North 59° 59' West along the southerly property line a distance of 70.12 feet to a point which is 40 feet distant westerly from (when measured at right angles to) the relocated center line of the Columbia River Highway at Engineer's Station 754+43.6; thence North 26° 41' East parallel to the center line of said highway a distance of 201 feet, to a point on the north line of said property; thence South 59° 59' East along said property line a distance of 70.12 feet to a point on the westerly right of way line of said S. P. and S. Railway; thence South 26° 41' West along said right of way line a distance of 201 feet to the point of beginning.

The parcel of land to which this description applies contains approximately 0.32 acre, of which 0.18 acre lies within the existing right of way; net new area 0.14 acre.

(Delia A. Mabee property)

A parcel of land lying in the northeast quarter (NE¼) of the northeast quarter (NE¼) of Section 19, Twp. 4 North, Range 1 West, W. M., Columbia County, Oregon, and being a portion of that tract of land which was conveyed by that certain deed to Delia A. Mabee and recorded in Volume 41, Page 92, of Columbia County Record of Deeds; the said parcel being described as follows:

Beginning at the intersection of the northerly line of said Mabee property and the westerly right of way line of the S. P. and S. Railway; said intersection being approximately 417 feet north and 1119 feet west of the northeast corner of the G. T. Foster D. L. C. No. 49; thence North 59° 59' West along the said northerly property line a distance of 70.12 feet to a point which is 40 feet distant westerly from (when measured at right angles to) the relocated center line of the Columbia River Highway at Engineer's Station 754+43.6; thence South 26° 41' West parallel to the center line of said highway a distance of 131.5 feet, to a point on the south line of said property; thence South 59° 59' East along said property line a distance of 70.12 feet to a point on the westerly right of way line of said S. P. and S. Railway; thence North 26° 41' East along said right of way line a distance of 131.5 feet to the point of beginning.

The parcel of land to which this description applies contains approximately 0.21 acre, of which 0.12 acre lies within the existing right of way; net new area 0.09 acre.

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 highways; and

WHEREAS, under and by virtue of the provisions of Section 44-131, Oregon Code 1930, as amended, Lincoln, Lane, Clackamas, and Columbia 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 permanent construction, improvement, and maintenance of the said highways 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 highways.

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.

The Assistant Attorney also requested authority to condemn certain properties in the City of Newport needed for the improvement of the Oregon Coast Highway through that town. The Commission granted this request and by unanimous vote adopted the following resolution relative thereto:

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. 9 in Lincoln 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 (Designated as the A. F. Will property)

A parcel of land lying in Lots 1 and 4 of Block 1 of Nye and Thompson's Addition to the City of Newport, situated in Section 8, Twp. 11 South, Range 11 West, W. M., Lincoln County, Oregon, and being a portion of that tract of land conveyed by that certain deed to A. F. Will, recorded in Volume 55, Page 319, of Lincoln County Record of Deeds; the said parcel being described as follows:

Beginning at the southeast corner of said tract, which corner lies South 0° 16' West a distance of 50 feet from the northeast corner of said Lot 1; thence North 0° 16' East 147 feet along the east line of said Block 1; thence North 89° 44' West along the north line of said tract a distance of 27.65 feet to a point which is 40 feet distant from (when measured northwesterly at right angles to) the relocated center line of the Oregon Coast Highway; thence parallel to and 40 feet distant from said relocated center line on a 955 foot radius curve to the right (the long chord of which bears South 16° 20' West) a distance of 153.3 feet to the south line of said tract; thence South 89° 44' East along the said south line a distance of 70.0 feet to the point of beginning; containing an area of 7000 square feet, more or less.

PARCEL NO. 2 (Designated as the Mary and Gertrude Ludescher property)

A parcel of land lying in Lot 1, Block 1, of Nye and Thompson's Addition to the City of Newport, situated in Section 8, Twp. 11 South, Range 11 West, W. M., Lincoln County, Oregon, being a portion of that tract of land conveyed by that certain deed to Mary and Gertrude Ludescher, recorded in Volume 54, Page 633, of Lincoln County Record of Deeds; the said parcel being described as follows:

Beginning at the northeast corner of said tract, said corner being South 0° 16' West 50 feet distant from the northeast corner of said Lot 1; thence North 89° 44' West along the north line of said tract a distance of 70.0 feet to a point which is 40 feet distant from (when measured northwesterly at right angles to) the relocated center line of the Oregon Coast Highway; thence parallel to and 40 feet distant from said relocated center line on a 915 foot radius curve to the right (the long chord of which curve bears South 25° 54' West) a distance of 109.65 feet to the south line of said tract; thence South 89° 44' East a distance of 115.07 feet along said south line to the east line of said Lot 1; thence North 0° 16' East along

said east line a distance of 100 feet to the point of beginning; containing an area of 9140 square feet, more or less.

PARCEL NO. 3 (Designated as the J. L. Torrens property)

A parcel of land lying in Lot 1, Block 1, of Nye and Thompson's Addition to the City of Newport, situated in Section 8, Twp. 11 South, Range 11 West, W. M., Lincoln County, Oregon, and being a portion of that tract of land conveyed by that certain deed to J. L. Torrens, recorded in Volume 44, Page 555, of Lincoln County Record of Deeds; the said parcel being described as follows:

Beginning at the southeast corner of said tract, which corner is on the south line of said Lot 1 and 200 feet westerly of the southeast corner thereof; thence North 0°16' East along the east line of said tract a distance of 17.66 feet to a point which is 40 feet distant from (when measured northwesterly at right angles to) the relocated center line of the Oregon Coast Highway; thence parallel to and 40 feet distant westerly from the said relocated center line on a 915 foot radius curve to the right (the long chord of which curve bears South 38° 34' West) a distance of 22.45 feet to the south line of said Lot 1; thence South 89° 44' East along said south line a distance of 13.92 feet to the point of beginning; containing an area of 124 square feet, more or less.

PARCEL NO. 4 (Designated as the Ray C. Collver and E. E. Wilson property)

Parcel "A"

A parcel of land lying in Lot 11 of Block 90 of Case and Bayley's Addition to the City of Newport, Lincoln County, Oregon; the said parcel being described as follows:

Beginning at the southwest corner of said Lot 11; thence North 1° 33' East along the west line of said Lot 11 a distance of 82 feet to the northwest corner thereof; thence South 63° 56' East along the north line of said lot a distance of 67 feet; thence parallel to and 50 feet distant easterly from the relocated center line of the Oregon Coast Highway on a 1587.1 foot radius curve left (the long chord of which bears South 16° 49' East) a distance of 57.1 feet to the south line of said Lot 11; thence North 88° 27' West along said south line a distance of 79 feet to the point of beginning; containing 4640 square feet.

Parcel "B"

A parcel of land lying in Lot 12, Block 90, of Case and Bayley's Addition to the City of Newport, Lincoln County, Oregon; the said parcel being described as follows:

Beginning at the southwest corner of said Lot 12; thence North 1° 33' East along the west line of said Lot 12 a distance of 50 feet to the northwest corner thereof; thence South 88° 27' East along the north line

4/26/34

of said Lot 12 a distance of 79 feet; thence parallel to and 50 feet distant easterly from the relocated center line of the Oregon Coast Highway on a 1587.1 foot radius curve left (the long chord of which bears South 21° 14' East) a distance of 54.2 feet to the south line of said Lot 12; thence North 88° 27' West along said south line a distance of 100 feet to the point of beginning; containing 4470 square feet.

PARCEL NO. 5 (Designated as the Winnie L. Ross Strickler property)

A parcel of land, being a portion of the following described property: Lot 5 of Section 17, Twp. 11 South, Range 11 West, W. M., Lincoln County, Oregon, and being a portion of that tract of land that was conveyed by that certain deed to Winnie Lee Ross as recorded in Volume 34, Page 146, of the Lincoln County Record of Deeds; the said parcel being described as follows:

Beginning at a point on the north line of said property, said point being 140 feet distant easterly from (when measured at right angles to) the relocated center line of the Oregon Coast Highway at Engineer's Station 228+45, said point also being 188 feet east of the northeast corner of said property; said point also being approximately 3368 feet north and 320 feet east of the quarter section corner between Sections 17 and 20, Twp. 11 South, Range 11 West, W. M.; thence parallel to and 140 feet distant from the said center line on a Talbot spiral curve right (the long chord of which spiral bears South 37° 08' East) a distance of 25 feet; thence on a 2825.7 foot radius curve right (the long chord of which bears South 32° 00' East) a distance of 270.6 feet to the south line of said property; thence North 89° 56' West along said south property line a distance of 474 feet to the southwest corner of said property; thence North 0° 04' East a distance of 250 feet to the northwest corner of said property; thence South 89° 56' East along the north line of said property a distance of 316 feet to the point of beginning; containing approximately 2.27 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, Lincoln 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 land 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.

The Commission signed a lease agreement with O. F. Jacobsen and Christine Jacobsen, husband and wife, whereby the State leases from the Jacobsens for a four-year period ending May 31, 1938 a parcel of water front property in Newport lying between the easterly line of Front Street and low water line of Yaquina Bay and being opposite Lots 4 and 5 of Block 3, original town of Newport, Lincoln County. The Engineer explained that this lease is simply to procure ground on which to extend the present ferry landing at Newport and to provide additional space for the parking of vehicles in connection with the operations of the state ferry across Yaquina Bay; further that the lease involves no cash consideration.

The Commission signed an agreement with the Board of County Commissioners of Multnomah County whereby the County agrees to maintain at county expense that portion of the east one-half of East Eighty-second Avenue, Portland, between Fremont and Failing Streets .02 mile in length, which is to be constructed by the State as a National Recovery project No. NRH-199-B.

The Commission also signed an agreement with the Corvallis Lumber Company providing for the construction of that company's spur railroad track underneath the Mary's River bridge at Corvallis.

Consideration was given by the Commission to the request of the Tillamook County Court that the State cooperate with the County in constructing as a SERA project, a one-mile section of the Wilson River Highway southwest from Mills bridge in Tillamook County. It was brought out in the discussion that the County is securing SERA funds to pay for labor in connection with this work but the requirements of the Federal Government will not permit

such funds to be expended for equipment and materials; therefore, the County must provide funds for such purpose from other sources; also that the County has no funds to meet this expense, estimated at $2,500, and requests the State to pay it inasmuch as the improvement is on a designated state highway route. After due consideration the Commission by unanimous vote authorized an expenditure of not to exceed $2,500 for truck hire and materials in connection with this project and instructed the Attorney to prepare an appropriate form of agreement to cover this matter for acceptance by the Tillamook County Court.

The Attorney reported the receipt of a letter from the Newport Park Board in which attention is called to the fact that the new highway approach to the proposed Yaquina Bay bridge is to pass through their city park property on an embankment considerably higher than the adjacent park property and unless the embankment is landscaped it will present an unsightly appearance; also in which the Commission is requested to do the following things to improve this condition: Plant shrubbery six feet apart on the embankment slopes; sod the slopes between shrubs, provide suitable drainage for the park area and to move their park building. After some discussion the Commission referred this matter to the Engineer for investigation and report as to the probable cost to do the things requested by the park board.

The Commission adjourned at 1:00 o'clock p. m. to reconvene at 3:30 o'clock p. m. in the same room.

The Commission reconvened at 3:30 o'clock p. m. in the Auditorium, Public Service Building, with all members, the State Highway Engineer, the Attorney and the Secretary present.

Mr. Ed W. Miller, Marshfield, Secretary, and Mr. A. E. Woodman, Newport, both representing the ferry committee of the Oregon Coast Highway Association, appeared before the Commission and requested the betterment of the ferry service on the Oregon Coast Highway at Yaquina Bay and Alsea Bay.

Mr. Miller advised that in their estimation as soon as the construction of proposed bridges at Waldport and Newport gets under way travel along the Oregon Coast Highway will greatly increase which will render inadequate the present ferry service at these points. He asked the Commission to arrange a schedule of three round trips per hour at each of these points rather than two as at present and gave as his thought that unless this is done traffic will congest and the State would be put to considerable extra expense for auxiliary service. He also asked that the hours of such service be extended to include one hour earlier in the morning and one hour later in the evening to accommodate workmen who will be employed on bridge construction.

Mr. Woodman pointed out that the Newport ferry can accommodate twelve cars, and the auxiliary scow, for which the State pays extra, can accommodate eight cars. In other words, with two round trips per hour, both boats are able to accommodate a maximum of forty cars whereas the ferry operating alone can accommodate 36 cars during the same period and at less expense if its schedule is increased to three round trips per hour.

The Engineer advised that there is no provision in the ferry contract for increasing the ferry service from thirty minutes to twenty minutes; therefore, if the Commission wishes to increase the service it would be necessary to enter into a special agreement with the present contractor.

After some discussion the Commission took this matter under advisement and authorized the Engineer to take a special traffic count to determine the necessity for increased ferry service at these points and report his findings.

Mr. Earl S. Nelson of the law firm, Griffith, Peck & Coke, Portland, attorneys for the Portland General Electric Company, appeared before the Commission and requested that this company be authorized by a blanket permit to transport over state highways as occasion may demand, poles the length of which, combined with the length of the hauling equipment, exceeds the statutory limit of 50 feet which poles are to be used in connection with the construction and maintenance of its power pole lines. He explained that the power company is required continuously to transport such poles over state highways in connection with the maintenance of its power lines and quite frequently such operation is of an emergency nature and it would be impracticable for the company to obtain a special permit for each movement; furthermore the operations are of such nature that the requirements cannot be anticipated very long in advance. For these reasons and because the company does not care to have its operations interrupted or inconvenienced by being stopped by the State Police it asks the State Highway Commission to grant this special privilege.

Chairman Scott informed Mr. Nelson that the Commission is prohibited by the statutes to grant this request and this Commission will not suspend the law by any blanket order; further that the Portland General Electric Company should seek recourse through the action of the Legislature in the event that the present law is unsatisfactory. The Commission's Attorney advised that in his opinion there is a difference between the transportation of power and telephone poles and ordinary log hauling since the Legislature has said that the telephone and power companies may occupy the public highways of this state with their pole lines which would imply that they would be permitted to transport their poles over such highways for the purpose of keeping up their lines. After further discussion the Commission declined to grant Mr. Nelson's request but advised him to contact the Superintendent of the Department of State Police with regards thereto.

The County Court of Tillamook County, consisting of H. H. Rosenberg, County Judge, and E. H. Lindsey and F. L. Owens, County Commissioners, was present and discussed with the Commission matters pertaining to the completion of the Neahkahnie Mountain Section of the Oregon Coast Highway and the construction of the Wilson River Highway. It was informed that the Commission has no funds for these projects at the present time, but will bear them in mind for future funds.

The County Court inquired as to the action that the Commission has taken with regard to its request for contribution of state funds to pay the cost of equipment and materials to be used in connection with its SERA project

on the Wilson River Highway west of Mills bridge. It was informed by the Engineer that the Commission approved an expenditure of $2,500 of state funds for this purpose.

The attention of the County Court was called to the fact that the Commission today received bids for the construction of the Austin Creek-Upper Yach Bridge Section of the Little Nestucca Secondary Highway in Tillamook County, but all bids are to be rejected because they are considered too high. The Court was asked whether it had any desire to undertake this project with county forces with the understanding that the State would reimburse the County for its expense up to the amount of the Engineer's estimate of the cost of the work. The County Court signified its willingness to accept this offer but requested a few days' time in which to think it over. The County Court later refused this offer.

Consideration was given by the Commission to the claim made by Percy E. Allen, Astoria, for compensation for timber cut from the right of way of the Wolf Creek Highway where this highway passes through his property in Section 21, T. 5 N., R. 8 W. W. M., Clatsop County, which right of way was acquired by the County Court of Clatsop County.

The Attorney advised that as previously instructed by the Commission he has investigated Mr. Allen's claim and finds that in procuring this right of way the County simply purchased the land and made no provision for the purchase of the timber; further that at the time the County acquired this property the contract for the grading of the road had been awarded and the contractor was informed that he might have and appropriate to his own use the timber standing thereon which he actually did according to Mr. Allen and the Clatsop County Court. The County Court advises that it would have paid Mr. Allen for his timber had it not been for the fact that at the time it was carrying on negotiations with Mr. Allen it knew that the contractor had been told that he might have the timber. Accordingly the County made no provision for paying Mr. Allen for this timber, assuming that the State would reap some benefit from the sale thereof, which benefit, no doubt, was reflected in the contractor's bid. The Attorney gave as his understanding of the law that the property owner is entitled to compensation for his timber, such compensation to be paid either by the County or the State, and gave as his opinion that under the circumstances if the County pays Mr. Allen then the County has the right to ask the State to reimburse it to the extent that the State and the State's contractor profited by reason of the timber.

The Engineer advised that his investigation reveals that the contractor did not dispose of this timber to his benefit; also, that he refused an offer of $4.00 per MFBM to deck the logs in accessible places because he found it would cost him more to deck them than he would receive; consequently, he burned all of it. In support of this statement he read aloud the report of the Construction Engineer, H. G. Smith, on this subject, dated April 17, 1934. It was his thought that Clatsop County should be required to pay for the timber and he so recommended to the Commission.

After further discussion the Commission by unanimous vote adopted the

recommendation of the Engineer and instructed him to notify County Judge Boyington of Clatsop County that the Commission expects the County to pay this claim because in its opinion it is a county obligation.

A letter was presented from Mr. E. N. Johnson, Manager of Associated Stores, No. 17, Pedee, Oregon, who asked the Commission to oil the Dallas-Kings Valley Secondary State Highway No. 191, Polk County; also the Kings Valley Secondary State Highway No. 190 from Lewisville to its junction with the West Side Pacific Highway south of Monmouth. The Engineer advised that this request involves the improvement of about thirty miles of secondary highways most of which should be regraded and surfaced before applying a surface treatment; otherwise the money spent for such treatment would be wasted. He estimated that it would cost about $10,000 for a dust palliative and about $349,000 to reconstruct the roads in the proper manner, against which there is available for all of Polk County's secondary roads this year the sum of only $9,100. He recommended that the request be denied because of shortage of funds. The recommendation was approved by the Commission by unanimous vote.

At 5:00 o'clock p. m. Chairman Scott made the following anncuncement with regard to the awards of contracts for which bids were received at the morning session, the Commission having previously approved this announcement by unanimous vote:

Construction of a bridge over Coos Bay on the Oregon Coast Highway at North Bend, Coos County, to be let in four units. The low bid submitted for Unit "A" is that of Teufel & Carlson, Seattle, at $460,300.00; the next low bid for Unit "A" is that of The Gilpin Construction Co., Portland, at $467,537.50.

The low bid submitted for Unit "B" is that of Virginia Bridge & Iron Co., Roanoke, Virginia, at $593,880.00; the next low bid for Unit "B" is that of McClintic-Marshall Corporation, San Francisco, at $605,858.00.

The low bid for Unit "C" is that of Teufel & Carlson, Seattle, at $643,271.40; the next low bid for Unit "C" is that of Northwest Roads Co., Portland, at $683,961.50.

The low bid submitted for Unit "D" is that of Teufel & Carlson, Seattle, at $527,323.10; the next low bid for Unit "D" is that submitted by Northwest Roads Co., Portland, at $567,897.50.

The low bid submitted for Combination "C" and "D" is that of The Gilpin Construction Co., Portland, and General Construction Co., Portland, as a joint venture at $1,103,447.50; the next low bid submitted for Combination "C" and "D" is that of Northwest Roads Co., Portland, at $1,127,255.00.

The low bid submitted for Combination Units "A", "C" and "D" is that of Northwest Roads Co., Portland, at $1,529,438.00; the next low bid submitted for Combination Units "A", "C" and "D" is that of The Gilpin Construction Co., Portland, and General Construction Co., Portland, as a joint

venture, at $1,550,670.00.

After due deliberation the Commission awards the contract for Unit "B" to the low bidders therefor, Virginia Bridge & Iron Co., at $593,880.00, subject to approval by the State Engineer for Oregon, Public Works Administration; however, the Commission will not approve the amount of the subcontracts because subcontracting is limited by the specifications to 25% of the contract. The bidder has consented to that limitation.

The Commission wishes to take the opportunity to announce that acceptance of this bid and the other for the construction of the Coos Bay bridge does not constitute an acceptance of the subcontracts specified. In connection with all future bids received at any time the subcontracts are subject to the approval of the Engineer—that is to say all subcontracts must be approved by the State Highway Engineer, and must be limited to 25% of the amount of the contract.

The Commission awards the contract for construction of Unit "A", "C" and "D" to the low bidder therefor, Northwest Roads Co., at its bid price of $1,529,438.00, subject to approval by the State Engineer for Oregon, Public Works Administration. All things being equal, the cement for this work is to be supplied by Oregon producers.

Parkdale Rock Production Project on Mt. Hood Highway, furnish 6,000 cubic yards crushed gravel in stock piles. The low bid submitted is that of Schmeer & Williams, Portland, at $15,360.00; the next low bid is that of Arthur Gentemann, Portland, at $16,260.00. The Commission rejects all bids for this project and orders it readvertised.

Agate-Little Butte Creek Section of the Crater Lake Highway in Jackson County, 3.54 miles of roadbed widening and bituminous macadam. The Commission received no bids for this project; therefore has ordered it readvertised for bids to be received at the next meeting.

Siuslaw River Bridge approaches on the Oregon Coast Highway at Florence, Lane County, grading and surfacing work. The low bid is that submitted by Edlefsen-Weygandt Co., Portland, at $31,610.40, based on the use of No. 3 Road Oil; this company did not submit a bid based on the use of tar; the next low bid is that of E. C. Hall, Eugene, at $33,315.50, based on the use of No. 3 Road Oil. This contractor also did not submit a bid on the use of tar. The Commission has referred all bids received for this project to the Engineer with authority to award the contract when right of way matters have been settled.

Pacific-McKenzie Highway Junction Landscaping Project on the McKenzie Highway at Springfield, Lane County. The only bid received for this project is that of A. G. Enright, Eugene, at $1,861.80. The Commission rejects this bid and orders the project readvertised for bids to be received at the next meeting.

Construction of a concrete viaduct at the intersection of Bybee

Boulevard and the East Portland-Oregon City Highway and a concrete slab bridge over Crystal Springs Creek on the East Portland-Oregon City Highway in Portland. The low bid is that submitted by Settergren Bros., Portland, at $21,582.10; the next low bid is that of Averill & Philpott, Portland, at $22,312.50. The Commission awards this contract to the low bidders, Settergren Bros., at their bid price of $21,582.10.

Construction of a railroad bridge over the East Portland-Oregon City Highway at the south city limits of Portland in Clackamas County. The low bid is that submitted by Parker-Schram Co., Portland, at $19,934.50; the next low bid is that submitted by Hoffman Construction Co., Portland, at $21,180.00. The Commission holds the award of this contract pending the receipt of an order from the Public Utilities Commissioner and refers all bids to the Engineer with power to act as soon as this order has been received.

Austin Creek-Upper Yach Bridge Section of the Little Nestucca Secondary Highway in Tillamook County, 1.28 miles of roadbed widening and 66 lineal feet timber trestle construction. The low bid is that submitted by O. N. Pierce, M. L. O'Neil & Son, Portland, at $20,777.50; the next low bid is that submitted by Schmitt Construction Co., Portland, at $21,514.00. The Commission rejects all bids received for this project and orders it readvertised.

North Unit, Cold Springs-Holdman Section of the Pendleton-Cold Springs Highway in Umatilla County, 5.2 miles of road mix surface treatment. The low bid received is that of Joplin & Eldon, Portland, at $16,680.00; the next low bid is that of Newport Construction Co., Portland, at $17,265.00. The Commission rejects all bids for this project and has instructed the Engineer to do this work with state forces.

The Dalles Section of the Columbia River Highway in Wasco County, 0.7 mile of bituminous macadam and shoulder construction. The Commission received no bids for this project; wherefore it has ordered the Engineer to do the work with state forces.

Furnish ferry service across the Siuslaw River at Florence for the period beginning May 16, 1934 and ending May 15, 1935. The only bid received for furnishing this service is that submitted by Coos Bay Ferry Company, Astoria. This bid being satisfactory, the Commission awards the contract to said company at its bid price.

Furnish ferry service across the Umpqua River at Reedsport, Douglas County, for the period beginning May 16, 1934 and ending May 15, 1935. The only bid received for furnishing this service is that submitted by the Umpqua River Navigation Co., Gardiner; this bid being satisfactory, the Commission awards the contract to that company at its bid price.

Sale of used electric blue print machine located at the State Highway Department office at Salem, described as Everett-McAdam "Revolute" Blueprinter, Serial No. 666. The only bid received for this machine is that of

Hanson Map & Blue Print Co., Portland, at $150.00. The bid is satisfactory and the Commission accepts it.

There being no further business to come before the Commission at this time, the meeting was adjourned at 5:45 o'clock p. m.

Seaside, Oregon, April 27, 1934

The State Highway Commission met in special session at 2:00 o'clock p. m. in the City Council Chambers, City Hall, Seaside, in accordance with previous notice given to the City Council to ascertain the sentiment of the people of Seaside with regard to the selection of a permanent route for the Oregon Coast Highway through that town. Present were:

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

Also present were about thirty interested residents of the town of Seaside.

Chairman Scott called the meeting to order by explaining its purpose and the law which requires the Commission to hold a public hearing in an incorporated city or town when it proposes to alter or change the route or entrance of a state highway into or through such city or town. He further explained that two alternate routes have been proposed for the Oregon Coast Highway through Seaside; viz., Seventh Street which passes through the center of the business district and by the Seaside public schools, and Roosevelt Drive which closely parallels the S. P. & S. railroad. At the present time, he said, Roosevelt Drive is being used as the highway route because it is wider, more direct, and diverts traffic from the public schools and from the main business street; however, the Commission has now under consideration the selection of a permanent route because of objections filed against the use of Roosevelt Drive as such, but before making a permanent selection it desires to ascertain the attitude of the citizens of Seaside. He called upon the Mayor of the City, Mr. Wm. H. Galvani, to advise the attitude of the City Council and invited all others present to express their views on this subject.

The Engineer exhibited a map showing the alternate routes under consideration.

Mr. Galvani stated that Seaside is a summer resort town and the merchants depend to a very large extent on the tourist trade for their livelihood and they are strongly opposed to the selection of any route for the main highway which would divert tourist travel from their business district. He urged the selection of the Seventh Street route and the diversion of all logging traffic, of which there is a considerable volume, to Roosevelt Drive at A Avenue, one block south of Seventh Street and Broadway so as to relieve the congestion and hazard that such traffic causes in their business center. It was his thought that this could be taken care of satisfactorily by the

erection of appropriate signs at the north end of Seventh Street and at the intersection of A Avenue and Broadway.

Chairman Scott advised Mr. Galvani that to carry out his suggestion would necessitate the designation of two highway routes through Seaside which the Commission cannot do; also, that the extension of Roosevelt Drive south of Broadway would necessitate the purchase by the City of additional right of way and the construction of a new highway along the railroad for which the Commission has no funds at the present time.

Mr. E. L. Palmer, owner of the service station on North Seventh Street and a number of cottages "for rent", spoke for the selection of the Seventh Street route. He declared that travel through their town is heaviest during the summer months when the public schools are closed, and there is no real reason why a highway passing in front of their schools should endanger children any more than if it were routed along some other street. He also stated that Seventh Street is wide and comparatively straight whereas Roosevelt Drive is narrow and contains several sharp turns; further that Seventh Street is more advantageous from a tourist's standpoint because it is in view of the ocean whereas the ocean cannot be seen from Roosevelt Drive; he also advocated the Seventh Street route from the standpoint of business men, stating that if Roosevelt Drive is selected the effect will be to draw business away from their business district, which the business men can ill afford.

Mrs. J. E.Dillian declared that Roosevelt Drive is more hazardous from the school children's standpoint than Seventh Street because so many of the school children live east of Roosevelt Drive and are obliged to cross it several times daily in going to and from school whereas it is not necessary for them to cross Seventh Street. Speaking from her own experience, she stated that she has found it necessary many times to slow down for school children on Roosevelt Drive but not once has it been necessary for her to do so on Seventh Street.

Mr. Jim Schmitt, owner of a filling station on North Seventh Street, pointed out that there are sidewalks available on Seventh Street for the benefit of pedestrians whereas there are none on Roosevelt Drive which requires that people walking along that street must use the pavement.

Mr. W. B. Hollenbeck, log hauler, declared that the selection of the Roosevelt Drive route will necessitate the construction of a new highway south of Broadway because logging traffic cannot negotiate the sharp turns along the route suggested by Mayor Galvani. He advised that log haulers will agree to any route selected if a satisfactory way is provided for them to truck their logs through the town of Seaside. Mayor Galvani, speaking again, reiterated that the people of Seaside want the logging trucks kept off their main business street especially off the intersection of Seventh Street and Broadway which is their business center.

Captain Graham, member of the school board, speaking in behalf of the Seventh Street route, declared that never has a serious accident occurred on Seventh Street involving school children, further that traffic is not very

4/27/34

heavy through their town during school hours and even were it heavy it would not seriously endanger school children because most of them either carry their lunches or patronize the school cafeteria which makes it unnecessary for them to cross Seventh Street during the middle of the day when traffic is heaviest. He further declared that the trucking of logs through Seaside should not be taken too seriously because it is only temporary and the people will still be there long after the logging is finished.

Mr. C. B. Compton, chairman of the school board and Justice of the Peace, spoke in favor of the Seventh Street route and endorsed the suggestion of Mayor Galvani that logging traffic be diverted from Seventh Street via A Avenue to Roosevelt Drive.

Mr. Theodore Dichter, member of the Council and manager of the Prouty Lumber Mill, spoke in favor of the Seventh Street route from the standpoint of the logging industry. He declared that logging traffic along Seventh Street during the summer months will not be a serious menace; however, it would be dangerous to divert such traffic along Broadway to Roosevelt Drive. He gave as his thought that the logging industry should be encouraged because at the present time it is giving employment to about 300 men in the vicinity of Seaside which means a pay roll of at least $20,000 per month.

The Commission's Attorney advised that the City of Seaside being an incorporated town has authority to regulate traffic over its city streets and if the City should prefer certain classes of traffic to be diverted from its main street, it has authority to order that done.

Chairman Scott at this time called for a vote of those present to indicate their choice of the routes under discussion, which revealed one vote for the adoption of Roosevelt Drive and sixteen for the adoption of Seventh Street.

Mr. E. T. Stafford, lumber and fuel dealer, was the only voter for the Roosevelt Drive route. He declared that this route is much better from the tourist's standpoint because it is much straighter than Seventh Street, north of Broadway, and can easily be extended to form a direct connection with the present highway about 1,000 feet south of Broadway.

Mr. W. J. Montag, councilman and general business man, spoke for the Seventh Street route from the standpoint of the tourist who, he said, would pay no attention to the town of Seaside if it were not for the ocean. The Seventh Street route is best because the ocean can be seen from this street, whereas it cannot be seen from Roosevelt Drive. He favored bringing the tourist as close to the ocean as possible. He also spoke for this route from the standpoint of the business men who, he said, depend upon the tourist business for 90% of their trade. Concerning the regulation of traffic, he gave as his thought that the City can solve this problem satisfactorily to all parties concerned.

Chairman Scott concluded the hearing by stating that the Commission will designate but one route for the Oregon Coast Highway through the town of

Seaside. He pointed out that the arguments presented today are in favor of the selection of the Seventh Street route, and if this route is selected by the Commission the State will not maintain Roosevelt Drive. He also stated that it is for the City of Seaside to determine proper rules and regulations to control logging traffic through their town.

At the request of the citizens present and after consulting with Commissioner Aldrich, Chairman Scott announced that the Commission has decided in favor of the Seventh Street route. Thereupon the Commission by unanimous vote adopted the following resolution with regard thereto:

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 the City of Seaside, Clatsop County, Oregon, for the purpose of conducting a hearing provided for in said law on the matter and proposed plan of the Highway Commission to change the route and point of entrance of the Oregon Coast Highway entering said City from the north and the route through said City to a connection with the highway on the south; and

WHEREAS, said meeting was called to order by Leslie M. Scott, Chairman of the Commission, who explained to those assembled the proposed change in the location, route and alignment of said highway, and the proposed change in the point of entrance of said highway into said City, after which the Chairman invited discussion by those present; and

WHEREAS, after full consideration of all of said matters by those present it was by a substantial majority vote declared to be the sense of the meeting that the change in route and location, including the proposed change of point of entrance of said highway into the City from the north and the course of streets to be traversed through said City as proposed by the Commission, would in all respects serve the needs and adequately meet the convenience of the residents of said City and the users of said highway; and

WHEREAS, after due consideration of said matter by the Commission it was and is the judgment and decision of said Commission that the interests of the State at large will be best served by the adoption of the route proposed and the changes indicated and specifically hereinafter defined, and that said change in route and location will make possible a better alignment of said highway, and a more serviceable and convenient thoroughfare into and through said City;

THEREFORE, BE IT AND IT HEREBY IS RESOLVED that the route and location of the Oregon Coast Highway entering the City of Seaside, Clatsop County, Oregon, from the north, and passing through said City to a connection with the Oregon Coast Highway at the south city limits of said City shall be as follows, to wit:

Said route and location shall begin at the intersection of Roosevelt Drive and Twenty-fourth Avenue at the northern part of said City, which is approximately Highway Engineer's Station 525+26; thence over Twenty-fourth Avenue to the intersection of Twenty-fourth Avenue with Seventh Street; thence over Seventh Street through said City to a connection with the Oregon Coast Highway at a point at or near the south city limits of said City.

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 into and through the said City of Seaside.

BE IT FURTHER RESOLVED that the course and location of said highway through the said City as herein defined shall be and the same hereby is declared to be and is adopted as the route and course of said highway into and through the City of Seaside, subject, however, to change or modification thereof by the Highway Commission as the same may be found desirable or expedient.

Prior to this public hearing the Commission and the State Highway Engineer, in company with S. H. Boardman, State Parks Engineer, inspected the proposed SERA project in Ecola State Park, near Cannon Beach, in accordance with its decision taken at the special meeting on April 25. As a result of this inspection trip the Commission voted unanimously to join in the cost of this improvement to the extent of paying with state funds the sum of $1,098, the estimated cost of accident insurance coverage for the men to be employed on this work, which expense cannot be paid with funds provided by the Federal Government for SERA work.

There being no further business to come before the Commission at this time, the Commission adjourned at 3:30 o'clock p. m.

Chairman

State Highway Engineer

Commissioner

Secretary

Commissioner

APR 27 1934

Monmouth, Oregon, May 16, 1934

The State Highway Commission held a public hearing at 11:00 o'clock a. m. in the City Council Chambers pursuant to official notice given to Monmouth City Council by the Commission's Secretary on April 9, 1934 in accordance with the provisions of Chapter 44-120, Oregon Code 1930, as amended by Chapter 64, Oregon Laws, 1931, to consider the adoption of a permanent route for the West Side Pacific Highway through Monmouth. Present were:

Carl G. Washburne, Commissioner
E. B. Aldrich, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Attorney
H. B. Glaisyer, Secretary

Also present were about fifty citizens of the town of Monmouth.

Chairman Leslie M. Scott was unable to be present at this hearing, hence Commissioner Washburne acted as chairman.

Commissioner Washburne called the meeting to order and explained its purpose. He called upon the Commission's Attorney to explain the law which provides that before the State Highway Commission can alter or change the route of a state highway in or through an incorporated city or town it must first hold a public hearing in such city or town and give the citizens an opportunity to express themselves with regard thereto.

At Commissioner Washburne's request, the State Highway Engineer exhibited a blue print map showing the alternate routes under consideration which included the following:

1. An extension of the present route along Monmouth Avenue to a connection with the existing highway about 0.3 mile south of Monmouth.

2. Warren Avenue and the abandoned right of way of the Southern Pacific railroad with appropriate connections to the existing highway near the north and the south city limits of Monmouth.

Commissioner Washburne then invited all citizens to state their opinions on this subject. He explained that the Commission will consider only those arguments presented by people residing within the Monmouth city limits and that such arguments are not binding on the Commission but will be considered as advisory remarks only; further, that the Commission does not contemplate immediate construction of this project because there are no funds available but is considering it, should Oregon receive additional federal aid funds for the construction of highways within municipalities.

Mr. C. F. Gillette, lawyer, stated that he represented the citizens of Monmouth who held a meeting recently concerning this matter and delegated to him the authority to say in their behalf that they are satisfied with the

MAY 16 1934

5/16/34

present routing of the highway and desire no change because they believe it is more convenient for everyone and is safer for traffic. He declared that both routes under consideration will pass by the State Normal School Campus, so no advantage will be gained by changing the route; besides, the turns on the present route can be negotiated by traffic without any danger to pedestrians if traffic does not exceed the statutory speed limit. It was his thought that the present route should be improved for permanency and that this could be done at much less cost than to construct an entirely new route; also, that it was not fair to the business men of Monmouth to deprive them of the present highway routing along which they have invested their life's earnings. A change in the route of this road, he added, will act as a permanent detriment to the State because it will reduce business and will eventually result in the taking away of considerable property from the tax rolls. He concluded his remarks by stating that in their estimation no reason for economy, safety to the public, or convenience, would justify a change in the highway route; therefore, nothing would be gained by such change.

Mr. H. E. Sharrow, a newcomer in the vicinity, inquired why the Commission has caused surveys to be made of the alternate routes. Commissioner Washburne replied that the Federal Government which is furnishing the money for the highway work within municipalities will not permit its money to be expended on poorly aligned routes but demands that these routes be modernized by eliminating sharp turns. Improvements within municipalities, he said, are not considered as merely local improvements but are part of a huge investment by the Federal Government for the benefit and use of the people of the entire nation who want straight roads and, unless the roads are improved on the proper alignment, the federal money cannot be obtained which would defer indefinitely improvements of that nature because there are no state funds available for such purposes. For these reasons, he added, it is necessary to make surveys of all possible routes in order to determine which is the proper one from every standpoint. Mr. Sharrow then spoke in favor of the route along Warren Avenue and the abandoned railroad. He declared that this route should be adopted and improved as a matter of civic pride because at the present time it is nothing but a hog wallow and sheep pasture.

Mr. Ira C. Powell stated that he was one of the committee of business men which has discussed this matter and which is 100% in favor of the retention of the present route. He inquired whether or not plans have been made to straighten out the highway through all of the towns on the West Side Pacific Highway. Commissioner Washburne replied that that is the plan of the State Highway Commission as soon as money becomes available for such purposes and detailed plans have been prepared. He advised that the West Side Highway Association has made demands for such improvements along the West Side Pacific Highway because it feels that unless these improvements are made the East Side Pacific Highway will draw all the traffic.

Mrs. Bernice Forbes stated that she represents the Monmouth Parent-Teacher Association and others who advocate no particular route but object to the proposed route along Warren Avenue and the abandoned railroad because it passes between their high school and the training school and will cause undue hazard to school children. She pointed out that the school gymnasium, which

is used by the students of both institutions, is located between the schools and if the highway is constructed along Warren Avenue, school children would be required to cross the highway many times each day going to and from the gymnasium; furthermore it would create a serious hazard for those students who depend on busses for transportation inasmuch as they also would be required to cross the highway at times when traffic is heavy. She also pointed out that the adoption of the Warren Avenue route would necessitate giving up a part of their school playground for highway purposes and the proximity of the highway to their playground would seriously endanger the lives of the school children in the course of their play. Mrs. Forbes filed with the Commission a petition signed by 142 citizens of Monmouth in support of her arguments.

Miss Florence Beardsley, principal of the training school, stated that she also is not advocating any particular route but she wished the Commission to know that, in her estimation, it would be dangerous to locate the highway east of the training school, which would require the school children to cross the highway going to and from the gymnasium. She asserted that there would be at least 400 individual crossings daily by the school children and it was her thought that the Commission should consider seriously the safety problem.

Mr. J. L. Murdock gave as his opinion that the highway does not belong on Monmouth Avenue; also, that there is considerable congestion of traffic on Monmouth Avenue whenever a special gathering is held at the State Normal School located on that street.

Mrs. Lillian Gray, owner of a restaurant at the southeast corner of Monmouth Avenue and Main Street, spoke in favor of the adoption of the Monmouth Avenue route from the standpoint of the tourist who, she said, appreciates beautiful drives such as obtain along Monmouth Avenue and its extension south.

Mr. F. E. Murdock, manager of the creamery, and stockholder in the Monmouth Odd Fellows Building, stated that he personally has very little preference as to routes because his business does not depend upon highway traffic. He favored the retention of the present route; however, if a change has to be made, then the selection of a route that would disturb business the least and would offer the best opportunity for future business development. He suggested that Knox Street should be satisfactory from this standpoint and in support of that route declared that their business buildings are centered along Knox and Main Streets because the owners were given the assurance that the highway was permanently located. He filed with the Commission a petition signed by twenty-seven business men of Monmouth in support of the Knox Street route in the event that a change in routing is absolutely necessary.

Dr. F. R. Bowersox, Mayor of Monmouth, also spoke in favor of the Knox Street route provided a change is necessary. The adoption of the Monmouth Avenue route, he said, would necessitate business men changing their business locations in order to have them along the highway which would be too costly for them because of the high cost of property located along that route.

5/16/34

Mr. H. W. Morlan spoke in favor of the Monmouth Avenue route mentioning its attractiveness from the tourist's standpoint. He objected to the Warren Avenue route in the interests of the school children. He filed a brief in support of his arguments.

Mr. E. Davis stated that in his opinion the interests of the children should be given preference over business interests. He endorsed the Knox Street route as being safest and best from all standpoints.

Mrs. J. S. Landers inquired who is responsible for the safety of school children. Commissioner Washburne replied that safety facilities must be provided by the local authorities.

Commissioner Washburne at this time called for a vote of the citizens present to ascertain their choice of the several routes under consideration. This vote disclosed twenty people in favor of the Knox Street route, eleven in favor of the Monmouth Avenue route, and one in favor of the route along Warren Avenue and the abandoned railroad.

Commissioner Washburne concluded the hearing by stating that the Commission has no available monies from any source to undertake this improvement at the present time; further, it is not likely that state money will be available at any time and it cannot be expected that Federal money can be obtained to improve the Main Street route because it is not on proper alignment. He also stated that the Commission will give full consideration to the arguments presented in behalf of each route discussed at this meeting and will announce its decision later if and when funds become available for the improvement of a permanent route through the town of Monmouth.

Commissioner Aldrich confirmed the statement of Commissioner Washburne. He added that the route selected must meet with the approval of the U. S. Bureau of Public Roads, otherwise the Government will not permit its funds to be expended for its improvement.

The hearing was concluded at 12:15 o'clock p. m., following which the Commission and party were guests of the County Court of Polk County and the Dallas Chamber of Commerce at a luncheon at one o'clock in the Rex Cafe, Dallas; those present being Commissioners Washburne and Aldrich, R. H. Baldock, State Highway Engineer, J. M. Devers, Attorney, H. B. Glaisyer, Secretary, and about twenty interested citizens of Dallas.

The local delegation headed by Mr. Earl Richardson, President of Dallas Chamber of Commerce, discussed informally with the State Highway Commission several highway matters. The attention of the Commission was called to the fact that the Southern Pacific Company has removed its railroad tracks and abandoned its right of way between Dallas and Monmouth, thus making available for highway purposes a short-cut route between these points. They urged the State Highway Commission to grasp the present opportunity to obtain the abandoned railroad right of way which, they declared, will make a fine highway connection between the Dallas-Coast Secondary Highway and the West Side Pacific Highway at Monmouth and will shorten by three miles the present route

between these points via Rickreall. They asked the Commission to designate this route as a secondary highway and construct it when funds become available, and gave as their thought that right of way expense would be negligible as, for the most part, the land has reverted to the adjacent property owners who, they believe, will be only too glad to donate their respective holdings now, if they are assured that the land will be used for highway purposes at some future time.

After a lengthy discussion the Commission instructed the Engineer to make an investigation of this matter and report to the Commission. It was also decided that the Polk County Court should in the meantime file a petition, as required by statute, requesting the State Highway Commission to approve the selection and designation of this abandoned railroad right of way as a secondary state highway.

In behalf of the Street Committee of the Dallas City Council, Dr. Starbuck asked the Commission to take over and maintain at state expense the streets which are now being used as state highway routes connecting their city with the Salem-Dallas Highway on the north and the Dallas-Kings Valley Secondary State Highway on the south. He explained that the City of Dallas is financially unable to maintain properly these streets which carry a large volume of state highway traffic, and it was his thought that inasmuch as they are state highway routes the State should cooperate by seeing that they are properly maintained. The Commission took no action on this request.

Dr. Starbuck also reported that the spring located in Holman State Park, which is situated adjacent to the Salem-Dallas Highway about six miles west of Salem, is contaminated according to official tests of water and is unfit for drinking purposes. It was his thought that appropriate signs should be placed on the highway at the drinking fountain to warn the traveling public of such condition which he declared is a menace to public health. The Commission instructed the Engineer to investigate this matter and take appropriate action.

The meeting was adjourned at 2:00 o'clock p. m.

Portland, Oregon, May 16, 1934

The State Highway Commission met in special session at 5:00 o'clock p. m. in Room 204, Benson Hotel. Present were:

E. B. Aldrich, Commissioner
Carl G. Washburne, Commissioner
R. H. Baldock, State Highway Engineer
H. B. Glaisyer, Secretary

Chairman Leslie M. Scott was unable to attend this meeting; therefore Commissioner Aldrich acted in the capacity of Chairman.

The Engineer reported that contractor Homer G. Johnson has requested payment of all monies due him in connection with his contract for surfacing

5/16/34

the Kamela-Hilgard Section of the Old Oregon Trail in Union and Umatilla Counties, Contract No. 1156, except the sum of $200 pending the settlement of certain claims against the State arising out of this contract, and has further requested that such payment be made to him without the formality of signing the customary form of acceptance and release. He explained that the law provides that three per cent of the amount of the contract must be retained by the State Highway Commission pending the satisfactory completion of the project and obtainment of a statement from the contractor to the effect that he accepts the amount of the final estimate and releases the State from further obligation. He recommended that Mr. Johnson's request be denied and that the full three per cent of the amount of contract be retained in accordance with the usual practice. After some discussion the Commission by unanimous vote approved the recommendation of the Engineer.

The Commission signed an agreement with the Board of County Commissioners of Multnomah County providing for the maintenance by the County of the east one-half of East Eighty-second Street, Portland, from a point 866.5 feet south of the south line of Mill Street to a point forty feet south of the south line of Clinton Street which is to be constructed by the State as a National Recovery Highway Project, being No. NRH 199-E.

A resolution was presented from the Board of County Commissioners of Multnomah County wherein the State Highway Commission is requested to select and designate as a secondary state highway the following described road or city street, to-wit: Beginning at the intersection of Northeast Union Avenue and Northeast Lombard Street in the City of Portland; thence east and southeast via Lombard Street to an intersection with Columbia Boulevard, a distance of 0.71 mile. The Commission approved and accepted the resolution and by unanimous vote confirmed its action taken at its meeting held on April 4, 1934, designating Lombard Street between Union Avenue and Columbia Boulevard as a secondary state highway.

The Commission had under consideration a letter from Mr. C. D. Frazer, Newport, protesting against the storage of crushed rock by the State Highway Department on the state highway right of way immediately in front of his property at Agate Beach, Lincoln County, because he contemplates building on his property this year, and rock piled there will block access to his property. The Engineer advised that the department must have some place near Agate Beach to store its rock for maintenance purposes and the present site was selected because it was already owned by the State and was satisfactory from other standpoints; further, that it would cost approximately $400 to purchase another site. After some discussion the Commission referred this matter to the Engineer with instructions to make a personal inspection of the premises as soon as possible and to acquire another site if necessary.

The Engineer reported that the Oregon Coast Highway between Seaside in Clatsop County and Mohler in Tillamook County is now in quite good condition and, in his opinion, there is no longer any necessity for the reduced load limit ordered by the Commission on November 14, 1933. He recommended that the reduced load limit be lifted and the maximum legal limit be restored. The Commission approved the Engineer's recommendation and by unanimous vote adopted the following resolution with regard thereto:

WHEREAS, on the 14th day of November, 1933, at a meeting of the Oregon State Highway Commission, all members being present and participating, the Commission passed and adopted a resolution reducing the load limit on the Oregon Coast Highway between Seaside in Clatsop County and Mohler in Tillamook County; and

WHEREAS, subsequent to the time of the passage of said resolution, conditions have changed so that it now is no longer necessary or desirable, and the Commission hereby finds that it is no longer necessary or desirable, to maintain the reduced load limits set out in said resolution on the portion of the highway hereinabove particularly referred to;

NOW, THEREFORE, BE IT RESOLVED that the action of the State Highway Commission reducing the maximum permissible load limit on the portion of the above-described highway be and the same is hereby rescinded and cancelled as of this date, and the maximum load limit permissible on the said portion of the said highway hereafter shall be the maximum load limit provided by law, and it is hereby ordered that a certified copy of this resolution be furnished to the County Clerk of each of the counties in which the hereinabove described section of highway is located, and that a certified copy of this resolution be furnished to the Superintendent of the Department of State Police for his information.

A letter was presented from Klamath County Chamber of Commerce in which the Commission was requested to oil the Klamath Falls-Midland Section of the Klamath Falls-Weed Highway, a distance of about seven miles. The Engineer stated that the section that the Chamber of Commerce desires oiled is not on the adopted line of the Klamath Falls-Weed Highway but is the old county road connection just out of Klamath Falls over which traffic is routed pending construction of the new highway. He further stated that the road has a very inadequate surface unsuitable for oiling and an expenditure of funds, estimated at $4,000 for oiling in its present condition would not be justified because the improvement would not last over a year. He suggested that the Klamath County Chamber of Commerce be advised that the Commission is concentrating its funds for the construction of the Klamath Falls-Weed Highway; also that because of shortage of available funds the Commission must conserve them rigidly in order to meet its obligations and requirements. The Commission approved the Engineer's suggestion and instructed him to write such letter.

A letter was presented from T. S. Wiley, Mayor, City of Ashland, in which the Commission was requested to allocate funds to pave the area between the highway pavement and the curb line of the city street in the northern part of the City of Ashland, which area is about nine hundred feet long and about six feet wide, so as to make the highway approach into their city more attractive and useful. The Engineer advised that he wrote Mr. Wiley that the Commission appropriated for the North Ashland project as much money as could be spared and has no available funds to continue the improvement as requested; also, if funds become available it might be possible to oil the shoulders at some future time. The Commission by unanimous vote approved the Engineer's reply to this communication.

A letter was presented from the Western Association of State Highway Officials requesting the Commission to contribute the sum of $200 to help defray the expense of the Association's representation at Washington, D. C. in the interests of pending highway legislation. The Commission approved this expenditure and instructed the Engineer to place this claim in line for payment in the usual manner provided it also meets with the approval of Chairman Scott.

A resolution was presented from the Seaside Chamber of Commerce requesting an allocation of present or future funds for the construction of the Elsie-Sunset Camp Section of the Wolf Creek Highway. There was also presented a letter from the East Side Commercial Club, Portland, endorsing this resolution. The Commission ordered these communications filed in the department's records.

Reconsideration was given by the Commission to the matter of furnishing state highway maps free of cost. The Secretary reported that as instructed at the previous meeting he has made investigation and finds that the department distributes each year between 30,000 and 40,000 maps at a cost of approximately $20.00 per thousand, including plates, stock and printing. It has been the practice of the department for many years, he said, to furnish 100 free copies of this map to chambers of commerce, commercial clubs, hotels, information bureaus, and similar organizations, and to make a charge for all maps furnished in excess of this number, the charge being nominal to pay the cost of printing and stock only which amounts to about $15.00 per thousand. This policy was established, he said, because of the heavy demand for the map and to cut down the expense. He estimated that if no charge were made for the map, the demand for them would be about double. After a full discussion, the Commission voted unanimously to make no charge hereafter for the highway maps and to furnish reasonable quantities of them free of cost to recognized distributing agencies within the state. The Commission also by unanimous vote authorized the printing of approximately 70,000 copies of the map each year on stock of a quality equal to Oregon ledger. The Commission instructed the Engineer to confer with Mr. Ray Conway, Manager of the Oregon State Motor Association, with regard to the distribution of the maps.

The Commission had under consideration the matter of reimbursing the City of Portland for payments advanced in connection with the construction of the Fourth Street project within the Portland city limits. The Engineer advised that the City of Portland has completed its obligation in connection with this project and that all of the right of way has been acquired with one exception in that the City has not yet completed the removal of the infirmary of the Jewish Shelter Home which encroaches on the highway right of way about fifteen feet; further, that the full width of the right of way at this point is not needed at the present time and the building will not interfere with traffic nor the proper maintenance of the highway. He suggested that due to the fact that the building is well constructed an easement be granted to the Jewish Shelter Home permitting it to maintain its building on the highway right of way for a limited period subject to revocation of the easement at any time when the space occupied by the building is needed for right of way purposes. After some discussion the Commission approved the suggestion of the

Engineer and instructed him to take the matter up with the officials of the Jewish Shelter Home to ascertain from them whether they will remove this building from the highway right of way in the near future, and if it is not their intention to do so, then to obtain their acceptance of an easement such as he has suggested.

The Commission also instructed the Engineer to withhold payment due the City of Portland for the Fourth Street construction work pending a satisfactory settlement of this right of way matter and the conclusion of arrangements with the City of Portland for the maintenance by the City of the pavement constructed on this highway under state highway contract. The Engineer was asked to report further on this matter at the next meeting.

Reimbursement to Multnomah County for advancement of funds in connection with the construction of the Fourth Street project outside of the city limits of Portland was also discussed by the Commission. It was decided to withhold such payment pending the settlement of right of way matters. The Engineer was authorized by the Commission to pay Multnomah County the amounts due for such work as soon as the agreement between the County and the State has been satisfied, provided such payment meets with the approval of Mr. Leslie M. Scott, Chairman of the Commission.

A letter was presented from R. E. Scott, Hood River, enclosing an editorial from the Hood River News commenting on the transportation over public highways of gasoline in tanks on trucks and trailers and suggesting as a matter of public safety that this class of vehicle should be denied the use of the highways of this state. The Commission declined to assume any authority to regulate this class of operation on state highways because in its opinion that is a matter which must be passed on by the State Legislature. The Secretary was instructed to so inform Mr. Scott.

A letter was presented from the Marshfield Chamber of Commerce in which the Commission was requested to provide in its contract for the construction of the proposed bridge across Coos Bay on the Oregon Coast Highway for water shipment of cement to be used in this structure so that the tonnage involved may be used by the chamber in connection with its future requests for assistance from the Federal Government in developing their harbor. The Commission declined the request because in its opinion the method of delivery of the cement is a responsibility which rests entirely with the contractor.

Consideration was given by the Commission to a letter from the Arizona State Highway Engineer who requests an expression from the highway officials as to the feasibility of the western states using coordinating colors for painting their highway equipment. The Engineer advised that he can see no advantage in using coordinating colors and he has so advised Mr. T. S. O'Connell, Arizona State Highway Engineer. The Commission approved the action taken by the Engineer.

A communication was presented from the County Court of Curry County requesting an advance of a portion of Curry County's share of the $1,600,000 appropriated by the Legislature from the state highway fund for distribution

5/16/34

among the several counties so as to permit the County to make payments due on July 1, 1934 on its road bond indebtedness. The Secretary advised that Curry County's share of this fund amounts to $5,408.54, one-half of which is payable on July 15 and the balance on December 15; he also advised that Curry County's request is similar to the requests presented by the County Courts of Clackamas and Clatsop Counties, both of which were approved by the Commission. After some discussion the Commission voted unanimously to pay immediately to Curry County that portion of its share of this fund which is due and payable on July 15 amounting to $2,704.27 and instructed the Secretary to prepare and deliver to the Secretary of State a certificate authorizing such payment as required by Section 4, Chapter 428, Oregon Laws, 1933.

A resolution was presented from the County Court of Deschutes County requesting an advance payment of one-half of Deschutes County's share of this fund amounting to $12,237.69 to enable the County to meet its bonded indebtedness due June 1, 1934. The Commission approved this request and instructed the Secretary to prepare and deliver to the Secretary of State a certificate as required by law.

Consideration was given by the Commission to the application of the Port of Newport for the designation as an aircraft landing field of a portion of the ocean beach area on the south side of Siletz Bay. The request was denied because in the opinion of the Commission the use of the ocean beach for aircraft landing purposes will create too great a hazard and will render such area unsafe for other purposes.

The Engineer reported that a check of the 1932 secondary highway fund allotment reveals that in a number of counties funds allocated to specific projects were not all needed to complete them, hence the balances are available for transfer to other secondary highway projects within the respective counties. He asked the Commission to approve the transfer of such funds, as follows:

County	Amount	Transferred From	Transferred To
Benton	$ 819.23	102 GD	102 GC
Benton	60.60	102 GD	102 GB-2
Clackamas	35.95	103 KB	103 GC
Columbia	340.48	105 DB	1934 Funds
Columbia	834.12	105 DA	1934 Funds
Columbia	19.14	105 VA	1934 Funds
Crook	221.90	107 MV-111-A	1933 Funds
Crook	83.88	107 MV-111	1933 Funds
Crook	300.00	107 MT-111	1933 Funds
Crook	20.22	107 MR-111	1933 Funds
Deschutes	302.12	109 GA	1933 Funds
Deschutes	1.45	109 MW	1933 Funds
Deschutes	3.55	109 MH-111-A	1933 Funds
Gilliam	$ 270.00	111 KB	1933 Funds
Grant	656.31	112 MH-A	1933 Funds
Grant	111.45	112 MH-A	1933 Funds
Grant	82.54	112 MH	1933 Funds
Grant	2,530.00	112 MH-507	1933 Funds
Grant	1,358.00	112 MV-507	1933 Funds
Grant	168.19	112 MV-106	1933 Funds
Grant	42.37	112 MV	1933 Funds
Harney	280.00	113 ME-11	113 ME
Harney	30.00	113 ML-11	113 ME
Harney	82.64	113 MT-11	113 ME
Harney	208.40	113 MT-11	113 MT
Harney	348.96	113 MT-11	1933 Funds
Harney	225.59	113 MV	1933 Funds
Hood River	649.61	114 DA	114 DB
Hood River	253.68	114 GA	114 DB
Hood River	209.69	114 MV	114 DB
Jackson	107.16	115 VA	1933 Funds
Jackson	343.19	115 GA	1933 Funds
Jackson	1,483.86	115 GB	1933 Funds
Jackson	153.31	115 MR	1933 Funds
Jackson	282.24	115 MW	1933 Funds
Jackson	171.18	115 MH	1933 Funds
Klamath	147.00	118 MJ-111-A	118 KA
Klamath	112.49	118 MJ-111-A	118 VB
Klamath	2,673.27	118 GB	118 VB
Klamath	827.10	118 VA	118 VB
Lane	300.84	120 KB	120 GE
Malheur	27.57	123 MV	1933 Funds
Malheur	217.66	123 ML	1933 Funds
Malheur	93.28	123 MK	1933 Funds
Malheur	14.91	123 MF	1933 Funds
Malheur	3.69	123 ME	1933 Funds
Malheur	7.52	123 MD	1933 Funds
Malheur	312.75	123 KA	1933 Funds
Malheur	125.00	123 ML-111	1933 Funds
Malheur	38.60	123 MK-111	1933 Funds
Malheur	14.08	123 MD-511	1933 Funds
Malheur	106.93	123 MD-111	1933 Funds
Marion	1,323.18	124 GA	124 GC
Marion	57.19	124 GB	124 GC

County	Amount	Transferred From	Transferred To
Marion	$1,487.17	124 GB	124 KB
Marion	100.00	124 KB	124 GC
Marion	10.33	124 KA	124 GC
Umatilla	20.00	130 MG-111	1933 Funds
Umatilla	125.85	130 MR-11	1933 Funds
Umatilla	10.00	130 MT-11	1933 Funds
Union	190.98	131 DA	131 GA
Wasco	755.90	133 GA	133 GB
Wasco	26.27	133 GA	133 GB
Wasco	86.39	133 VA	133 GB
Wasco	55.57	133 VB	133 GB
Wasco	37.14	133 VC	133 GB
Wasco	35.78	133 MT	133 GB
Wasco	296.60	133 MK	133 GB
Wasco	93.27	133 MK-111	133 GB
Washington	442.14	134 KA-1	134 DA
Washington	184.45	134 DB	134 DA
Washington	33.05	134 DB-1	134 DA
Washington	209.91	134 DC	134 DA
Washington	87.57	134 DA	134 DA-1
Yamhill	217.85	136 GB	136 GC
Yamhill	174.95	136 MW	136 KB
Yamhill	104.99	136 ME	136 KB
Yamhill	255.35	136 MF	136 GC
Yamhill	171.71	136 MG	136 KB
Yamhill	8.03	136 MK	136 KB
Yamhill	248.21	136 ML	136 KB
Yamhill	118.53	136 MW-111-A	136 KB
Yamhill	25.09	136 KB	136 KA-1
Yamhill	66.26	136 KA	136 KB-1
Yamhill	4.81	136 MK-111	136 KB
Yamhill	3.43	136 KA	136 KB
Yamhill	67.31	136 GC-1	136 KB
Yamhill	370.42	136 GC	1934 Funds
Yamhill	566.42	136 KB	1934 Funds

After due consideration the Commission by unanimous vote approved the transfer of 1932 secondary highway funds as requested by the Engineer.

The Commission had under consideration the request of School District No. 85, Coos County, to pay the cost of materials and equipment to be used in connection with the construction of a sidewalk along the Oregon Coast Highway through the Bunker Hill community, south of Marshfield, which work is to be undertaken as an SERA project. The Engineer advised that the highway at this

point is not on permanent alignment; further that the furnishing of materials and trucks represents the largest items in connection with the project and is estimated to cost $3,240, whereas the labor is only a small item. He further stated that in the event the Commission cooperated in this sidewalk project it is possible that the State would be responsible if a pedestrian were injured on the sidewalk. For these reasons he recommended that the request be denied. The recommendation of the Engineer was adopted by the Commission by unanimous vote.

Consideration was given by the Commission to a letter from the Lake County Chamber of Commerce requesting the Commission to join with the highway officials of California and Nevada to obtain a federal number for the highway route which extends from Spokane, Washington, southerly to Pendleton, Oregon; thence to John Day, Burns and Lakeview, Oregon; thence to Alturas, California, and Reno, Nevada; thence to Los Angeles down the east side of the Sierra Nevada Mountains. The Engineer gave as his thought that it would be appropriate to designate the above-described route as a federal highway and recommended that the matter be presented to the American Association of State Highway Officials at its next meeting. The Commission approved his recommendation by unanimous vote.

A petition was presented from citizens of Linn County residing in the vicinity of Holley and Crawfordsville requesting the Commission to name the bridge which is now being constructed over the Calapooya River in the vicinity of Holley, the "Wm. Matlock Bridge" in honor of Wm. Matlock, an early pioneer of this district. A letter from Hon. D. O. Woodworth, County Judge of Linn County, endorsing this petition was also presented. After some discussion of this matter the Commission decided to refer it to a committee consisting of Hon. Willard L. Marks, Albany, chairman, Mr. Lewis A. McArthur, Portland, and Miss Nellie B. Pipes, Portland, for recommendation. The Secretary was instructed to notify the members of this committee of their appointment.

The Engineer reported that the John Day Highway through the towns of John Day and Prairie City is routed over the cities' main streets and because these streets are unpaved, traffic causes a very objectionable dust nuisance. This condition can be remedied, he said, by constructing an O-30 type of surfacing which will cost about $400 or $500 at each place and will last until the John Day Highway is reconstructed. He requested authority to make this expenditure. The Commission approved the Engineer's request by unanimous vote.

The Engineer reported that Northwest Roads Company, which has contracts with the Commission for the construction of the municipal projects at Condon, Arlington, La Grande, and Pendleton, has requested an extension of time until July 31, 1934 within which to complete these projects because they have a limited amount of equipment and do not care to buy new equipment for these small projects. He gave as his thought that the request is reasonable and recommended that it be approved because it will not inconvenience traffic in the least, neither will it cost the State any extra amount for engineering nor will it impair the quality of the work. The Commission by unanimous vote approved the recommendation of the Engineer, subject to the condition that

applications for extensions of time are filed in the regular manner and are accompanied by consent of surety in each instance.

Consideration was given by the Commission to the following requests for extensions of time within which to complete highway construction projects:

Associated Construction Co., Contract No. 1518, for the construction of two bridges over Humbug Creek on Humbug Mountain-Ranger Station Section of Wolf Creek Highway in Clatsop County, requested an extension of time of seventy-five days to June 15, 1934 in which to complete this project giving as their reason for this request bad weather and road conditions which prevented them from hauling materials to the job, and that they were not able to do much construction work on the bridge for about three months after being awarded the contract. The Engineer advised that the highway on which this bridge is located is not open to travel, hence the delay has not caused any inconvenience to the traveling public; further the only expense incurred by the State on account of the delay is the salary and expense of the resident engineer on construction. He recommended that the extension requested be granted without penalty. The recommendation of the Engineer was adopted by the Commission by unanimous vote.

Schmeer & Williams, Contract No. 1526, for furnishing crushed rock for the Boyd-Madras Section of The Dalles-California Highway in Wasco and Jefferson Counties, requested an extension of time of ten days from April 30 to May 10, 1934, in which to complete this project because they encountered adverse conditions in the rock quarry which caused several breakdowns and necessitated changing of screens to meet the peculiar conditions. The Engineer advised that the delay has not inconvenienced the traveling public, neither has it increased the cost to the State for engineering supervision. He recommended that the extension requested be granted without penalty. The recommendation of the Engineer was approved by the Commission by unanimous vote.

Theodore Arenz, Contract No. 1546, paving Rice Hill Section of the Pacific Highway in Douglas County, requested an extension of time of thirty days from May 31, 1934 to June 30, 1934 in which to complete this project because they encountered unfavorable subgrade conditions. The Engineer advised that the contractor's delay has not caused any inconvenience to the traveling public, neither has it added any extra cost to the State. He recommended that the extension requested be granted without penalty. The recommendation was 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. 1494 with Theodore Arenz for the construction of five bridges and one culvert on the Dixie-Lime Section of the Old Oregon Trail in Baker County, completed May 4, 1934;

Contract No. 1532 with Dunn & Baker for the construction of a bridge and culvert over Chimney Creek on the Central Oregon Highway near Juntura in Malheur County, completed April 19, 1934;

Contract No. 1533 with Averill & Philpott for the construction of bridges over Ford Creek and Lyons Creek on the Nehalem Secondary State Highway, about one mile west of Mist in Columbia County, completed May 7, 1934;

Contract No. 1557 with G. I. Stebbins Construction Co. for the construction of a bridge over U. S. R. S. Canal "A" on The Dalles-California Highway in Klamath County, completed May 2, 1934;

Contract No. 1562 with Shattuck & Neland for the construction of a bridge over Chehalem Creek on the Newberg-Yamhill Secondary State Highway in Yamhill County, completed April 12, 1934;

Contract No. 1589 with Settergren Bros. for the construction of a bridge over Gooseneck Creek on Dallas-Coast Secondary Highway near Willamina in Polk County, completed April 19, 1934;

Contract No. 1531 with E. R. La Pointe for the construction of Portland cement concrete pavement on the West Lake and Astoria Sections of the Oregon Coast and Columbia River Highways in Clatsop County, completed April 18, 1934;

Contract No. 1542 with Saxton & Looney for grading Hardman-Rock Creek Section of the Heppner-Spray Secondary Highway in Morrow County, completed May 1, 1934;

Contract No. 1579 with Northwest Roads Company for grading and paving Canby-Molalla River Section of the Pacific Highway in Clackamas County, completed May 8, 1934;

Contract No. 1585 with United Contracting Company for paving Hood River Section of the Columbia River Highway in Hood River County, completed May 2, 1934;

Contract No. 1592 with Mountain States Construction Co. for paving Eugene Section of the Pacific Highway in Lane County, completed May 11, 1934;

Contract No. 1598 with A. S. Wallace for furnishing crushed gravel for the California Line-Hayes Hill Section of the Redwood Highway in Josephine County, completed May 5, 1934;

Contract No. 1553 with Ernest C. Hall for paving South Medford Section of the Pacific Highway in Jackson County, completed April 26, 1934.

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

5/16/34

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. 1494 with Theodore Arenz for the construction of five bridges and one culvert on the Dixie-Lime Section of the Old Oregon Trail in Baker County;

Contract No. 1532 with Dunn & Baker for the construction of a bridge and culvert over Chimney Creek on the Central Oregon Highway near Juntura in Malheur County;

Contract No. 1533 with Averill & Philpott for the construction of bridges over Ford Creek and Lyons Creek on the Nehalem Secondary State Highway, about one mile west of Mist in Columbia County;

Contract No. 1557 with G. I. Stebbins Construction Co. for the construction of a bridge over U. S. R. S. Canal "A" on The Dalles-California Highway in Klamath County;

Contract No. 1562 with Shattuck & Neland for the construction of a bridge over Chehalem Creek on the Newberg-Yamhill Secondary State Highway in Yamhill County;

Contract No. 1589 with Settergren Bros. for the construction of a bridge over Gooseneck Creek on Dallas-Coast Secondary State Highway near Willamina in Polk County;

Contract No. 1531 with E. R. La Pointe for the construction of Portland cement concrete pavement on the West Lake and Astoria Sections of the Oregon Coast and Columbia River Highways in Clatsop County;

Contract No. 1542 with Saxton & Looney for grading Hardman-Rock Creek Section of the Heppner-Spray Secondary Highway in Morrow County;

Contract No. 1579 with Northwest Roads Company for grading and paving Canby-Molalla River Section of the Pacific Highway in Clackamas County;

Contract No. 1585 with United Contracting Company for paving Hood River Section of the Columbia River Highway in Hood River County;

Contract No. 1592 with Mountain States Construction Co. for paving Eugene Section of the Pacific Highway in Lane County;

Contract No. 1598 with A. S. Wallace for furnishing crushed gravel for the California Line-Hayes Hill Section of the Redwood Highway in Josephine County;

Contract No. 1555 with Ernest C. Hall for paving South Medford Section of the Pacific Highway in Jackson County;

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 Commission adjourned at 7:00 o'clock p. m. to reconvene at 8:15 o'clock p. m. in the same room.

The State Highway Commission reconvened at 8:15 o'clock p. m. in Room 204, Benson Hotel, at which meeting were present Commissioners E. B. Aldrich and Carl G. Washburne; R. H. Baldock, State Highway Engineer, and H. B. Glaisyer, Secretary.

There appeared before the Commission at this time Messrs. Guy Cordon, District Attorney, and B. S. Nichols, County Commissioner of Douglas County. They informed the Commission that Douglas County has under way at the present time an SERA relief project which consists of straightening and widening work along the Pacific Highway just south of Roseburg; labor for which, they said, is being paid for with Government funds and equipment is being furnished by the County. They pointed out that there is an item of accident insurance which must be paid with other funds due to the fact that the Government will not permit its monies to be expended for such purpose and the County has no funds budgeted to pay such expense. They gave as their thought that inasmuch as the improvement is on a state highway, the State Highway Commission would be sufficiently interested to pay the insurance cost, estimated at $1,100. The Engineer advised that there are no state monies available to pay this insurance charge because the Commission must conserve every cent possible to meet prospective federal aid requirements; furthermore if the Commission paid the insurance cost in this instance it would be necessary for it to assume similar expense in connection with other SERA projects throughout the state, which would involve an expenditure of a very large sum of money. Commissioners Washburne and Aldrich concurred in the statement of the Engineer but agreed that if the Commission changes its policy it will give first consideration to their project.

County Commissioner Nichols reported that there is still owing to Douglas County out of the 1932 allotment of secondary state highway funds the sum of $1,500 which had been retained by the State to finance the removal of slides on the Canyonville Secondary State Highway which it was anticipated would occur during the past winter. These slides, he said, did not occur; hence the funds were not needed for that purpose; wherefore, inasmuch as they belong to Douglas County, he asked the Commission to pay them over to the County at this time. The Commission referred this matter to the Engineer for investigation with authority to pay the money over to the County in the event he finds that this is proper.

5/16/34

The foregoing matter was reconsidered on the following day at which time the Engineer reported that investigation reveals that the statements of County Commissioner Nichols are correct. He recommended that the $1,500 due the County be paid, which recommendation was approved by the Commission by unanimous vote. The Secretary was instructed to inform the County Court of Douglas County and Mr. Guy Cordon of the action taken.

Parks Engineer S. H. Boardman was present and reported on several park matters. He advised that his attention has been called by Mr. R. R. Tinkham, Superintendent of Lighthouses, to the fact that the Federal Government owns 640 acres of timber land on what is known as Lookout Mountain near Sand Lake in Tillamook County which is invaluable for park and recreational purposes and that he would recommend to his superiors that this area be turned over to the State of Oregon for such purposes, if the State wants it; otherwise he would recommend that it be sold to private interests who desire to remove the timber.

Mr. Boardman further advised that Mr. Tinkham has informed him that there is a possibility that the State could obtain for park purposes another desirable area adjoining its present state park at Heceta Head in Lane County and he would recommend that it also be turned over to the State for park purposes in the event the State wants it; otherwise he would recommend that it be sold to various private individuals who desire the property for summer home sites. Both of these properties, he added, can be obtained by the State free of cost. He inquired whether or not the Commission is interested in them and recommended that they be acquired because they would be valuable additions to the state park system. After some discussion the Commission voted unanimously to acquire these two tracts, provided they can be obtained without expense to the State and authorized the Engineer to so inform Mr. Tinkham and make formal application for them.

The Parks Engineer also inquired whether the Commission would be interested in securing an addition to Silver Creek Falls State Park in Marion County. He explained that Mr. J. C. Strom, who owns a 100-acre tract immediately adjoining this park at the south entrance, has received an offer to purchase this land from a person who contemplates conducting a dance hall and beer parlor thereon, but before accepting this offer he wished to give the State an opportunity to buy it as an addition to the park and has agreed to sell it to the State for the sum of $5,000. The Commission declined the offer due to the fact that it has not the funds to expend for such purpose at the present time.

The Engineer requested authority to acquire certain parcels of real property needed for various state highway improvements throughout the state. The Commission approved his request and adopted the following resolution relative thereto:

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 bases of settlement which have 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 bases for settlement for the properties involved, and that the acquisition of the properties 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>Meiners Ranch-Pendleton Section, Pendleton-Cold Springs Highway</u>				
Nelson, David H.	Stock Pile	0.94	$100.00 Lump Sum	Williams
Nelson, David H.	Quarry Site	2.50	at $100.00 per acre	"
<u>Newport-South Beach, Oregon Coast Highway</u>				
Colver, Ray C.	R/W	9110 Sq.Ft.	$150.00 Lump Sum	DeSouza
Ratchey, Andrew	"	4000 " "	at 3½ cents per sq.ft. plus $250.00 (low bid) moving buildings	McCallister
Korn, Harry	"	5000 " "	Land gratis, plus $274.50	"
Johnson, Chas. L.	"	5000 " "	Land gratis, plus $284.50	"
<u>Philomath, Corvallis-Newport Highway</u>				
Shriber, Albert et ux	Gravel Site	0.74	1750 Cu.Yd. at 3¢ per cu.yd. plus $50.00 3 months lease	McCallister
<u>Linnton-Columbia County Line, Columbia River Highway</u>				
Western Oil & Refining Co.	R/W	1 Acre	$500.00 Lump Sum	Rose & Bentley
<u>Alsea Bay Crossing, Oregon Coast Highway</u>				
Lyndon, Percy	R/W	1320 Sq.Ft.	at 10 cents per sq.ft. plus $68.00	McCallister

Section, Hwy. and Owner	Purpose	Acres	Approximate Amounts	Agent
Lowell-Oakridge Section, Willamette Highway				
McLaughlin, Loring J.	Stock Pile	0.92	at $100.00 per A. plus $20.60	Parker
Seufert-Dufur Section, The Dalles-California Highway				
Dufur Farm & Fruit Co.	Stock Pile	1.26	$100.00 Lump Sum	Lytle & Gardiner
Dee-Parkdale Section, Hood River Secondary Highway #281				
Turner, Laura E.	Quarry Site	1.50	$75.00 Lump Sum	Hodge
Lincoln County, Oregon Coast Highway				
Stenzel, Frank	Stock Pile	0.398	Gratis, 5 year lease	Chandler
Florence-Glenada Section, Oregon Coast Highway				
Adams, George	R/W	13418 Sq.Ft.	$500.00 Lump Sum	DeSouza
Hendrickson, Fred	"	56 " "	25.00 " "	"
Woodward, J. S.	"	1760 " "	Gratis, $150.00 for moving bldgs.	Benson
Morris, Sinclair	"	6000 " "	at 4½ cents per sq.ft. plus $1230.00	"
McCornack, Kenneth	"	1 Lot 60x160	$300.00 Lump Sum	DeSouza
Ontario Section, Old Oregon Trail Highway				
Malheur County	Stock Pile	2.13	$10.00 Lump Sum	Williams
Malheur County	" "	2.00	10.00 " "	"
Portland-Middleton Section, West Side Pacific Highway				
Hilman, Emil	R/W	0.028	$20.00 Lump Sum	Bentley
Morin, Pierre	"	0.027	at $1000.00 per Acre	"
Scheckla, John	"	0.044	at $1000.00 per Acre	"
Clegg, Estylle & P. A.	"	0.02	$10.00 Lump Sum	Benson
West Salem-Brunks Corner, Salem-Dallas Highway				
Brunk, Thos. W.	R/W	0.086	at $350.00 per A. plus $55.00	Benson
Brunk, Thos. W.	" Easement	300 Sq.Ft.	Apprx. $15.00 Lump Sum	"
Milwaukie, East Portland-Oregon City Highway				
Keck, Gussie	R/W	628 Sq.Ft.	$800.00 Lump Sum	DeSouza

Section, Hwy., and Owner	Purpose	Acres	Approximate Amounts	Agent
Milwaukie, East Portland-Oregon City Highway - continued				
Arighi, Frank & C. L. Sturtevant	R/W	3270 Sq.Ft.	$2750.00 Lump Sum	DeSouza
Jones, I. A.	R/W	500 " "	607.50 for retaining wall, filling, etc.	Gardiner
Grants Pass Section, Pacific Highway				
Smith, Will C.	Maint. Site	Lot 174'x275' equals 47,850 Sq.Ft.	$500.00 Lump Sum	Bromley
Roseburg Section, Pacific Highway				
Douglas County	Maint. Site	10 Lots 40,000 Sq.Ft.	Gratis	Collier
Rice Hill Section, Pacific Highway				
Strong, Mary N.	R/W	0.53 A.	at $100.00 per A. plus $17.25	Parker
Bridge at Chehalem Creek, Yamhill-Newberg Secondary Highway				
Kliks, Dorothy B.	R/W	0.06	State to pay $75.00 County to pay $75.00	
Reedsport-Gardiner Section, Oregon Coast Highway				
Abraham, R. M.	R/W	2 lots (8286 Sq.Ft.)	$250.00 for lots plus $350.00	Parker
Bowersox, L. L.	R/W	1 lot (3200 Sq.Ft.)	$10.00 for lot plus $34.98	"
Russell Point-North Bend Section, Oregon Coast Highway				
Loritan Investment Co.	R/W	22.54	$2000.00 Lump Sum	Devers & Baldock
Klamath Falls-Weed Highway				
Beall, A. C.	R/W	0.58	at $35.00 per A.	Parker

The Commission also by unanimous vote adopted the following resolutions authorizing the Attorney to acquire by condemnation certain parcels of real property needed for right of way for various state highways:

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:

W. D. Charlton and Rose A. Charlton property:

A parcel of land being a portion of Lots 25 and 26 of Block 8 of the recorded plat of Burlington in Section 20, Twp. 2 North, Range 1 West, W. M., Multnomah County, Oregon, said parcel of land being more particularly described as follows:

Beginning at the most northerly corner of Lot 26 of said Block 8; thence on a 1665.7 foot radius curve right (the long chord of which bears South 51° 47' 30" East) along the northeasterly line of said Block 8 a distance of 66.70 feet to the most easterly corner of Lot 25 of said Block 8; thence South 38° 29' West along the southeasterly line of said Lot 25 a distance of 14.65 feet to a point which is 50 feet southwesterly from (and measured at right angles to) the 1931 relocated center line of the Columbia River Highway, at Engineer's Station 185+82.1; thence parallel to and 50 feet distant from said center line on a 1382.5 foot radius curve left (the long chord of which bears North 52° 38' West) a distance of 66.70 feet to the northwesterly line of Lot 26 of said Block 8; thence North 38° 29' East along said northwesterly line of Lot 26 a distance of 15.58 feet to the point of beginning; containing 1003.71 square feet, or 0.023 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, 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.

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.

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, 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:

Sam Pollard and Clara L. Pollard Property:

A parcel of land lying in the N. W. Fisk D. L. C. No. 42, situated in Section 31, Twp. 38 South, Range 1 East, W. M., Jackson County, Oregon, and being a portion of that tract of land conveyed by that certain deed to Sam and Clara L. Pollard and recorded in Volume 181, Page 92, of Jackson County Record of Deeds; said parcel being described as follows:

Beginning at a point on the south line of the N. W. Fisk D. L. C. No. 42, said point being 152.75 feet west of the southeast corner of said D. L. C. No. 42, said point also being 90 feet distant from (when measured at right angles to) the relocated center line of the Pacific Highway at Engineer's Station 86+81.6; thence North 52° 46' West parallel to and 90 feet distant westerly from the said center line a distance of 218.4 feet; thence North 37° 14' East a distance of 40 feet to a point, which is 50 feet distant from the said center line at Station 89+00; thence North 52° 46' West parallel to and 50 feet

distant from said center line a distance of 600 feet; thence North 37° 14' East a distance of 10 feet to a point, which is 40 feet distant from the said center line at Station 95+00; thence North 52° 46' West parallel to said center line a distance of 500 feet; thence South 37° 14' West a distance of 10 feet to a point which is 50 feet distant westerly from the said center line at Station 100+00; thence North 52° 46' West parallel to said center line a distance of 92.2 feet to a point on the northerly line of said property; thence North 77° 00' East along said northerly line a distance of 247.19 feet; thence South 52° 46' East parallel to said center line a distance of 34.1 feet; thence South 37° 14' West a distance of 100 feet to a point, which is 40 feet distant easterly from (when measured at right angles to) the said center line at Station 99+00; thence South 52° 46' East parallel to said center line a distance of 400 feet; thence North 37° 14' East a distance of 10 feet; thence South 52° 46' East parallel to said center line a distance of 600 feet; thence South 37° 14' West a distance of 10 feet to a point, which is 40 feet distant easterly from the said center line at Station 89+00; thence South 52° 46' East parallel to said center line a distance of 311.2 feet to a point on the east line of said D. L. C. No. 42; thence south along said east line a distance of 47.21 feet to the southeast corner of said D. L. C. No. 42; thence west a distance of 152.75 feet to the point of beginning.

The parcel of land to which this description applies contains 3.45 acres, of which 0.43 acre lies within the existing right of way; net new area 3.02 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, Jackson 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 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.

WHEREAS, by the terms and provisions of Chapter 201, General Laws of Oregon, 1925, and other laws of the State of Oregon, the State Highway Commission is authorized and empowered to acquire land or ground necessary for the development, maintenance, and operation of parks, parking places, automobile camps, camp sites, public squares, recreation grounds or resorts and land for the preservation of trees or timber growing thereon; and

WHEREAS, in the judgment and opinion of the State Highway Commission it will be for the convenience of and is for the best interest of the general public that there be acquired for public purposes, to-wit: for the purpose of developing and maintaining a park, parking place, automobile camp, recreation ground and/or resort, and for the purpose of making it possible for the Highway Commission to preserve the timber growing thereon, the following described parcels of land, to-wit:

Jessie L. Baker and Wallace G. Baker:

A parcel of land lying in the southwest quarter ($SW\frac{1}{4}$) of Section 18, Twp. 13 South, Range 11 West, W. M., Lincoln County, Oregon, and being a portion of that one-acre tract described in that certain deed to F. H. Hilton and recorded in Volume 57, Page 237, of Lincoln County Record of Deeds; said parcel being described as follows:

Beginning at a point on the north line of the said one-acre tract; said point being 50 feet distant easterly from (when measured at right angles to) the relocated center line of the Oregon Coast Highway at Engineer's Station 1371+56.8; said point also being 1925 feet south and 1065 feet east of the west one-quarter ($W\frac{1}{4}$) corner of said Section 18; thence North 61° 24' East along the north line of said one-acre tract a distance of 414.8 feet to an iron pipe; thence South 25° 50' East along the east line of said acre tract a distance of 98.7 feet to an iron pipe; thence South 64° 21' West along the south line of said one-acre

tract a distance of 399.3 feet; thence parallel to and 50 feet distant easterly from the said relocated center line on a Talbot spiral curve right (the long chord of which bears North 35° 18' West 100.1 feet) a distance of 100.3 feet to the point of beginning; containing 0.98 acre, more or less.

Frank H. Hilton and Gladys M. Hilton:

Parcel No. 1

A parcel of land lying in the southwest quarter (SW¼) of Section 18, Twp. 13 South, Range 11 West, W. M., Lincoln County, Oregon, and being a portion of that tract of land conveyed by that certain deed to F. H. Hilton and recorded in Volume 57, Page 237, of Lincoln County Record of Deeds; said parcel being described as follows:

Beginning at a point on the north line of said tract, said point being 429.2 feet west of the northeast corner of said tract; said point also being 50 feet distant easterly from (when measured at right angles to) the relocated center line of the Oregon Coast Highway at Engineer's Station 1366+52.4; said point also being 1480 feet south and 880 feet east of the west one-quarter (W¼) corner of said Section 18; thence east along the north line of said tract a distance of 429.2 feet to an iron pipe set for the northeast corner thereof; thence South 25° 50' East along the east line of said tract a distance of 290.7 feet to the northeast corner of the one-acre tract of land described in the aforementioned deed; thence South 61° 24' West along the north line of said one-acre tract a distance of 414.8 feet to a point, which is 50 feet distant easterly from (when measured at right angles to) the relocated center line of the Oregon Coast Highway; thence parallel to said relocated center line on a Talbot spiral curve right (the long chord of which bears North 32° 34' West 87.07 feet) a distance of 87.20 feet to a point, which is 50 feet distant easterly from (when measured at right angles to) the said center line at Station 1370+65.4 P. C. S.; thence parallel to said center line on a 1096 foot radius curve right (the long chord of which bears North 20° 03' 30" West) a distance of 395 feet to the point of beginning; containing 3.73 acres.

Parcel No. 2

A parcel of land lying in the southwest quarter (SW¼) of Section 18, Twp. 13 South, Range 11 West, W. M., Lincoln County, Oregon, and being a portion of that tract of land conveyed by that certain deed to F. H. Hilton and recorded in Volume 57, Page 237, of Lincoln County Record of Deeds; said parcel being described as follows:

Beginning at a point on the south line of the one-acre tract of land described in the aforementioned deed; said point being 50 feet distant easterly from (when measured at right angles to) the relocated center line of the Oregon Coast Highway at Station 1372+57.9; said

point also being 2005 feet south and 1120 feet east of the west one-quarter (W¼) corner of said Section 18; thence North 64° 21' East along the south line of the said one-acre tract a distance of 399.3 feet to the southeast corner of said one-acre tract; thence South 25° 50' East along the east line of said property a distance of approximately 66.7 feet to the high water line of Alsea Bay; thence along said high water line South 62° 47' West a distance of 117.6 feet, and thence South 54° 41' West a distance of 261.2 feet to a point, which is 50 feet distant easterly from (when measured at right angles to) the relocated center line of said highway at Station 1373+73.8; thence North 37° 53' West parallel to the center line of said highway a distance of 8.4 feet; thence parallel to said center line on a Talbot spiral curve right (the long chord of which bears North 37° 37' West 105.69 feet) a distance of 105.7 feet to the point of beginning; containing 0.73 acre. It is the intention hereby to include all property extending to high water mark of Alsea Bay.

Parcel No. 3

A parcel of land lying in the southwest quarter (SW¼) of Section 18, Twp. 13 South, Range 11 West, W. M., Lincoln County, Oregon, and being a portion of that tract of land conveyed by that certain deed to F. H. Hilton and recorded in Volume 57, Page 237, of Lincoln County Record of Deeds; said parcel being described as follows:

Beginning at an iron pipe which is 50 feet distant westerly from (when measured at right angles to) the relocated center line of the Oregon Coast Highway at Engineer's Station 1369+00; said iron pipe also being 1750 feet south and 855 feet east of the west one-quarter (W¼) corner of said Section 18, Twp. 13 South, Range 11 West, W. M.; thence parallel to and 50 feet distant westerly from the said relocated center line as follows: on an 1196 foot radius curve left (the long chord of which bears South 26° 15' East) a distance of 172.6 feet; thence on a Talbot spiral curve left (the long chord of which bears South 35° 23' East 305.96 feet) a distance of 306.50 feet; thence South 37° 53' East a distance of 4 feet to a point on the high water line of Alsea Bay, said point also being 50 feet distant westerly from (when measured at right angles to) the said relocated center line at Station 1373+69.4; thence South 54° 41' West along the high water line a distance of 8.75 feet; thence South 39° 34' West along said high water line a distance of 93.5 feet; thence parallel to and 150 feet distant westerly from the relocated center line of said highway as follows: North 37° 53' West a distance of 23.9 feet to a point which is 150 feet distant westerly from (when measured at right angles to) the relocated center line of said highway at Station 1373+65.4; thence on a Talbot spiral curve right (the long chord of which bears North 35° 23' West 321.47 feet) a distance of 321.73 feet to a point which is 150 feet distant from (when measured at right angles to) the said relocated center line at Station 1370+65.4 P. C. S.; thence on a 1296 foot radius curve right (the long chord of which bears North 26° 15' West) a distance of 190.2 feet to a point which is 150 feet distant from (when measured at right angles to) the said relocated center line at Station 1369+00; thence North 67° 53' East a distance of 100 feet to the point of beginning; containing 1.15 acres, more or less. It is the intention hereby to include all property extending to the high water mark of Alsea Bay.

and

WHEREAS, in the opinion and judgment of the State Highway Commission it is necessary that title to the said parcels of land be procured for the purposes herein stated;

NOW, THEREFORE, BE IT RESOLVED that the said parcels or tracts of land be and the same hereby are declared by this resolution to be necessary for the purposes herein stated; and

BE IT FURTHER RESOLVED that title to the said parcels or tracts of land be acquired by the State of Oregon for the purposes herein stated.

BE IT FURTHER RESOLVED that the best interests and convenience of the general public require that title to the said tracts of land be acquired for the purpose of developing and maintaining the same for park, parking place, automobile camp, recreation grounds and resort purposes respectively, and for the purpose of preserving the timber growing thereon and making the said parcels or tracts of land generally available for the use and enjoyment of the general public.

BE IT FURTHER RESOLVED that an effort be made to agree with the owner or owners of the said parcels or tracts of land upon the compensation to be paid for the taking of the same and the damage, if any there be, and in the event that no satisfactory agreement can be reached it is further resolved that the Attorney General of the State of Oregon and J. M. Devers, Assistant Attorney General and Attorney for the State Highway Commission, be and they are hereby requested to negotiate with the said owners for the purchase and acquisition of the said parcels or tracts of land, and in the event that they are unable to reach a satisfactory agreement with any owner or owners of any of the said parcels of land they are hereby requested and instructed to commence and prosecute to a final determination such action, suit, or proceedings as may be necessary and appropriate to acquire title in and to the said parcels or tracts of land 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 to acquire rights of way and to declare the necessity and need for the acquisition thereof, and the advantages to be gained thereby;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. That the State Highway Commission does hereby find and declare that it is necessary and will be of advantage to the State of Oregon and there is need that the State acquire for right of way purposes in connection with the permanent location, construction, improvement, and maintenance of the following section or sections of the state highway system of the State

of Oregon, to-wit:

Winchester Bay Bridge and Approaches section of the Oregon Coast Highway in Douglas County, and Reedsport connection of the Umpqua Highway with the Oregon Coast Highway at Reedsport.

land and property owned by or in possession of the following parties and/or persons, to-wit:

Winchester Bay Lumber Company, and Warren P. Reed and Dame B. Reed.

as their respective interests may appear, and this Commission does hereby declare further that the said property or properties are necessary, are needful, and the acquisition thereof will be of advantage to the State of Oregon for right of way purposes in order to make it possible for the State Highway Commission to properly locate, construct, and maintain said portion or portions of the said state highway system in accordance with standards adopted by this Commission relative to curvature, grades, alignment, drainage, and factors of safety.

2. That the State Highway Engineer be and he hereby is instructed and directed to properly survey the parcel or parcels of land required for such right of way purposes and prepare proper and adequate descriptions thereof, which descriptions shall be employed in the preparation of a deed or deeds or other instrument or instruments necessary to complete the acquisition of the said property or properties or which descriptions may be used in the preparation of a complaint in the event that condemnation proceedings are necessary.

3. That the boundaries of the said parcel or parcels of land, as defined and determined by the said survey made by the said Highway Engineer, along the route or location adopted by the Highway Commission, shall be and the same hereby are adopted and the lands defined therein are hereby declared to be and the same are included within the rights of way of the said portion or portions of the said state highway system and hereby are declared to be necessary for the proper location, improvement, construction, and maintenance of the said portion or portions of the state highway system.

4. That I. H. Van Winkle, Attorney General of the State of Oregon, and J. M. Devers, Assistant Attorney General and Attorney for the State Highway Commission, be and they are hereby requested, authorized, and directed to attempt to agree with the owner or owners and/or with the tenants or persons in possession, if there be any, of said parcel or parcels of land with respect to the compensation to be paid for the taking of the same and the damage, if there be any, and in the event that no satisfactory agreement or agreements can be reached, then it is hereby further resolved that the Attorney General of the State of Oregon, and J. M. Devers, Assistant Attorney General and Attorney for the State Highway Commission, be and they hereby are requested to commence and prosecute to a final determination such suit or action, or suits or actions, as may be necessary and appropriate to acquire

5/16/34

title to the said premises and all rights therein for the purposes herein stated.

5. That this resolution be entered in full in the minutes and records of this Commission.

The Engineer reported that a difficult situation has developed in connection with the acquisition of right of way for the improvement of the Oregon Coast Highway in the town of Newport. He explained that according to the Commission's agreement with the City of Newport, the City was to acquire this right of way provided the Commission adopted the route along Sixth Street for the approach to the proposed bridge across Yaquina Bay; further that previous reports indicated that all of this right of way was accounted for; wherefore the Commission awarded a contract for construction of the section. It now develops, he said, that because of the ill feeling between two brothers by the name of Williams, extra expense in the amount of about $2,000 is required to obtain additional land on which to place a certain building which is to be removed from the new highway right of way and the State is asked to pay this amount because the City is without funds for such purpose and the building must be moved so that it will not interfere with the contractor's operations. After considerable discussion of this matter, the Commission declined to assume the cost of purchasing this lot and instructed the Engineer to notify the Newport city officials to that effect and further to notify them that the Commission will hold up the award of the contract for the construction of the proposed bridge across Yaquina Bay and will eliminate from the grading contract that portion in front of the building in question until the City has furnished ground upon which to move this building.

The Commission signed an agreement with Mr. George Xedes, Portland, whereby for the sum of $50 paid by the State, Mr. Xedes waives and relinquishes any right or claim that he may have had or now has to a certain cattle pass, or its maintenance, which cattle pass is located on the Pendleton-Cold Springs Highway in the SW¼ of the SE¼ of Sec. 28, Township 5 North, Range 30 East, W. M., in Umatilla County, and is known as bridge No. 36-05.3.

The Engineer reported that some time ago the Commission agreed to cooperate with the town of Tigard in the construction of a sidewalk along the West Side Pacific Highway through that town by furnishing approximately 100 cubic yards of gravel for the sidewalk and shoulders and by securing the required right of way. This work, he said, was to be financed as a Civil Works Administration project to be paid for with federal funds, but before it was completed the CWA funds were withdrawn and the town now wishes to proceed with this work as an SERA project but cannot finance the furnishing of materials and cost of insurance. Wherefore it asks the State to contribute an amount to cover such expense. After due consideration the Commission declined to cooperate in this project to the extent now requested by the City because it is contrary to its established policy with regard to SERA projects; however it authorized the Engineer to offer the City the same cooperation that was previously promised when the work was being performed as a CWA project.

The Commission adjourned at 9:45 o'clock p. m. to reconvene at 9:00 o'clock the following morning.

Portland, Oregon, May 17, 1934

The State Highway Commission met in regular session at 9:00 o'clock A. M. in the Auditorium of the Public Service Building. 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 highway construction projects, furnishing of nursery stock, purchase of used equipment and scrap metal, and for purchase and moving of buildings were opened in accordance with previously published notice, as follows:

OREGON COAST HIGHWAY
BRIDGE OVER YAQUINA BAY

UNIT "B"

Moore Dry Dock Co.	$ 454,255.00
McClintic-Marshall Corporation	457,107.30
Poole & McGonigle	464,712.00
Columbia Steel Co.	516,421.00

UNITS "A" & "C"

Teufel & Carlson	980,043.00

UNITS "A", "B" & "C"

General Construction Co.) and Gilpin Construction Co.) Joint Venture	1,357,587.50
Teufel & Carlson	1,447,073.00

EAST PORTLAND-OREGON CITY HIGHWAY
REMODEL BRIDGE OVER OUTLET OF KELLOGG LAKE
CONSTRUCT RETAINING WALL AT JOHNSON CREEK

Barham Bros.	$ 17,161.00
Shattuck & Neland	18,729.50
Allyn & Powers	19,428.00
Edlefsen-Weygandt Co.	19,434.50
Averill & Philpott	20,945.00
Birkemeier & Saremal	22,615.00

5/17/34

CRATER LAKE HIGHWAY
AGATE-LITTLE BUTTE CREEK SECTION
ROADBED WIDENING, RESURFACING AND BITUMINOUS MACADAM

	Using Road Oil
E. C. Hall	$ 40,861.00
Northwest Roads Company	44,661.30
Saxton & Looney	44,796.10
The United Contracting Company	47,463.00

McKENZIE HIGHWAY
PACIFIC-McKENZIE HIGHWAY JUNCTION LANDSCAPING PROJECT

G. M. & P. M. Parker	$ 1,166.80
McKenzie Construction Co.	1,206.44
Eugene Sand & Gravel Co.	1,487.15
A. H. Saxton	1,652.50
Louis Johnson	1,652.61
Ray L. Binegar	2,308.20

EIGHTY-SECOND AVENUE, PORTLAND
HALSEY STREET-CLINTON STREET SECTION
PAVEMENT WIDENING AND RESURFACING

Harold Blake	$124,736.00
Jacobsen-Jensen Co.	126,142.00
Kern & Kibbe	127,153.00
Parker-Schram Company	134,055.50
The United Contracting Company	146,917.00

LOMBARD STREET, PORTLAND
UNION AVENUE-COLUMBIA BOULEVARD SECTION - GRADING AND PAVING

Harold Blake	$26,764.50
Kern & Kibbe	27,804.50
J. A. Lyons	29,655.00
Edlefsen-Weygandt Co.	29,869.50
Parker-Schram Company	31,051.50
Jacobsen-Jensen Co.	31,188.50
The United Contracting Company	31,594.00
Theodore Arenz	32,840.50
Northwest Roads Company	36,798.00

LITTLE NESTUCCA SECONDARY HIGHWAY
AUSTIN CREEK-UPPER YACH BRIDGE SECTION - ROADBED AND TIMBER TRESTLE

	Including Topping	Excluding Topping
Schmitt Construction Co.	$18,829.00	$16,519.00
O. N. Pierce, M. L. O'Neil & Son	19,951.00	
The United Contracting Company	21,690.60	17,235.60

OREGON COAST HIGHWAY
MOVING BUILDINGS FROM RIGHT OF WAY NEAR FLORENCE AND GLENADA

Caufield & Savage	$1,317.50
A. C. Baumback	1,390.00
Geo. Lammers & Son	1,694.90
Dave Adams	1,833.00

NURSERY STOCK

Villa Nurseries

Item No.	Item	Quantity Required	Quantity Bid	Unit Price Bid
2	Caragana arborescens	24	24	$ .23
3	Cornus alba sibirica	48	48	.23
7	Mahonia aquifolium	252	100	.45
9	Philadelphus grandiflorus	87	87	.21
10	Philadelphus virginal	39	39	.23
11	Prunus bliriana	8	8	.47
14	Spiraea vanhouttei	361	361	.13
15	Symphoricarpos racemosus	91	91	.21
17	Viburnum opulus	16	16	.22
18	Viburnum tomentosum	112	112	.27
19	Weigela rosea	41	41	.22
20	Acer dasycarpum	25	25	.44
22	Acer platenoides	18	18	.44
23	Acer platanoides schwedleri	16	16	.54
26	Ampelopsis quinquifolia englemanni	351	351	.19
27	Ampelopsis tricuspidata	180	180	.19
28	Bignonia vadicans	161	161	.21
29	Celastrus scandens	51	51	.19
31	Lonicera japonica halliana	30	30	.18
32	Lycium chinense	26	26	.21
	Woods-Grown Stock			
4	Cornus nuttalli	88	88	.33
	J. B. Pilkington			
1	Acer circinatum	13	13	.60
2	Caragana arborescens	24	24	.25
3	Cornus alba sibirica	48	48	.24
4	Cornus nuttalli	88	50	1.00
5	Cotoneaster salicifolia	26	26	.75
6	Juniperus horizontalis douglasi	49	49	.90
7	Mahonia aquifolium	252	252	.60
9	Philadelphus grandiflorus	87	87	.18
10	Philadelphus virginal	39	39	.30

5/17/34

J. B. Pilkington - continued

Item No.	Item	Quantity Required	Quantity Bid	Unit Price Bid
13	Spiraea douglasi	37	37	$ .25
14	Spiraea vanhouttei	361	361	.18
15	Symphoricarpos racemosus	91	91	.20
17	Viburnum opulus	16	16	.25
18	Viburnum tomentosum	112	112	.33
19	Weigela rosea	41	41	.20
20	Acer dasycarpum	25	25	.55
21	Acer macrophyllum	10	10	.65
22	Acer platanoides	18	18	.50
23	Acer platanoides schwedleri	16	16	.75
24	Quercus rubra	12	12	1.20
26	Ampelopsis quinquifolia englemanni	351	351	.18
27	Ampelopsis tricuspidata	180	180	.18
28	Bignonia vadicans	161	161	.24
29	Celastrus scandens	51	51	.22
31	Lonicera japonica halliana	30	30	.18
32	Lycium chinense	26	26	.25
	Doty & Doerner			
1	Acer circinatum	13	13	.75
2	Caragana arborescens	24	24	.24
3	Cornus alba sibirica	48	48	.29
4	Cornus nuttalli	88	88	1.25
5	Cotoneaster salicifolia	26	26	.75
6	Juniperus horizontalis douglasi	49	49	.60
7	Mahonia aquifolium	252	252	.45
8	Malus ioensis plena	48	48	.70
9	Philadelphus grandiflorus	87	87	.28
10	Philadelphus virginal	39	39	.28
11	Prunus bliriana	8	8	.60
12	Rhododendron californicum	25	25	1.25
13	Spiraea douglasi	37	37	.28
14	Spiraea vanhouttei	361	361	.18
15	Symphoricarpos racemosus	91	91	.15
17	Viburnum opulus	16	16	.20
18	Viburnum tomentosum	112	112	.50
19	Weigela rosea	41	41	.24
20	Acer dasycarpum	25	25	.65
21	Acer macrophyllum	10	10	.80
22	Acer platanoides	18	18	.50
23	Acer platanoides schwedleri	16	16	.80
24	Quercus rubra	12	12	.95
25	Tsuga heterophylia	5	5	1.14
26	Ampelopsis quinquifolia englemanni	351	351	.15
27	Ampelopsis tricuspidata	180	180	.20

Doty & Doerner - continued

Item No.	Item	Quantity Required	Quantity Bid	Unit Price Bid
28	Bignonia vadicans	161	161	$ .22
29	Celastrus scandens	51	51	.24
30	Hedera helix	254	254	.06
31	Lonicera japonica halliana	30	30	.30
32	Lycium chinense	26	26	.30
	Woods-Grown Stock			
4	Cornus nuttalli	88	88	.35
16	Vaccinium ovatum	50	50	.50
15	Symphoricarpos racemosus	91	91	.09
	Milton Nursery Company			
10	Philadelphus virginal	39	39	.175
14	Spirea vanhouttei	361	361	.14
15	Symphoricarpos racemosus	91	91	.14
17	Viburnum opulus	16	16	.20
19	Weigela rosea	41	41	.18
20	Acer dasycarpum	25	25	.50
22	Acer platanoides	18	18	.50
23	Acer platanoides schwedleri	16	16	.70
27	Ampelopsis tricuspidata	180	180	.20
31	Lonicera japonica halliana	30	30	.20
	F. O. Moll			
16	Vaccinium ovatum	50	50	2.50
17	Viburnum opulus	16	16	.75

SALE OF USED TRUCKS, TRACTORS AND OTHER EQUIPMENT

R. I. Stuart & Sons

Item No. 2 (with tank) $ 65.00 — Item No. 6 (with tank) $ 65.00
Item No. 4 (with tank) 65.00 — Item No. 8 (with tank) 65.00
Item No. 9 (with tank) $ 85.00
Will accept two trucks only

I. E. Campbell

Item No. 13 $ 51.00

Douglas County

Item No. 1 $ 25.00 — Item No. 2 (with tank) $ 25.00
Item No. 3 $ 25.00

5/17/34

Sale of Used Trucks, etc. - continued

John H. Thompson

Item No. 24 $ 6.00

Chas. L. Harney

Item No. 2 (with tank)	$ 26.00	Item No. 9 (with tank)	$ 52.00
Item No. 4 (with tank)	26.00	Item No. 22 (2 at $6.00 each)	12.00
Item No. 8 (with tank)	26.00	Item No. 23 (2 at $6.00 each)	12.00

T. J. Evans

Item No. 1	$ 15.00	Item No. 13	$101.00
Item No. 2 (with tank)	60.00	Item No. 14	60.00
Item No. 3	20.00	Item No. 15	5.00
Item No. 4 (with tank)	50.00	Item No. 16	7.50
Item No. 5	10.00	Item No. 17	5.00
Item No. 6 (with tank)	50.00	Item No. 18 (All)	15.00
Item No. 7	15.00	Item No. 19 (All)	7.50
Item No. 8 (with tank)	75.00	Item No. 20 (All)	15.00
Item No. 9 (with tank)	75.00	Item No. 21	50.00
Item No. 10	15.00	Item No. 22 (All)	40.00
Item No. 11	35.00	Item No. 23 (All)	30.00
Item No. 12	112.00	Item No. 24	20.00

E. J. Wonser

Item No. 11 $35.00

Sale of Scrap Metal, Tires, etc.

	Quantity	John H. Thompson Unit Bid	John H. Thompson Amount	M. & S. Bag Co. Unit Bid	M. & S. Bag Co. Amount	T. J. Evans Unit Bid	T. J. Evans Amount
Scrap Steel	60 tons					$1.05	$ 63.00
Cast Iron	3 tons					4.00	12.00
Aluminum	5 cwt.	$6.00	$ 30.00			3.00	15.00
Bronze	3 cwt.	2.00	6.00			4.00	12.00
Radiator Cores	35 only	.55	19.25			.80	28.00
13-Plate Batteries	140 only	.21	29.40			.30	42.00
15-Plate Batteries	20 only	.21	4.20			.30	6.00
12-Bolt Batteries	2 only	.21	.42			.40	.80
Presto-lite Tanks	64 only					.10	6.40
Old Tires	20 tons	3.25	65.00			2.50	50.00
			$154.27		$100.00 Lump sum bid for all items except tires		$235.20

Sale of Scrap Metal, Tires, etc. - continued

T. Glick

	Quantity	Unit Bid	Amount
Old Tires	20 tons	$2.20	$44.00

Sale of Buildings
Florence, Oregon

Item	B. A. Murray Amount	J. C. Ponsler Amount	Geo. Lammers Amount
Building "A"	$	$	$ 6.00
Buildings "B" and "B1"			6.00
Buildings "C" and "C1"		60.00	21.00
Buildings "D" and "D1"		50.00	11.00
Buildings "E", "E1" and "E2"	529.00		
Buildings "F" and "F1"			8.00
Buildings "G" and "G1"			6.00
Building "H"			6.00
Buildings "I", "I-1", "I-2" and "I-3"			46.00
Buildings "J", "J1" and "J2"			40.00

Commissioner Aldrich made the following announcement: "Sealed sub-bids were submitted by some of the bidders on the Yaquina Bay bridge project. It was decided after a conference with the Engineer of the Public Works Administration that these sub-bids would not be opened at this time, which is in accordance with his interpretation of the specifications; however the sub-bids will be opened before the main contract bids are approved and the contract is awarded." Commissioner Aldrich also announced that the award of contracts would be made at 4:00 o'clock p. m. in the same room.

The Commission had under consideration, among other things, the matter of call for and consideration of bids for the construction of the bridge over Yaquina Bay in Lincoln County, and after E. B. Aldrich, acting as Chairman in the absence of Mr. Leslie M. Scott, announced the purpose of the meeting, the Secretary of the Commission in the presence of the persons named above, and in the presence of J. F. Meager and M. E. Reed, representatives of the Public Works Administration, opened and publicly read the bids hereinafter enumerated, and after due consideration of all of said bids and of all matters connected therewith Commissioner Washburne offered and moved the adoption of the following resolution, which motion was seconded by Commissioner Aldrich, and being by the Acting Chairman submitted to vote received the vote of both Commissioners and said motion was by the Acting Chairman declared unanimously carried and said resolution thereby unanimously adopted, to wit:

WHEREAS, pursuant to a call for bids, notice of which was duly and regularly given by publication thereof in the following publications:

5/17/34

Pacific Builder & Engineer, Seattle, Washington
Engineering News Record, New York, New York
Daily Journal of Commerce, Seattle, Washington
Daily Journal of Commerce, Portland, Oregon
Daily Journal of Commerce, New Orleans, Louisiana
Daily Pacific Builder, San Francisco, California
Southwest Builder & Contractor, Los Angeles, California
Western Construction News, Los Angeles, California

for the construction of a bridge across Yaquina Bay in Lincoln County, there were received by the Commission and publicly opened and read on the 17th day of May, 1934, in the Auditorium of the Public Service Building, Portland, Oregon, the following bids:

Units "A", "B", and "C"

General Construction Co., & The Gilpin Construction Company, Seattle, Washington	$1,357,587.50
Teufel & Carlson, Seattle, Washington	1,447,075.00

Combination Units "A" and "C"

Teufel & Carlson, Seattle, Washington	980,043.00

UNIT "B" - Superstructure, Piers 1 to 4

Moore Dry Dock Co., Oakland, California	454,255.00
McClintic-Marshall Co., San Francisco, California	457,107.30
Poole & McGonigle, Portland, Oregon	464,712.00
Columbia Steel Co., Portland, Oregon	516,421.00

and

WHEREAS, all of said bids were duly considered by the Commission and its engineers, and after being fully advised with respect to all matters it was and is the judgment of the Highway Commission that the joint bid of the General Construction Co. and The Gilpin Construction Company in the sum of $1,357,587.50 for the construction of said bridge in its entirety was and is the lowest and best bid of all bids received and that said bid should in the interests of the State be accepted and the contract for the construction of the said bridge awarded to said bidders;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission, a majority of said members being present and affirmatively voting, as follows:

1. That the joint bid of the General Construction Company and The Gilpin Construction Company in the sum of $1,357,587.50 for the construction of the bridge over Yaquina Bay in Lincoln County be and the said bid hereby is accepted, subject to the conditions and limitations hereinafter set out.

2. That the acceptance of said bid and the award of contract to said bidders is subject to the approval of the P. W. A. and subject likewise to the consummation of the loan agreement between the State Highway Commission and the Federal Government for a loan and grant with which to construct said bridge. It is specifically conditioned that should the State fail to procure said loan and grant then said bid shall be deemed rejected and said award of contract annulled and rescinded.

3. That R. H. Baldock, State Highway Engineer, C. B. McCullough, Bridge Engineer, and J. M. Devers, Attorney for the Commission, be and they hereby are instructed, authorized, and directed to prepare a formal agreement covering the construction of said bridge, which agreement shall be prepared in harmony with the specifications, plans and design prepared by the Engineer and referred to in said call for bids, if and when said loan agreement has been fully executed and the funds provided for therein have been made available to the State.

4. Said written agreement when prepared shall be submitted to the said bidders and the Highway Commission for proper execution.

5. That the Secretary of the Commission be and he hereby is instructed to return to the other bidders their respective certified checks.

6. That this resolution be entered in the minutes of the Commission and a duly certified copy delivered to Mr. C. C. Hockley, State Engineer for Oregon, Public Works Administration, New Federal Building, Portland, Oregon.

Messrs. L. E. Spraker, Condon, R. S. Meissner and T. V. Van Horn, both of Fossil, representing the John Day Highway Association, were present and renewed their request for improvements to the John Day Highway. They especially asked for a reply to their communication presented at the last meeting of the Commission. The Engineer advised that the Commission has authorized certain investigations to be made on the John Day Highway and that Maintenance Engineer J. N. Bishop and Division Engineer W. C. Williams will make such an investigation just as soon as they can find time to do so. Mr. Spraker particularly asked that the Servicecreek-Spray Section of this highway be oiled this summer. He was informed by the Engineer that this section is not ready for oiling because it has never been surfaced; further that the Spray-Kimberly Section has been surfaced but the surfacing is thin and it would be folly to give it an oil treatment until additional rock has been applied and that this would not be justified until the highway is widened and regraded.

The Commission discussed matters pertaining to its application for loan and grant of federal funds with which to finance the Coast Highway bridges. It was decided by unanimous vote that the Attorney, Mr. Devers,

should go to Washington, D. C. in the interests of this matter, provided this meets with the approval of Chairman Scott and Governor Meier.

The Commission adjourned at 11:30 o'clock a. m. to reconvene at 3:00 o'clock p. m. in the same room.

The State Highway Commission reconvened at 3:00 o'clock p. m. in the Auditorium of the Public Service Building with the following present: E. B. Aldrich, Commissioner; Carl G. Washburne, Commissioner; R. H. Baldock, State Highway Engineer; J. M. Devers, Attorney; H. B. Glaisyer, Secretary; and J. F. Meager, representing the Public Works Administration.

Mr. Ray Conway, Executive Manager of the Oregon State Motor Association, appeared before the Commission and discussed matters pertaining to the promotion of travel throughout the state. He particularly urged the Commission to provide additional parking space on the Mt. Hood Highway in the vicinity of Government Camp for the benefit of people who wish to view or participate in winter sports on Mt. Hood. After due consideration the Commission authorized an expenditure of about $2,000 or $3,000 for this purpose.

Mr. Conway also urged the Commission to send the Commission's Traffic Engineer, Mr. Beakey, or some other representative of the Highway Department, to Washington, D. C. to attend the meeting of the Fourth National Conference on Street and Highway Safety which is to be held May 23-25. He gave as his thought that this is a very important meeting and the Oregon State Highway Department should be represented because matters of vital interest to the Department will be considered. In this connection a letter was presented from Hon. Thomas H. MacDonald, Chief of U. S. Bureau of Public Roads, urging the attendance of a state highway department representative at this conference because of the importance of the uniform traffic legislation and other standards which this conference will consider. After due consideration the Commission by unanimous vote authorized Traffic Engineer John Beakey to attend this conference at the expense of the State, provided this meets with the approval of Chairman Scott and Governor Meier.

Hon. Harvey Wells, Addison P. Knapp and John C. Sturm, insurance men of Portland, appeared before the Commission regarding the matter of insurance on the proposed coast highway bridges. They asked the Commission to designate them as official agents to obtain this insurance. The Engineer stated that the suggestion has been made to him that the best way to place this insurance would be to call for open competitive bidding on certain specified risks. Mr. Wells stated that he could see no disadvantage in calling for competitive bids, except there is a question in his mind as to how the various companies interested would secure a rate for this insurance inasmuch as it is one of the requirements of the marine underwriters that such rate will be established only upon application of an authorized agent of the insured. After considerable discussion the Commission deferred its decision pending the receipt of information from Mr. C. C. Hockley, State Engineer for Oregon, Public Works Administration, as to the federal requirements. The State Highway Engineer was instructed to write Mr. Hockley and inquire whether the State Highway Commission can or must take bids for this insurance and ask him for recommendations; also to request specifications for this insurance if such are available.

At 4:00 o'clock p. m., Commissioner Aldrich, acting as Chairman, announced the following awards of contracts for which bids were received at the morning session, the awards having been previously approved by the Commission by unanimous vote:

Construction of a bridge across Yaquina Bay on the Oregon Coast Highway at Newport in Lincoln County. The low bid submitted for Unit "B" is that of Moore Dry Dock Co., Oakland, California, at $454,255.00; the next low bid for Unit "B" is that submitted by McClintic-Marshall Corporation, San Francisco, at $457,107.30. The low and only bid submitted for Combination Units "A" and "C" is that of Teufel & Carlson, Seattle, at $980,043.00. The low bid received for Combination Units "A", "B" and "C" is that submitted by the General Construction Co., Seattle, and the Gilpin Construction Co., Portland, as a joint venture, at $1,357,587.50; the next low bid received for Combination Units "A", "B" and "C" is that of Teufel & Carlson, Seattle, at $1,447,073.00. The contract will be awarded to the low bidders for the total structure, the General Construction Co. and The Gilpin Construction Co., at their bid price of $1,357,587.50, the award being subject to the approval of the State Engineer for Oregon, Public Works Administration, and subject to completion of financial arrangements between the State of Oregon and the Public Works Administration. The low bidders are advised that all expenses incurred by them before the approval of the Public Works Administration and receipt of a signed copy of the contract will be at their own risk.

Remodel bridge over outlet of Kellogg Lake and construct a retaining wall at Johnson Creek on the East Portland-Oregon City Highway in Milwaukie, Clackamas County. The low bid is that submitted by Barham Bros., Salem, at $17,161.00; the next low bid is that of Shattuck & Neland, Portland, at $18,729.50. The Commission awards this contract to the low bidders, Barham Bros., at their bid price of $17,161.00.

Agate-Little Butte Creek Section of the Crater Lake Highway in Jackson County, 3.54 miles of roadbed widening, resurfacing and bituminous macadam. The low bid is that submitted by E. C. Hall, Eugene, at $40,861.00, based on the use of road oil; the next low bid is that submitted by Northwest Roads Company, Portland, at $44,661.30, based on the use of road oil. The Commission awards this contract to the low bidder, E. C. Hall, at his bid price of $40,861.00.

Pacific-McKenzie Highway Junction Landscaping Project on the McKenzie Highway in Lane County. The low bid is that submitted by G. M. & P. M. Parker, Eugene, at $1,166.80. The next low bid is that submitted by McKenzie Construction Co., Eugene, at $1,206.44. The Commission awards the contract to the low bidders, G. M. & P. M. Parker, at their bid price of $1,166.80.

Halsey Street-Clinton Street Section of Eighty-second Avenue in the City of Portland, Multnomah County, 2.13 miles of pavement widening and resurfacing. The low bid is that submitted by Harold Blake, Portland, at $124,756.00; the next low bid is that of Jacobsen-Jensen Co., Portland, at $126,142.00. The Commission holds the award of the contract pending an

5/17/34

agreement with the City of Portland relative to maintenance of this highway following its construction, and refers all bids to the Engineer with power to award when this agreement has been executed.

Union Avenue-Columbia Boulevard Section of Lombard Street in the City of Portland, Multnomah County, 3,720 lineal feet of grading and paving. The low bid is that submitted by Harold Blake, Portland, at $26,764.50; the next low bid is that of Kern & Kibbe, Portland, at $27,804.50. The Commission holds the award of the contract pending completion of right of way agreements with the City of Portland and refers all bids to the Engineer with power to act.

Austin Creek-Upper Yach Bridge Section of Little Nestucca Secondary Highway in Tillamook County, 1.28 miles of highway roadbed and 66 lineal feet treated timber trestle. The low bid is that of Schmitt Construction Co., Portland, at $16,519.00, excluding topping work, and $18,829.00, including topping. The next low bid is that of O. N. Pierce, M. L. O'Neil & Son, Portland, at $19,951.00, including topping work. These contractors did not submit a bid for this work without topping. The Commission holds the award of this contract pending further investigation and refers all bids to the Engineer with power to act.

Moving certain buildings from the right of way of the Oregon Coast Highway in and near the towns of Florence and Glenada in Lane County. The low bid is submitted by Caufield & Savage, Tillamook at $1,317.50; the next low bid is that of A. C. Baumback, Sandy, at $1,390.00. The Commission awards the contract to the low bidders, Caufield & Savage, at their bid price of $1,317.50.

The remaining awards were announced by the Engineer at the request of Commissioner Aldrich, as follows:

Sale of buildings in Florence, Lane County. The Engineer read aloud the low bids received for each of the buildings advertised and announced that the Commission has referred to him all bids with power to act.

Sale of used trucks, tractors, etc. The high offer submitted for Items 1 and 3 was that of the County Court of Douglas County at $25.00 each. The high offer for Items 4 and 6, with tank, was that of R. I. Stuart & Sons, Medford, at $65.00 each. The high offer for Items 2 with tank, 5, 7, 8 with tank, 9 with tank, 10, 12, 13, 15, 16, 17, 18, 19, 20, 22 and 23 was submitted by T. J. Evans, Klamath Falls, at $60, $10, $15, $75, $75, $15, $112, $101, $5, $7.50, $5, $15, $7.50, $15, $40, and $30 respectively. The Commission has accepted these offers and by unanimous vote has sold the equipment to the high bidders therefor as announced, and has ordered the balance of the equipment readvertised for sale at some future date.

Sale of scrap metal, tires, etc. The high bid for scrap aluminum and old tires is that submitted by John H. Thompson, Portland. The high bid submitted for the balances of the items advertised is that submitted by T. J. Evans, Klamath Falls. The Commission has accepted these offers and has sold to Mr. Thompson and Mr. Evans the above-mentioned items based on the unit bids submitted by them.

Furnish trees and shrubs for landscaping purposes along the Portland-Washington County Line Section of the West Side Pacific Highway in Multnomah County. The low offers for furnishing the various items are as follows:

Villa Nurseries - low on the following items:

Item Number	Quantity	Item Number		Quantity
2	24	22		18
3	48	23		16
7	100	28		161
11	8	29		51
14	361	31	(Tie Bid)	30
18	112	32		26
20	25			

J. B. Pilkington - low on the following items:

Item Number		Quantity	Item Number		Quantity
1		13	13		37
4		50	21		65
5	(Tie Bid)	26	27		180
9		87	31	(Tie Bid)	30

Doty & Doerner - low on the following items:

Item Number		Quantity	Item Number		Quantity
4		38	17	(Tie Bid)	16
5	(Tie Bid)	26	24		12
6		49	25		5
7		152	26		351
8		48	30		254
12		25	16	Woods grown	50

Milton Nursery - low on the following items:

Item Number	Quantity	Item Number		Quantity
10	39	17	(Tie Bid)	16
15	91	19		41

The Commission has referred all bids to the Engineer with power to act.

The Engineer reported that the contractor who is constructing the bridge over Alsea Bay at Waldport has appropriated for his use the highway right of way at the south approach to this bridge and has stored thereon equipment, materials, supplies, etc., which interfere with the operations of the contractor who has the contract for grading this section. He explained that there is insufficient room for the bridge contractor to operate and at the same time accommodate the grading contractor, for which reason he asked

5/12/34

the Commission's consent to eliminate from the grading contract this small section and to expend state funds, if necessary, to construct it when it is required for public use as an approach to the bridge. The Commission granted the Engineer's request by unanimous vote.

The Engineer reported that Lane County has under construction at the present time a bridge across the Siuslaw River at Mapleton and because the County is short of funds it has asked the Commission to cooperate in the cost of this project, which is located approximately on the so-called "F" route proposed for Lane County's short road from Eugene to the sea. The estimated total cost of the bridge, he said, is $25,000, of which the County has already paid out for materials, etc., about $6,000, leaving a balance of $19,000 to be paid by the State either out of the National Recovery Secondary funds or the state highway fund. In order to make it eligible for state funds, he added, the route on which the bridge is located must be designated either as a primary or secondary state highway, and to make it eligible for National Recovery Secondary funds the location and design of the bridge must be approved by the U. S. Bureau of Public Roads. It was his thought that such approval could not be obtained because the bridge is not located on the proper alignment and the design does not meet with the federal requirements for this type of bridge. After some discussion the Commission denied the County's request and instructed the Engineer to so inform Lane County Court.

There being no further business to come before the Commission at this time, the Commission adjourned at 5:00 o'clock p. m.

State Highway Engineer

Commissioner

Commissioner

Secretary

Portland, Oregon, May 23, 1934

A special meeting of the State Highway Commission was held at 2:00 o'clock p. m. in the office of Mr. C. C. Hockley, State Engineer for Oregon, Public Works Administration, 521 U. S. Courthouse, to hear Mr. Hockley's report on his recent conference with Public Works Administration officials in Washington, D. C. with regard to the Commission's application for loan and grant of P. W. A. funds for financing the construction of five bridges on the Oregon Coast Highway. Present were:

Leslie M. Scott, Chairman
Carl G. Washburne, Commissioner
R. H. Baldock, State Highway Engineer
C. B. McCullough, Assistant State Highway Engineer

J. M. Devers, Attorney
H. B. Glaisyer, Secretary

Present and representing the Public Works Administration were Mr. C. C. Hockley, State Engineer for Oregon, and Mr. J. F. Meager, his assistant.

Mr. Hockley reported that the Public Works Administration officials in Washington, D. C. have agreed that the sum of approximately $5,700,000 Public Works Administration funds shall be allotted to the State of Oregon to finance the construction of the Oregon Coast Highway bridges of which amount $1,500,000 is to be a direct grant to the State and $4,200,000 is to be advanced to the State as a loan guaranteed by bridge revenue bonds; also that the State will be required to deposit $200,000 or $275,000 additional revenue bonds as a contingency fund to guarantee that sufficient funds with which to complete the structures will be available to the State in the event it should develop that the final contract amounts exceed the estimated requirements. It was his thought that the Government would not require more than $200,000 of such bonds for the contingency fund and that the total amount of the loan would not exceed $4,400,000; further that the Federal Board of Review would confirm this allocation of funds at its meeting to be held today.

The matter of obtaining money at an early date to pay the current estimates before the bonds are printed was discussed. The Commission's Attorney read aloud the provisions in the Commission's agreement with the Government which provides for the deposit of an interim certificate pending the delivery of the printed bonds. The State Highway Engineer pointed out that the State is unable to finance the construction of these bridges with state funds. He suggested that the Commission obtain at once, if possible, an advance payment of at least $500,000 from the Public Works Administration and deliver to the Government an interim certificate to cover such advance. Chairman Scott and Commissioner Washburne approved this suggestion and after some discussion instructed the Attorney to prepare an interim certificate to be submitted to the Government as a guarantee for the repayment of such advance of funds pending the printing and delivery of the definitive revenue bonds and to obtain such advance monies at once, if possible. The Commission also instructed the State Highway Engineer to incur no state debt in connection with these bridges until the advance money has been received.

The matter of selecting a depository for the Public Works Administration funds was discussed by the Commission. It was decided to designate the United States National Bank, Portland, as such depository, this bank being a member of the Federal Reserve System and eligible as a depository of federal funds.

The following resolution authorizing the Engineer to sign checks in payment of expenses incurred in connection with the construction of the Oregon Coast Highway bridges was adopted by the unanimous vote of the Commission:

WHEREAS, this Commission has heretofore made and executed a loan and grant agreement with the United States of America, by virtue of which agreement the United States Government has made a

5/22/34

loan and grant in the sum of $5,602,000 to aid in the construction of five bridges on the Oregon Coast Highway, which said agreement provides for the deposit of said funds in a bank which is a member of the Federal Reserve System; and

WHEREAS, for the purpose of conforming with the requirements of said agreement The United States National Bank of Portland, Portland, Oregon, was designated as the depositary for the funds procured from the Federal Government, which said funds are to be placed in said depositary to the credit of the State Highway Commission in an account or accounts, and which funds shall be disbursed by the Commission for the payment of the cost of the construction of said bridges; and

WHEREAS, it is necessary that some person be designated and authorized by the Commission to issue and sign checks for the Commission drawn on said bank against said account or accounts for the payment of the cost of the construction of said projects;

THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That R. H. Baldock, as State Highway Engineer, be and he hereby is designated and appointed as the agent or representative of this Commission, and as such agent or representative is authorized to issue and sign checks drawn on The United States National Bank of Portland, Portland, Oregon, which checks shall be drawn against the account or accounts of the State Highway Commission for the purpose provided for in said Loan Agreement. The authority of such agent is as herein expressed and not otherwise.

2. The said bank shall have, and hereby is given, authority to accept and pay checks drawn against said account, or accounts, and signed by the said R. H. Baldock, which checks when paid shall be charged against the said account or accounts.

3. R. H. Baldock, as State Highway Engineer, shall keep a true and accurate account of all disbursements of funds paid out of said account or accounts and shall keep such record and account separate and apart from all other highway accounts or transactions.

The State Highway Engineer called attention to the fact that bids were received by the Commission on April 26 for the construction of the bridge over Coos Bay and according to the requirements a definite award of the contract must be made before thirty days have elapsed; otherwise the successful bidder may withdraw his bid without penalty if he so desires, for which reason immediate action should be taken to complete the financial arrangements. The Commission thereupon instructed the Attorney to expedite the arrangements with the Government as much as possible and to do this by telephonic and telegraphic communications to insure quick action.

In conformity with the Commission's instructions, the Attorney prepared

and sent the following telegram to the Public Works Administration, Washington, D. C. upon approval by the State Highway Commission:

"HIGHWAY COMMISSION VERY ANXIOUS TO PROCEED AT ONCE WITH BRIDGE CONSTRUCTION SO MEN CAN BE PUT TO WORK STOP GOVERNMENT DRAFT OF BOND RESOLUTION AND GOVERNMENT FORM OF BOND AS APPROVED BY BOSTON LAW FIRM WILL BE APPROVED AND ADOPTED BY COMMISSION SOON AS WE ARE ADVISED BY GOVERNMENT TO DO SO BOSTON LAW FIRM WILL PROVIDE YOU WITH WRITTEN OPINION AT ONCE AND AS SOON AS YOU ADVISE WE WILL TAKE CARE OF ALL FORMALITIES STOP WE CANNOT HOLD LOW BIDDER ON COOS BAY BRIDGE LONGER THAN SATURDAY HENCE WE ARE ANXIOUS TO DETERMINE WHEN FUNDS WILL BE AVAILABLE TO MAKE PAYMENTS ON CONTRACT FIRST INSTALMENT OF WHICH WILL COME DUE THIRTY DAYS AFTER AWARD STOP CONTRACTOR ALREADY AT WORK ON ALSEA BRIDGE AND FIRST PAYMENT WILL BE ADVANCED OUT OF STATE HIGHWAY FUNDS THIS ACTION TAKEN BY COMMISSION TO HASTEN NEEDED EMPLOYMENT BUT STATE HIGHWAY FUNDS ARE LIMITED AND ONLY ADEQUATE FOR ONE OR TWO PAYMENTS ON ALSEA BRIDGE STOP SECTION SEVEN GOVERNMENT DRAFT OF RESOLUTION CONTAINS PROVISION FOR ADVANCE OF FUNDS BY GOVERNMENT PENDING PREPARATION OF DEFINITE BONDS STOP HIGHWAY COMMISSION REQUESTS ADVANCE OF FIVE HUNDRED THOUSAND DOLLARS UNDER ABOVE PROVISION AND REQUESTS ADVICE AS TO WHETHER YOU DESIRE TEMPORARY WRITTEN BOND OR INTERIM RECEIPT AND WHETHER YOU WANT SUCH BOND OR RECEIPT DELIVERED TO GOVERNMENT IN WASHINGTON OR TO FEDERAL RESERVE BANK IN PORTLAND STOP BIDS WILL BE RECEIVED JUNE SEVENTH FOR THE OTHER TWO BRIDGES AND IF SATISFACTORY BIDS ARE RECEIVED AWARDS WILL BE MADE THEREFORE IT IS NECESSARY THAT ALL REQUIREMENTS BE MET AND ALL PRELIMINARY STEPS DISPOSED OF SO THAT FUNDS WILL BE IMMEDIATELY AVAILABLE FOR THERE ARE NO STATE FUNDS TO MEET THESE OBLIGATIONS PLEASE ADVISE AT ONCE WITH RESPECT TO FINAL FORM OF BOND RESOLUTION AND BOND FORM SO THAT I MAY GET THESE MATTERS DISPOSED OF BY HIGHWAY COMMISSION AND TAKE NECESSARY STEPS TO HAVE BONDS PREPARED STOP YOUR ANSWER BY WIRE REQUESTED."

Consideration was given by the Commission to the matter of obtaining insurance coverage during the construction of these bridges as required by its agreement with the Public Works Administration. It was decided unanimously to call for competitive bids for furnishing this insurance and the Engineer was instructed to confer with Mr. Hockley with regard thereto and to advertise for such bids to be received in his office at 10:00 o'clock a. m. on Thursday, June 14, 1934.

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

R. H. Baldock
State Highway Engineer

Chairman

H. K. Macleay
Secretary

Geo. G. Washburne
Commissioner

Portland, Oregon, June 6, 1934

The State Highway Commission met in special session at 4:00 o'clock p. m. in the Rose 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. B. Glaisyer, Secretary

The following persons, representing contractors who submitted the lowest bids for the construction of the bridges over Coos Bay at North Bend and Yaquina Bay at Newport on the Oregon Coast Highway, were also present: Theodore Shoemaker, E. L. Panton and W. J. Kackley, representing the Northwest Roads Company; H. E. Robertson, representing the Virginia Bridge & Iron Co.; and H. A. Dick and Otto Hermann, representing The Gilpin Construction Co. Mr. Shoemaker was spokesman for the group. He stated that the bridge contractors are very anxious to commence the construction of these bridges and wish to know whether or not there is any possibility that the Commission would authorize them to proceed with the work prior to the completion of the financial arrangements with the Public Works Administration and the actual signing of the contracts. Chairman Scott replied that the Commission will award these contracts definitely only if, as, and when money with which to finance them is obtained from the Public Works Administration. He further stated that the Commission will not authorize the contractors, to whom the bridge awards have been tentatively made, to incur any expense in connection therewith except at their own risk because in the event funds are not obtained from the Public Works Administration the State would be obligated to pay with state funds the expenses incurred, which the State is financially unable to do at the present time. He advised that this decision is final and that the Commission is doing everything that it can to obtain the federal money but for some reason there is delay. He wished it clearly understood that the contractors can expect no consideration from the State for any claim for expenses that they may incur by reason of this delay.

W. H. Lynch, District Engineer of the Bureau of Public Roads, who was present, reported that he has received instructions from Washington to recommend a definite program for forest highway funds that may be allotted to the State of Oregon through the provisions of the Hayden-Cartwright Bill now before Congress. After some discussion the Commission agreed to join in a conference with representatives of the United States Forest Service and the Bureau of Public Roads to arrange a program for these funds, such conference to be held at 10:00 o'clock a. m. on Saturday, June 16, 1934. The Secretary was instructed to make the necessary arrangements to hold this meeting in the Imperial Hotel, Portland, if possible, and to invite to this meeting delegations which have heretofore expressed their desire to be present when this matter was discussed.

The Engineer brought up for discussion the matter of the adoption of a state highway route in the State of Oregon to connect at the California state

line with what is known as the Lava Beds Highway in California, this being a proposed extension of The Dalles-California Highway south from the town of Merrill in Klamath County. He reported the receipt of a letter from the District Engineer of the Bureau of Public Roads advising that the California Highway Department has established a definite routing of this highway within that State, being known as California Federal Lands Highway Project No. 6, which it expects to construct with federal lands and state secondary funds, and inquiring if the Oregon State Highway Commission will adopt a highway route in Oregon to connect with the California highway. The Engineer reported further that investigation reveals that the Oregon portion of this proposed connection is about 2.4 miles in length and at its northern end will intersect The Dalles-California Highway at a point about 2.5 miles east of the town of Merrill; that it passes across a reclaimed lake bed and is practically level; also, that it would cost approximately $57,000 to construct the Oregon portion, including the grading, surfacing, oiling, construction of one small bridge, and the acquisition of right of way 150 feet wide. After some discussion of this matter the Commission took it under advisement for future disposition.

The Commission discussed the matter of attending the American Legislators' Conference in Salt Lake City on June 25, 26, and 27, but deferred a definite decision with respect thereto. The Commission also considered the advisability of sending someone to Washington, D. C. in the interests of its application for a loan and grant of Public Works Administration funds with which to finance the construction of the five Coast Highway bridges. It was decided that the Commission's Attorney, Mr. J. M. Devers, should go to Washington, D. C. at once, and that the members of the Commission and the Engineer should follow later in the event the Attorney upon his arrival deems that advisable.

The Engineer reported that at the request of the County Court of Washington County he prepared and delivered to the Court plans and specifications for a bridge which the County contemplates constructing over Gales Creek on a county road near Forest Grove. Included in the special provisions, he said, were wage clauses specifying the same rates of pay for the men employed on the work that are specified in the State's contracts; however, it now appears that these rates are not acceptable to the County Court which has asked that they either be changed to suit it or that blank spaces be left in the provisions for them to insert the rates of pay as it sees fit. He pointed out that the law provides that the State Highway Department shall furnish plans to the counties, but it does not state that the Highway Department shall prepare or approve the contracts; wherefore he requested instructions as to how to proceed inasmuch as the County has asked the State to advertise the project for bids in its behalf. After some discussion, the Commission decided that it would be better if the County prepared its own special provisions for this job, incorporating therein such requirements and stipulations with respect to wage rates, hours of employment, etc., as it sees fit; also, that the structure should be advertised by the County Court direct, rather than by the State Highway Commission in behalf of the County. The Engineer was instructed to so advise the Washington County Court.

6/6/34

The Engineer reported that last year at the request of the State Board of Control the State Highway Department did some paving work at the State Tuberculosis Hospital at a total cost of $2,242.80. This work, he said, was ordered by the Board of Control which agreed to pay the expense thereof and made an advance payment of $1,000.00 but has paid nothing since then although bills have been rendered a number of times. He asked for instructions as to what to do about the matter and presented for the Commission's approval a letter directed to the State Board of Control requesting an early settlement of the account. The Commission unanimously approved the letter as written.

The Commission had under consideration the matter of cancellation of the agreements made with several of the counties during the latter part of the year 1932 to assist them in obtaining from the Government emergency funds for county road construction purposes. The Attorney explained that these funds were made available by the Federal Government on the theory that they were advances to the States and would be deducted from future federal funds allocated to Oregon for highway purposes; further, that in each instance in which the Highway Commission participated, an agreement was prepared and signed by the county and the State whereby the county agreed to reimburse the State out of its share of the motor vehicle fund and assigned to the State a certain amount out of its share of such fund. He further explained that all of the funds made available to the counties pursuant to the 1933 relief or emergency measure were grants and the counties were not required to refund them which raises the question as to whether or not the agreements previously entered into by the Commission with the counties should be enforced. No payments will be due under these agreements, he said, until July 1, 1935 but in the meantime the Highway Commission should decide whether or not to cancel the agreements so that proper notification can be given to the Secretary of State who is obligated to deduct from the funds due the counties certain amounts as specified in the assignments. After some discussion the Commission decided to defer its decision with regard to this matter pending action by Congress on the Hayden-Cartwright Bill which proposes an appropriation of federal funds for highway purposes.

The Engineer reported that the City of Portland has satisfactorily completed its obligation in connection with the Fourth Street highway improvement, including construction work and the furnishing of right of way and, in accordance with the four-party agreement concerning this project, is now entitled to reimbursement in full for funds advanced amounting to $164,772.57, less the sum of $1,839.70 which represents the cost of materials and small tools furnished by the State in lieu of cash. He recommended the payment at this time of the amount due the City by virtue of the so-called Fourth Street agreement. After due consideration the Commission approved the Engineer's recommendation and by unanimous vote adopted the following resolution with regard thereto:

WHEREAS, an agreement was entered into upon the second day of November, 1932, by and between the State of Oregon, through its State Highway Commission, the County of Multnomah, the City of Portland, and the Council's Public Relations Committee of the Civic

Emergency Committee for the purpose of building, improving, constructing and completing a state highway designated as follows: Beginning at the west limits of the City of Portland at a point coincident with the west terminus of Fourth Street as extended, running thence southwesterly to a connection with the West Side Pacific Highway on the Multnomah-Washington county line, commonly known as the Fourth Street Extension, over a route to be surveyed and located by the Engineer of the State Highway Commission and the Engineer or Roadmaster of Multnomah County, in which said agreement the obligations of the several parties thereto were fully set out and defined; and

WHEREAS, it was provided in said contract under obligations of the City as follows:

12. OBLIGATIONS OF THE CITY.

The acts and things to be done by the City of Portland in connection with the construction and improvement of the Fourth Street extension are these:

a. The City shall at its sole cost and expense procure a one-hundred-foot right of way, which right of way shall be one hundred (100) feet in width throughout the entire distance of said Fourth Street extension, from the intersection of Fourth Street with Sheridan Street to the west city limits along the line heretofore used by the Southern Pacific railroad, or such modification thereof as may be determined by the State, provided that where cuts, fills, or borrow requirements demand a greater width than one hundred feet then the City shall procure at its sole cost and expense such additional widths as may be required.

b. The City, except as herein otherwise provided in Sections 13 and 15, shall at its sole cost and expense, and according to plans and specifications prepared by the State Highway Engineer, or if prepared by the City Engineer then approved by the State Highway Engineer, construct the grade of the Fourth Street extension from its intersection with Sheridan Street along the said route to where said street connects with the newly established state highway on the city limits. The construction of said grade shall include among other things all of the clearing and grubbing; all excavation, including borrow and slide materials; all engineering; the installation of all necessary culverts; and shall likewise include the reconstruction of all intersected streets the grades of which have been or may be disturbed, altered, or changed through or by reason of the construction of the grade of Fourth Street. The City shall likewise make all proper and necessary connections for gutters and storm sewers.

c. Where rock walls are constructed in lieu of additional rights of way for slopes, cuts, or fills on said Fourth Street extension, such rock walls shall be constructed by the City at its sole cost and expense, except as provided in Sections 13 and 15 herein.

d. The City shall, with the aid provided in Sections 13 and 15 herein, restore or reconstruct all street surfaces, sidewalks, or other improvements which have been destroyed or disturbed in connection with the improvement of said Fourth Street.

e. The City shall carry through all necessary proceedings for the establishment of said Fourth Street and its dedication as one of the streets of the City of Portland.

f. The City shall be responsible for the maintenance of said Fourth Street after it has been permanently improved as provided in this agreement.

g. Where rock retaining walls are constructed for the sole purpose of furnishing ingress to and egress from properties the ingress to and egress from which properties have been affected or destroyed by reason of the location or construction of said Fourth Street extension, such rock walls shall be constructed by the City with the aid provided in Sections 13 and 15 herein; the retaining walls herein provided for are to be distinguished from rock walls which are constructed in lieu of additional rights of way.

h. The City shall provide without cost to the State all necessary engineering and supervision required in connection with the City's portion of said street improvement.

i. The City shall, with the aid provided in Sections 13 and 15 herein, construct all necessary drainage, install all culverts, construct all necessary curbs, drop inlets, catch basins, sewer and water main connections, sidewalks, and other improvements incident to said Fourth Street improvement, except the paving, rock shoulders, and viaducts.

and

WHEREAS, it was further provided therein under the obligations of the Civic Emergency Committee as follows:

13. OBLIGATIONS OF THE CIVIC EMERGENCY COMMITTEE:

The act and thing to be done by the Civic Emergency Committee under this agreement is this:

a. The Civic Emergency Committee out of funds at its disposal shall make available such number of men as may be needed to carry on the City's portion of the work as long as funds are available for paying the men.

and

WHEREAS, it was further provided under obligations of the State of Oregon with respect to the City as follows:

14. OBLIGATIONS OF THE STATE OF OREGON WITH RESPECT TO THE CITY:

The acts and things to be done by the State of Oregon in connection with the proposed improvement of said street are these:

a. The State shall, under and pursuant to the provisions of Section 44-2705, Oregon Code, 1930, designate and select as streets of the City of Portland over which shall be routed the West Side Pacific Highway entering Portland from the South, the Pacific Highway entering Portland from the North and the Columbia River Highway entering Portland from the East, Fourth Street from its terminus at the south city limits to its intersection with Burnside Street and Burnside Street from its intersection with Fourth Street to an intersection with East Burnside Street and Union Avenue, and Union Avenue from its intersection with East Burnside Street northerly to the Interstate Bridge. It is to be distinctly understood, however, that any designation of said streets as streets over which shall be routed said highways shall not in any manner or to any extent obligate the State to construct or maintain, or assist in the construction or maintenance of said streets, or any of them, other than the specific obligations contained in this agreement with respect to the construction of said Fourth Street extension.

b. The State shall at its sole cost construct within the time fixed in this agreement a hard surface pavement on said Fourth Street extension, which pavement shall, when completed, have a total width of forty (40) feet. In connection therewith and as a part of said street improvement, the State shall construct the necessary trestles or viaducts and shall construct necessary rock shoulders. The State shall also do the necessary fine grading, including the refilling of settlements and incidental excavations, any or all of which may be required preliminary to paving.

15. FINANCIAL OBLIGATIONS ASSUMED BY THE STATE WITH RESPECT TO WORK TO BE DONE BY THE CITY ON SAID FOURTH STREET EXTENSION:

a. Provide in addition to money already paid by the State to the City of Portland in connection with work on Fourth Street an additional sum of money up to but not exceeding the sum of Seventy-One Thousand Two Hundred Seventy-Two and 57/100 Dollars ($71,272.57), which funds are to be used for truck hire and the purchase of culvert pipe, small tools and materials but shall not include materials used in the construction of retaining walls or the restoration of streets. In this connection it is agreed and understood that under a prior agreement between these parties the State paid to the City for the purpose named in this section the sum of Eighteen Thousand Seven Hundred Twenty-Seven and 43/100 Dollars ($18,727.43) and that under said agreement there was expended by the City for said items, but not paid by the State, the sum of Twelve Thousand

Twenty-Five and 82/100 Dollars ($12,025.82), which said last sum is qualified for payment under this contract as a part of said sum of Seventy-One Thousand Two Hundred Seventy-Two and 57/100 Dollars ($71,272.57).

b. Provide a sum of money up to but not exceeding Twenty-Five Thousand Dollars ($25,000.00) for the construction by the City of rock or concrete retaining walls necessarily constructed to give ingress to or egress from property the ingress to or egress from which has been impaired by the improvement of Fourth Street; to which sum may be added ten per cent (10%) for contingencies and unforeseen expenditures.

c. Provide a sum of money not to exceed Twenty-Nine Thousand Dollars ($29,000.00) to cover the cost of work done by the City for the grading and for the installation or restoration of sewers, water mains, pavement, curbs, and walks on intersecting streets and on Fourth Street extension disturbed or destroyed by the improvement of said Fourth Street; to which sum may be added ten per cent (10%) for contingencies and unforeseen expenditures.

d. Provide a sum of money not exceeding Thirty-One Thousand Dollars ($31,000.00) to pay for work done by the City in the construction and installation of drainage facilities, including sewers, manholes, curbs, drop inlets, and catch basins; to which sum may be added ten per cent (10%) for contingencies and unforeseen expenditures. If, however, the drainage facilities are not all installed or constructed by the City the State may complete the same at or prior to the time of paving said street, and if the balance remaining of said sum of Thirty-One Thousand Dollars ($31,000.00) is at that time insufficient to complete the drainage the City of Portland shall provide the funds required in excess of said sum of Thirty-one Thousand Dollars ($31,000.00) for the completion of such work.

16. The sums of money provided for in subdivisions b, c, and d under Section 15, to wit: the sums of $25,000.00, $29,000.00, and $31,000.00, may be treated as a whole, so that a deficit in one appropriation may be met by any surplus in either or both of the other sums.

17. All sums paid to the City by the State shall be paid on vouchers supported by itemized statements for labor and materials, and the State shall not be obligated to make any payments to the City or do any of the work to be done by the State until the City of Portland has acquired a right of way one hundred (100) feet wide throughout the entire length of the improvement and has completed the grade and other work to be done by the City; provided, however, that the Commission may approve for payment monthly estimates of work accomplished during the preceding month, including expenditures made for any of the items covered by subsections a, b, c, and d under section 15, but such vouchers or estimates shall not be

qualified for payment by the Secretary of State or the issuance of a warrant therefor until the provisions of this agreement with respect to the acquisition of rights of way and the completion of the grade and construction items connected therewith have been satisfied.

and

WHEREAS, the said City of Portland has requested reimbursement from the State Highway Commission for funds expended in the purchase of rights of way and the construction of the grade and all other things required to be done by the City and has submitted to the State Highway Commission proofs of its compliance with its obligations under said contract, which said proofs have been examined, reported upon, and approved, and from said proofs the Commission has determined that there is due from the State Highway Commission to the said City of Portland under said contract the full sum of $164,772.57, less the sum of $1,839.70 for materials and small tools furnished by the State to the City in lieu of cash;

NOW THEREFORE, BE IT RESOLVED by the State Highway Commission, all members being present and affirmatively participating, as follows:

That said proofs and reports be and the same are hereby accepted and approved and the voucher and claim of the City of Portland be approved and allowed in the sum of $162,932.87.

The Commission also by unanimous vote decided to hold up payment of the amounts due Multnomah County in connection with the Fourth Street Highway project pending the satisfactory settlement of right of way matters in connection therewith.

The Commission had under discussion the matter of the discharge of W. G. Drummond, a former employe of the State Highway Department, whose services were recently dispensed with because of certain complaints filed against him.

The Attorney reported that the Veterans of Foreign Wars have taken an interest in this matter and through their representative, Mr. Albert Absher, have requested orally that Mr. Drummond be given a hearing to determine definitely whether the charges filed against him are founded in fact or are the result of personal animosities, so that if the hearing clears him of the charges it will leave him in a better position to obtain employment elsewhere. The Engineer advised that Mr. Drummond was given a fair and impartial hearing by Maintenance Engineer Bishop, Division Engineer Collier, and Resident Engineer Bromley, all of whom recommended Drummond's discharge based on their findings; also, that affidavits and a full report of said hearing were presented to the Commission. He further advised that Mr. Drummond is a disabled veteran and for that reason he regretted it was necessary to discharge him, but due to the fact that Drummond seemed to be more or less continuously embroiled in some dissension, that he apparently lacked the requisite ability

6/6/34

to handle men and on account of the records of the relatively high cost of the operation of the equipment under his supervision and in view of the finding of the investigating committee, he found it necessary to do so for the good of the service. After some discussion motion was made by Commissioner Washburne that the action of the Engineer be sustained. The motion was duly seconded by Commissioner Aldrich and carried by unanimous vote of the Commission. The Commission ordered that the records should show that Mr. Drummond was discharged for the good of the service irrespective of the complaints filed against him; moreover, the alleged charges have not come formally before the Commission which invites anyone interested in the matter to come before it if he so desires.

Consideration was given by the Commission to a letter from Giles & Boesen, lawyers, Marshfield, in behalf of Mr. Cal Ray of Mt. Shasta City, California, who desires that a portion of the approach to the old South Slough bridge on the Cape Arago Secondary Highway at Charleston in Coos County be left in place after the new bridge at this location has been completed so that he can use it as an approach road to his log dump. It was the thought of the Commission that the old road upon completion of the new bridge structure and the new approach road would revert to the status of county road over which it would have no jurisdiction; therefore a permit to maintain and operate said old approach road and the log dump should be obtained from Coos County rather than the State. After some discussion the Commission decided that it would interpose no objection to Coos County granting Mr. Ray a permit to use the old approach provided Coos County would release the State, the State Highway Commission and its employes and agents from all responsibility for injuries to persons, or damage to property arising from or growing out of the maintenance thereof and will furnish the State with a properly executed release to that effect together with a copy of its permit to Mr. Ray which should provide that a gate be placed at the westerly end of the old approach road approximately 300 feet west of Bayview Avenue and that said gate shall be closed at all times except when vehicles are passing through and onto the approach.

There was presented to the Commission a petition signed by 283 residents of Monmouth urging the Commission to adopt Knox Street as the route of the West Side Pacific Highway through their city and withdrawing their objections heretofore filed with the Commission against this route. The Commission deferred action with regard to this matter because it feels that a decision is not necessary until funds are available for the improvement of the highway through this town.

The Engineer requested authority to take the customary traffic counts on the state highway system this summer during June, July, August, and September. The Commission granted this request by unanimous vote.

The Commission had under consideration the suggestion from the Oregon State Motor Association that appropriate signs be erected along state highways at points of historical interest. The discussion of this matter brought out the fact that points for the erection of such signs should be designated by a committee of persons who are authorities on Oregon historical data. The following persons were mentioned as being well qualified to act on this committee

to study and suggest proper locations: Mr. L. M. Scott, Chairman, State Highway Commission; Mr. Lewis A. McArthur, Vice-President, Pacific Power & Light Co.; Miss Nellie B. Pipes, Librarian, Oregon Historical Society; Mr. Ray Conway, Executive Manager of Oregon State Motor Association, and Mr. H. G. Smith, Construction Engineer, Oregon State Highway Commission. The Commission deferred a decision in this matter pending a conference with Ray Conway, Manager of the Oregon State Motor Association, who has signified his intention to be present at this meeting.

Mr. Conway appeared before the Commission later in the session at which time this matter was thoroughly discussed from the standpoint of cost and feasibility for traffic safety as well as from the standpoint of historical value. The Commission finally decided to hold this matter in abeyance for the time being.

The Engineer reported that as previously ordered by the Commission, investigation has been made of the request of the Newport Park Board for the landscaping of the embankment on the new location of the Oregon Coast Highway through the Newport City Park, which investigation reveals that it will cost approximately $1,180 to do this work. He recommended that no state funds be expended for this work in view of the fact that the City of Newport failed in its obligation to furnish all of the right of way required for the new highway through their city and as a consequence the State is required to furnish right of way costing $1,150. The Engineer also reported that there is a possibility that this landscaping can be financed with federal CCC funds at no cost to the State. After some discussion the Commission decided that it would expend no state monies to landscape this embankment but would consider the value of the landscaping work to be offset by the extra cost to the State for the purchase of right of way.

Reconsideration was given by the Commission to the matter of printing and distribution of state highway maps. The Commission confirmed its previous decision to print annually 70,000 of these maps on stock selected at the previous meeting and to distribute them without charge. It was also decided that the State Highway Department should distribute its own maps rather than to have this done by some other agency.

A letter was presented from the John Day Chamber of Commerce requesting an appropriation of future federal funds for improvement of the John Day Highway between the towns of Dayville and Mt. Vernon in Grant County. The Commission deferred decision in this matter pending Congressional action on the Hayden-Cartwright Bill which provides federal funds for highway construction purposes.

The Commission had under consideration the complaint of Mr. Fred Young, Pendleton, regarding his service station located on the south side of the Old Oregon Trail at the town of Mission, Umatilla County. Mr. Young alleges that the Highway Department engineers required him to move his service station a certain distance from the highway right of way so as to accommodate the highway, but his competitor on the opposite side of the road was not required to do this and consequently he (Mr. Young) is placed at a

4/6/34

disadvantage and is losing business thereby; further, that he believes that he is entitled to the same consideration as his competitor and since the State required him to go to the expense of moving his buildings back from the highway, which his competitor was not required to do, the State should now relocate his building in the same relative position as his competitor's.

The Engineer advised that he has investigated Mr. Young's allegations and finds that they are absolutely unfounded. He recommended that Mr. Young's request be denied. The Attorney advised there is nothing in the law which would prevent Mr. Young from moving his plant up to the edge of the right of way if he so desired, and the only question is who is to pay the expense thereof, Mr. Young or the State. After due consideration the Commission denied Mr. Young's request and ordered that Mr. Young be advised that the Commission will offer no objections to his moving his plant up to the edge of the highway right of way, but he must do this at his own expense.

The Engineer reported that pursuant to instructions from the Commission an inspection of the John Day Highway from Fossil to the Ochoco Highway junction has been made by Maintenance Engineer J. N. Bishop and Division Engineer W. C. Williams who report that to improve this entire section will cost approximately $159,750, made up as follows: Surface, 2,000 cubic yards crushed rock per mile, between Mile Post 59 and Mile Post 63 south of Fossil, estimated to cost $10,000; place 1,000 cubic yards of crushed rock per mile to partially stabilize the fourteen-mile section over Butte Creek summit, estimated cost $28,000; place 500 cubic yards of crushed stone per mile and apply a surface treatment of oil between Mile Post 77 and Mile Post 80, estimated cost $7,500; place 1,000 cubic yards surfacing per mile and apply a surface treatment of oil between Mile Post 80 and Mile Post 93 at Spray, estimated cost $42,250; place 500 cubic yards of surfacing per mile and oil the Spray-Ochoco Junction Section, 30.6 miles in length, estimated cost $72,000. He pointed out that the Commission had budgeted an amount of $25,000 for expenditure this year for improvement of the John Day Highway and recommended that the Commission authorize the expenditure of this amount to stabilize the Butte Creek-Summit Section which, in his opinion, is more necessary from the standpoint of maintenance than to place an oil surface treatment on the Servicecreek-Spray Section. He requested authority to advertise this project for bids to be received at the regular meeting to be held in August so that the work can proceed this fall and receive the benefit of fall rains to compact the materials. 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 he requested. The motion was duly seconded by Commissioner Washburne and was declared by Chairman Scott to have carried by the unanimous vote of the Commission.

A petition was presented from taxpayers of the Cutler City district, Lincoln County, in which the Commission was requested to construct a bridge across Drift Creek on a county road near Cutler City to replace an old bridge which was washed away by high water of last winter. The Commission denied this request because this bridge is located on a county road over which the Commission has no jurisdiction. The Secretary was instructed to advise the petitioners to present their request to the Lincoln County Court.

A petition was presented from property owners residing along the county road connecting the Woodburn-Mount Angel Secondary State Highway and the Woodburn-Mt. Hood Loop Secondary State Highway, which county road is being used as a detour for traffic from Woodburn to Mt. Angel pending completion of highway construction work on the Woodburn-Mount Angel Secondary State Highway in the vicinity of Pudding River, wherein the Commission was urged to oil immediately this county road to alleviate the dust nuisance which they allege is causing great damage to their berry plantings, gardens, pastures and other growing crops. The Engineer advised that the detour road in question is not on the state highway system; furthermore, the Highway Department does not have the funds to finance this oiling work. He also advised that the construction work on the Woodburn-Mount Angel Secondary State Highway will be completed in about one month or six weeks when this road will again be thrown open to traffic and the detour will no longer be required. He recommended that the request be denied. The recommendation of the Engineer was approved by the unanimous vote of the Commission.

A letter was presented from Mrs. R. B. Caswell, Reedsport, in which the Commission is advised that the owner of the meat market in Reedsport contemplates the construction of a slaughterhouse adjacent to the Oregon Coast Highway right of way between Reedsport and Winchester Bay and is requested to take action to prevent such construction because of its objectionable features. The Attorney advised the Commission that there is nothing in the state law which would give the Commission any authority to prohibit the construction of this slaughterhouse on the proposed location and the only recourse that Mrs. Caswell would have would be through the State Legislature. In view of the Attorney's advice, the Commission instructed the Secretary to express its regrets to Mrs. Caswell that it is without authority to take any action and to suggest to her that she present her request to the next State Legislature.

A letter was presented from the East Side Commercial Club, Portland, requesting additional improvements on East Eighty-second Avenue, Portland, in order to utilize in the Portland area federal funds that were originally set up for the Lombard Street project, but which have since been released by reason of change in the plans for this project. The Commission denied the request due to the fact that the savings on the Lombard Street project have already been reallocated and there are no additional funds available.

A letter was presented from the Pacific Street and Road Builder, a highway publication with headquarters in San Francisco, in which the Commission was asked to place with it some of the Commission's advertising. The Secretary explained that for many years the Commission has used the Daily Journal of Commerce, Portland, and the Pacific Builder & Engineer, Seattle, as its official publications in which to advertise for bids for highway construction projects and only in unusual instances, such as advertising bond issues and expensive bridge construction, has it placed its advertising in other publications. He gave as his thought that the request of the Pacific Street and Road Builder has been occasioned by the fact that this publication has not been favored with any of the advertising for the Oregon Coast

Highway bridges, although this advertising has been carried in other California publications. The Commission approved the present method of advertising its projects and instructed the Secretary to so inform the Pacific Street and Road Builder and also to suggest that if California publications desire Oregon advertisements, in reciprocation the State of California should make use of the Portland and Oregon trade journals in which to advertise its projects which is not being done at the present time.

The Secretary reported the receipt of letters from Miss Nellie B. Pipes, Librarian of Oregon Historical Society, Portland, and Mr. Lewis A. McArthur, Vice-President of the Pacific Power & Light Company, Portland, accepting appointments as members of the committee which is to recommend a name for the bridge that is now being constructed over the Calapooya River on the Halsey-Sweet Home Secondary State Highway near Holley in Linn County.

A letter was presented from the Waldport Lions Club inviting the Commission to attend the celebration to be held at Waldport on June 15 and 16 to celebrate the commencement of construction of the bridge across Alsea Bay. The Secretary was instructed to thank the Waldport Lions Club for this invitation and state that it is impossible for the Commissioners to be in attendance but that they will be properly represented.

A petition was presented signed by 112 residents of Burnt Woods and Harlan districts of Lincoln County requesting improvements to the county road which extends from the Corvallis-Newport Highway at Burnt Woods via Shot Pouch Creek to the town of Harlan, commonly known as the "Shot Pouch Road", so as to make this road passable during the entire year. The Engineer advised that this is a county road under the jurisdiction of the Lincoln County Court; hence the State Highway Commission has no legal authority to expend monies thereon. The Secretary was instructed by the Commission to so inform the petitioners and suggest that they submit their project to the Lincoln County Court for consideration.

A letter was presented from Mr. Bird Loosley, Klamath Falls, requesting permission to establish a gasoline and oil service station on state property at the junction of The Dalles-California Highway with the Diamond Lake Forest Highway in Klamath County. The Commission denied this request because it is contrary to its established policy to permit the use of its property for such purpose.

A petition was presented signed by eight property owners residing along the Fox Hollow Secondary Highway No. 221 in Lane County in which the Commission is requested to improve this road south of the four and one-half Mile Post so that they might enjoy a passable road at least during the summer and a practicable way of ingress to and egress from their places. A letter was also presented from the County Court of Lane County endorsing this improvement. The Engineer advised that at the present time the State Highway Department is maintaining the 4½-mile section of this highway which is approximately the limit of road suitable for maintenance, the balance of the road being a narrow muddy trail which is fenced off about one and one-half miles south of the southern terminus of the present state-maintained section, and it would be impossible to

maintain it satisfactorily during the winter season until it has been graded and surfaced. He further advised that at the time the Fox Hollow Secondary State Highway was taken over by the State an understanding was had with the Lane County Court that the State would be required to maintain only the first 4½-mile section which is now being done. Notwithstanding this oral agreement he recommended that the state-maintained section be extended southerly, a distance of about one and one-half miles to the point where it is fenced off in order to give the people residing along this section a passable road at least during the summer months. After some discussion the Commission by unanimous vote approved the Engineer's recommendation.

A letter was presented from G. Y. Heglund, Redmond, Oregon, Chairman of Pomona Grange Agricultural Committee, in which the Commission was requested to cooperate with the farmers of Deschutes County in their endeavor to exterminate ground squirrels which infest their lands, such cooperation to consist of killing off these rodents that are harbored on the highway rights of way. The Commission voted unanimously to deny this request.

The Commission signed agreements with the City of Portland providing for the maintenance by the City of the following projects which are to be constructed by the State as National Recovery projects: 1. Agreement to maintain Northeast and Southeast Eighty-Second Avenue from Northeast Weidler Street to a point forty feet south of Southeast Clinton Street, National Recovery Project No. NRH 199-D. 2. Agreement to provide for the construction and maintenance of Northeast Lombard Street in the City of Portland from the East line of Northeast Union Avenue to an intersection with Northeast Columbia Boulevard.

The Engineer reported that on May 17 the Commission received bids for the grading and paving of Lombard Street, Portland, between Union Avenue and Columbia Boulevard, which involves a grade crossing of the O.-W. R. R. & N. Co. tracks at the intersection of East Eleventh Avenue; also, that the Commission referred to him all of the bids with power to award the contract when the matter of railroad grade crossing has been satisfactorily adjusted. He further reported that on May 22, 1934, information was received from the City Attorney of Portland to the effect that this grade crossing matter has been satisfactorily disposed of and upon the advice of the Commission's Attorney he awarded on May 28 the contract for this improvement to contractor Harold Blake, Portland, who submitted the low bid therefor, amounting to $26,764.50. He further reported that subsequent to this award the Public Utilities Commissioner took jurisdiction because of the filing in his office of an application for an order authorizing the construction of the grade crossing, and the answer of the O.-W. R. R. & N. Co. objecting to the construction of such grade crossing and urging that if any crossing is authorized at this point that it be through a separation of grades. He advised that upon learning of the action of the railroad company he immediately directed a letter to the contractor instructing him to incur no expense in connection with this project and to make no preparation for the construction of this job until the Public Utilities Commissioner has passed upon the matter and official authority to proceed with the work has been given to him. Responding to these instructions, he added, the contractor has orally agreed

not to present any claims for extra compensation and expense already incurred. The Commission approved the Engineer's report and the action taken by him in the matter, but deferred confirming the award of the contract pending a satisfactory adjustment of the railroad crossing matter.

The Commission had under consideration the signing of agreements with the Virginia Bridge & Iron Co. and the Northwest Roads Co. extending the time limit for the definite award of the contracts for the construction of the bridge over Coos Bay on the Oregon Coast Highway at North Bend. After some discussion the Commission decided not to sign the agreements at the present time.

The Commission signed an agreement with contractor F. J. Kernan disposing of his claims against the State arising out of his contract No. 1412 for the construction of the Paradise Creek-Red Bridge Section of the Umpqua Highway in Douglas County.

The Engineer reported that as previously authorized by the Commission he has sold the buildings which are to be removed from the new right of way of the Oregon Coast Highway in Florence, to the bidders who submitted the high bids therefor on May 17. He asked the Commission to confirm these sales, which are as follows:

Name of Buyer	Buildings	Total Amount
J. C. Ponsler	C; C-1; D; D-1	$ 110.00
B. A. Murray	E; E-1; E-2	529.00
George Lammers	A; B; B-1; F; F-1; H; I; I-1; I-2; I-3; J; J-1 and J-2	112.00

The Commission by unanimous vote confirmed the sale of the buildings as made by the Engineer.

The Engineer further reported that on May 22, as heretofore authorized by the Commission, he awarded to Tillamook County at a price of $14,000 the contract for the construction of the Austin Creek-Upper Yach Section of the Little Nestucca Secondary State Highway in Tillamook County, having previously received from the Tillamook County Court a letter stating its willingness to enter into such contract. The Commission by unanimous vote confirmed the award of this contract to Tillamook County at $14,000.

The Engineer also reported that the City of Portland has signed the agreement providing for the maintenance by the City of the Halsey Street-Clinton Street Section of East Eighty-second Avenue which is to be constructed by the State as a National Recovery project and upon the receipt of a signed copy of this agreement, as previously authorized by the Commission, he awarded on May 22 the contract for the construction of this project to contractor Harold Blake who submitted the low bid therefor in amount $124,736.00 on May 17. The Commission by unanimous vote confirmed the award of this contract by the Engineer to contractor Harold Blake.

The Engineer requested authority to acquire certain parcels of real property needed in connection with various highway improvements throughout the state. After careful consideration of this matter the Engineer's request was approved and the following resolution with regard thereto was adopted by the Commission by unanimous vote:

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 bases of settlement which have 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 bases for settlement for the properties involved, and that the acquisition of the properties 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
Polk County Line-Lewisburg, West Side Pacific Highway				
Schaffer, B. H.	R/W	0.24	at $100.00 per A. plus $48.75	McCallister
Burkhart, John Frank	"	0.57	" $100.00 per A. plus 113.25	"
Florence-Glenada Section, Oregon Coast Highway				
Ross, A. G.	R/W	3720 Sq.Ft.	$50.00 Lump Sum	DeSouza
Newport-South Beach Section, Oregon Coast Highway				
Williams, L. W. et al	R/W	2000 Sq.Ft. Land	$1000.00 plus $625.00	Devers
Waldport Section, Oregon Coast Highway				
Williams, Ed	R/W	70 Sq.Ft.	at 10 cents per sq.ft. plus $93.00	McCallister
Baker, Jessie L.	R/W	.472	$100.00 Lump Sum	DeSouza

Section, Hwy., and Owner	Purpose	Acres	Approximate Amounts	Agent
West Salem-Brunks Corner, Salem-Dallas Highway				
Schuett, William	R/W	0.109	at $350.00 per A. plus $11.50	Benson
Ferguson, Nellie G.	R/W	0.025	at $350.00 per A.	"
Holman, Cora J.	R/W	181 Sq.Ft.	$20.00 Lump Sum	"
Hillsboro Section, Tualatin Valley Highway				
Southern Pacific Company	Stock Pile	0.327	$18.00 Lump Sum 6 Mo. lease	Chandler
Coos Bay Section, Oregon Coast Highway				
Southern Pacific Company	R/W	3.967	$100.00 Lump Sum	DeSouza
Durkee-Gales Section, Old Oregon Trail Highway				
Hindman, Eva et al (Correction)	Stock Pile	0.90	$50.00 Lump Sum 10 yr. lease	Williams
Multnomah-Columbia County Line, Columbia River Highway				
Northern Pacific Ry. Company	R/W		$10.00 Lump Sum	Bentley
Clatsop County, Columbia River Highway				
Waterhouse, John Estate	Maintenance Site	0.87	$125.00 Lump Sum	Bentley
Tigard Section, West Side Pacific Highway				
Sealy Mattress Co.	R/W	0.03	at $1000.00 per A.	Bentley
Jerman, D. F.	R/W	0.038	at $1000.00 per A. plus $12.00	"
Scroffins, Claude I.	R/W	0.072	at $1000.00 per A. plus $10.00	"
Newberg-McMinnville Section, West Side Pacific Highway				
Dell, Adam	R/W	0.80	at $150.00 per A.	Benson
Ecks, Chris	R/W	0.52	Land $150.00 plus $422.00	Gardiner
Toledo Section, Corvallis-Newport Highway				
Jacobsen, H. L.	R/W	360 Sq.Ft.	Gratis	McCallister
Kaufman, Eva L.	R/W	2750 Sq.Ft.	at 5 cents per Sq.Ft. plus $2010.00	"
Roseburg Section, Pacific Highway				
Wimberly, G. V.	R/W	8730 Sq.Ft.	at 1 cent per Sq.Ft.	Parker
Parrott, E. L.	R/W	0.40	Land $200.00 plus $96.00	"
General Petroleum Corp.	R/W	3375 Sq. Ft.	at 1 cent per Sq.Ft.	"

Section, Hwy., and Owner	Purpose	Acres	Approximate Amounts	Agent
Bear Creek-Talent Section, Pacific Highway				
Phillips, Lena	R/W	0.33	$50.00 Lump Sum	Parker
Lane County, Oregon Coast Highway				
Stonefield, Geo. & Bathurst, W. L.	R/W	0.08	Land Gratis plus $45.00	Collier
Bertha Section, Bertha-Beaverton Highway				
Fuhrer, Elizabeth	Easement for slopes		Gratis	Bentley
West Salem, Salem-Dallas Highway				
Burk, Florence	Easement for slopes		Gratis	Benson
Lewis, Wilbur	" " "		Gratis	"
Dolph-Hebo Section, McMinnville-Tillamook Highway				
Turner, Russell P.	Road Easement		$25.00 Lump Sum 1 Yr. lease	Benson
Burlington Section, Columbia River Highway				
Charlton, W. D. (Correction)	R/W	2294 Sq.Ft.	at 15 cents per sq.ft. plus $850.00	DeSouza

Consideration was given by the Commission to the following requests for extensions of time within which to complete highway construction projects:

Theodore Arenz, Contract No. 1494, construction of five bridges and one culvert on the Dixie-Lime Section of the Old Oregon Trail in Baker County, requested an extension of time from April 30 to May 4, 1934 in which to complete this project. The Engineer recommended that the request be granted without penalty due to the fact that the contractor has overrun the time limit by only four days and the state has incurred no extra expense thereby, neither has the traveling public been unduly inconvenienced. The Commission adopted the Engineer's recommendation by unanimous vote.

Wm. Endicott & Co., Contract No. 1500, grading Unit 3, Redmond-Bend Section of The Dalles-California Highway in Deschutes County, requested an extension of time of thirty days to June 30, 1934 within which to complete this project. The Engineer advised that this contract is on an entirely new section of highway and the traveling public has not been inconvenienced by the delay; neither has the State incurred any extra engineering expense. He recommended that the extension requested be granted without penalty. The recommendation was approved by the Commission by unanimous vote.

Joplin & Eldon, Contract No. 1517, construction of a bridge over the

Tualatin River on the Farmington Secondary State Highway No. 142 in Washington County, requested an extension of time from May 31 to June 15, 1934 in which to complete this work, giving as their reason that they were delayed about six weeks on account of the failure of the lumber company to furnish them with the necessary treated timbers and they were forced to shut down their work during December, 1933 because of excessive rains. The Engineer advised that the contractors' delay has not inconvenienced the traveling public to any great extent, neither has it added any extra expense to the State. He recommended that the extension requested be granted without penalty. The Engineer's recommendation was approved by the Commission by unanimous vote.

Saxton & Looney, Contract No. 1528, furnishing crushed rock for the Siletz River-Newport Section of the Oregon Coast Highway in Lincoln County, requested an extension of time from May 21 to June 30, 1934 within which to complete this project giving as their reason that they were required to produce an extra amount of rock which necessitated the reshooting of their quarry. The Engineer advised that the contractors' explanation is substantially correct; however, some of the delay was caused by bad weather conditions. He further advised that inasmuch as the contract is for the production of rock, the traveling public has not been inconvenienced by the delay; neither has the State incurred any extra engineering charge. He recommended that the extension requested be granted without penalty. The Commission approved the recommendation by unanimous vote.

F. H. May, Contract No. 1536, construction of bridges over Rock Creek and Six-Mile Canyon on Wasco-Heppner Secondary State Highway in Gilliam County, requested two weeks' extension of time, from May 31 to June 15, 1934, within which to complete this project. The Engineer recommended that the extension requested be granted without penalty for the reason that the contractor's delay has not inconvenienced the traveling public neither has it increased the State's expense for engineering. The recommendation of the Engineer was approved by the Commission by unanimous vote.

S. H. Newell & Co., Contract No. 1539, grading the Jackson Creek-McDermitt Section of the I.-O.-N. Highway in Malheur County, requested an extension of time, from May 31 to July 31, 1934, in which to complete this project, giving as their reason that their work was delayed because they encountered indurated material which was not anticipated; also because the length of the contract was increased about three miles, requiring additional time and extra work. The Engineer advised that the special provisions of this contract gave the Commission the right to adjust the length of this project if it so desired and that was actually done necessitating an extension of time; also, that the delay has not inconvenienced the public, neither has it increased the engineering expense because the Engineer in charge was required to be on hand to supervise similar work on the adjacent section. He recommended that the extension requested be granted without penalty. The Commission approved the recommendation by unanimous vote.

R. I. Stuart & Sons, Contract No. 1547, construction of concrete curbs and pavement on the South Roseburg Section of the Pacific Highway in Douglas County, requested an extension of time from April 30 to May 20, 1934

within which to complete this project. The Engineer advised that the contractor has completed all the work required of him except the asphaltic concrete work which he is requesting the State to do for him as provided in the contract. The traveling public has not been inconvenienced by the delay, he said, neither has the State incurred any extra engineering expense thereby. He recommended that the extension requested be granted without penalty. The Commission approved the Engineer's recommendation by unanimous vote.

Northwest Roads Company, Contract No. 1549, bituminous macadam construction on Arlington Section of the Columbia River Highway in Gilliam County, requested an extension of time from June 30, 1934 to July 31, 1934 in which to complete this project. The Engineer advised that the traveling public will not be caused any inconvenience by this delay, neither will the State incur any additional engineering expense by reason thereof. He recommended that the extension requested be granted without penalty. The Commission approved the Engineer's recommendation by unanimous vote.

Northwest Roads Company, Contract No. 1550, bituminous macadam construction on the Condon Section of the John Day Highway in Gilliam County, requested an extension of time from May 31, 1934 to July 31, 1934 in which to complete this project. The Engineer advised that the traveling public will not be inconvenienced by this delay, neither will the State incur any additional engineering expense. He recommended that the extension be granted without penalty. The recommendation of the Engineer was approved by the Commission by unanimous vote.

Northwest Roads Company, Contract No. 1603, bituminous macadam construction on East Pendleton Section of Old Oregon Trail, Umatilla County, requested an extension of time from June 30, 1934 to July 31, 1934, in which to complete this project. The Engineer recommended that the extension requested be granted without penalty because it will not inconvenience the traveling public nor will it increase the State's expense for supervision. The Commission approved the recommendation by unanimous vote.

Northwest Roads Company, Contract No. 1605, bituminous macadam construction on the La Grande Section of the Old Oregon Trail, Union County, requested an extension of time from June 30, 1934 to July 31, 1934 in which to complete this project. The Engineer recommended that the extension requested be granted without penalty in view of the fact that the delay will not inconvenience the traveling public, neither will it increase the State's expense for engineering supervision. The Commission approved the recommendation 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. 1484 with Theodore Arenz, grading the Dixie-Lime Section of the Old Oregon Trail in Baker County, completed May 28, 1934.

6/6/34

Contract No. 1504 with Morrison-Knudsen Company, grading and surfacing the White Rock-Lakeview Section of the Fremont Highway in Lake County, completed May 16, 1934;

Contract No. 1513 with J. C. Compton, bituminous macadam construction and oiling work on the Merrill-Malin Section of The Dalles-California Highway in Klamath County, completed May 28, 1934;

Contract No. 1524 with Interstate Construction Company, grading the Agency-Deschutes River Section of the Warm Springs Highway in Jefferson County, completed May 24, 1934;

Contract No. 1526 with Schmeer & Williams, furnishing crushed rock for the Boyd-Madras Section of The Dalles-California Highway in Jefferson and Wasco Counties, completed May 11, 1934;

Contract No. 1537 with J. W. & J. R. Hillstrom for the construction of a bridge over Williamson River on the Chiloquin Secondary Highway at Chiloquin in Klamath County, completed May 10, 1934;

Contract No. 1547 with R. I. Stuart & Sons, construction of concrete curbs and pavement widening on the South Roseburg Section of the Pacific Highway in Douglas County, completed May 16, 1934;

Contract No. 1552 with The United Contracting Company, paving the North Ashland Section of the Pacific Highway in Jackson County, completed May 26, 1934;

Contract No. 1559 with H. B. Morton, grading and surfacing the Sanderson Bridge Section of the Albany-Lyons Secondary State Highway in Linn County, completed June 1, 1934;

Contract No. 1567 with Lindstrom & Feigenson, for the construction of a bridge over Clatskanie River on the Columbia River Highway at Clatskanie in Columbia County, completed May 28, 1934;

Contract No. 1569 with A. G. Enright, paving the Gregg Ranch and Cottage Grove Sections of the Pacific Highway in Lane County, completed May 16, 1934;

Contract No. 1575 with Kern & Kibbe, grading and surfacing The Dalles Section of the Columbia River Highway in Wasco County, completed May 16, 1934;

Contract No. 1595 with R. I. Stuart & Sons, paving the Coquille Section of the Oregon Coast Highway in Coos County, completed May 16, 1934;

Contract No. 1601 with Cascade Construction Company, paving the Springfield Section of the McKenzie Highway in Lane County, completed May 31, 1934;

Contract No. 1604 with Arthur A. Hardesty for furnishing crushed rock for the Pendleton Section of the Old Oregon Trail and Oregon-Washington Highway in Umatilla County, completed June 2, 1934.

The following resolution accepting the above projects was offered and 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. 1484 with Theodore Arenz, grading the Dixie-Lime Section of the Old Oregon Trail in Baker County;

Contract No. 1504 with Morrison-Knudsen Company, grading and surfacing the White Rock-Lakeview Section of the Fremont Highway in Lake County;

Contract No. 1513 with J. C. Compton, bituminous macadam construction and oiling work on the Merrill-Malin Section of The Dalles-California Highway in Klamath County;

Contract No. 1524 with Interstate Construction Company, grading the Agency-Deschutes River Section of the Warm Springs Highway in Jefferson County;

Contract No. 1526 with Schmeer & Williams, furnishing crushed rock for the Boyd-Madras Section of The Dalles-California Highway in Jefferson and Wasco Counties;

Contract No. 1537 with J. W. & J. R. Hillstrom for the construction of a bridge over Williamson River on the Chiloquin Secondary State Highway at Chiloquin in Klamath County;

Contract No. 1547 with R. I. Stuart & Sons, construction of concrete curbs and pavement widening on the South Roseburg Section of the Pacific Highway in Douglas County;

Contract No. 1552 with The United Contracting Company, paving the North Ashland Section of the Pacific Highway in Jackson County;

Contract No. 1559 with H. B. Morton, grading and surfacing the Sanderson Bridge Section of the Albany-Lyons Secondary State Highway in Linn County;

Contract No. 1567 with Lindstrom & Feigenson for the construction of a bridge over Clatskanie River on the Columbia River Highway at Clatskanie in Columbia County;

6/6/34

Contract No. 1569 with A. G. Enright, paving the Gregg Ranch and Cottage Grove Sections of the Pacific Highway in Lane County;

Contract No. 1575 with Kern & Kibbe, grading and surfacing The Dalles Section of the Columbia River Highway in Wasco County;

Contract No. 1595 with R. I. Stuart & Sons, paving the Coquille Section of the Oregon Coast Highway in Coos County;

Contract No. 1601 with Cascade Construction Company, paving the Springfield Section of the McKenzie Highway in Lane County;

Contract No. 1604 with Arthur A. Hardesty for furnishing crushed rock for the Pendleton Section of the Old Oregon Trail and Oregon-Washington Highway in Umatilla County;

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 and final payment is hereby authorized.

The Commission had under consideration the matter of a date for its next regular meeting. It was unanimously agreed to hold the next regular meeting on Thursday, July 12, 1934 starting at 9:00 o'clock A. M. The Secretary was instructed to arrange to hold this meeting in the Auditorium of the Public Service Building, Portland, if possible.

The Commission adjourned at 7:00 o'clock P. M. to reconvene at 8:00 o'clock P. M. in the same room.

The State Highway Commission reconvened at 8:00 o'clock P. M. in the Rose Room of the Benson Hotel with all members, the State Highway Engineer, the Attorney and the Secretary present.

Mr. Ray Conway, Executive Manager of the Oregon State Motor Association was present also and conferred with the Commission with regard to the advisability of placing signs along state highways directing the attention of the traveling public to historical spots. After full discussion the Commission deferred this matter for future consideration. Mr. Conway also discussed with the Commission the matter of installation and maintenance of appropriate direction signs on county roads. He offered, in behalf of the Motor Association, to paint and erect these signs provided the State Highway Commission will cooperate by furnishing the material. After considerable discussion the Commission voted unanimously to cooperate in this proposition to the extent of furnishing materials and labor not exceeding an amount of $1,000.00 and authorized the Engineer to proceed in conformance with such decision.

The Commission signed an agreement with Eugene Williams and wife, Newport, providing for an exchange of properties in Newport which exchange is needed in connection with the construction of the Oregon Coast Highway approach

to the proposed bridge across Yaquina Bay, whereby Mr. and Mrs. Williams agree to convey to the State or to the Odd Fellows Lodge of Newport, if so directed, the East 20 feet of Lots 7 & 8, Block 55, City of Newport, and the State agrees to acquire and cause to be conveyed to the Williams' the South 25 feet of Lot 5 in said Block 55 and the State also agrees, at its sole cost and expense, to remove from the parcel of land first mentioned above the building located thereon and to re-establish said building on the parcel of land given in exchange to the Williams'.

The Commission also signed an agreement with W. G. Charlton and wife, Burlington, covering the matter of acquisition of right of way needed for the improvement of the Columbia River Highway across Lots 8, 9 and 10 of Block 2, Townsite of Burlington, whereby the Charltons retain title to the buildings standing on this property and agree to remove them from the highway right of way at their own cost and expense, the State to construct an embankment and surface the same from the highway pavement to the front of the buildings in their new location.

The Commission adjourned at 9:45 o'clock P. M. to reconvene at 9:00 o'clock A. M. the following morning in the Auditorium of the Public Service Building.

Portland, Oregon, June 7, 1934

The State Highway Commission met in regular session at 9:00 o'clock a. m. in the Auditorium of the Public Service 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

Bids for highway construction projects were opened and read, in conformance with previously published notice, as follows:

OREGON COAST HIGHWAY
BRIDGE OVER UMPQUA RIVER

Teufel & Carlson		$ 551,234.00
Sheble Construction Co.		581,650.00
Mercer-Fraser Co.		586,425.00
General Construction Co. and Gilpin Construction Co.	Joint Venture	587,000.00
Joplin & Eldon		588,650.00
Puget Construction Co.		615,350.00

6/2/34

OREGON COAST HIGHWAY
BRIDGE OVER SIUSLAW RIVER

Teufel & Carlson	$ 471,871.50
Mercer-Fraser Company	491,646.00
Lindstrom & Feigenson, Parker & Banfield & T. H. Banfield	498,480.00
Sheble Construction Co.	512,300.00

OREGON COAST HIGHWAY
SOUTH APPROACH TO COOS BAY BRIDGE - GRADING

P. H. Cochran	$ 16,828.00
J. A. Lyons	18,040.00
Saxton & Looney	18,724.00
M. L. O'Neil & Son	18,740.00
M. C. Lininger & Son	18,800.00
H. B. Morton	18,880.00
Homer G. Johnson	19,780.00
C. T. Malcom	23,040.00
La Dee Logging Co.	31,770.00

PACIFIC HIGHWAY
ASHLAND UNDERCROSSING SECTION
PAVING, GRADING AND CONSTRUCTION OF ABUTMENTS

Theodore Arenz	$ 35,721.00
The United Contracting Company	42,604.60
G. I. Stebbins Construction Co.	43,715.75
Mountain States Construction Co.	45,917.70
Hoffman Construction Co.	48,042.00

GRANTS PASS
CONSTRUCTION OF FRAME STORAGE BUILDING

Sig Ash	$ 4,277.00
Mountain States Construction Co.	4,400.00
A. G. Enright	4,840.00
E. F. Balgemann	4,529.50
E. W. McCall	5,104.98
J. A. Varner & Son	5,988.00

COLUMBIA RIVER HIGHWAY
DESCHUTES RIVER-JOHN DAY RIVER GUARD FENCE PROJECT

	Wood Fence Posts Wood Sight Posts	Conc.Fence Posts Wood Sight Posts	Conc.Fence Posts Conc.Sight Posts
Collins Concrete Pipe Co.	$ 7,764.50	$ 8,497.62	$ 8,497.62
Kern & Kibbe	8,773.00	10,958.00	11,550.00
Herbert C. Moss	8,812.00	11,227.00	11,835.00

Continued

JUN 7 1934

Deschutes River-John Day River Guard Fence Project - continued

	Wood Fence Posts Wood Sight Posts	Conc.Fence Posts Wood Sight Posts	Conc.Fence Posts Conc.Sight Posts
O. N. Pierce	$ 8,933.00	$ 11,693.00	$ 12,285.00
Standard Fence Co.	7,997.00	12,252.00	13,378.40
Homer G. Johnson	9,760.00	12,635.00	13,675.00
Wm. C. Schmitt	9,914.00	13,019.00	13,719.80
McKenzie Construction Co.	10,843.40	14,523.40	14,891.40
Shattuck & Neland	13,610.00	- -	- -

ENTERPRISE
CONSTRUCTION OF BUILDING FOR MAINTENANCE PATROL STATION

W. Vedder	$ 3,671.25
R. H. Jones	3,976.75

COUNTY ROAD
BRIDGE OVER SANTIAM RIVER

	Alternate "A"	Alternate "B"
Tom Lillebo	$ 37,531.00	$ 38,171.00
Joplin & Eldon	39,407.00	40,185.00
Theodore Arenz	39,754.50	40,144.50
J. J. Badraun	40,447.00	- -
Averill & Philpott	40,839.60	41,444.60
O. N. Pierce	41,180.00	41,320.00
Shattuck & Neland	41,461.50	42,251.50
C. J. Montag	41,667.00	41,977.00
Kuckenberg-Wittman Co., Inc.	41,667.00	42,307.00
Portland Bridge Co.	42,007.00	42,165.00
Mountain States Construction Co.	42,896.00	43,286.00
Oregon-Washington Bridge Co.	43,433.00	- -
Birkemeier & Saremal	45,407.00	45,737.00

Chairman Scott made the following announcement: "As to the Siuslaw Bridge and the Umpqua Bridge, bids for the construction of which have just been read, the Commission will defer the awarding of the contract for each of these bridges pending completion of financial arrangements with the Public Works Administration at Washington, D. C. The State of Oregon has not now the required funds to proceed with construction and pay the contractor after the letting of the contract; therefore, the Highway Commission must conclude with the Public Works Administration at Washington the funds contract and receive advance of funds from the Public Works Administration before awarding the construction contract for either of these bridges. No announcement of award for either the Umpqua or the Siuslaw bridge will be made today. However, announcement of awards of the remaining projects will be made at 2:00 o'clock p. m. today in this room."

JUN 7 1934

6/7/34

Chairman Scott also announced that the bids received today for the construction of the Swift Section of the Swift Secondary Highway in Multnomah County would be returned to the respective bidders unopened on account of the failure of the Board of County Commissioners of Multnomah County to complete satisfactory arrangements to secure the right of way for this improvement. The Secretary of the Commission was instructed to return these bids in accordance with this announcement.

The Commission had under consideration among other things, the matter of the call for and consideration of bids for the construction of the bridge over the Umpqua River in Douglas County, and after the Chairman of the Commission announced the purpose of the meeting the Secretary of the Commission opened in the presence of the persons named above, and in the presence of Mr. C. C. Hockley, State Engineer for Oregon; Mr. J. F. Meager, representative of the Public Works Administration; Mr. W. H. Lynch, District Engineer of the Bureau of Public Roads; and Mr. T. M. Davis, Senior Highway Engineer of the Bureau of Public Roads, and publicly read the bids hereinafter enumerated, and after due consideration of all of said bids and of all matters connected therewith Commissioner Washburne offered and moved the adoption of the following resolution, which motion was seconded by Commissioner Aldrich, and being by the Chairman submitted to vote received the unanimous vote of all three Commissioners, and said motion was by the Chairman declared unanimously carried and said resolution thereby unanimously adopted, to-wit:

WHEREAS, pursuant to a call for bids, notice of which was duly and regularly given by publication thereof in the following publications:

Pacific Builder & Engineer, Seattle, Washington
Engineering News Record, New York, New York
Daily Journal of Commerce, Seattle, Washington
Daily Journal of Commerce, Portland, Oregon
Daily Journal of Commerce, New Orleans, Louisiana
Daily Pacific Builder, San Francisco, California
Southwest Builder & Contractor, Los Angeles, California
Western Construction News, Los Angeles, California

for the construction of a bridge across the Umpqua River in Douglas County, there were received by the Commission and publicly opened and read on the 7th day of June, 1934, in the Auditorium of the Public Service Building, Portland, Oregon, the following bids:

Teufel & Carlson, Seattle, Washington		$551,234.00
Sheble Construction Co., Seattle, Washington		581,650.00
Mercer-Fraser Company, Eureka, California		586,425.00
General Construction Company, Portland, and The Gilpin Construction Co., Portland	Joint Venture	587,000.00
Joplin & Eldon, Portland, Oregon		588,650.00
Puget Construction Co., Seattle, Washington		615,350.00

and

WHEREAS, all of said bids were duly considered by the Commission and its engineers, and, after being fully advised with respect to all matters, it was and is the judgment of the Highway Commission that the bid of Teufel & Carlson in the sum of $551,234.00 was and is the lowest and best bid of all bids received and that said bid should in the interests of the State be accepted and the contract for the construction of the said bridge awarded to said bidders;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission, all members being present and affirmatively voting, as follows:

1. That the bid of Teufel & Carlson of Seattle, Washington, in the sum of $551,234.00 for the construction of the Umpqua River Bridge be and said bid hereby is accepted, subject to the conditions and limitations hereinafter set out.

2. That the acceptance of said bid and the award of the contract to said bidders is subject to the approval of the P. W. A., and subject likewise to the consummation of the loan agreement between the State Highway Commission of the State of Oregon and the United States of America for a loan and grant with which to construct said bridge. It is specifically conditioned that should the State fail to procure said loan and grant then said bid shall be deemed rejected and said award of contract annulled and rescinded.

3. That R. H. Baldock, State Highway Engineer, C. B. McCullough, Bridge Engineer, and J. M. Devers, Attorney for the Commission, be and they hereby are instructed, authorized, and directed to prepare a formal agreement covering the construction of said bridge, which agreement shall be prepared in harmony with the specifications, plans and design prepared by the Engineer and referred to in said call for bids, if and when said loan agreement has been fully executed and the funds provided for therein have been made available to the State. Said written agreement when prepared shall be submitted to the bidders herein named and to the Highway Commission for proper execution, if and when said loan agreement has been fully executed and the funds provided for therein have been made available to the State.

4. That the Secretary of the Commission be and he hereby is instructed to return to the other bidders their respective certified checks.

5. That this resolution be entered in the minutes of the Commission and a duly certified copy delivered to Mr. C. C. Hockley, State Engineer for Oregon, Public Works Administration, Portland, Oregon.

The Commission had under consideration, among other things, the matter of the call for, and consideration, of bids for the construction of the bridge

over the Siuslaw River in Lane County, and after the Chairman of the Commission announced the purpose of the meeting the Secretary of the Commission opened in the presence of the persons named above, and in the presence of Mr. C. C. Hockley, State Engineer for Oregon; Mr. J. F. Meager, representative of the Public Works Administration; Mr. W. H. Lynch, District Engineer of the Bureau of Public Roads; and Mr. T. M. Davis, Senior Highway Engineer of the Bureau of Public Roads, and publicly read the bids hereinafter enumerated, and after due consideration of all of said bids and of all matters connected therewith Commissioner Washburne offered and moved the adoption of the following resolution, which motion was seconded by Commissioner Aldrich, and being by the Chairman submitted to vote received the unanimous vote of all three Commissioners, and said motion was by the Chairman declared unanimously carried and said resolution thereby unanimously adopted, to-wit:

WHEREAS, pursuant to a call for bids notice of which was duly and regularly given by publication thereof in the following publications:

Pacific Builder & Engineer, Seattle, Washington
Engineering News Record, New York City, New York
Daily Journal of Commerce, Seattle, Washington
Daily Journal of Commerce, Portland, Oregon
Daily Journal of Commerce, New Orleans, Louisiana
Daily Pacific Builder, San Francisco, California
Southwest Builder & Contractor, Los Angeles, California

for the construction of a bridge across the Siuslaw River in Lane County, there were received by the Commission and publicly opened and read on the 7th day of June, 1934, in the Auditorium of the Public Service Building, Portland, Oregon, the following bids:

Teufel & Carlson, Seattle, Washington	$ 471,871.50
Mercer-Fraser Company, Eureka, California	491,646.00
Lindstrom & Feigenson, Parker & Banfield, and T. H. Banfield, Portland, Oregon	498,480.00
Sheble Construction Co., Seattle, Washington	512,300.00

and

WHEREAS Teufel & Carlson qualified their bid by incorporating therein a condition to the effect that in the event they were awarded the contract for the construction of the bridge over the Umpqua River, for which they at this same time had submitted a bid, they would not accept the award of the contract for the construction of the bridge over the Siuslaw River, and since the said bidders, Teufel & Carlson, have been awarded the contract for the construction of the bridge over the Umpqua River their bid for the construction of the bridge over the Siuslaw River is deemed withdrawn; and

WHEREAS, all of said bids were duly considered by the Commission and its engineers, and, after being fully advised with respect to all matters, it was and is the judgment of the Highway Commission that

the bid of Mercer-Fraser Company in the sum of $491,646.00 was and is the lowest and best bid of all bids received and that said bid should in the interests of the State be accepted and the contract for the construction of the said bridge awarded to said bidder;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission, all members being present and affirmatively voting, as follows:

1. That the bid of Mercer-Fraser Company of Eureka, California, in the sum of $491,646.00 for the construction of the Siuslaw River Bridge be and said bid hereby is accepted, subject to the conditions and limitations hereinafter set out.

2. That the acceptance of said bid and the award of the contract to said bidder is subject to the approval of the P. W. A., and subject likewise to the consummation of the loan agreement between the State Highway Commission of the State of Oregon and the United States of America for a loan and grant with which to construct said bridge. It is specifically conditioned that should the State fail to procure said loan and grant then said bid shall be deemed rejected and said award of contract annulled and rescinded.

3. That R. H. Baldock, State Highway Engineer, C. B. McCullough, Bridge Engineer, and J. M. Devers, Attorney for the Commission, be and they hereby are instructed, authorized, and directed to prepare a formal agreement covering the construction of said bridge, which agreement shall be prepared in harmony with the specifications, plans and design prepared by the Engineer and referred to in said call for bids, if and when said loan agreement has been fully executed and the funds provided for therein have been made available to the State. Said written agreement when prepared shall be submitted to the bidder herein named and to the Highway Commission for proper execution if and when said loan agreement has been fully executed and the funds provided for therein have been made available to the State.

4. That the Secretary of the Commission be and he hereby is instructed to return to the other bidders their respective certified checks.

5. That this resolution be entered in the minutes of the Commission and a duly certified copy delivered to Mr. C. C. Hockley, State Engineer for Oregon, Public Works Administration, Portland, Oregon.

Mr. George W. Buck, Roadmaster of Multnomah County, was present and discussed with the Commission matters pertaining to the acquisition of right of way for the Swift Secondary Highway project, bids for which were received but not opened at this meeting. He stated that the County has had some difficulty in obtaining the right of way across the property of F. J. Kernan and that Mr. Kernan will not set a price per acre for his property but demands a

6/7/34

lump sum payment of $7,500 for the three-fourths acre involved; whereas, the County has offered to pay him at the rate of $3,000 per acre. Mr. Buck inquired whether in view of the circumstances the work should proceed on the revised location or should follow along the present location which would be less costly from the right of way standpoint. After some discussion and upon the recommendation of the Engineer the Commission advised Mr. Buck that it would not readvertise this project for bids until Multnomah County has delivered the deeds for the right of way upon the revised location.

Ed. W. Miller, Manager of the Oregon Coast Highway Association, was present and expressed the appreciation of his association for the center stripe which has been painted on the Oregon Coast Highway which, he declared, was the greatest safety device ever undertaken by any Highway Commission. He also expressed the appreciation of the Oregon Coast Highway Association for the fifteen-minute ferry service recently inaugurated by the Commission at the several ferry crossings on this highway. Mr. Miller also appeared before the Commission in behalf of the Marshfield Chamber of Commerce and requested that the ferry service at Coos Bay be started one hour earlier in the morning than at present in order to accommodate freight trucks which, at present, he said, are required to wait nearly two hours each morning at the north side of the bay before they are able to obtain ferry service across the bay. He declared that this resulted in the late delivery of freight into Marshfield and is a serious handicap to the freight people and to the Marshfield business men who do their buying from Portland wholesale houses and ship by truck. A similar condition, he said, exists at the Siuslaw ferry crossing at Florence and, in behalf of the Chamber of Commerce of that town, he asked that ferry service at this point also be started one hour earlier in the morning. After some discussion the Commission instructed the Engineer to investigate the conditions at these points and to render a report thereon at the next meeting.

Contractor A. G. Enright appeared before the Commission and asked the Commission to rescind its previous action imposing on him a penalty for failure to complete his contract No. 1415, construction of a bridge over Miller Creek on the West Side Pacific Highway in Benton County, within the time limit specified in the contract. After a full presentation of the facts in the matter by Mr. Enright and by the Commission's Bridge Engineer, C. B. McCullough, the Commission voted unanimously to reduce the penalty previously imposed in the amount of $50.00 and instructed the Engineer to increase Mr. Enright's final voucher for this work in such amount.

Mr. C. C. Hockley, State Engineer for Oregon, Public Works Administration, appeared before the Commission at this time regarding the financial set-up for the Oregon Coast Highway bridges. At his request the Commission read and approved a telegram prepared by him, regarding this matter, for transmittal to the Public Works Administrator in Washington, D. C.

The Commission adjourned at 11:45 o'clock a. m. to reconvene at 2:00 o'clock p. m. in the same room.

The State Highway Commission reconvened at two o'clock in the

afternoon in the Auditorium of the Public Service Building with all members, the State Highway Engineer and the Secretary present.

Chairman Scott announced the following awards of contracts for which bids were received at the morning session, the Commission having approved these awards previously by unanimous vote:

Bridge over the Umpqua River on the Oregon Coast Highway at Reedsport, Douglas County. The low bid submitted is that of Teufel & Carlson, Seattle, Washington, at $551,234. The next low bid is that submitted by Sheble Construction Co., Seattle, Washington, at $581,650. The third low bid is that submitted by Mercer-Fraser Co., Eureka, California, at $586,425. The Commission has decided to hold the award of this contract pending approval of the State Engineer for Oregon, Public Works Administration, and the completion of arrangements with the Federal Government for financing the cost of constructing all five Coast Highway bridges.

Bridge over Siuslaw River on the Oregon Coast Highway at Florence, Lane County. The low bid is that submitted by Teufel & Carlson, Seattle, at $471,871.50. The next low bid is that submitted by Mercer-Fraser Company, Eureka, at $491,646. The third low bid is that submitted by Lindstrom & Feigenson, Parker & Banfield & T. H. Banfield, Portland, a joint venture, at $498,480. The Commission holds the award of this contract pending the approval of the State Engineer for Oregon, Public Works Administration, and the completion of arrangements with the Federal Government for financing the cost of constructing all five Coast Highway bridges.

Bridge over the Santiam River on a county road at Mill City, in Marion and Linn Counties. The low bid is that submitted by Tom Lillebo, Reedsport, at $37,531 on Alternate "A" and $38,171 on Alternate "B". The next low bid is that of Joplin & Eldon, Portland, at $39,407 on Alternate "A" and $40,185 on Alternate "B". Inasmuch as this is a county project the Commission has referred all bids to the County Courts of Linn and Marion Counties to award the contract.

Grading the South Approach to Coos Bay Bridge on the Oregon Coast Highway, Coos County. The low bid is that submitted by P. H. Cochran, Portland, at $16,828. The next low bid is that submitted by J. A. Lyons, Portland, at $18,040. The Commission awards this contract to the low bidder, P. H. Cochran, at his bid price of $16,828.

Paving, grading and construction of abutments for a railroad grade separation structure on the Ashland Undercrossing Section of the Pacific Highway, in Jackson County. The low bid is that submitted by Theodore Arenz, Portland, at $25,721. The next low bid is that submitted by The United Contracting Company, Portland, at $42,604.60. The Commission refers all bids received for this project to the State Highway Engineer with power to award the contract as soon as right of way negotiations have been satisfactorily completed.

Construction of a frame storage building for maintenance patrol

6/7/34

headquarters at Grants Pass, Josephine County. The low bid is that submitted by Sig Ash, Medford, at $4,277. The next low bid submitted is that of Mountain States Construction Co., Eugene, at $4,400. The Commission awards this contract to the low bidder, Sig Ash, at his bid price of $4,277.

Construction of guard fence along the Deschutes River-John Day River Section of the Columbia River Highway, Sherman County. The low bid submitted is that of Collins Concrete Pipe Co., Portland, at $7,764.50 using wood fence posts and wood sight posts, $8,497.62 using concrete fence posts and wood sight posts and $8,497.62 using concrete fence posts and concrete sight posts. The next low bid submitted is that of Kern & Kibbe, Portland, at $8,773.00 using wood fence posts and wood sight posts, $10,958.00 using concrete fence posts and wood sight posts, and $11,550 using concrete fence posts and concrete sight posts. The Commission awards this contract to Collins Concrete Pipe Co., the low bidder, at $8,497.62 based on the use of concrete fence posts and concrete sight posts.

Construction of a frame building for maintenance patrol station at Enterprise, Wallowa County. The low bid submitted is that of W. Vedder, La Grande, at $3,671.25. The next low bid submitted is that of R. H. Jones, Baker, at $3,976.75. The Commission rejected all bids received for this project and has ordered the project readvertised.

Messrs. P. L. Crooks and M. S. Glavin, representing P. L. Crooks & Co., contractors, accompanied by their attorney, Mr. John Lichty, Portland, appeared before the Commission regarding their claims for additional compensation arising out of their contract with the Commission for the grading of the Hug Point-Arch Cape Section of the Oregon Coast Highway in Clatsop County, being State Highway Contract No. 1418. Mr. Lichty presented the matter to the Commission for the contractor by explaining each item for which they seek additional compensation and giving their reason for requesting such additional payment which totals approximately $9,000 more than the State has allowed them. He also asked the Commission to pay at once to P. L. Crooks & Co., $3,500 which the Commission is holding as retained percentage pending acceptance by the contractors of the final estimate and the signing of the final estimate release. He gave as his thought that the contractors are entitled to this payment at once without signing the customary release because the job has been completed for a long time; further, that the contractors should not be required to sign the affidavit accepting the final estimate as submitted by the State because that would handicap them in obtaining any additional compensation. He suggested that the contractors' claims be referred to a board of arbitration because the contractors wish to avoid the expense of a lawsuit if possible.

After considerable discussion of this matter, Chairman Scott advised that so far as submitting the proposition to a board of arbitration is concerned, the Commission absolutely refuses to do so because the law provides a recourse to the contractor. He further stated that the Commission will take the matter under advisement and will let the contractor know its decision later in the day.

This matter was reconsidered by the Commission later and it was decided unanimously to continue to hold the retained percentage amounting to $3,500 until the contractors have signed the customary final payment release. It was also decided that State Highway Engineer R. H. Baldock, Construction Engineer H. G. Smith, Assistant Division Engineer F. D. Eason, and Resident Engineer H. C. Broadwell should inspect this project on the ground on Tuesday, June 19, in company with representatives of the contractors, and arrange if possible a satisfactory settlement of the contractors' claims.

A delegation consisting of C. H. Murphy, Albany; County Commissioners H. A. Renninger and H. F. Warren of Linn County; J. R. Roberts, Redmond; Paul Mitchell, Sweet Home; and Dr. N. E. Irvine, Lebanon, appeared before the Commission and requested additional construction work on the Santiam Highway. Mr. Murphy was spokesman for the group. He pointed out that there is an eight-mile section on the west end of the uncompleted portion of this highway already cleared along the adopted alignment and ready for grading and another section three miles long similarly cleared on the east end of that portion. It was his thought that the economical thing to do would be to contract the grading of these sections before they become overgrown with brush, especially the eight-mile section at the west end which joins a project now under construction. Chairman Scott advised that the Commission has no funds available to award such grading contract at this time but the Commission will be pleased to consider it if and when its finances have improved.

In connection with this matter communications were presented from the following, endorsing the presentation of this delegation: Joint telegram from the Corvallis Chamber of Commerce, County Court of Benton County; letters from Newport Chamber of Commerce and the City of Waldport; telegram from Burns Chamber of Commerce; letter from Waldport Lions Club and Waldport Chamber of Commerce; letter from Prineville-Crook County Chamber of Commerce. The Commission ordered these communications filed in the Department records.

County Judge Edgar Marvin and County Engineer J. D. Walker, Wallowa County, appeared before the Commission and requested an allocation of funds for additional construction work on the Little Sheep Creek Secondary State Highway. They asked particularly for the construction of the 5.1 mile gap between the section recently constructed by the County and the forest highway section recently completed under a Bureau of Public Roads contract.

The Engineer advised that this work will cost approximately $60,000. Commissioner Aldrich advised that this project has the approval of the State Highway Commission and has been tentatively included in the Commission's program for new forest highway funds.

Mr. Ralph Staehli, Manager of the Allied Truck Owners, Inc., and Mr. J. F. Morrell, representing the Consolidated Freight Lines, were present and urged the Commission to advance the hour of ferry service across Coos Bay from seven o'clock a. m. to six o'clock a. m., to accommodate freight trucks and other traffic. Mr. Morrell explained that his company is inaugurating

new freight service on this highway south of Reedsport and gave as his opinion that the additional business resulting from this earlier ferry service would increase the highway department's revenues enough to pay the additional cost of the ferry operation. Chairman Scott advised that to comply with this request would necessitate the employment of an extra crew to operate the ferry because of legal requirements; further, that the matter was considered earlier in this session at which time instructions were given to the Engineer to investigate and report.

Mr. Carl T. Habekost, log hauler of Seaside, Oregon, accompanied by Mr. E. G. McGee, representing the Coast Basket and Veneer Company, Portland, appeared before the Commission regarding the hauling of logs on the Cannon Beach Road. Mr. Habekost stated he has a contract to supply the Coast Basket and Veneer Company, Portland, with spruce logs which he obtains from his property adjacent to the state highway between Cannon Beach Junction and Cannon Beach; also that he has a lot of logs already cut and ready for delivery but cannot move them because, according to information from the Public Utilities Commissioner, the State Highway Commission has issued an order prohibiting the hauling of logs over this highway during the period from June 15 to September 15, 1934. He advised that he is the only person engaged in hauling logs on this highway and asked the Commission to modify its order so as to permit him to operate during the morning hours only when traffic is at a minimum.

It was the thought of the Commission that inasmuch as there is considerable traffic on this road during the summer months and there are no other roads available for such traffic its previous order should stand; however, in view of the fact that Mr. Habekost is the only person engaged in hauling logs on this highway and has agreed to confine his operations to the morning hours only, it would be satisfactory as an experiment, to permit him to continue his operations for one week immediately following June 15 to determine whether or not such operations would seriously interfere with or create a hazard to other traffic, provided that he would operate only between the hours of 4:00 o'clock a. m. and 11:00 o'clock a. m. and would do no log hauling whatsoever on Saturday, Sunday and Monday. The Engineer was instructed to have the resident engineer and the Department of State Police observe these operations and report their findings to the Commission for its future guidance. Mr. Habekost was further advised that in the event the Commission decided to permit him to continue his hauling after June 22, it would be with the understanding that no hauling would be done on Saturdays, Sundays, Mondays, or on any holiday, nor on any other day after 11:00 o'clock a. m., nor during the hours of darkness; also that he would do no hauling during the week of the Fourth of July, nor during the period commencing three days prior to Labor Day and ending three days after Labor Day; further, that this permit would be granted with the strict understanding that it could be rescinded at any time at the pleasure of the Commission.

The Commission adjourned to reconvene immediately in the Benson Hotel for a closed meeting.

The State Highway Commission reconvened in the Rose Room of the

Benson Hotel at 4:00 o'clock p. m. with Chairman Leslie M. Scott, Commissioner E. B. Aldrich, State Highway Engineer R. H. Baldock, Attorney J. M. Devers and Secretary H. B. Glaisyer present. Commissioner Carl G. Washburne asked to be excused from this meeting because of another engagement.

The Engineer reported the receipt of a letter from the Regional Committee, Region 16 of the Code of Fair Competition for the Crushed Stone, Sand and Gravel Industries with which was transmitted a copy of a letter from V. M. Ahearn, Executive Secretary of the National Code Authority, responding to his letter of March 10, 1934 regarding the operations of this code and requesting interpretations of certain rules, regulations and modifications of the Code. He read aloud this letter and suggested that inasmuch as it apparently is not official no recognition should be taken of it and that the Commission should proceed in its future contracts under the same interpretation of this code as heretofore. The suggestion of the Engineer was approved by both Commissioners present.

The Engineer reported that for some time past, through the courtesy of some of the more responsible contractors, he has obtained valuable information regarding the cost of the work on which they were engaged which has enabled him to assemble accurate data with regard to unit costs. This information, he said, was obtained from the contractors in confidence, with the understanding that it would not be disclosed. It now appears, he says, that the State Tax Commission is desirous of obtaining this information to check against the income tax statements submitted by the contractors, some of whom the Tax Commission alleges are attempting to evade the payment of the full amount of their tax. He asked the Commission's advice as to whether he should disclose this confidential information to the State Tax Commission or refuse to do so thus keeping faith with the contractors. The Attorney advised that the State Highway Department is under no legal obligation whatsoever to disclose this information to the Tax Commission because said Commission has legal authority in its own right to acquire the same information direct. After some discussion the Commission decided that it would be proper to keep faith with the contractors by not disclosing this information and instructed the Engineer to act accordingly.

The Commission discussed informally matters pertaining to its application for a loan and grant of federal funds with which to finance the construction of the Coast Highway bridges. It was decided that the Commission's Attorney immediately should proceed to Washington, D. C. in the interests of this matter and to remain there until the federal money has been turned over to the State. The Commission instructed the Attorney to telephone to the Washington authorities at once that he was on the way and to request them to have the necessary papers ready for his inspection immediately upon his arrival.

There being no further business to come before the Commission at this time, the Commission adjourned at five o'clock p. m.

(Signatures on following page)

State Highway Engineer

Chairman

Secretary

Commissioner

Commissioner

Portland, Oregon, June 15, 1934

The Commission met in special session in Room 215 in the Imperial Hotel at the hour of 4:00 P. M. of this date pursuant to the call of the Chairman, notice of which meeting having been by order of the Chairman given to the other two members of the Commission by its Secretary; those 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;

this being the place and this the date and the hour fixed in said call, and all irregularities, if any, with respect to notice or otherwise being hereby expressly waived, at which time the Commission having under consideration the matter of the issuance and sale to the United States of America of bonds of the State of Oregon under the authority of Chapter 9, Oregon Laws, Second Special Session, 1933, and pursuant to a loan agreement executed by and between the State Highway Commission of the State of Oregon and the United States of America under the authority of the National Industrial Recovery Act, and the Commission being fully advised with respect to all of the matters and things pertaining thereto, Commissioner Washburne moved the adoption of the following resolution, which motion was seconded by Commissioner Aldrich, and being by the Chairman submitted to vote, received the unanimous vote of all three Commissioners and said motion was by the Chairman declared unanimously carried and said resolution thereby unanimously adopted, to wit:

WHEREAS, this Commission, pursuant to the provisions of Chapter 9, Oregon Laws, Second Special Session, 1933, (herein called "Chapter 9") applied to the United States of America (herein called the "Government") under the National Industrial Recovery Act for loans and grants with which to finance the construction of five bridges and approaches thereto (herein called the "Bridges") on the Oregon Coast Highway in the State of Oregon, one such Bridge to be over each of the following: Yaquina Bay, Alsea Bay, Coos Bay, Siuslaw River and Umpqua River; and

WHEREAS, pursuant to said applications this Commission and the Government duly made and entered into a Loan Agreement dated as of March 30, 1934, and an Amendatory Agreement amending said Loan Agreement, dated as of June , 1934 (said Loan Agreement as amended by said Amendatory Agreement being herein called the "Agreement"); and

WHEREAS, the Agreement, among other things, provides that the Government will purchase $4,200,000 aggregate principal amount of bonds of the State of Oregon to be designated "Oregon Coast Highway Bridge Revenue Bonds" (herein called the "Bonds") at a purchase price of 100 per cent. of the principal amount thereof plus accrued interest, to provide funds to finance the construction of the Bridges; and

WHEREAS, it is the opinion of this Commission that it is desirable and for the best interests of the State of Oregon to carry out the terms and provisions of the Agreement and to issue and sell the Bonds to the Government as therein provided;

NOW, THEREFORE, upon motion duly made, seconded and unanimously carried, it hereby is resolved by the State Highway Commission of the State of Oregon, as follows:

Section 1. That the Agreement hereby is ratified, adopted and approved, and the members of this Commission hereby are authorized and directed to take any and all action necessary or desirable to carry out and perform the terms and provisions of said Agreement.

Section 2. That pursuant to the provisions of Chapter 9, Bonds of the State of Oregon, to be designated "Oregon Coast Highway Bridge Revenue Bonds", in the total aggregate principal amount of $4,200,000 hereby are authorized to be issued and the members of this Commission hereby are authorized and directed to take any and all action necessary or desirable to execute, deliver and sell said Bonds to the Government at a purchase price of 100 per cent. of the principal amount thereof plus accrued interest; and that the funds received from the sale of the Bonds and the funds received on account of the grant provided for in the Agreement shall be used in accordance with the terms and provisions of the said Agreement.

Section 3. That the Bonds shall be special obligations of the State of Oregon, payable solely from the net revenues of the Bridges (being the gross revenues of the Bridges less the reasonable cost of operating and maintaining the same). None of the Bonds herein authorized shall be entitled to priority one over the other in the application of the funds pledged to the payment of the principal of and interest on the Bonds regardless of the fact that some of the Bonds may have been delivered prior to the delivery of other Bonds. The Bonds shall not constitute general obligations nor indebtedness of the State of Oregon within the meaning of any constitutional or statutory provision, restriction or limitation of the State of Oregon and the faith and credit of the State of Oregon are not pledged, either expressly or impliedly, toward

the payment of the principal thereof or of the interest thereon.

Section 4. That the Bonds shall be dated as of March 1, 1934, shall bear interest at the rate of four per cent. (4%) per annum, payable semi-annually on the first day of March and September of each year, shall be of interchangeable denominations of $1,000 and $10,000 and shall mature on the first day of March of each year as follows:

Year	Amount	Year	Amount
1938	$100,000	1952	$158,000
1939	100,000	1953	163,000
1940	113,000	1954	168,000
1941	113,000	1955	173,000
1942	118,000	1956	178,000
1943	118,000	1957	183,000
1944	123,000	1958	188,000
1945	123,000	1959	193,000
1946	128,000	1960	198,000
1947	133,000	1961	203,000
1948	138,000	1962	208,000
1949	143,000	1963	213,000
1950	148,000	1964	223,000
1951	153,000		
		Total	$4,200,000

Section 5. That the Bonds and the interest thereon shall be payable at the principal office of The United States National Bank of Portland, Portland, Oregon (herein called the "National Bank of Portland") or, at the option of the holder of any such Bond and/or coupon appertaining thereto, at the principal office of _____, in the Borough of Manhattan, City, County and State of New York (herein called the "_____ Bank"), in such funds as are, on the respective dates of payment of the principal of and interest on the Bonds, legal tender for the payment of debts due the United States of America.

Section 6. That the Bonds may be registered as to principal only or as to both principal and interest on the books of the Treasurer of the State of Oregon (herein called the "Treasurer") at Salem, Oregon. If any Bond is so registered, such registration shall be noted thereon and thereafter no transfer of the Bond shall be valid unless made at the office of the Treasurer by the registered holder in person or by an agent duly authorized and similarly noted thereon. Any such Bond, however, may be discharged from registration as to principal only by being in like manner transferred to bearer and thereupon transferability by delivery shall be restored but the Bond may again, from time to time, be registered or transferred to bearer as before. Registration as to principal only, however, shall not affect the negotiability of the coupons which shall continue to be transferable by delivery. Any such Bond, if registered as to principal only, may be reregistered as to both principal and interest but if registered as to both principal and interest the Bond cannot be reregistered as to principal only or transferred to bearer; and upon

registration as to both principal and interest, all unmatured and appurtenant coupons shall be detached and cancelled and thereafter interest on the Bond shall be payable to the registered holder thereof, or order, in cash or at his option by check or draft payable at one of the places where the coupons are payable.

Subject to the above provisions of this Section 6, relating to the transfer of the Bonds if registered, title to the Bonds and to the coupons thereto attached is transferable with the same effect as in the case of negotiable instruments and each successive bearer or registered owner thereof by accepting any Bond or any coupons thereto appertaining shall be deemed to have agreed that the Bond (unless so registered) and any such coupon shall be so construed and that the State of Oregon, the Treasurer, the National Bank of Portland and the _____ Bank may deem and treat the bearer thereof, or, if the Bond be registered, the person in whose name the Bond is registered and the bearer of any interest coupon appertaining thereto as the absolute owner of the Bond or said coupon, as the case may be, for all purposes, whether the Bond or said coupon shall be overdue or not.

Section 7. The Bonds shall be executed in the name of this Commission by the Chairman and the other two members of this Commission and sealed with the seal of the State of Oregon and the interest coupons thereto attached shall be numbered consecutively and shall be authenticated by the facsimile signature of any present or future Chairman of this Commission. In case any one or more of the members of this Commission who shall have signed or sealed any of the Bonds shall cease to be such member or members of this Commission before the Bonds so signed and sealed shall have been actually delivered, such Bonds may, nevertheless, be delivered as though the persons who signed or sealed such bonds had not ceased to be such officers of the Commission. Any Bond may be signed, sealed or attested in the name and on behalf of this Commission by such members as at the actual date of such execution, sealing or attesting shall be the proper members of this Commission although such persons shall not have been members of this Commission on March 1, 1934. Similarly, this Commission may adopt and use, for the purpose of authenticating the coupons, the facsimile signature of any present or future Chairman of this Commission notwithstanding that he may have ceased to be such Chairman when the Bonds shall be actually authenticated and delivered to which the coupons are attached. Temporary printed or typewritten bonds or interim receipts exchangeable for definitive bonds may be issued pending the preparation of definitive Bonds.

Section 8. The Bonds, coupons and form of registration shall be in substantially the following form:

UNITED STATES OF AMERICA
STATE OF OREGON
OREGON COAST HIGHWAY BRIDGE REVENUE BOND
DUE MARCH 1, 19 .

KNOW ALL MEN BY THESE PRESENTS, that the STATE OF OREGON for value

received hereby promises to pay solely from the special funds hereinafter mentioned to the bearer or, if this Bond be registered, to the registered holder hereof the principal sum of

DOLLARS

on the first day of March, 19 , together with the interest thereon from the date hereof at the rate of four per centum (4%) per annum, payable semi-annually on the first day of March and September in each year, upon presentation and surrender as they severally mature of the coupons therefor annexed hereto, or, if this Bond be registered as to both principal and interest, to the registered holder hereof. Both principal of and interest on this Bond are payable at the principal office of The United States National Bank of Portland, Portland, Oregon, or, at the option of the bearer or registered holder hereof, at the principal office of , in the Borough of Manhattan, City, County and State of New York, in such funds as are, on the respective dates for the payment thereof, legal tender for the payment of debts due the United States of America.

This Bond is one of a duly authorized issue of Bonds of the State of Oregon designated Oregon Coast Highway Bridge Revenue Bonds (herein called the "Bonds") in the aggregate principal amount of $4,200,000, all dated as of March 1, 1934, of interchangeable denominations of $1,000 and $10,000, all issued or to be issued under and pursuant to a resolution (herein called the "Resolution") duly adopted on June 15, 1934, by the State Highway Commission of the State of Oregon (herein called the "Commission"), to which Resolution (a certified copy of which is on file with the Treasurer of the State of Oregon, at Salem, Oregon) reference is hereby made for a statement of the rights of the bearer or registered holder hereof and the bearer of any coupon appertaining hereto, and to all of the provisions of which each bearer or registered holder hereof or bearer of any such coupon consents by acceptance hereof or of any such coupon. The Bonds are issued to provide funds for the purpose of constructing five bridges and approaches thereto (herein called the "Bridges") on the Oregon Coast Highway, one such Bridge to be constructed over and across each of the following: Yaquina Bay, Alsea Bay, Coos Bay, Siuslaw River and Umpqua River. This Bond has been issued in conformity with the Constitution of the State of Oregon and under and by virtue of and in all respects in full and strict compliance with the Laws of said State of Oregon, particularly Chapter 9, Oregon Laws, Second Special Session, 1933, and the Resolution.

This Bond is a special obligation of the State of Oregon, payable solely from the net revenues from the Bridges (being the gross revenues of the Bridges less the reasonable cost of operating and maintaining the same), and such revenues shall constitute special funds which are pledged and charged with the payment of the principal of and interest on the Bonds as they mature, without distinction or priority of one Bond over another. Tolls are to be collected for the use of each of the Bridges and the revenues derived therefrom are to be paid into a special fund as provided in the Resolution until the principal of and interest on all of the Bonds have been paid in full or the amount of the monies and securities (taken at market value) in the Sinking Fund provided for in the Resolution shall equal the amount of the principal of and interest then due and thereafter to become due on all the outstanding Bonds to the final maturity thereof and so long as such an amount shall be available for such

purpose and the Bridges shall be maintained in first class repair, working order and condition. In the event Chapter 9, Oregon Laws, Second Special Session, 1933, is duly amended with the prior written consent of the Government or the holders of not less than 75% in principal amount of the bonds at the time outstanding, as provided in the Resolution, to permit the operation of any one or more of the Bridges free of tolls, the Commission may, but only with the prior written consent of the Government or the holders of 75% in principal amount of the outstanding bonds, operate one or more of the Bridges free of tolls for such period of time and upon such terms and conditions as may be stated in such written agreement.

This Bond does not constitute a general obligation nor an indebtedness of the State of Oregon within the meaning of any constitutional or statutory provision, restriction, or limitation of the State of Oregon and the faith and credit of the State of Oregon are not pledged, either expressly or impliedly, toward the payment of the principal hereof or of the interest hereon.

In case an event of default as defined in the Resolution shall occur then all of the rights and remedies described in Sections 9 and 10 of Chapter 9, Oregon Laws, Second Special Session, 1933, shall be available to the holder hereof and such holder may take any action and institute any proceedings by said Chapter 9 authorized.

This Bond shall pass by delivery except when registered as hereinafter and in said Resolution provided. This Bond may be registered as to principal only or as to both principal and interest on the books of the Treasurer of the State of Oregon at Salem, Oregon, such registration to be noted hereon and thereafter no transfer of this Bond shall be valid unless made at said office by the registered holder in person or by an agent duly authorized and similarly noted hereon. This Bond, however, may be discharged from registration as to principal only by being in like manner transferred to bearer and thereupon transferability by delivery shall be restored but this Bond may again, from time to time, be registered or transferred to bearer as before. Registration as to principal only, however, shall not affect the negotiability of the coupons which shall continue to be transferable by delivery. This Bond, if registered as to principal, may be reregistered as to both principal and interest but if registered as to both principal and interest, it cannot be reregistered as to principal only or transferred to bearer; and upon registration as to both principal and interest, all unmatured and appurtenant coupons shall be detached and cancelled and thereafter interest on this Bond shall be payable to the registered holder hereof, or order, in cash or at his option by check or draft payable at one of the places where the coupons are payable.

Subject to the provisions hereof relating to the transfer of this Bond if registered, title to this Bond and to the coupons hereto attached is transferable with the same effect as in the case of negotiable instruments. Each successive bearer or registered owner hereof, by accepting this Bond, shall be deemed to have agreed that this Bond (unless so registered) and coupons hereto appertaining shall be so construed and that the State of

Oregon, the Treasurer of the State of Oregon, The United States National Bank of Portland and the Bank may deem and treat the bearer hereof, or if this Bond be registered, the person in whose name this Bond is registered and the bearer of any interest coupon appertaining hereto, as the absolute owner of this Bond or said coupon, as the case may be, for all purposes, whether this Bond or said coupon shall be overdue or not.

It is hereby certified, recited and declared that all acts, conditions and things required to exist, happen and be performed, precedent to and in the issuance of this Bond, exist, have happened and have been performed, in due time, form and manner as required by the Constitution and the Laws of the State of Oregon, particularly Chapter 9, Laws of Oregon, Second Special Session, 1933.

IN TESTIMONY WHEREOF, the STATE OF OREGON has caused this Bond to be executed in the name of the State Highway Commission of the State of Oregon by the Chairman and the other two members of said Commission and sealed with the seal of the State of Oregon and has caused the interest coupons hereto attached to be authenticated by the facsimile signature of the Chairman of said Commission, and this Bond to be dated as of the first day of March, 1934.

STATE HIGHWAY COMMISSION
OF THE STATE OF OREGON

By _____
Chairman

By _____
Commissioner

(SEAL)

By _____
Commissioner

(FORM OF COUPON)

NO _____ $ _____

On the first day of , 19 , subject to the terms and conditions in the Bond hereinafter mentioned, the STATE OF OREGON will pay to bearer the sum of $ upon surrender of this coupon at the principal office of The United States National Bank of Portland, Portland, Oregon, or, at the option of the bearer hereof, at the principal office of , in the Borough of Manhattan, City, County and State of New York, in such funds as are on said date legal tender for the payment of debts due the United States of America, being six months' interest then due on its Oregon Coast Highway Bridge Revenue Bond, dated March 1, 1934, and bearing

NO _____

_____
As Chairman of the State Highway
Commission of the State of Oregon

JUN 15 1934

(FORM FOR REGISTRATION ON BACK OF BOND)
NOTICE: NO WRITING BELOW EXCEPT BY THE TREASURER OF THE STATE OF OREGON

Date of Registration	In Whose Name Registered	Manner of Registration	Signature of Treasurer

Section 9. That each of the Bridges shall be operated as a toll bridge until the principal of and interest on all of the Bonds have been paid in full; provided, however, that when the amount of the monies and securities (taken at market value) in the Sinking Fund shall equal the amount of the principal of and interest then due and thereafter to become due on all the Bonds outstanding to the final maturity thereof, and so long as such an amount shall be available for such purpose and the Bridges shall be maintained in first class repair, working order and condition, the Borrower shall not be obligated by the provisions hereof to charge tolls on said Bridges; and provided, further, that in the event Chapter 9 is duly amended to permit the operation of any one or more of the Bridges free of tolls, this Commission may, but only with the prior written consent of the Government or the holders of not less than 75% in principal amount of the outstanding bonds, operate one or more of the Bridges free of tolls for such period of time and upon such terms and conditions as may be stated in such written consent. The holder or registered owner of any Bond and/or the bearer of any coupon, by accepting such Bond and/or coupon, shall be deemed to have agreed that Chapter 9 may be amended to permit the operation at any time of any one or more of the Bridges free of tolls when the holders of 75% in principal amount of the Bonds at the time outstanding have consented in writing to such amendment.

The Chairman of this Commission is hereby authorized and directed to prepare or cause to be prepared and submit to the Government and this Commission for its approval a schedule of tolls and charges to be collected for the use of each Bridge, which schedule shall become effective as of the date the first of the Bridges is open to public use. The tolls and charges so fixed as hereinabove provided, may be increased by this Commission with the written consent of the Government so long as it owns any of the Bonds, and may be decreased with such consent or with the written consent of the holder or holders of seventy-five per cent in aggregate principal amount of the outstanding Bonds, provided, however, that the schedule of tolls and charges shall produce revenues from the operation of the Bridges sufficient at all times:

JUN 15 1934

(a) to cover the reasonable cost of operation and maintenance, including necessary replacements, and insurance on each of the Bridges;

(b) to provide for the payment of all interest and Sinking Fund charges herein provided for;

(c) to comply in all other respects with the terms of the Agreement and this Resolution;

(d) to meet any other obligation of this Commission or the State of Oregon in connection with the construction and operation of each of the Bridges.

Section 10. That all of the income and revenues of the Bridges from whatever source derived shall be deposited in the National Bank of Portland in a special account to be designated as the "Revenue Fund". The Revenue Fund shall be pledged and shall be applied to the following uses in the order stated:

(a) payment of the reasonable costs of operation and maintenance, including necessary replacements;

(b) payment of the cost of the insurance required to be carried by Section 12 hereof;

(c) payment of interest on the Bonds as the same falls due;

(d) payment into the Sinking Fund of the sums required to be made by Section 11 hereof; and

(e) the balance, if any, of the income and revenues remaining at the end of each fiscal year after making the payments required above, shall be paid into the Sinking Fund, except that the sum of $5,000 may remain in the Revenue Fund at the end of each fiscal year as an operation and maintenance reserve for the following year.

Section 11. That so long as any of the Bonds remain outstanding and unpaid, there shall be maintained a sinking fund, to be known as the "Oregon Coast Highway Bridge Sinking Fund" (herein called the "Sinking Fund"), into which payment shall be made out of the Revenue Fund during each fiscal year commencing March 1, as follows:

Year	Amount	Year	Amount
1937	$ 126,000	1943	$ 148,000
1938	126,000	1944	148,000
1939	138,000	1945	153,000
1940	138,000	1946	158,000
1941	143,000	1947	163,000
1942	143,000	1948	168,000

Year	Amount	Year	Amount
1949	$ 172,000	1957	$ 212,000
1950	177,000	1958	216,000
1951	182,000	1959	221,000
1952	187,000	1960	226,000
1953	192,000	1961	231,000
1954	197,000	1962	235,000
1955	202,000	1963	223,000
1956	207,000		

In the event that on any March 1 the total cash and securities (taken at market value) in the Sinking Fund shall be less than the remainder obtained by subtracting from the aggregate amount herein required to be paid into the Sinking Fund during the preceding years, the aggregate payments therefore properly made from the Sinking Fund on account of the principal of Bonds retired or purchased, there shall be paid into the Sinking Fund during the year commencing on such March 1, in addition to the amount hereinabove required to be paid therein during such year, an amount equal to such remainder; provided, however, that no payments into the Sinking Fund shall be required whenever and so long as the amount in the Sinking Fund shall equal the amount then due and thereafter to become due in respect of the principal of and interest on all of the Bonds then outstanding to the final maturity thereof.

The Sinking Fund shall be used solely for the payment of the principal of the Bonds as they mature and the interest thereon as it falls due, provided, however, that no interest shall be paid out of the Sinking Fund except in the event and to the extent that the net revenues of the Bridges for the then current interest period are insufficient for the payment of such interest. It is further provided, that any moneys in the Sinking Fund in excess of the amount required to pay the principal of the Bonds maturing on the next maturity date may be used to purchase Bonds from the Government or in the open market at a purchase price of not exceeding 100 per cent of the principal amount thereof plus accrued interest thereon and, where practicable, Bonds having the latest maturity dates shall be purchased first. All Bonds and/or coupons paid at maturity or otherwise or purchased shall be cancelled and no Bonds and/or coupons shall be issued in lieu thereof, and similarly, all Bonds delivered to the Treasurer in exchange for a Bond or Bonds of a different denomination as herein provided shall be cancelled.

All moneys in the Sinking Fund until used or required for the purposes herein set forth shall be kept on deposit in a special account or accounts in the National Bank of Portland, or any other bank or banks in Portland, Oregon, which are members of the Federal Reserve System. The moneys in the Sinking Fund in excess of the amount required to pay the principal of the Bonds maturing on the next maturity date shall be continuously secured by a pledge to the Commission of direct obligations of the United States of America having an aggregate market value, exclusive of accrued interest, at all times equal to said moneys so secured or such excess moneys may be invested by this Commission in Bonds or other interest bearing obligations of the United States of America; provided, however, that at the option of the

Government or, if the Government does not own any of the Bonds, of the holders of 51 per cent of the Bonds at the time outstanding, the Sinking Fund shall be secured by a surety bond or bonds which shall be in form and substance satisfactory to the Government or to such holder or holders, as the case may be. It is expressly understood that this requirement shall not operate to prevent or unreasonably delay any payments authorized to be made under this Section 11.

Section 12. Each of the Bridges and approaches thereto shall be insured at all times in a responsible insurance company or companies, under a so-called "All Risk Coverage" policy or policies, covering specifically (but without limitation by reference) loss or damage by fires, lightning, floods, rising water, ice, explosions, strikes, riots and civil commotions, malicious damage, tornadoes, cyclones, wind-storms, earthquakes, collisions, including collisions from bridge traffic and waterborne traffic, and collapse, in the maximum amount of the insurable value thereof or such lesser amount as shall be satisfactory to the Government or, if the Government ceases to hold any of the Bonds, to the holders of 51 per cent of the principal amount of the Bonds outstanding. The proceeds of all such insurance policies shall be applied to the repair or replacement of the damaged property; if such proceeds are more than sufficient for such purpose the balance remaining shall be paid into the Sinking Fund. If such proceeds shall be insufficient for such purpose any deficiency may be supplied, first, out of any moneys in the Revenue Fund not required for current interest payments and, second, out of any moneys in the Sinking Fund not required to pay the principal of the Bonds maturing on the next maturity date. If the proceeds of such insurance, together with any amounts available from the Revenue Fund and/or the Sinking Fund are insufficient for the full payment of such repair or replacement, and if this Commission shall fail to supply such deficiency from other sources, then such proceeds shall be paid into the Sinking Fund unless the Government, if it then owns any of the Bonds, shall otherwise direct or approve.

Each of the Bridges and its approaches at all times shall be insured in a responsible insurance company or companies, against loss, total or partial, of the use and occupancy thereof, resulting from any of the risks set forth above (whether specifically or generally), in such an amount as shall provide (for total loss and a proportionate part for a partial loss) an income of not less than the estimated income from such Bridge during the period of such loss of use and occupancy, beginning on the first day of such period and extending for not less than one year. Such insurance shall be payable in equal monthly instalments during the period of such loss. For the purposes of such insurance the estimated annual income of each bridge, commencing March 1, 1937, shall be deemed to be the sum of the following items:

(a) The average annual costs of the maintenance and operation of such Bridge during the preceding two fiscal years;

(b) For the years commencing March 1, 1937 and March 1, 1938, a proportion of the total required Sinking Fund payment for, and of the interest on the Bonds becoming due during, those years based upon the proportion the cost of such Bridge bears to the total cost of all of the Bridges; thereafter the proportion of the total Sinking Fund payment for, and of the interest on the Bonds becoming due during each year to be determined by the proportion of the gross revenues of the Bridges collected from such Bridge during the preceding two years.

During the period between the commencement of the construction of the Bridges and March 1, 1937, such insurance against loss of use and occupancy shall be carried upon all of the Bridges in the amount of $15,000 per month (for total loss, and a proportionate part thereof for partial loss) during the period of such loss of use and occupancy. The proceeds of all policies of use and occupancy insurance shall be applied in the same manner as the revenues of the Bridges, as provided by Section 10 hereof.

Section 13. That in the event of default in the payment of the principal of or interest on any of the Bonds which shall continue for 30 days or in the event this Commission shall fail or refuse to comply with any of the provisions of the Agreement, Chapter 9, or this Resolution or shall default in any agreement now or hereafter made with the Government or the holder or holders of the Bonds and/or coupons, all of the rights and remedies described in Sections 9 and 10 of Chapter 9 shall be available to the Government and/or the holder or holders of any of the Bonds and/or coupons, and the Government and/or such holder or holders may take any action and institute any proceedings authorized by Chapter 9.

Section 14. That so long as any of the Bonds are outstanding no additional Bonds payable out of the revenues of the Bridges from whatever source derived shall be issued unless the gross revenues derived from the operation of the Bridges for the calendar year then next preceding the year in which it is proposed to issue additional Bonds were sufficient to pay the reasonable costs of operation and maintenance of the Bridges, including reasonable reserves therefor, and leave a balance equal to at least 120 per cent of (a) the principal and interest requirements for such year on the Bonds then outstanding; (b) one year's interest on the total issue of such additional bonds then proposed to be issued; and (c) the amount of the principal of such additional bonds computed by dividing the total amount of such issue by the number of years to the final maturity date of such additional bond issue. If any such additional bonds are issued they shall not be entitled to receive during any calendar year any payments on account of principal or interest requirements, or otherwise, out of the revenues of the Bridges from whatever source derived or from any insurance thereon until the payments required by (a), (b), (c) and (d) of Section 10 hereof have been made in full; and in case the principal of and interest on the Bonds and/or such additional bonds shall become due and payable on account of an event of default or otherwise, no payment shall be made on account of principal of and interest on such additional bonds until the principal of and interest on the Bonds then outstanding shall have been paid in full.

Section 15. That this Commission, so long as any of the Bonds and/or coupons are outstanding, shall maintain the Bridges in good condition

and operate the same in an efficient manner and at a reasonable cost.

Section 16. That so long as any of the Bonds are outstanding, neither this Commission nor the State of Oregon shall mortgage, pledge, or otherwise encumber any of the Bridges or any part thereof nor shall any of the Bridges be sold, leased or otherwise disposed of or in any manner dealt with, hypothecated, or encumbered in any manner which would in any way or to any extent work to the injury or prejudice of the Government or the holder or holders of any of the Bonds.

Section 17. That so long as any of the Bonds are outstanding, the State Highway Engineer, his successor and successors in office, hereby are authorized, directed and instructed to keep proper books of records and accounts (separate from all other records and accounts) in which complete and correct entries shall be made of all transactions relating to the Bridges, and the said Engineer, his successor and successors in office, hereby are authorized and directed to furnish to the Government so long as it holds any of the Bonds and, upon written request, to any holder of any of the Bonds at the time outstanding, not more than 30 days after the close of each six months' fiscal period, complete operating and income statements of the Bridges, which statements shall be in reasonable detail and shall cover such six months' period; and, not more than 60 days after the close of each fiscal year, similar complete financial statements certified by independent auditors of recognized standing shall be delivered to the Government and to such holder upon written request. Each such statement shall set forth the gross operating revenues of the Bridges, the operating and maintenance expenses, including reserves therefor, the net operating income of the Bridges, the number and classifications of the vehicles using the Bridges, the gross operating revenues received from each such classification and such other matters and in such detail as the Government or any such holder of the Bonds may request. Such statements shall show the operations of all of the Bridges on a consolidated basis and separately the operation of each of the Bridges.

Section 18. That the holder or holders of 25 per cent in principal amount of the Bonds outstanding at any time shall have the right at all reasonable times to inspect each of the Bridges and all records, accounts and data relating thereto.

Section 19. If any Section, paragraph, clause or provision of this Resolution shall be held to be invalid, the invalidity of such Section, paragraph, clause or provision shall not affect any of the remaining provisions of this Resolution.

Section 20. That this Resolution be entered in full in the minutes and records of the Commission and a true copy thereof duly certified to as such delivered to the Public Works Administration.

The Commission had under consideration also the matter of approving and executing the amendatory loan agreement covering the subject of an

additional loan and grant applied for by the State Highway Commission and allowed by the Government under the provisions of Chapter 9, Oregon Laws, Second Special Session, 1933, and the National Industrial Recovery Act for the construction of the five Coast Bridges on the Oregon Coast Highway, and the Commission being fully advised with respect to all of the matters and things therein contained Commissioner Washburne moved the adoption of the following resolution, which motion was seconded by Commissioner Aldrich, and, being by the Chairman submitted to vote, received the unanimous vote of all three members of said Commission, and said motion was by the Chairman declared unanimously carried and said resolution thereby unanimously adopted, to wit:

WHEREAS, heretofore, under the provisions of Chapter 9, Oregon Laws, Second Special Session, 1933, and the authority of the National Industrial Recovery Act, the State Highway Commission of the State of Oregon and the United States of America entered into a loan agreement whereby there was made available to the State of Oregon a loan and grant in the total sum of Five Million One Hundred Two Thousand Dollars ($5,102,000) for the construction of five bridges on the Oregon Coast Highway; and

WHEREAS, subsequent to the execution of said agreement it developed that the total estimated cost of said bridges would exceed the said sum of Five Million One Hundred Two Thousand Dollars ($5,102,000), and, therefore, the State applied to the United States of America for additional funds as a loan and grant; and

WHEREAS, said application was allowed, thereby making necessary the execution of an amendatory agreement, which said amendatory agreement has been read in full to this Commission and is in words and figures as follows, to wit:

AMENDATORY AGREEMENT, (P. W. A. Docket Nos. 982, 1810 and 2187), dated as of , 1934, between the STATE HIGHWAY COMMISSION OF THE STATE OF OREGON (herein called the "Borrower") and the UNITED STATES OF AMERICA (herein called the "Government").

WHEREAS, the parties hereto entered into a Loan Agreement dated as of March 30, 1934 (herein called the "Loan Agreement") under which the Borrower agreed to sell and the Government agreed to purchase Four Million Dollars ($4,000,000) aggregate principal amount of bonds of the State of Oregon (therein and herein called the "Bonds") and the Government agreed to make a Grant to the Borrower of not to exceed 30 per centum of the cost of the labor and materials employed upon the Project described in said Loan Agreement; and

WHEREAS, it is estimated in the Loan Agreement that the total cost of the construction of the Project will not exceed Five

Million One Hundred Two Thousand Dollars ($5,102,000) and the Loan Agreement provides that the funds received from the Government through the purchase of the Bonds and payments made on account of the Grant, together with any other funds received directly or indirectly from the Government or any agency or instrumentality thereof to be used to aid in the financing of the construction of the Project, shall in no event exceed Five Million One Hundred Two Thousand Dollars ($5,102,000); and

WHEREAS, it is now estimated that the total cost of the construction of the Project will be Five Million Six Hundred Two Thousand Dollars ($5,602,000) or an increase of Five Hundred Thousand Dollars ($500,000) over and above the estimate made in the Loan Agreement;

NOW, THEREFORE THIS AGREEMENT WITNESSETH, that in consideration of the premises and of the covenants herein contained the parties hereto agree as follows:

1. The Loan Agreement hereby is amended as follows:

(a) By striking out the words "Four Million Dollars ($4,000,000)" in line 3, Paragraph 1, PART ONE, Page 1 of the Loan Agreement and inserting in lieu thereof the words "Four Million Two Hundred Thousand Dollars ($4,200,000)"; and

(b) By striking out the words "Five Million One Hundred Two Thousand Dollars ($5,102,000)" in lines 14 and 15, Paragraph 1, PART ONE, Page 1 of the Loan Agreement and inserting in lieu thereof the words "Five Million Six Hundred Two Thousand Dollars ($5,602,000)"; and

(c) By striking out all of Subparagraph (b) of Paragraph 2, PART ONE, Page 2 of the Loan Agreement and inserting in lieu thereof the following: "(b) Principal Amount: $4,200,000."; and

(d) By striking out all of Subparagraph (f) of Paragraph 2, PART ONE, Page 2 of the Loan Agreement and inserting in lieu thereof the following "(f) Maturities: March 1 of each year as follows:

Year	Amount	Year	Amount
1938	$ 100,000	1945	$ 123,000
1939	100,000	1946	128,000
1940	113,000	1947	133,000
1941	113,000	1948	138,000
1942	118,000	1949	143,000
1943	118,000	1950	148,000
1944	123,000	1951	153,000

Year	Amount	Year	Amount
1952	$ 158,000	1959	$ 193,000
1953	163,000	1960	198,000
1954	168,000	1961	203,000
1955	173,000	1962	208,000
1956	178,000	1963	213,000
1957	183,000	1964	223,000
1958	188,000		
		Total	$ 4,200,000"

(e) By striking out all of the first sentence of Paragraph 12, PART ONE, Page 7 of the Loan Agreement and inserting in lieu thereof the following: "The Borrower will establish, and so long as any of the Bonds remain outstanding and unpaid, will separately maintain a sinking fund to be known as the 'Oregon Coast Highway Bridge Sinking Fund' (herein called the 'Sinking Fund'), into which payment will be made, during each year commencing March 1, out of the net revenues from the Project as follows:

Year Commencing	Amount	Year Commencing	Amount
March 1, 1937	$ 126,000	March 1, 1951	$ 182,000
1938	126,000	1952	187,000
1939	138,000	1953	192,000
1940	138,000	1954	197,000
1941	143,000	1955	202,000
1942	143,000	1956	207,000
1943	148,000	1957	212,000
1944	148,000	1958	216,000
1945	153,000	1959	221,000
1946	158,000	1960	226,000
1947	163,000	1961	231,000
1948	168,000	1962	235,000
1949	172,000	1963	223,000"
1950	177,000		

; and

(f) By striking out the figure "$1,102,000" in line 15, Paragraph 8, PART TWO, Page II-4 of the Loan Agreement and inserting in lieu thereof the figure "1,402,000"; and

(g) By striking out the figure "$1,102,000" in line 14, Paragraph 10, PART TWO, page II-5 of the Loan Agreement and inserting in lieu thereof the figure "$1,402,000"; and

(h) By striking out the figure "$5,102,000" in line 5, Subparagraph (a), Paragraph 8, PART FOUR, Page IV-2 of the Loan Agreement and inserting in lieu thereof the figure "$5,602,000".

2. It is understood and agreed that except as hereinabove provided all of the terms and conditions of the Loan Agreement shall remain in full force and effect.

IN WITNESS WHEREOF, the STATE HIGHWAY COMMISSION OF THE STATE OF OREGON and the UNITED STATES OF AMERICA have respectively caused this Amendatory Agreement to be duly executed as of the day and year first above written.

STATE HIGHWAY COMMISSION OF THE STATE OF OREGON

By _____
As Chairman

By _____
As Commissioner

By _____
As Commissioner

UNITED STATES OF AMERICA

By _____
Federal Emergency Administrator
of Public Works.

SEAL

ATTEST:

_____
Secretary

and

The Commission having fully considered the foregoing copy of the Amendatory Agreement and all matters therein contained, and being fully advised with respect thereto, it is the judgment and decision of the Commission that said Amendatory Agreement should be approved and duly executed by the Commission;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the Highway Commission, all members being present and affirmatively participating and voting, as follows:

1. That the said Amendatory Agreement and the whole thereof as the same is reproduced hereinabove be and said agreement hereby is approved, and it hereby is authorized and ordered that said agreement be executed in triplicate for and on behalf of the State Highway Commission of the State of Oregon by each Commissioner subscribing his name thereto in his official capacity as a member of the State Highway Commission of the State of Oregon.

2. That J. M. Devers, as Attorney for the Commission, be and he hereby is authorized, empowered, and directed to deliver to the Administrator of Public Works the said three executed copies of said Amendatory Agreement for execution

by the Administrator, and thereafter file in the records of the Commission a duly and fully executed copy of the same.

3. That this resolution, and the whole thereof, including the copy of said Amendatory Agreement, be recorded in the minutes of the Commission and a certified copy of the same delivered to the Administrator of Public Works.

4. In the event that the cost of the projects exceeds the amount of $5,602,000 the Commission will pay such excess out of Highway Department funds or, in lieu of cash, will issue additional bonds, or will provide for such payment in some other reasonable manner satisfactory to the Government.

5. That J. M. Devers, as Attorney for the Commission, be and he hereby is authorized and directed to prepare such other resolutions, papers, and/or documents as may be required to fully and completely consummate the said transaction with the Federal Government covering and concerning said loan and grant.

The Commission also had under consideration the matter of a requisition for funds pursuant to a loan and grant made to the State Highway Commission and by the Government under the provisions of Chapter 9, Oregon Laws, Second Special Session, 1933, and the National Industrial Recovery Act for the construction of the five coast bridges on the Oregon Coast Highway, whereupon Commissioner Washburne moved the adoption of the following resolution, which motion was seconded by Commissioner Aldrich, and, being by the Chairman submitted to vote, received the unanimous vote of all three members of said Commission, and said motion was by the Chairman declared unanimously carried and said resolution thereby unanimously adopted, to-wit:

WHEREAS, the resolution adopted by this Commission authorizing the issuance and sale to the United States of America of $4,200,000 bonds of the State of Oregon contains the following provision, to wit:

"Temporary printed or typewritten bonds or interim receipts exchangeable for definitive bonds may be issued pending the preparation of definitive Bonds."

and

WHEREAS, the Commission has already awarded contracts for the construction of all five of the bridges covered by the Loan Agreement executed by the State Highway Commission of the State of Oregon and the United States of America, partial payments on all of which said contracts will be due and payable before the bonds sold to the Government can be prepared and ready for delivery;

THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the Commission, all members being present and affirmatively participating and voting, as follows:

6-15-34

1. That the Commission does hereby request the Public Works Administration to advance the sum of $1,000,000 and accept in lieu of Oregon Coast Highway Bridge Revenue Bonds an interim receipt or certificate which shall be signed by each of the Commissioners and countersigned by the State Highway Engineer and the Secretary of the State Highway Commission, and shall have impressed thereon the seal of the Commission and shall be in words and figures as follows, to wit:

"STATE HIGHWAY COMMISSION OF THE STATE OF OREGON
INTERIM CERTIFICATE

THIS CERTIFIES that the United States of America is entitled to receive One Million Dollars ($1,000,000) par value, of Oregon Coast Highway Bridge Revenue Bonds when, as and if the said Securities are prepared pursuant to the terms of a loan agreement dated the 30th day of March, 1954, and executed by the State Highway Commission of the State of Oregon and the United States of America, upon the surrender of this certificate properly endorsed.

This certificate may be transferred by the delivery hereof duly endorsed.

Countersigned

_____
As State Highway Engineer

_____
As Secretary to Commission

STATE HIGHWAY COMMISSION OF THE STATE OF OREGON

By _____
As Chairman

By _____
As Commissioner

By _____
As Commissioner "

2. That J. M. Devers, as Attorney for this Commission, be and he hereby is instructed, authorized, and empowered to deliver to the Public Works Administration the said interim certificate or receipt and receive for this Commission a remittance in the sum of $1,000,000.

3. That the amount of said remittance shall be promptly deposited in The United States National Bank of Portland, Portland, Oregon, and said funds shall be disbursed and accounted for as required in the Loan Agreement.

4. That upon presentation of said interim certificate or receipt properly endorsed and as, and if, the said definitive bonds are prepared and ready for delivery the holder of said interim certificate or receipt shall be entitled to exchange the same for Oregon Coast Highway Bridge Revenue Bonds of the par value of $1,000,000.

5. This resolution shall be entered in full in the minutes of the Commission and a true copy thereof duly certified to as such by the Secretary of the Commission delivered to the Public Works Administration.

The Commission also had under consideration the matter of signing a non-litigation certificate as required by the Public Works Administration, it being a declaration by the Commission of no pending litigation affecting the authority of the Commission to negotiate a loan with the Federal Government to finance the construction of the Oregon Coast Highway bridges. The Commission signed the certificate as recommended by the Attorney and the Engineer.

The Engineer reported that as authorized by the Commission at the meeting held on May 23, 1934, sealed bids were received in his office in Room 325, State Office Building, Salem, on June 14, at the hour of 10:00 o'clock a. m. as follows for the furnishing of the insurance required by the Public Works Administration for the five Coast Highway Bridges:

BRIDGE	Yaquina Bay		Alsea Bay	
ESTIMATED COST	$1,357,000		$ 685,000	
TIME	23 Months		18 Months	
	Unit	Premium	Unit	Premium
ALL RISK DEDUCTIBLE (AMOUNTS SHOWN):				
Dooly & Company, Portland - $5,000 deductible	$0.20	$2,714.00	$0.20	$1,370.00
Oregon State Agents Assn., Portland - $5,000 deductible	0.2875	3,901.38	0.18	1,233.00
George F. Newlands, Portland - $5,000 deductible		5,008.00		2,320.00
City Insurance Agency, Portland - $5,000 deductible	0.40	5,428.00	0.40	2,740.00
Seeley & Company, Portland - 1% deductible	0.73	9,906.10	0.57	3,904.50
Seeley & Company, Portland - $1,000 deductible	0.96	13,027.20	0.75	5,137.50
ALL RISK FULL COVERAGE:				
Dooly & Company, Portland	0.25	3,392.50	0.25	1,712.50
City Insurance Agency, Portland	No Bid on Full Coverage			
Oregon State Agents Assn., Portland	No Bid on Full Coverage			
Geo. F. Newland, Portland	No Bid on Full Coverage			
Seeley & Company, Portland	1.15	15,741.20	0.90	6,165.00

BRIDGE	Siuslaw River		Umpqua River	
ESTIMATED COST	$ 470,000		$ 562,000	
TIME	18 Months		18 Months	
	Unit	Premium	Unit	Premium
ALL RISK DEDUCTIBLE (AMOUNTS SHOWN):				
Dooly & Company, Portland - $5,000 deductible	$0.20	$ 940.00	$0.20	$1,124.00
Oregon State Agents Assn., Portland - $5,000 deductible	0.18	846.00	0.18	1,011.60
George F. Newlands, Portland - $5,000 deductible		1,460.00		1,820.00
City Insurance Agency, Portland - $5,000 deductible	0.40	1,880.00	0.40	2,248.00
Seeley & Company, Portland - 1% deductible	0.57	2,679.00	0.57	3,203.40
Seeley & Company, Portland - $1,000 deductible	0.75	3,525.00	0.75	4,215.00
ALL RISK FULL COVERAGE:				
Dooly & Company, Portland	0.25	1,175.00	0.25	1,405.00
Seeley & Company, Portland	0.90	4,230.00	0.90	5,058.00

BRIDGE	Coos Bay		
ESTIMATED COST	$2,123,000		
TIME	23 Months		Total
	Unit	Premium	All Risk
ALL RISK DEDUCTIBLE (AMOUNTS SHOWN):			
Dooly & Company, Portland - $5,000 deductible	$0.20	$4,246.00	$10,394.00
Oregon State Agents Assn., Portland - $5,000 deductible	0.2875	6,103.63	13,095.61
George F. Newlands, Portland - $5,000 deductible		8,103.00	18,711.00
City Insurance Agency, Portland - $5,000 deductible	0.40	8,492.00	20,788.00
Seeley & Company, Portland - 1% deductible	0.73	15,497.90	35,190.90
Seeley & Company, Portland - $1,000 deductible	0.96	20,380.80	46,285.50
ALL RISK FULL COVERAGE:			
Dooly & Company, Portland	0.25	5,307.50	12,992.50
Seeley & Company, Portland	1.15	24,626.80	55,551.00

USE AND OCCUPANCY:	TOTAL ALL BRIDGES
($15,000 per month for one year)	
Oregon State Agents Assn. - First 7 days excluded	$ 900.00
Dooly & Company - Full Time	2,281.25
" " " - First 7 days excluded	1,825.00
Geo. F. Newlands - Full Time	1,800.00
City Insurance Agency - First 7 days excluded	2,700.00
Seeley & Company	No bid on Use and Occupancy

He inquired as to the wishes of the Commission with regard to these bids. The Commission discussed this matter at considerable length but deferred its decision with regard thereto pending a conference with representatives of the two low bidders, Dooly & Company, Portland, representing the General Insurance Company of America, and Harvey Wells Insurance Agency, Portland, representing the Oregon State Agents Association. The Secretary was instructed to ask these bidders to be present at the evening session for discussion of matters pertaining to this subject.

Mr. J. F. Meager, Assistant to C. C. Hockley, State Engineer for Oregon, Public Works Administration, was present and advised that the Public Works Administration does not require that the contract for the furnishing of this insurance be awarded to the bidder submitting the low bid therefor but it insists upon insurance which meets with the PWA requirements. He suggested that it would be satisfactory for the Commission to select the insurance it deems best and submit the policy to the Public Works Administration for approval.

After further discussion of this matter the Commission adjourned at 6:45 o'clock p. m. to reconvene at 8:30 o'clock p. m. in the same room.

The State Highway Commission reconvened at 8:30 o'clock p. m. in Room 215, Imperial Hotel, with all members, the State Highway Engineer and the Secretary present. Also present were E. S. Thomas of Dooly & Company, Portland, representing the General Insurance Company of America, Harvey Wells, Don H. Bates and Addison Knapp, representing the Oregon State Agents Association, the two low bidders for the insurance covering the five Coast Highway bridges. The Commission discussed with these gentlemen matters pertaining to the policies which they propose to furnish the State to insure these bridges during construction, but again deferred its decision until the following day.

Consideration was given by the Commission to bids received on June 7 for the construction of the Ashland Undercrossing Section of the Pacific Highway in Jackson County, which bids were referred by the Commission at that time to the Engineer with power to award the contract when the right of way negotiations had been satisfactorily completed. The Engineer advised that the Bureau of Public Roads will not approve the award of this contract to the low bidder, Theodore Arenz, because according to the report of the federal investigators Mr. Arenz has violated certain provisions of the construction code in connection with some of his other federal aid contracts and is not

4/5134

now eligible to do this work. In view of the Engineer's report the Commission rejected all bids received for this project and ordered it readvertised for bids to be received at a special meeting to be held on July 2, 1934. The Secretary was instructed to arrange to hold this meeting in the Auditorium of the Public Service Building, Portland, if possible.

Mr. B. K. Snyder, Lakeview, appeared before the Commission and asked the Commission to allocate funds for the oiling of the Fremont Highway from Lakeview northerly to its junction with the Lakeview-Burns Highway, a distance of about twenty-four miles. He also asked the Commission to oil the Fremont Highway south of Lakeview to the California state line. He was informed that the Commission will take these projects into consideration when allocating future funds.

A letter was presented from the Oregon State Motor Association urging the Commission to have representation at the conference of officials of the Western States which is to be held in Salt Lake City on June 25, 26 and 27, for discussion of matters pertaining to bus and truck legislation. After some discussion it was decided that Chairman Scott, the State Highway Engineer and the Traffic Engineer should attend this conference, unless something should develop in the meantime to prevent their so doing.

The Engineer reported that the City of La Grande owes the Commission $3,465.79 for certain street improvement work and has offered to pay this indebtedness at the rate of $100.00 per month beginning July 1, 1934 and continuing throughout the year 1934 up to and including January 1, 1935, when it will either pay the balance in a lump sum or will enter into a new agreement to pay such balance in installments. The Commission accepted the offer of the City of La Grande and instructed the Engineer to prepare an appropriate agreement to cover the matter.

The Commission had under consideration the claim of Chas. F. Dean, Milwaukie, for additional compensation for the remodeling of his building necessitated by the improvement of the East Portland-Oregon City Highway through the town of Milwaukie. The claim was denied by the Commission by unanimous vote.

The Engineer reported the result of the survey to ascertain the necessity for increasing ferry service at Waldport and Newport as instructed by the Commission at the previous meeting. He stated that his investigation shows that additional ferry service is needed at each of these points for the summer months and can be furnished at reasonable cost, provided it is limited to certain hours of the day. The Waldport ferry, he said, can be placed on a fifteen-minute schedule between the hours of 10:00 o'clock a. m. and 7:00 o'clock p. m. daily during the period May 15 to September 15 at an extra cost of about $970 per month; and similar ferry service can be provided at Newport for an additional expense of $1,520 per month; further, it would not be necessary to enter into new contracts with the ferry companies because the present contracts specify that auxiliary service may be obtained when ordered by the Engineer. He recommended that each of these ferry boats be placed on a fifteen-minute schedule between the hours 10:00 o'clock a. m. and 7:00 o'clock p. m. daily up to

September 15 this year, and during the period May 15 to September 15, 1935. After due consideration the Commission by unanimous vote approved the Engineer's recommendation and authorized him to put this schedule into effect immediately.

The Commission signed an agreement with the County Court of Washington County providing for the construction of 6.75 miles of oiled surfacing on the following Washington County roads: Garden Home Road from Multnomah County line to West Side Pacific Highway at Tigard, 5.6 miles; Hoffman Road from Garden Home Road to Multnomah County line, .5 mile; Multnomah Road from Garden Home Road to Multnomah County Line, .75 mile; road from Tualatin to West Side Pacific Highway from the Tualatin store to the Oregon Electric railroad crossing, .2 mile. According to the agreement the State is to do the work and furnish the materials and the County is to reimburse the State in full for such expense out of its share of the motor vehicle fund, starting with the December 1934 apportionment.

The Engineer reported that on May 17 the Commission took bids for the sale of some used and wornout equipment, including a Holt caterpillar tractor, and that the high bid received for this piece of equipment was that submitted by E. J. Wonser, Klamath Falls, at $35. He further advised that Mr. Wonser's bid was rejected as being too low but since then he has raised his previous offer to $46 which he considered a fair price and accordingly accepted it. The Commission confirmed the sale of this tractor to Mr. Wonser for the sum of $46.

The Engineer requested authority to acquire certain parcels of real property needed for various highway improvements throughout the State. After careful consideration of this matter, the Commission by unanimous vote adopted the following resolution with regard thereto:

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 bases of settlement which have 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 bases for settlement for the properties involved, and that the acquisition of the properties should be completed:

NOW, THEREFORE, BE IT RESOLVED that the several offers or bases of settlement hereinafter enumerated be, and the same hereby

6/15/34

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
Middleton-Newberg Section, West Side Pacific Highway				
Watkins, Agnes E.	R/W	0.03	$1.00 Lump Sum	Parker
Bane, C. C.	"	0.03	Land Gratis plus $7.00	"
Everest, Josephine	"	0.04	Land Gratis plus $50.00	"
Curry County-Oregon Coast Highway				
Walker, Wm. J.	Maintenance Site	1	$100.00 Lump Sum	Parker
Halsey Section, Pacific Highway				
McCully, R. A.	Stock Pile	0.39	$100.00 Lump Sum 10 yr.lease	Chandler
Alsea Crossing, Oregon Coast Highway				
Preston, John P.	R/W	0.069	$100.00 Lump Sum	DeSouza
Skipanon-Seaside Section, Oregon Coast Highway				
Dodge, Iva	R/W	0.15	at $150.00 per A. plus $42.50	Gray
Toledo Section, Corvallis-Newport Highway				
Hayden, Max B.	R/W	76	Sq.Ft. $5.00 Lump Sum	McCallister
Crahen, Sara	"	410	" " at 2½ ¢ per sq. ft.	"
Carson, Rachel	"	2390	" " Land Gratis plus $500.00	"
Bear Creek-Talent Section, Pacific Highway				
Pollard, Sam K.	R/W	3.361	at $200.00 per A. plus $1327.80	DeSouza

The Commission considered the purchase of a site for maintenance headquarters in the City of Eugene, particularly the site offered by Varian Wilkins which, it was reported, can be purchased for the sum of $525. After some discussion a decision regarding this purchase was deferred pending a personal inspection of several sites under consideration, by Commissioner Washburne and the Engineer.

A letter was presented from the Prairie City Chamber of Commerce wherein the Commission was requested to investigate the shortest and most economical highway route leading out of the John Day Valley. The Secretary

was instructed to advise the Chamber that the engineers of the State Highway Department are now investigating the alternate routes into the John Day Valley and will render a report thereon as soon as the necessary data are obtained.

A letter was presented from Thornton S. Wiley, Mayor of the City of Ashland, expressing appreciation for the "splendid piece of pavement just completed in the City of Ashland on North Main Street." The Commission instructed the Secretary to thank Mayor Wiley for his kind expression.

The Commission adjourned at 10:30 o'clock p. m. to reconvene at 10:00 o'clock a. m. on the following day.

Portland, Oregon, June 16, 1934

The State Highway Commission reconvened at 10:00 o'clock a. m. in Room 209, Imperial Hotel, with all Commissioners, the State Highway Engineer and the Secretary present.

In accordance with previous arrangement, the Commission conferred with representatives of the Bureau of Public Roads and Forest Service with regard to the adoption of a program for the forest highway funds which Oregon is to receive this year from the Federal Government. Representing the Bureau of Public Roads were: W. H. Lynch, District Engineer; T. M. Davis, F. E. Andrews and H. D. Farmer, Senior Highway Engineers. Representing the U. S. Forest Service were: C. J. Buck, Regional Forester, and James Frankland, Regional Engineer. Also present was J. F. Meager, representing C. C. Hockley, State Engineer for Oregon, Public Works Administration.

Mr. Buck advised that Oregon's share of the new forest highway fund has not been yet definitely determined, but indications are that it will be approximately $610,134. He read aloud a telegram which he had received from the Chief Forester, Washington, D. C., stating that the forest highway apportionments have not yet been finally computed but tentative figures would indicate that for each million dollars available, Oregon will receive approximately $87,162. After some discussion it was agreed by all to postpone further consideration of this matter pending receipt from Washington, D. C., of definite information as to the amount of Oregon's allotment.

Earl C. Reynolds, Executive Secretary of the Klamath County Chamber of Commerce, and C. R. Williams, County Commissioner of Klamath County, appeared before the Commission and asked that the following Klamath County projects be included in the Commission's program for forest highway funds now under consideration:

1. Construction of a road extending westerly from the town of Crescent to a connection with the Willamette Highway -- about two miles in length;

2. Construction of West Side Secondary Highway between Klamath Falls and Fort Klamath around the west side of Upper Klamath Lake;

3. Construction of Lake of Woods road;

4. Construction of a road extending from Crescent Lake townsite to the Willamette Highway -- approximately nine miles in length.

In reply to the inquiry of Chairman Scott as to whether they desire that forest highway funds be allocated to these projects in preference to construction on the Willamette Highway, Mr. Reynolds stated that they prefer that first consideration be given to the completion of the Willamette Highway. After some discussion the Commission advised the delegates that their projects will be given due consideration when the forest highway program is formulated.

County Commissioner Williams also requested that the Klamath Falls-Weed Highway be placed on the primary state highway system. He stated that the mileage of secondary state highways in Klamath County is so great that it takes all of their secondary state highway monies for maintenance purposes, and the placing of the Klamath Falls-Weed Highway on the primary system would eliminate the necessity of maintaining the road with secondary highway funds, thus saving these funds for construction work. The Commission took this request under advisement.

A delegation from Lane County, consisting of County Judge Fred Fisk, County Commissioner O. E. Crowe, Hon. Earl H. Hill, Cushman, Hon. Charles A. Huntington, Eugene, Mr. William A. Tugman, Eugene, J. C. Ponsler and H. M. Kyle, Florence, appeared before the Commission and requested that some of the new forest highway funds be allocated to place an oil and surface treatment on the Swisshome-Florence Section of the Siuslaw Highway. The Engineer stated that this section is surfaced and ready for oiling and it is estimated that the oiling work will cost about $80,000. During the discussion that followed the question arose as to the advisability of allocating forest highway funds for the oiling of the Siuslaw Highway in preference to constructing another section of the Willamette Highway. No decision was rendered but the delegation was advised that their project would be given due consideration in the allocation of available funds.

County Judge F. L. Phipps of Wasco County was present in the interest of the forest highway which extends in a southwesterly direction from The Dalles along Mill Creek to a connection with the Mt. Hood Highway near Parkdale in Hood River County. He asked that forest highway funds be appropriated for the construction of the Wasco County end of this road, notwithstanding that Hood River County has not yet consented to the designation and construction as a secondary state highway of the Hood River County portion of this road. The Commission took no action on this request.

A letter was presented from Charles H. Reynolds, Chairman of the Highway Roads Committee of the La Grande Chamber of Commerce, transmitting a brief requesting that the Starkey-Ukiah Road in Union and Umatilla Counties be designated as a forest highway and that funds be appropriated for a survey of this road to determine the most feasible route between these points. The Commission denied the request due to the fact that it has not the funds at the present time to undertake any construction work on this road and for the

further reason that it is contrary to the Commission's policy to add new roads to the forest highway system while there remains such a large amount of uncompleted mileage on the present system.

Mr. C. R. Stipe, federal investigator, representing the District Supervisor of the National Prohibition Act, was present and stated that he had received a letter from the Commission's Materials Engineer requesting information as to how to secure exemption from the payment of federal tax on alcohol used in the Commission's laboratory in connection with making chemical analyses of paints, oils, etc. He explained the Government's requirements in this regard, which include the filing of monthly reports on the amount of alcohol purchased and used, and advised that the Government would approve the Commission's application for exemption of this tax, amounting to $3.00 per gallon, if the Commission so desires and presents formal application therefor.

After some discussion the Commission decided that inasmuch as the Department's laboratory uses only about eight gallons of alcohol per year, the saving which might accrue by securing exemption of the tax would hardly justify the expense of making reports. However, in view of the fact that there is a possibility that the annual quantity used might be increased, the Engineer was authorized to file an application for such exemption if and when in his discretion he deems it advisable. The following resolution authorizing the Engineer or the Secretary to sign the application for such exemption in behalf of the Commission was adopted by the Commission by unanimous vote:

WHEREAS, the State Highway Commission in its testing laboratory in connection with the making of chemical analyses of paints, oils, etc. is the user of alcohol; and

WHEREAS, there is a federal tax of $3.00 per gallon on alcohol so used; and

WHEREAS, an exemption from this tax can be secured by the making of an application for exemption of tax and the making and filing with the Department of Internal Revenue of monthly reports on the amount of alcohol so purchased and used; and

WHEREAS, the amount of alcohol used by the State Highway Commission in its laboratory at the present time amounts to only approximately eight gallons per year and the saving secured by reason of the exemption from the said tax would not justify the expense of making an application for exemption and the filing of reports of purchases and uses at the present time; and

WHEREAS, it is realized that the consumption of alcohol used by the Commission in its laboratory may increase to a point where presentation of an application for exemption and the making and filing of said monthly reports may be justified by reason of

6/16/34

the greater quantity of alcohol used;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED, that the State Highway Commission do not at this time make any application for exemption from the federal tax on alcohol used in the laboratory of the State Highway Commission; and

BE IT FURTHER RESOLVED, that at any time when in the opinion of the State Highway Engineer the use of alcohol increases to a point sufficient to justify the expense of making an application for exemption, and the making and filing of the required reports, the State Highway Engineer be, and he hereby is, authorized to make the necessary application for exemption from federal tax in behalf of the State Highway Commission, and thereafter to make and file any and all reports required in connection with federal regulations relating thereto.

The Engineer reported that the Douglas County Court and the City of Roseburg have donated to the State ten lots in South Roseburg to be used as a site for a division office and equipment headquarters. He gave as his thought that the Commission should acknowledge and thank the donors for the gift. Chairman Scott said that he would write such letter.

The Commission adjourned to Room 204, Benson Hotel, at 11:00 o'clock a. m.

Mr. Sidney Newell, representing S. H. Newell & Co., contractors, to whom the Commission awarded the contract for the construction of the Jackson Creek-McDermitt Section of the I.-O.-N. Highway in Malheur County, appeared before the Commission and requested permission to operate trucks on this work, some of which are unlicensed in any state, and others licensed in the state of Nevada. He gave as his thought that the State Highway Commission has authority to grant such permission and requested that this be done in view of the fact that the job is on an entirely new alignment located in an isolated part of the state and will be completed within a short length of time. The Commission was advised by its Attorney that it does not have legal authority to exempt anyone from paying the required license fee; furthermore, the law requires that trucks from other states operating in the State of Oregon for compensation must be licensed notwithstanding that they may be already licensed in another state. After a lengthy discussion of this matter, the Commission denied Mr. Newell's request.

Reconsideration was given by the Commission to the matter of providing insurance coverage for the five Oregon Coast Highway bridges. Present at this discussion were: E. S. Thomas, Ferry Smith and Harry Grannatt of Dooly & Co., representing General Insurance Company of America; Harvey Wells and D. H. Bates, representing the Oregon State Agents' Association. After considerable discussion, Chairman Scott announced that the Commission has decided to ask the General Insurance Company of America to submit its policy complete, omitting therefrom the cancellation and the rebate clauses; that the Commission will submit this policy to the Public Works Administration for approval or rejection; further, that the Commission will hold the bid of the second

bidder until it is determined whether or not the Public Works Administration will approve the policy of the General Insurance Company of America. The date when the insurance policy should take effect was brought up for discussion and it was decided to defer this matter until the construction has advanced to a point where the Commission has something to insure.

The Commission discussed the matter of allocation of the federal grant money apportioned to Oregon this year by the Federal Government under the provisions of the Act passed by Congress on June 18, 1934, amounting to approximately $3,054,000. After a full discussion it was unanimously agreed to allocate this money to the four divisions of the state as follows:

Division No. 1, Northwestern Oregon	47.31 %	
Division No. 2, Southeastern Oregon	17.25 %	
Division No. 3, Central Oregon	15.34 %	
Division No. 4, Eastern Oregon	20.10 %	100%

the basis of allocation being population 60%, area 30%, and primary state highway mileage 10%.

The Commission discussed the allocation of these funds for various projects in the respective divisions but deferred a definite selection of projects pending the receipt from the Government of notice of the exact amount of the grant and rules and regulations governing its expenditure.

The Commission also discussed the allocation of federal grant monies which are to be used for the construction of roads across public lands, other than National Forests, (Federal Lands Highways) which it was thought would amount to approximately $167,000. It was agreed that this money should be expended for further improvements on the Central Oregon Highway between Burns and Vale and on the I.-O.-N. Highway in Malheur County.

There being no further business to come before the Commission at this time, the Commission adjourned at 3:30 o'clock p. m.

Chairman

State Highway Engineer

Commissioner

Secretary

Commissioner

Portland, Oregon, June 23, 1934

The State Highway Commission met in special session at 10:00 o'clock a. m. in Room 202, Benson Hotel. Present were:

Leslie M. Scott, Chairman
E. B. Aldrich, Commissioner
R. H. Baldock, State Highway Engineer
H. G. Smith, Construction Engineer and Acting Secretary

This meeting was called on short notice, hence Commissioner Carl G. Washburne and the Commission's Secretary, H. B. Glaisyer, were unable to be present.

A conference was held with representatives of the U. S. Bureau of Public Roads and U. S. Forest Service to arrange a program for forest highway funds, amounting to $610,134 allocated to the State of Oregon by the provisions of the Hayden-Cartwright Bill recently passed by Congress, and to provide a program for $90,000 of forest highway funds representing the savings from the previous year's allocation.

Present, representing the U. S. Bureau of Public Roads, were: District Engineer W. H. Lynch, and Senior Highway Engineer H. D. Farmer; representing the U. S. Forest Service were: Regional Forester C. J. Buck and Regional Engineer James Frankland.

Mr. Farmer presented a new schedule of projects taken from the tentative program of forest highway funds adopted on January 18, 1934, and advised that an allocation of approximately $30,000 is required for the construction of bridges on the McMinnville-Tillamook forest highway project.

After a full discussion of this matter the following program of forest highway funds available was tentatively agreed upon by all present:

Project	Termini	Approx. Length Miles	Amount	Remarks
Alsea	Waldport ½ mi. East of Alsea Bridge	6.6	$ 25,000	Oiling
Siuslaw	Rainrock-Oregon Coast Highway	19.6	80,000	Oiling
Willamette	R. R. bridge, Easterly	5.0	135,000	Grading
Diamond Lake	Diamond Lake, West	11.4	115,000	Surfacing
Santiam Highway	2 miles W. of Fish Lake, westerly	4.0	75,000	Grading
North Santiam	½ mile S. of Marion Creek, southerly	3.5	100,000	Grading
Weston-Elgin	Tollgate-Johnson Springs	7.3	140,000	Grading
McMinnville-Tillamook	Castle Rock-Dolph		50,000	Bridges
	Total		$ 700,000	
	Location Surveys		25,000	
	Maintenance		10,000	
	Grand Total			$735,000

JUN 23 1934

Owing to the fact that Oregon's apportionment of forest highway funds has apparently been reduced from 14% to 8.7% of the total national allotment, the State Highway Commission decided that before definitely adopting the forest highway program, it would obtain information from the Federal Government as to why Oregon's share of this fund has been reduced and file a protest against such reduction.

There being no further business to come before the Commission at this time, the meeting was adjourned at 11:30 o'clock a. m.

Chairman

State Highway Engineer

Commissioner

Construction Engineer and Acting Secretary

Portland, Oregon, July 2, 1934

The Commission met in regular session in the Auditorium, Public Service Building, at the hour of 9:00 o'clock a. m. of this date pursuant to the call of the Chairman, notice of which meeting having been by order of the Chairman, given to the other two members of the Commission by the Secretary. Those present were:

L. M. Scott, Chairman
E. B. Aldrich, Commissioner
R. H. Baldock, State Highway Engineer
H. B. Glaisyer, Secretary

Bids for construction of the Ashland Undercrossing Section of the Pacific Highway were opened and read as follows in accordance with previously published notice:

PACIFIC HIGHWAY
ASHLAND UNDERCROSSING SECTION

Hoffman Construction Co.	$ 39,692.00
Joplin & Eldon	39,948.00
C. J. Montag	40,737.50
Mountain States Construction Co.	41,218.00
O. N. Pierce and M. L. O'Neil & Son	41,938.50
G. I. Stebbins Construction Co.	42,674.00
The United Contracting Company	42,934.60

The bid of Theodore Arenz was ordered by the Commission returned to him unopened at the request of the Federal Government for the reason that

JUL 2 1934

in the opinion of the federal investigators Mr. Arenz is not qualified to bid on contracts involving federal expenditures, he having violated certain provisions of the National Construction Code. Mr. George Arenz, representing contractor Theodore Arenz, appeared before the Commission with regard to this matter. He stated that he made a special trip to Washington, D. C. and conferred with the federal officials who advised him that if the Oregon State Highway Commission would ask that he be reinstated on his past record as a contractor, they would reconsider his disqualification. After a full discussion of this matter, and it appearing to the Commission that Mr. Arenz was not personally responsible for the violations, the Commission authorized the Engineer to write the Bureau of Public Roads and ask the reconsideration of its decision disqualifying Mr. Arenz and further to ask that Mr. Arenz be permitted to bid on highway work as in the past.

Chairman Scott announced that the award of the contract for the construction of the Ashland Undercrossing Section would be made at 2:00 o'clock p. m. in the same room.

A large number of delegations from all parts of the state appeared before the Commission and recommended numerous road projects for the Commissions's new Federal Aid road program. The Commission received all of the delegations and advised each that its projects would be considered in the allocation of funds available.

Mr. C. H. Demaray, Grants Pass, appeared in behalf of the Pacific Highway Association and requested consideration of the reconstruction of the Pacific Highway over the Siskiyou Mountains in Jackson County. He stated that the Association at a recent meeting held in Grants Pass adopted a resolution urging the State Highway Commission to continue the improvement of the Siskiyou project and allocate all available funds for such purpose. He read the resolution aloud and filed it with the Commission.

Mr. L. J. Simpson, Empire, was present and urged the Commission to construct an oil surfacing on the Cape Arago Secondary State Highway between Empire and Sunset Bay in Coos County, about 7½ miles in length. He presented letters from the North Bend Chamber of Commerce, City of North Bend, Mayor Alfred B. Peacock of Marshfield, North Bend Kiwanis Club and the Marshfield-North Bend Rotary Club endorsing this project.

County Judge George D. Grizzle, County Commissioner William F. B. Chase, County Roadmaster Guy Merrill of Klamath County; Earl C. Reynolds, Executive Secretary of Klamath County Chamber of Commerce, and Arthur W. Priaulx, Editor of the Chiloquin Review, were present and requested an allocation of funds to complete the construction of the Klamath Falls-Weed Highway into Klamath Falls because of the ever-increasing volume of traffic resulting from improvements thereto in the State of California. It was their thought that the volume of traffic that this road carries justifies its designation as a primary state highway and requested that it be so designated which would make available for construction purposes the secondary highway funds now required to maintain this road.

County Commissioner Chase advised that the County Court is arranging to acquire right of way 150 feet wide for this road but does not care to spend its money for right of way at this time unless the project is going to be constructed. Klamath County, he added, prefers that first consideration be given to this project. Mr. Reynolds confirmed Commissioner Chase's statement and added that their second choice would be either the improvement of The Dalles-California Highway north of Terminal City or additional work on the Willamette Highway. Mr. Merrill endorsed the statements of the other speakers.

This delegation also asked for funds for the reconstruction of The Dalles-California Highway north from Terminal City; additional grading work on the Willamette Highway; surfacing of the Bly-Beatty Section of the Klamath Falls-Lakeview Highway and some construction work on the West Side Secondary Highway around Upper Klamath Lake. They endorsed the resolution of the Klamath County Court requesting the selection and designation as a secondary state highway of the county road extending from Chiloquin along the Sprague River to a connection with the Klamath Falls-Lakeview Highway near Beatty, most of which they stated is in the Klamath Indian Reservation and, in their opinion, is eligible for public lands funds. They were informed by the Engineer that public lands funds cannot be spent in an Indian Reservation as separate funds are provided for such roads.

Chairman Scott advised that the secondary highway mileage in Klamath County is now too great to be properly maintained with the amount of secondary funds available; therefore, the Commission must decline to add the Chiloquin-Sprague River Road to that system.

Mr. Priaulx requested a survey for the relocation of The Dalles-California Highway from Modoc Point via Chiloquin to Chemult. He stated that a number of informal surveys of this relocation have been made and, in their estimation, the best route is that east of the Southern Pacific railroad which would shorten the present route about eighteen or twenty miles and would eliminate the snow condition prevailing on the existing route.

Mr. Sam Murray, Chief Engineer for the O.-W. R. R. & N. Co., was present and asked the Commission to reconsider its decision to construct a grade crossing in connection with the proposed Lombard Street project in the City of Portland. He predicted that this street will eventually carry an immense volume of traffic, present counts showing that on some days more than 8,000 cars pass this point and the construction of a grade crossing here would create a serious hazard because the crossing is on a 15° skew angle and intersects the railroad at a street intersection.

The State Highway Engineer pointed out that the eventual location of the highway will be on the northerly or easterly side of the railroad and when so constructed would lessen the necessity for a grade separation structure on Lombard Street; also that the cost of constructing the grade separation structure of the type desired by the railroad company would almost pay for the construction of the highway on the new alignment.

7/2/34

Mr. Murray then asked the Commission to allocate some of its funds for the construction of the railroad grade separation structure on the Old Oregon Trail near the state hospital at the west entrance to Pendleton. The State Highway Engineer advised that this is an expensive project and the Commission does not have the funds available to build it at the present time. He suggested rather that consideration be given to the construction of a railroad grade separation structure at La Grande which will be less expensive and more in line with the Commission's budget. The Commission took no action on Mr. Murray's request.

A delegation from Deschutes County consisting of County Judge H. H. DeArmond, County Commissioner Art Tifft, M. A. Lynch, Redmond, and D. H. Peoples, President of the Bend Chamber of Commerce was present and asked for the reconstruction of The Dalles-California Highway between Bend and Redmond. They stated that this is the only project in Deschutes County of any size and is badly needed to absorb the idle labor in the vicinity of Bend.

Chairman Scott advised that the Commission has included this project in its tentative set-up for federal funds but cannot make any definite promises at the present time.

Mr. Lynch asked for the improvement of The Dalles-California Highway through the town of Redmond. He was informed by Commissioner Aldrich that this project is on the Commission's tentative program for federal funds but no definite promise can be given at this time. Mr. Lynch then asked for funds to grade a short section of The Dalles-California Highway in Redmond near the junction with the McKenzie Highway. He explained that the project he has in mind is only about 1,400 feet long, is on a new Redmond-Bend survey and, being within city limits, is eligible for federal funds which are required to be expended within municipalities. The Commission agreed to look into this project.

Judge DeArmond and Mr. Peoples brought up for consideration the improvement of the Crook County portion of the Powell Butte Secondary State Highway which forms a connection between the Central Oregon and Ochoco Highways. They stated that the State is holding an unexpended balance of $6,700 of 1933 and 1934 secondary highway funds apportioned to Deschutes County, and that Deschutes County is willing that a part of this money be expended in Crook County for the improvement of a 1½-mile section of this secondary highway adjacent to the Deschutes-Crook County line, provided this can be done legally. There was a question in the mind of the Commission as to whether it could legally expend secondary highway funds apportioned to one county for the improvement of a road in an adjoining county. Therefore, a decision on Judge DeArmond's request was deferred pending a report by the Attorney on the legal matters involved.

County Judge J. M. King of Jefferson County was present and urged the Commission to allocate funds for additional work on the Warm Springs Highway, particularly the construction of the Van Orr grade leading into the canyon of the Deschutes River. He said that Jefferson County will buy the required right of way if the State will construct this grade.

W. P. Vernon, County Commissioner, and Carl W. Pendleton, County Clerk of Lake County, were present and asked the Commission to complete the construction of the north entrance of the Fremont Highway into Lakeview. They suggested that this highway be routed along Dewey Street which is only one block west of Main Street, the present route of the Fremont Highway through the business section of Lakeview, and declared that these streets can be connected very easily by constructing a diagonal road with slight curvature at each end across one city block which would eliminate the right angle turn in the present route at the intersection of Main Street with Western Avenue. They advised that all right of way along this route has been arranged for with the exception of two or three small parcels which they anticipate no difficulty in acquiring and asked the Commission to include this construction work in its contract for the oiling of the Fremont Highway north of Lakeview. The Commission deferred a decision in this matter pending a personal inspection of the proposed new route in the near future by the Chairman and the Engineer.

A delegation consisting of M. F. Corrigan, Earl Wright, Walter Link, H. Wayne Stanard, all of McMinnville, and R. L. Bennett, George Larkin, and C. H. Baynard, of Newberg, were present in the interests of the West Side Pacific Highway and particularly requested the reconstruction of the Rex Hill Section and the completion of the Fourth Street project from the city limits of Portland to a connection with the West Side Pacific Highway near Tigard. Mr. Bennett was spokesman for the group. They voiced their preference for the Fourth Street project and advised that if the Commission does not have the funds necessary to reconstruct Rex Hill, then perhaps there would be sufficient money to eliminate the curves between the foot of Rex Hill and the Southern Pacific railroad crossing.

A delegation from Douglas County consisting of A. C. Marsters, Guy Cordon, District Attorney, W. C. Harding, Secretary of Roseburg Chamber of Commerce, Harry Ellsworth, and C. C. Archibald was present and asked for funds with which to finance the completion of the survey of the proposed North Umpqua Highway extending from Roseburg to Diamond Lake so they can complete their negotiations with the Federal Government with regard to the power sites located along this road. They also asked for an allocation of funds to complete the improvement of Stephens Street in Roseburg (route of the Pacific Highway) a portion of which was completed this year.

Mr. Ed. W. Miller, Marshfield, Manager of the Oregon Coast Highway Association, was present and endorsed the project presented by Mr. L. J. Simpson for the oiling of the Cape Arago Secondary Highway from Empire to Sunset Bay. He declared that this road is now suitable for receiving an oil surface, but if the oiling is delayed for another year it would very likely require some additional preparation in order to make it suitable for oil treatment. He further declared that the people of the Coos Bay district would prefer the oiling of this road to the construction on the Cape Blanco Road. Mr. Miller also asked for an allocation of funds to reconstruct the Oregon Coast Highway through the Bunker Hill District in the southern part of Marshfield; also the improvement of the Oregon Coast Highway in Coquille between the Coquille business district and the high school, about 1,000

feet in length, which improvement, he said, is badly needed because the present road is narrow and carries a large amount of traffic. Mr. Miller also advised that the Oregon Coast Highway Association is supporting the appeal of the City of Toledo for improvements in that town and is also supporting the requests of the delegations from Clatsop County and Northern Tillamook County who desire appropriations of funds for the construction of the Neahkahnie Mountain Section of the Oregon Coast Highway.

Mr. Miller appealed to the Commission for increased ferry service on the Coast Highway and asked that ferry service be started one hour earlier in the morning than at present to accommodate the oil company trucks and freight trucks. He was supported in this request by Mr. E. W. Holstead, representing the Standard Oil Company, and Mr. J. F. Morrell, representing the Consolidated Freight Lines. The Engineer advised that the governmental rulings will not permit the transportation of explosives and inflammable liquids on these ferries at the same time that other classes of traffic are being transported; further, that if the hours of service were increased at one of the ferry points, it would be necessary to increase the service of all of them which would increase the cost of such service about $600 per month for one hour's extra service, $1,200 per month for one hour's extra service in the morning and one hour extra in the evening, and $1,800 per month for one hour extra in the morning and two hours extra in the evening. Extra ferry service to accommodate the oil trucks only, he said, can be furnished privately at $3 per truck per trip. He recommended the denial of this request because of the Commission's limited funds which must be conserved as much as possible in order to make it possible to match future federal aid allotments to finance the construction of the approaches to the Coast Highway bridges. After further discussion Chairman Scott informed the delegation that the Commission reluctantly declines its request for the extra ferry service.

Mr. Miller then stated that construction of the bridge approaches should be given preference over the several municipal projects which he presented; therefore, he wished to withdraw his appeal for funds for such municipal projects.

In this connection the Secretary presented letters from the Marshfield Chamber of Commerce endorsing the Empire-Sunset Bay oiling project and the reconstruction of the Oregon Coast Highway through the Bunker Hill district.

Mr. Charles Reynolds, representing the La Grande Chamber of Commerce, and Mr. W. S. Nelson, Secretary of The Dalles Chamber of Commerce, appeared before the Commission and made an appeal for the improvement of the Old Oregon Trail and the Columbia River Highway throughout its entire length. They advised that a new association has been formed, embracing all of the counties along this highway, known as the Old Oregon Trail Highway Association, which has for its object the improvement and modernization of this highway. Mr. Nelson stated that the association is willing to submerge local views in order to realize its plans for the modernization of this highway and believes that the work should be given priority over all other projects in Eastern Oregon. In this connection a telegram was presented from the Hood River Chamber of Commerce protesting against the expenditure of additional funds for the construction of a new road

from Portland to the sea until the Columbia River Highway and the Old Oregon Trail have been modernized.

Frank H. Hilton, lawyer, Portland, appeared before the Commission with regard to the removal from the state highway right of way of a small store building owned by him on the north side of Alsea Bay. He stated that he has been asked to remove the building from the highway but prefers not to do it now because, in his opinion, the building does not interfere with the State's use of the right of way or with the bridge construction and in its present location is a source of income to him. He asked permission to defer the moving of this building until the bridge work is farther advanced and there is greater necessity for its removal to safeguard people against injury or damage that might occur by reason of the bridge construction and offered to furnish liability insurance to relieve the individual members of the Commission from responsibility or liability in case that an accident or injury occurs. The Engineer stated that the building in its present location would have a tendency to attract people to the bridge construction work where they would be subjected to injury from falling timbers, etc., and if anyone were injured the individual Commissioners could be held responsible and liable therefor. He further stated that the hazard is not serious at the present time because the bridge work is not far enough advanced and the likelihood of an accident occurring now from this cause is remote; however, it is a matter for the Commission to decide whether or not the building should be removed at once.

Chairman Scott gave as his thought that it is not fair to ask the Commission to assume liability for this hazard; therefore, in his opinion the building should be removed at once.

Thereupon Mr. Hilton requested a few days to ascertain whether or not he could arrange to furnish insurance satisfactory to the Commission which request the Commission granted. This matter was reconsidered by the Commission on the following day when it was decided that Mr. Hilton should be ordered to remove his building from the highway at once so as to relieve the members of the Commission from personal liability.

County Judge Victor P. Moses of Benton County and Mr. A. C. Davis, Alsea, were present and requested an allocation of funds for additional construction on the Lobster Mountain Secondary Highway. Judge Moses stated that if the Commission will allocate funds for this project, Benton County will start immediately to obtain the required right of way. The Engineer advised that the Commission has tentatively budgeted for this highway $40,000 for the construction of a bridge and for grading the approaches to this bridge and another bridge; however, no definite commitments can be made until the rules and regulations governing the expenditure of the federal grant monies have been received. Judge Moses signified his approval of the tentative program as outlined by the Engineer.

A delegation from the town of Tigard, Washington County, consisting of William Allingham, W. M. Evans, Emil A. Johnson, J. O. Johnson, Gus Schubring, Geo. Johnson, G. Baun, Phil Lewis, and Timothy Losley, was present and urged the Commission to complete the reconstruction of the West Side

Pacific Highway through the town of Tigard, about one and one-half or two miles in length. Mr. Allingham was spokesman for the group. They pointed out that the highway on both sides of Tigard has been modernized and declared that the former Commission promised them that the connecting link through the town of Tigard would also be reconstructed. They explained that the improvement involves the moving of four business buildings which the owners wish to remodel but cannot do until the highway work is completed and they advised that most of the right of way has been purchased and some widening work already has been done. They especially requested the improvement of the section between their grade school and the high school and certain widening work near the bridge at the southwestern point of their town.

Chairman Scott inquired whether they considered this project more important than the reconstruction of the Rex Hill Section to which Mr. Allingham replied in the affirmative.

A Columbia County delegation, consisting of County Judge L. R. Rutherford, County Commissioners J. N. Miller and Wm. Pringle, E. E. Rosebraugh, Paul S. Paulson, Thos. L. McBride, and E. L. Gowdy, all of Rainier, was present. Mr. Rosebraugh headed this group. He asked the Commission to provide funds for the reconstruction of the Columbia River Highway to eliminate two curves near the east city limits of Rainier, one being at the mill site at the edge of the town and the other near the built-up district. They gave their preference to the elimination of the curve at the city limits. Chairman Scott advised that the Commission has these projects under consideration.

The delegation also requested the elimination of a bad curve on this highway at Little Jack Falls and were informed that this project is too costly to undertake with the limited funds available. They also asked for the improvement of the Columbia River Highway in North St. Helens which the Commission denied because it involves heavy rock work and expensive right of way for which the Commission has not funds.

Judge Rutherford inquired as to the possibility of obtaining some funds for the construction of the Scappoose-Vernonia Road, but was informed by Chairman Scott that there is not the slightest chance for the Commission to allocate any money for this work because it is too costly. In reply to an inquiry of Chairman Scott, Judge Rutherford stated that they consider the Rainier work the most important work in their district.

County Commissioner Miller advised that Columbia County is about to construct a new bridge over Westport Slough on a county road near Clatskanie and requested the Commission to send an engineer over there to pass on the bridge location. The State Highway Engineer agreed to have someone look over this site at once.

The Secretary presented a letter from R. E. Allen, President of Scappoose Chamber of Commerce, endorsing the request of the Columbia County delegation for an allocation of funds for the improvement of the county road extending from Scappoose to Vernonia. The Secretary was instructed by the Commission to advise Mr. Allen that this project is too costly and cannot be

undertaken at this time by the Commission because of the limited amount of available funds.

The Commission adjourned at 1:00 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 the Auditorium of the Public Service Building, those present being L. M. Scott, Chairman, E. B. Aldrich, Commissioner, R. H. Baldock, State Highway Engineer, and H. B. Glaisyer, Secretary.

Chairman Scott announced that the Commission by unanimous vote has awarded to the Hoffman Construction Co. the contract for the Ashland Undercrossing Section of the Pacific Highway in Jackson County, for which bids were received at the morning session, this contractor having submitted the low bid therefor at $39,692.00, the next low bid being that of Joplin & Eldon, at $39,948.00.

County Commissioner Mace Fulton, County Engineer Christ Fauerso of Wasco County, Dr. Fred Thompson, Mayor of The Dalles, and W. S. Nelson, Secretary of The Dalles Chamber of Commerce, were present and spoke for the improvement of the west entrance of the Columbia River Highway into The Dalles. They were advised that the Commission has this project under consideration. In this connection a letter was presented from F. L. Phipps, County Judge of Wasco County, endorsing the delegation's request.

Mr. Wm. Bray, and Mr. _____ Shaw, Klamath Falls, urged the Commission to reconsider its decision with regard to the selection of a route for the entrance of the Klamath Falls-Weed Highway into the city of Klamath Falls. They advocated what is known as the Shaw-Bertram route, known as the L-7 line, which crosses the Shaw-Bertram Lumber Mill property, and stated that this route is the shortest and most direct; has better grades, is less costly to construct, and will serve the local population much better than the Weyerhaeuser route previously selected by the Commission. They advised that right of way will be provided and that satisfactory arrangements have been made with the County Court to that end. Mr. Bray filed with the Commission a map showing the several routes heretofore considered, together with a copy of the paid advertisement appearing in a Klamath Falls newspaper setting forth reasons why the Commission should adopt the Shaw-Bertram route as the route of this highway entrance into Klamath Falls. After some discussion the Commission instructed the Engineer to submit the estimates of cost of the various routes at the next meeting.

County Judge J. C. Siegmund, County Commissioner J. E. Smith, and County Engineer H. S. Swart of Marion County appeared before the Commission in behalf of the North Santiam Highway. They asked the Commission to allocate funds to construct the Gates-Niagara Section; also to oil the Twelfth Street cut-off in South Salem between the end of the pavement on Twelfth Street to a connection with the Pacific Highway near the Cold Springs Auto Camp, a distance of 1.7 miles.

A delegation from Multnomah County, headed by Mr. George Mills, Portland, and including County Commissioners Frank Shull and C. A. Bigelow, County Roadmaster Geo. W. Buck, and Al Moline of Portland; R. D. Ward, Burlington; G. H. Johnson, Metzger, and J. O. Johnson, Tigard, was present and asked for funds to complete the Fourth Street Section of the West Side Pacific Highway between the city limits of Portland and the town of Tigard, and particularly requested that this improvement be planned for four lanes of traffic. Mr. Buck declared that according to traffic counts this highway is the second heaviest traveled road leading into Portland and the four-lane improvement should be extended three or four miles south of the town of Tigard. Chairman Scott advised that the Commission is considering this project but is as yet undecided whether or not to plan it for two or four lanes of traffic, that being a matter which involves the question of cost and available funds.

County Commissioners Jay W. Dunn and E. G. Calkins of Lincoln County; W. R. Tindall, Mayor of Toledo; Dr. H. R. Kauffman, Hon. J. E. Cooter, Henry Howell, F. N. Hayden, F. M. Hellworth, all of Toledo; Fred Robison, Taft; J. J. Tobin, Newport, C. C. Cochran, and Frank Grove, Corvallis, were present and urged the Commission to reconstruct the Corvallis-Newport Highway between Pioneer Mountain and Toledo, about six miles in length. The Engineer advised that the Commission has set up in its tentative budget for new federal funds an amount of $60,000 for grading and surfacing a 1.14 mile unit of this section where the newly adopted location passes through the Cooter property. He inquired whether or not the delegation preferred that this money be expended on this location for the improvement of the existing highway over the summit of Pioneer Mountain. The delegation expressed its preference for the improvement of the highway over Pioneer Mountain. In this connection a letter was presented from the Corvallis Chamber of Commerce urging the Commission to give special attention to this delegation's request.

Messrs. L. L. Peetz and Giles French of Moro were present and urged the Commission to make provision for the oiling of the Wasco County portion of the Sherman Highway, about eighteen miles in length.

A Lane County delegation consisting of O. E. Crowe, County Commissioner, Hon. Earl W. Hill, Cushman, and W. R. Ransom, Eugene, asked the Commission to place an oil surface on a five-mile section of the Territorial Secondary State Highway near the town of Elmira; also, that about $10,000 of federal secondary funds be allocated to construct to proper standards a section of the Fox Hollow Secondary State Highway immediately south of the completed section. As their third choice of projects they requested additional construction work on West Eleventh Street, Eugene, which is on the so-called F route of Lane County's short road from Eugene to the sea. They stated their preference for the oiling work on the Territorial Road near Elmira in the event that the Commission does not have funds for all. The Commission instructed the Engineer to submit a report on the estimated cost to construct the Territorial and Fox Hollow Secondary Highway projects.

County Judge Edgar Marvin and County Commissioner E. F. Johnson of Wallowa County appeared before the Commission and asked for funds to finance the construction of the five-mile section of the Little Sheep Creek Secondary

State Highway between the forest highway section recently completed by the Government and the section completed by the County.

Mr. Frank S. Parker, County Commissioner of Morrow County, was present and asked the Commission to allocate funds to complete the Heppner-Spray Road between Chapin Creek and Rock Creek. He was informed by Chairman Scott that the Commission is considering this project in its present program; however, it will be necessary for the County to acquire right of way 150 feet in width in accordance with the new requirements of the Government. Mr. Parker assured the Commission that Morrow County would furnish all of the right of way required for this improvement.

County Commissioner A. H. Borland of Clackamas County headed a delegation consisting of Clyde Hughes, J. L. Gary, I. R. Dillow and L. L. Porter of West Linn and vicinity who requested the realignment and reconstruction of the Pacific Highway between Oswego and Oregon City. They were informed that the Commission has no funds available with which to undertake this improvement at the present time.

County Judge Clive Cheshire and County Commissioners J. O. Hales and Wm. Meiners of Umatilla County were present. They gave as their understanding that a change is to be made in the present method of allocating highway funds, and if their information is correct they wish to register a protest against any such change at the present time because they feel that the present method of allocation is satisfactory. They urged the Commission to complete as quickly as possible the resurfacing and oiling of the twelve-mile gap on the Cold Springs Highway between Meiners Ranch and a point approximately five miles south of Cold Springs Junction (this section is between contract project, Meiners Ranch-Pendleton Section, and the State force section, North Unit, Cold Springs-Holdman Section); also the construction as a municipal project of the west approach of the Old Oregon Trail into Pendleton and the reconstruction of the Old Oregon Trail between Pendleton and Stanfield, particularly that portion between the Pendleton city limits and the City's new airport. The County Court also spoke in behalf of the surfacing of the Grant County portion of the Pendleton-John Day Highway.

A delegation from Malheur, Harney, and Deschutes Counties, consisting of County Judge David F. Graham, Malheur County; County Judge F. J. Williams of Harney County; Archie McGowan and Julian Byrd, Burns; County Judge H. H. DeArmond of Deschutes County, and D. H. Peoples, President of the Bend Chamber of Commerce, was present and made a plea for an allocation of funds to complete the Central Oregon Highway. They filed a brief with the Commission in support of the arguments presented by them in behalf of this project. In this connection the Secretary presented a letter from the Ontario Commercial Club endorsing this delegation's request, also recognizing and endorsing the construction of a short road from Portland to the sea and the modernization of the Old Oregon Trail. The Secretary was instructed to reply that the Commission is in the midst of considering projects mentioned in this communication.

County Judge D. O. Woodworth and County Commissioners H. A. Renninger and H. F. Warren of Linn County; C. H. Murphy, Chairman of Roads Committee of Albany Chamber of Commerce; Hon. C. E. Williamson, Albany; Hon. Sam Garland, Lebanon; County Judge Victor P. Moses, Benton County, and about thirty-five other persons formed a delegation which asked for the allocation of funds to continue the construction of the Santiam Highway between Albany and Sisters. Senator Garland was the main speaker for this group. He made a strong plea for this road reiterating arguments presented to the Commission at previous meetings. Senator Williamson pointed out that Linn County has cleared a seven-mile section of the right of way on the adopted alignment and urged the Commission to provide funds to at least construct that portion this summer. In this connection telegrams were presented by the Secretary from the Prineville-Crook County Chamber of Commerce stating their desire for the completion of the South Santiam, Ochoco, and existing highways before additional funds are expended on any new roads and urging that serious consideration be given by the Commission to the completion of the Ochoco Highway. The Secretary was instructed to reply that the Commission is now deliberating on these recommendations.

A delegation consisting of County Judge Guy Boyington and County Commissioners Wm. Larson and James Elliott of Clatsop County; County Judge H. H. Rosenberg and County Commissioner Ed. H. Lindsey, Tillamook County; S. G. Reed, Nehalem, and F. A. Beltz, Tillamook, was present in the interests of the Neahkahnie Mountain Section of the Oregon Coast Highway. They particularly asked for the allocation of sufficient funds to construct the tunnel at Arch Cape.

The Clatsop County Court asked the Commission to extend the construction of the Wolf Creek Highway easterly from Ranger Station to a connection with the main Nehalem Valley County Road near Elsie which would open up this highway west of Elsie for general public use as soon as the surfacing has been placed. Judge Boyington reported that Clatsop County would have all of the right of way acquired for this section by the middle of July. His statement brought up the question of right of way width and he was informed that the new Government regulations require a right of way 150 feet wide rather than 100 feet as heretofore. He protested that this was unfair and gave as his thought that the Commission should protest against this requirement. He was advised to take his grievance to the Federal Government because the State Highway Commission has no alternative but to accept the Government's regulations or lose the federal funds.

Judge Boyington then brought up for discussion the improvement of county road connections with state highways. He suggested that the main highway pavement be extended laterally at these intersections some twenty or thirty feet so that traffic entering the highway will not strew rock on the pavement which causes an unsafe condition. He particularly referred to the connection of the Columbia River Highway with the county road at the west end of the John Day River Bridge near Astoria. The Commission denied Judge Boyington's request but instructed the Engineer to investigate the condition at the John Day River Bridge.

Judge Rosenberg inquired as to the possibility of obtaining additional funds for surfacing the Little Nestucca Secondary State Highway between Austin Creek and Upper Yach Bridge which is now being graded by Tillamook County under a contract with the State Highway Commission; he also inquired as to the possibility of securing additional funds to continue the grading work toward Dolph. He explained that 2½ miles more of grading work will open the road for travel throughout its entire length from the McMinnville-Tillamook Highway at Dolph to the Oregon Coast Highway in Oretown. The Engineer advised that the completion of this 2½-mile section, including the construction of a bridge, will cost approximately $47,500. The Commission took this matter under advisement.

County Commissioner Lindsey asked the Commission to appropriate some funds for the surfacing of the Oregon Coast Highway between Manzanita junction and the county road junction.

Mr. Beltz entered a plea for funds to construct the Wilson River Highway into the burnt timber district of Tillamook County to enable the timber owners to salvage this timber. A full discussion of this matter was deferred until later in the session in order to give the delegations from the remote districts of the state an opportunity to be heard so that they could return to their homes.

A delegation representing the John Day Highway Improvement Association, consisting of E. R. Fatland, President, L. E. Spraker, Secretary, Condon; W. H. Steiwer and R. S. Misener, Fossil; and County Commissioner Ben Iremonger of Wheeler County, was present and asked for improvements on the John Day Highway. Mr. Fatland was spokesman for the group. He stated that they feel that they are entitled to have the John Day Highway oiled between Fossil and Kimberly, at least between Servicecreek and Kimberly; that they are not satisfied with just the maintenance of this highway and want it completed so that its condition will be just as good as that of the section from Fossil to Arlington. They were informed by Chairman Scott that the improvement of this road depends entirely upon the matter of funds; further, that this is a type of road that requires state funds to improve because the alignment is not up to present-day standards and the Government will not permit its funds to be expended for any road construction work unless that work is done on standard alignment. He added that there are no state funds available at present for this work and if the Commission did spend some state money here it would mean that the State would lose an equal amount of Government money in 1935 because the Government requires that federal monies for 1935 and 1936 must be matched by state monies. The Engineer advised that the present John Day Highway is not constructed to present-day federal standards and the Commission does not have funds available at the present time nor in sight to undertake a major project of this nature.

Mr. Fletcher Rockwood, attorney, representing Carey, Hart, Spencer & McCulloch, attorneys for the Oregon-California & Eastern Railroad, appeared before the Commission with regard to the reconstruction of an undercrossing structure where the Klamath Falls-Lakeview Highway passes under the Oregon-California & Eastern Railroad at the town of Olene, about eleven miles east

of Klamath Falls. He stated that at the present time the vertical clearance under this crossing is only twelve feet two inches, and the horizontal clearance is only seventeen feet, which creates a hazardous situation; also that the railroad company wishes to reconstruct this structure but does not want to spend its monies for permanent improvement if the highway is to be realigned. The Engineer advised that the former Public Service Commission ordered a grade separation structure at this point with fourteen feet vertical clearance and twenty feet horizontal clearance and there is some question in the minds of the railroad company as to whether the structure was originally constructed in conformance with this order or whether the grade on the highway was subsequently raised to reduce the vertical clearance. The State Highway Department, he said, would not be interested in the matter at all, unless the highway alignment is altered; further, that the road is not important enough to justify an expensive line change at the present time. He suggested that a short survey be authorized to ascertain what should and could be done to improve the highway at this point.

After a further discussion, Chairman Scott advised Mr. Rockwood that this problem is a matter for the railroad company to solve because the State Highway Commission has no pending project here at the present time; however, in view of the railroad company's desire for quick action the Commission will order a survey to locate a permanent line for the highway at this point using the same location of the undercrossing, if possible, with a slight modification of the angle of crossing. The Engineer was thereupon authorized to make a short survey and to prepare an estimate of cost to remodel the existing undercrossing structure for a horizontal roadway clearance thirty feet wide.

County Judge Donald Templeton and County Commissioner H. D. Kerkman of Washington County were present and asked the Commission to designate as secondary state highways certain county roads extending northerly from the Tualatin Valley Highway at Hillsboro, Orenco, Beaverton and Reedsville to the adopted location of the Wolf Creek Highway. They explained that no secondary state highways have been designated in the northern part of Washington County, except the Nehalem Secondary State Highway, such designations having been deferred by the former Highway Commission pending the selection of a route for Portland's short road to the sea. They believed that they are now entitled to such designations inasmuch as the route of this highway has now been selected. The Engineer advised that the amount of Washington County's share of the secondary highway funds is only about $14,000 which is insufficient to even maintain the roads now on the secondary highway system in that county, the normal maintenance expense amounting to approximately $18,000 annually; further, that this year such maintenance work will cost approximately $46,000 considering the oiling work which the State is performing for the County and which the County has agreed to pay for from its share of future motor vehicle apportionments. After a further discussion, the Commission advised the County Court that compliance with their request must be deferred for the time being.

A delegation was present from Hillsboro, consisting of Orange Phelps, Mayor, George McGee, City Manager, P. L. Patterson, City Attorney, and Vern McKinney, Editor of Hillsboro Argus, which requested an allocation of federal municipal funds to improve Base Line Street (the route of the Tualatin Valley

Highway) in Hillsboro for a distance of about five blocks from Fifth Street to North Range Street. They pointed out that east of Fifth Street this highway route is now thirty-six feet wide between curbs and is only 20 feet wide between curbs west of Fifth Street which they consider too narrow for the amount of traffic that this highway carries. They proposed that the highway be widened five feet on each side, making a thirty-foot street between curbs and advised that right of way for the proposed improvement has already been acquired. The Engineer estimated that this improvement would cost about $10,000. The Commission took this project under advisement.

Frank McPherson and E. S. Thompson, Vernonia, representing the Vernonia Chamber of Commerce, were present and asked the Commission to allocate federal secondary funds to surface the Beaver Creek Section of the Nehalem Secondary State Highway between Buxton and Vernonia which section, they pointed out, was graded to state standards last year and will be impassable this winter unless it is provided with a rock surface. They advised that the people of Vernonia would rather have a good road leading into Portland than one leading to Astoria and expressed their desire to go on record as favoring the surfacing of the Beaver Creek Section in preference to the oiling work west of Vernonia, as proposed by the Columbia County Court.

Mr. R. S. Kreason, Assistant Attorney, Dallas, appeared before the Commission in behalf of the City of Dallas and requested the following improvements within the Dallas city limits: Improve and maintain the entrance of the Salem-Dallas Highway into the Dallas business district; improve and maintain the entrance of the Kings Valley Secondary State Highway from the Dallas south city limit into the business district; designate, construct and maintain a one-half mile section of the proposed Dallas-Monmouth Secondary State Highway along the abandoned Southern Pacific railroad right of way between these points. He pointed out that Dallas is the county seat of Polk County and has no direct primary highway connection; further, that the City of Dallas is financially unable to properly maintain these highway connections and it feels that the amount of state traffic that these connections carry fully justifies that they be maintained at state expense.

Mr. M. B. James, Portland, representing the Santa Cruz Portland Cement Company, was present and advised the Commission that his company is now shipping cement in bulk from their plant in California to Portland where it is stored and sacked for local use. He inquired whether the Commission will consider this cement as an Oregon product eligible for use in the construction of Oregon highway projects. The Commission took this matter under advisement. This matter was reconsidered later, at which time the Commission voted unanimously to make no change in its present policy which is that cement manufactured outside of the borders of the State of Oregon shall be considered a foreign product.

County Judge H. H. Rosenberg, Tillamook County, former County Judge F. A. Beltz, and Clarence Coe, Tillamook, reappeared before the Commission with regard to the Wilson River project. Mr. Beltz was principal spokesman for the group. They asked particularly that the Commission allocate funds to

7/2/34

construct the Deadman Creek-Bear Creek Section of this highway, 4.47 miles in length, estimated to cost $192,000 which would open up a road to the burnt timber and would enable the timber owners to truck logs to Tillamook Bay where they will be rafted for shipment. They were advised by the Commission that this is a primary highway project located in the northwestern district of the state to which has been apportioned only $732,000 of the federal allotment and if the Commission should undertake this project it would be necessary to draw funds from some of the other projects in this district which are considered by the Commission to be of greater importance from a state-wide standpoint. The Commission made no commitment with regard to this project but after a lengthy discussion advised the delegation that the matter will be given further consideration.

The Commission adjourned at 6:30 o'clock p. m. to reconvene at 8:00 o'clock p. m. of this day in the Benson Hotel.

The State Highway Commission reconvened at 8:00 o'clock p. m. in the Rose Room, Benson Hotel, the same members being present and actively participating.

The Commission had under consideration the matter of fixing and adopting a schedule of tolls and charges to be put into effect for and covering the use and operation of the five bridges on the Oregon Coast Highway, the construction and operation of which said bridges are contemplated under an agreement executed by the State Highway Commission of the State of Oregon and the United States of America.

WHEREUPON Commissioner Aldrich moved the adoption of the following resolution, which motion was seconded and unanimously carried, to-wit:

WHEREAS, pursuant to the provisions of an agreement executed by the State Highway Commission of the State of Oregon and the United States of America, the said Commission is now engaged in the construction and erection of five bridges on the Oregon Coast Highway, one of such bridges to be constructed over each of the following:

Yaquina Bay
Alsea Bay
Coos Bay
Siuslaw River
Umpqua River

WHEREAS, by the provisions of said agreement, tolls and charges must be fixed and adopted by the Commission, which tolls and charges must be adequate to meet all of the several requirements set out in said agreement; and

WHEREAS, in the judgment of this Commission, the schedule of tolls and charges hereinafter set forth will be adequate and will at all times produce revenues from said bridges in an amount sufficient to provide for the specific requirements in said agreement.

NOW THEREFORE, BE IT AND IT HEREBY IS RESOLVED, the following members of this Commission being present and affirmatively participating, to-wit:

L. M. Scott, Chairman
E. B. Aldrich, Commissioner

1. That the following schedule of tolls and charges hereby are fixed and adopted as the tolls to be charged and collected for the use of the said bridges; and said tolls shall be put into effect at such times as said bridges or any one or more of them is or are completed and open for public use, to-wit:

Class of vehicle	Toll Charges Per Bridge
Automobiles, including driver	$ 0.20
Additional passengers in automobile	0.05
Trucks under 3 tons	0.60
Trucks, 3 tons and over	0.90
Busses, including driver	0.90
Passengers in busses (per passenger)	0.05

For regular local traffic commutation tickets may be issued, providing for 25 round trips. These commutation ticket books will be non-transferable, will be issued against the car license number, and will provide that the entire book of tickets must be used within thirty days from the date of its issuance. The unit rates for commutation tickets shall be as follows:

(1) Private passenger cars (including any and all passengers):

One way trip	$ 0.10
Round trip	0.20

(2) Trucks not operated for hire

a. Trucks under three tons:

One way	0.30
Round trip	0.60

b. Trucks 3 tons and over:

One way	0.45
Round trip	0.90

School busses, mail trucks and all U. S. official cars shall be permitted to cross all bridges free of charge.

2. That said toll schedule and charges shall, upon being put into

effect, remain in effect for the period within the meaning of and as required by said agreement, subject, however, to such revisions as from time to time may be necessary and desirable.

3. That the above schedule of tolls and charges is subject to the approval of the government, and no changes in the same shall be made without the prior written consent of the government.

4. This resolution shall be entered in the records of the Commission and a duly certified copy hereof delivered to the government.

A letter was presented from Rufus Truman, Bandon, requesting permission in behalf of Raymond Garfield, a licensed airplane pilot from California, to use the ocean beach aircraft landing field near Bandon during the celebration which is to be held at that place on July 3 and 4. The Commission denied the request by unanimous vote because in its opinion the use of the ocean beach area for such purpose would create too great a hazard to vacationists. It was brought out in the discussion of this matter that the state law authorizes the State Highway Commission to designate certain ocean beach areas as aircraft landing fields; also, that in conformity with such authority the former Highway Commission designated four such landing fields and issued several permits for their use. In view of the danger which the use of the beach areas for airplane purposes would cause to children and others who might want to use these areas, the Commission thought that it would be to the best interests and safety of all concerned if airplanes were not permitted to use them. The Commission ordered an investigation of all beach landing fields and report thereon with the view in mind of cancelling them as provided by law, if that seems proper.

The Commission, by unanimous vote, rescinded its action taken May 16, 1934, denying the request of the Port of Newport for permission to operate as an aircraft landing field a certain area located on the south side of Siletz Bay subsequent investigation having determined that the area desired by the Port of Newport is a portion of the tide flats between Siletz Bay and the ocean over which the Commission has no jurisdiction. The Secretary was instructed to advise the Port of Newport of this action.

A letter was presented from Nyssa Commercial Club, Nyssa, requesting an allocation of federal money for the improvement of the secondary highway extending from Nyssa to Adrian in Malheur County. The Commission indicated its appreciation of the necessity for this improvement but denied the request because it is evident that there will be no funds for such work.

A letter was presented from the City Council of Eugene requesting as a federal municipal project the resurfacing of Broadway Street from Willamette Street to High Street and West Sixth Avenue from Willamette Street to Blair Street, the route of the Pacific Highway in the city of Eugene. The Secretary was instructed to advise the City that their project is being considered in the Commission's program for the allocation of federal funds.

A letter was presented from the Reedsport Chamber of Commerce

requesting an allocation of funds for the construction of a connection from the Umpqua Highway to the proposed bridge across the Umpqua River at Reedsport, particularly between Highway Engineer's Station 0+00 and 95+00. The Commission decided to defer this construction work until the bridge across the Umpqua River at this place has been built.

A letter was presented from W. Glover, Underwood, Washington, in which the Commission was requested to make some improvements on the Columbia River Highway in the town of Cascade Locks to enable him to rent the store buildings which he owns at that place and to make improvements to his property. The Engineer advised that the Commission is obligated to make certain improvements in the town of Cascade Locks, estimated to cost $60,000, on account of its right of way agreement with J. B. Laber, Portland. He inquired whether the Commission wished to include this project in its new program or to substitute therefor the reconstruction of the west entrance of the Columbia River Highway into The Dalles, estimated to cost $70,000, and recommended that both projects be given serious consideration. The Commission deferred action pending further consideration of the budget for new federal funds.

Dr. A. L. Canfield, Portland, appeared before the Commission at this time relative to hauling long piling over the Columbia River Highway in the vicinity of Goble. He explained that he owns considerable timber near the Columbia River Highway, about 2½ miles east of Goble, and has contracted with the McCormick Lumber Company to deliver a large quantity of this timber, ranging from forty to one hundred feet in length, and because there is no other road available he must move this piling over the Columbia River Highway into Goble, where it will be dumped into the river. He asked permission to do this, notwithstanding that it will necessitate the hauling of loads considerably in excess of the length limit permitted by statute. The Engineer explained that there are two particularly sharp curves on the section of highway over which Dr. Canfield wishes to do his hauling and in the estimation of the Maintenance Engineer the hauling of loads thereover, having an overall length in excess of sixty feet, will create too great a hazard to passing traffic; wherefore, he has recommended against the granting of permits for such excessive length loads. Dr. Canfield stated that a permit to haul loads limited to sixty feet overall length would not serve his purpose. After some discussion, the Commission referred this matter to the Engineer for further investigation and advised Dr. Canfield to get in touch with the Engineer within a few days for a decision. Dr. Canfield was also given to understand that under present conditions, and pending the Engineer's report, his request for permission to haul excessive length loads is denied.

A letter was presented from J. E. McClintock, Mayor, City of Roseburg, advising that the improvement to the Pacific Highway within their city limits, recently completed by the Commission, has been done to the entire satisfaction of the Roseburg City Council and requesting that this improvement be extended northerly. The Commission took this request under advisement.

The Secretary presented a petition signed by thirty-two residents of the Medford-Talent district, Jackson County, requesting the Commission to allocate all possible funds to complete the reconstruction of the Pacific Highway over the Siskiyou Mountains. The Secretary was instructed to advise the petitioners that the Commission has this project in mind for consideration in the formation of its budget for new federal funds.

A letter was presented from Clarence H. Ford, Drain, in which the Commission was urged to allocate funds to reconstruct the Pacific Highway through the town of Drain. The Secretary was instructed to advise Mr. Ford that the Commission is considering this project in its deliberations.

A letter was presented from the West Side Pacific Highway Association urging the Commission to include in its construction program for the coming year at least one major improvement along the West Side Pacific Highway, more particularly the improvement of the Newberg-Rex Hill-Tigard Section; also urging the Commission to allocate a sufficient amount of funds to bring the West Side Pacific Highway up to the present standard of the East Side Pacific Highway. The Secretary was instructed to advise the Association that the Commission has this project under consideration.

A telegram was received from Dean H. Walker, Independence, urging the Commission to consider an allocation of funds for the improvement of a road extending from Independence northeasterly to a connection with the Salem-Dallas Highway at Brunks Corner. The Secretary was instructed to inform Mr. Walker that this project is one of those included in the Commission's tentative program for prospective federal funds.

A letter was presented from Hon. O. Henry Oleen, St. Helens, wherein the Commission was urged to allocate funds to continue the straightening and widening of the Lower Columbia River Highway. The Secretary was instructed to advise Mr. Oleen that the Commission is endeavoring to follow his recommendations.

A letter was presented from L. M. Sweet, Beagle, requesting the Commission to construct an oil surface treatment on the Sams Valley Secondary Highway in Jackson County. The Commission denied the request because it seems unlikely that there will be sufficient funds for that work.

A communication was presented from the Prineville-Crook County Chamber of Commerce urging the Commission to make certain improvements to the Ochoco Highway before it undertakes the construction of either the proposed Mitchell-Antelope Highway or that proposed between Mitchell and Madras. The Commission ordered the letter filed in the records of the department.

A petition was presented signed by twenty-three property owners residing along A Street between Fifteenth and Twentieth Streets and along Twentieth Street between A Street and the Corvallis-Newport Highway, in the city of Corvallis, wherein the Commission is requested to repair by grading, oiling, and in other proper manner, portions of these streets which, they allege, were damaged by highway traffic in the early part of the year when

used as a detour during the improvement of the Corvallis-Newport Highway in their city limits. The Commission denied the request.

Communications were presented from the following requesting the Commission to allocate some of the new federal monies for the completion of the Wolf Creek Highway between Elsie, in Clatsop County, and Sunset Camp, Washington County, in order to make this road available for general public use: East Side Commercial Club, Portland; Ray B. Early, Portland, representing a committee of prominent Portland citizens; A. A. Smith, Baker; Ryder Bros., _____; Astoria Chamber of Commerce; Charles H. O'Neil, Manager of Hotel Baker, Baker; W. C. Calder, Manager of Oregon White Pine Timber Company, Baker; Frank McColloch, attorney, Baker, and Ontario Commercial Club. The Commission ordered these communications filed in the Commission's records.

A letter was presented from Mr. Herman Fresia, Dayton, wherein the Commission was requested to oil the Salem-Dayton Secondary Highway in Yamhill County to alleviate the dust nuisance which he alleges is not only injurious to the health of the people but is destroying their crops adjacent to the highway. The Commission ordered the communication filed.

A letter was presented from W. S. Hamilton, County Judge of Douglas County, urging the allocation of forest highway funds to continue the construction of the Tiller-Trail Forest Highway which road, he alleges, will eventually be the main artery of travel for Pacific Highway traffic between Medford and Canyonville and can be constructed much cheaper than the present Pacific Highway between these points can be reconstructed. The Commission ordered the communication filed in the department's records.

A letter was presented from James T. Chinnock, City Attorney of Grants Pass, in behalf of Grants Pass City Council, wherein the Commission was requested to allocate federal municipal funds for the improvement of Sixth Street in Grants Pass (Pacific Highway route) from Evelyn Avenue to M Street where, he states, the present pavement is old and rapidly going to pieces on account of the heavy traffic it bears. After some discussion the Commission declined the City's request for federal funds but agreed to contribute state funds for the payment of one-half of the cost of the repair work as it offered to do last year. The Engineer was authorized by the Commission to renew its offer to the City.

A communication was presented from the Astoria Chamber of Commerce requesting an allocation of anticipated federal funds for the completion of the Neahkahnie-Cannon Beach Section of the Oregon Coast Highway in Clatsop and Tillamook Counties. No action was taken by the Commission on this request.

A petition was presented from residents and taxpayers of the Siletz River community protesting against the methods of Mr. A. Gallacher, highway section foreman in Newport who, they state, shows favoritism in the hiring of his men in that certain men are given preference over others equally qualified, notwithstanding that they may be working for remuneration elsewhere at the time Mr. Gallacher offers them employment. The Engineer advised that Mr. Gallacher is an excellent section foreman, has a good record with the Department; further, that in the hiring of temporary labor the section foremen are

7/2/34

guided primarily by the ability of the men to perform the work rather than their need for employment and whenever possible, men with families and those in need of employment are given work in preference to others. He also advised that the section foremen have been instructed to contact the County Courts when they are in need of extra help because the County Courts are usually well informed as to who is most in need of employment and can assist materially in this regard. It was his thought that the petition must have been circulated by a disgruntled citizen or a discharged employe. After due consideration the Commission approved the Engineer's report and instructed him to watch Mr. Gallacher's operations and to dispense with his services in the event he finds that Mr. Gallacher is not employing his men in accordance with instructions.

Reconsideration was given by the Commission to the claim of the Klamath Indian Reservation, amounting to $1,087.27, for rock taken in 1928 from a quarry located on reservation property and used for highway surfacing. The Engineer reported that in 1928 a former highway commission signed a lease with the Klamath Indian Reservation for the use of this quarry site and as a consideration agreed to pay the reservation the sum of five cents per cubic yard for materials taken therefrom; further, that this lease was never consummated by the Indian Service for reasons unknown, but the records show that 21,745.5 cubic yards of rock were actually taken; wherefore, he recommended that the bill be allowed. During the discussion of this matter the question arose whether or not the Secretary of State would pay this claim inasmuch as more than two years have passed by since it was contracted. The Secretary was instructed to ascertain from the Secretary of State his attitude in the matter and to report at the next meeting.

The Engineer reported on the matter of the proposed secondary highway between Dallas and Monmouth using the abandoned Southern Pacific railroad right of way and grade between these points, as requested by the Commission at the meeting held in Dallas on May 16, 1934. He stated that the construction of this proposed road, as requested by the Polk County Court, would be comparatively cheap since the line crosses very little drainage and the country is very flat; however, the road would be of very little importance as a state highway because the distance from Monmouth to the McMinnville-Tillamook Highway at Wallace Bridge, via the proposed cut-off and the Dallas-Coast Secondary Highway, would not be any shorter than the present route through Rickreall and a proposed cut-off from Rickreall to the Wallace Bridge. He estimated that the improvement would cost approximately $69,000 and recommended that the County Court's request be denied. The Commission by unanimous vote adopted the Engineer's report and recommendation.

The Engineer reported that it appears necessary at this time that certain changes, adoptions and alterations be made in the allowable load limits which have been established heretofore by the State Highway Commission for certain bridges on the state secondary highway system and there are other bridges and a ferry for which maximum load limits should be fixed. He submitted a list of such bridges and ferry and asked the Commission to approve the maximum allowable load limit suggested therein. After due consideration the Commission granted the Engineer's request and by unanimous vote adopted

the following resolutions with regard thereto:

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 and a ferry 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 and ferry against damage and injury and in order to safeguard traffic over said bridge structures and ferry, 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 ferry and each of them and of the traffic which uses the said bridge structures and ferry 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 and ferry 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 and ferry 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 and ferry 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:

COOS COUNTY:

Cape Arago Secondary Highway No. 240

240	8.4	that portion of the bridge over South Slough which is east of the present log dump, reduced from previously fixed maximum of 8 tons to - 5 tons

7/2/34

Coos River Secondary Highway No. 241
241-2.2 bridge over Catchings Slough----------10 tons
241-6.1 ferry over North Fork Coos River at Enegren Ferry---------- 7 tons

JOSEPHINE COUNTY:

Williams Secondary Highway No. 261
261-6.1 Murphy bridge over Applegate River----------10 tons

KLAMATH COUNTY:

Klamath Lake Secondary Highway No. 421
421-44.0 50-foot steel bridge over Seven-Mile Creek---- 8 tons

LANE COUNTY:

Eugene-Swisshome Secondary Highway No. 220
25 small bridges between Mile Post 27.3 and Mile Post 35.4---------- 5 tons
220-36.7 covered wooden bridge across Lake Creek-------10 tons

Deadwood Secondary Highway No. 201
201-10.6 bridge over Cougar Creek---------- 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 second day of July, 1934, 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 and ferry, 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.

WHEREAS, on the 27th day of September, 1932, at a meeting of the Oregon State Highway Commission, all members being present and participating, the Commission passed and adopted a resolution ordering a reduction of maximum load limits on certain secondary state highway bridges, including the following bridges, to-wit:

261-18.5 Bridge over Williams Creek on the Williams Secondary Highway No. 261 in Josephine County..... 4 tons

422-4.6 Bridge over Williamson River on the Chiloquin Secondary Highway No. 422 in Klamath County.... 8 tons

WHEREAS, subsequent to the time of the adoption of said resolution repairs have been made to the above-described Williamson River Bridge and Williams Creek Bridge so that it now is no longer necessary or desirable, and the Commission hereby finds that it is no longer necessary or desirable to maintain the reduced load limits set out in said resolution on the above-described bridges:

NOW, THEREFORE, the premises being in part as above stated, IT IS HEREBY ORDERED, that the said action of the State Highway Commission on the 27th day of September, 1932, reducing the maximum permissible load limits on the said Williamson River Bridge in Klamath County and the said Williams Creek Bridge in Josephine County, be and the same hereby is rescinded and cancelled as of this date, and the maximum load limits permissible on the above-described secondary state highway bridges shall hereafter be the maximum load limits prescribed by statute; however, said resolution of September 27, 1932, as modified by action of this Commission on May 19, 1933, shall remain in full force and effect with respect to the balance of the bridges listed therein.

IT IS FURTHER ORDERED that a certified copy of this resolution be furnished to the county clerks of Josephine and Klamath Counties, and the Superintendent of the Department of State Police for his information.

The Engineer reported the receipt of a request from people residing south of Arch Cape, Clatsop County, for the construction of a temporary roadway extending south from the completed portion of the Oregon Coast Highway at Arch Cape in Clatsop County so as to afford a highway outlet to the residents of that district. An investigation has been made of this project, he said, which reveals that the most feasible thing to do would be to construct a temporary outlet by clearing a trail about fifteen feet wide for a distance of about seven hundred feet on the adopted highway alignment and to surface this trail with about 210 cubic yards of beach gravel and sand. He estimated that this could be done for about $1,500 but advised that the work would be of no value in connection with the final construction of this section. The Commission decided unanimously against this improvement.

The Commission signed an agreement with Clifton & Applegate disposing of their claims for extra compensation arising out of their contract with the Commission for the construction of the Lime-Huntington Section of the Old Oregon Trail in Baker County, State Highway Contract No. 1393.

The Commission had under consideration the request of the County Court of Wallowa County for the cancellation of Wallowa County's indebtedness to the State and decided that in view of the fact that the Commission's records do not indicate in any way that this Commission or any former Highway Commission has taken any action to relieve the County of the payment of this indebtedness, the request should be denied.

7/2/34

A letter was presented from George W. Joseph, attorney at law, Portland, in which he and his mother offered to present to the State, free of cost, for park purposes the following described parcel of land upon which is located what is commonly called the Second Latourell Falls: The Northeast Quarter of the Northwest Quarter of Section 32, Township 1 North, Range 5 East of the Willamette Meridian in Multnomah County, Oregon, containing forty acres of land and being adjacent to the Guy W. Talbot state park. The Commission referred this matter to the Parks Engineer for investigation and report.

The Engineer requested authority to acquire certain parcels of real property needed for various highway improvements throughout the state. The Commission granted the Engineer's request and by unanimous vote adopted the following resolution with regard thereto:

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 bases of settlement which have 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 bases for settlement for the properties involved, and that the acquisition of the properties 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
Reedsport Section, Oregon Coast Highway				
Miller, Roy E.	R/W	3200 Sq.Ft.	$5.00 Lump Sum	Parker
World War Veterans' State Aid Comm. (Correction)	R/W	3200 Sq.Ft.	$204.50 Lump Sum	"

Section, Hwy., and Owner	Purpose	Acres	Approximate Amounts	Agent
Toledo Section, Corvallis-Newport Hwy.				
Center, I. N.	R/W	675 Sq.Ft.	at 5 cents per Sq.Ft.	McCallister
Christensen, Julia	"	600 Sq.Ft.	at 10 cents per Sq.Ft. plus $40.00	"
Waugh, A.	"	18200 Sq.Ft.	at 5 cents per Sq.Ft.	
		15650 " "	at 2½ cents per Sq.Ft. plus $110.00	"
Beaver-Hebo Section, Oregon Coast Highway				
Farmer, Reed	R/W	2.3	Land Gratis plus $300.00	Gray
Multnomah County Line-Linnton, Columbia River Highway				
Elbon, Harry	Borrow Pit	0.44	2 cents per Cu.Yd. 2 Yr. lease	Chandler

The Commission signed bargain and sale deeds conveying small portions of state-owned real property not needed as right of way in connection with various state highway improvements for which they were originally acquired, as follows:

3560 square feet located in Lot 58 of Block 8, amended plat of Miller's Addition and a part of a strip of land lying between the east line of said Miller's Addition and the west line of Washington Street, all in the town of Florence, Lane County, originally acquired from Paul Weber and wife and given to J. S. Woodward in exchange for other property needed for right of way.

7377 square feet of land situate in Lots 13, 14 and 15 of Block 38 of Gallagher's Addition to Florence, Lane County, deeded to R. C. Barber and Ava E. Barber, husband and wife, in exchange for other property in Florence needed for right of way for the Oregon Coast Highway.

All of Lots 8, 9 and 10 of Block 52 Chicago Addition to the town of Florence, Lane County, deeded to J. W. Tanner and M. Lavina Tanner, husband and wife, in exchange for property acquired from J. W. Tanner and David M. Kyle in Block 7 of Miller's Addition to Florence.

2,000 square feet located in Lot 5 of Block 55, City of Newport, Lincoln County, deeded to Eugene Williams and Mary E. Williams, husband and wife, in exchange for property located in Lots 7 and 8 of Block 55 which is to be deeded to the I. O. O. F. Lodge in Newport so that the lodge building can be moved from the highway right of way in accordance with agreement, dated April 24, 1934, between Eugene Williams and wife and the State Highway Commission.

7/2/34

A letter was presented from the Aurora Commercial Club thanking the Commission for the improvement of the Pacific Highway through their business district.

As requested by the Commission at a previous meeting, the Engineer reported on the cost of increasing the hours of service on the five coast highway ferries, as follows:

	One Extra Hour in the Morning	One Extra Hour in Morning and One Extra Hour at Night	One Extra Hour in Morning and Two Extra Hours at Night
Yaquina Bay	$ 75.00 per Mo.	$150.00 per Mo.	$225.00 per Mo.
Alsea Bay	90.00 " "	180.00 " "	270.00 " "
Siuslaw River	150.00 " "	300.00 " "	450.00 " "
Umpqua River	142.50 " "	285.00 " "	427.50 " "
Coos Bay	120.00 " "	240.00 " "	360.00 " "
	$577.50 per Mo.	$1,155.00 per Mo.	$1,732.50 per Mo.

The Commission deferred its decision with regard to this matter until the next meeting.

The Commission considered the following requests for extensions of time within which to complete highway construction projects:

F. H. May, Contract No. 1536, construction of bridges over Rock Creek and Six Mile Canyon on the Wasco-Heppner Secondary State Highway in Gilliam County, requested an additional extension of time from June 15 to July 15, 1934 in which to complete this project. The Engineer recommended that the extension requested be granted without penalty in view of the fact that the delay has caused the State no extra expense for engineering; neither has it inconvenienced the traveling public. The recommendation of the Engineer was approved by the Commission by unanimous vote.

J. C. Compton, Contract No. 1571, paving Washington County Line-Bertha Section of the Bertha-Beaverton Highway in Multnomah County, requested an extension of time of thirty days from June 30 to July 31, 1934, in which to complete this project. The Engineer advised that this contract is completed except for a small amount of shoulder construction work. The delay has not caused any inconvenience to the traveling public, he said, nor has it cost the State any extra amount for engineering supervision. He recommended that the extension requested be granted without penalty. The Commission approved the recommendation by unanimous vote.

A. S. Wallace, Contract No. 1621, furnishing 6,000 cubic yards of crushed rock in stock piles for the Otis Section of the Salmon River and Oregon Coast Highways in Lincoln County, requested an extension of time of fifteen days from June 30 to July 15, 1934 within which to complete this project. The Engineer advised that the contractor experienced considerable difficulty in securing the proper rock from his quarry which slowed down his operations; also

that the delay was caused by no fault of the contractor. He recommended that the extension requested be granted without penalty, the traveling public having experienced no inconvenience and the State having incurred no extra expense for engineering supervision. The recommendation of the Engineer was approved by the Commission by unanimous vote.

C. J. Montag, Contract No. 1480, construction of a steel bridge over the South Fork of the Santiam River two miles west of Crabtree on the Albany-Lyons Secondary Highway in Linn County, requested an extension of time from December 31, 1933 to June 25, 1934 in which to complete this project. The Engineer advised that Mr. Montag completed his contract last fall with the exception of some painting work which he was not permitted to do until spring because of wet weather conditions. He further advised that as soon as weather permitted the contractor resumed the painting work and completed it on June 25. He recommended that the extension requested be granted without penalty in view of the fact that the delay has not caused the traveling public any inconvenience nor the State any extra expense for engineering. The Commission approved the Engineer's recommendation 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. 1480 with C. J. Montag, construction of a steel bridge over South Fork of Santiam River on Albany-Lyons Secondary Highway No. 211 in Linn County; completed June 25, 1934;

Contract No. 1486 with Lindstrom & Feigenson, bridge over Youngs Bay near Astoria on Oregon Coast Highway in Clatsop County; completed June 5, 1934;

Contract No. 1495 with Myers & Goulter, grading Middle Fork-Flowers Gulch Section of Pendleton-John Day Highway in Grant County; completed June 8, 1934;

Contract No. 1496 with Babler Bros., bituminous macadam construction on Neskowin-Siletz River and Tillamook County Line-Grand Ronde Sections of Oregon Coast and Salmon River Highways in Tillamook, Lincoln and Polk Counties; completed June 6, 1934;

Contract No. 1500 with Wm. Endicott & Co., grading Unit #3, Redmond-Bend Section of The Dalles-California Highway in Deschutes County; completed June 15, 1934;

Contract No. 1505 with Berke Bros. Inc., grading Soda Fork Section of Santiam Highway in Linn County; completed June 8, 1934;

Contract No. 1517 with Joplin & Eldon, bridge over

7/2/34

Tualatin River near Hillsboro on Farmington Secondary Highway No. 142 in Washington County; completed June 7, 1934;

Contract No. 1518 with Associated Construction Co., bridge over Humbug Creek near Elsie on Wolf Creek Highway in Clatsop County; completed June 19, 1934;

Contract No. 1525 with C. J. Montag, bridges over Deschutes River and Shitike Creek on Warm Springs Highway in Jefferson County; completed June 13, 1934;

Contract No. 1534 with J. W. & J. R. Hillstrom, grading and surfacing of Sixes River Section of Secondary Highway No. 250 in Curry County; completed June 16, 1934;

Contract No. 1536 with F. H. May, bridges over Rock Creek and Six Mile Canyon on Wasco-Heppner Secondary Highway in Gilliam County; completed June 20, 1934;

Contract No. 1555 with Mountain States Construction Co., bridge over Williams Creek near Provolt on Williams Secondary Highway in Josephine County; completed May 21, 1934;

Contract No. 1565 with The United Contracting Co., concrete pavement construction on Corvallis Section of Corvallis-Newport Highway in Benton County; completed June 11, 1934;

Contract No. 1566 with Sig Ash, bridge over South Fork of Alsea River near Alsea on Alsea-Deadwood Secondary Highway in Benton County; completed June 1, 1934;

Contract No. 1568 with Curtis Gardner, bridges over Stinkingwater Creek and Malheur River on Central Oregon Highway in Harney County; completed May 15, 1934;

Contract No. 1574 with Settergren Bros., bridge over Mill Creek on the Pacific Highway in the City of Salem, Marion County; completed June 4, 1934;

Contract No. 1577 with Johnson & Pearce, Cummings Hill Undercrossing near Buxton on Nehalem Secondary Highway in Washington County; completed June 19, 1934;

Contract No. 1597 with Northwest Roads Co., paving Bend Section of The Dalles-California and Central Oregon Highways in Deschutes County; completed June 18, 1934.

The following resolution accepting the above projects was offered and 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. 1480 with C. J. Montag, construction of a steel bridge over South Fork of Santiam River on Albany-Lyons Secondary Highway No. 211 in Linn County;

Contract No. 1486 with Lindstrom & Feigenson, bridge over Youngs Bay near Astoria on Oregon Coast Highway in Clatsop County;

Contract No. 1495 with Myers & Goulter, grading Middle Fork-Flowers Gulch Section of Pendleton-John Day Highway in Grant County;

Contract No. 1496 with Babler Bros., bituminous macadam construction on Neskowin-Siletz River and Tillamook County Line-Grand Ronde Sections of Oregon Coast and Salmon River Highways in Tillamook, Lincoln and Polk Counties;

Contract No. 1500 with Wm. Endicott & Co., grading Unit #3, Redmond-Bend Section of The Dalles-California Highway in Deschutes County;

Contract No. 1505 with Berke Bros. Inc., grading Soda Fork Section of Santiam Highway in Linn County;

Contract No. 1517 with Joplin & Eldon, bridge over Tualatin River near Hillsboro on Farmington Secondary Highway No. 142 in Washington County;

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7/2/34

Contract No. 1568 with Curtis Gardner, bridges over Stinkingwater Creek and Malheur River on Central Oregon Highway in Harney County;

Contract No. 1574 with Settergren Bros., bridge over Mill Creek on the Pacific Highway in the City of Salem, Marion County;

Contract No. 1577 with Johnson & Pearce, Cummings Hill Undercrossing near Buxton on Nehalem Secondary Highway in Washington County;

Contract No. 1597 with Northwest Roads Co., paving Bend Section of The Dalles-California and Central Oregon Highways in Deschutes County;

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 Commission adjourned at 11:40 o'clock p. m. to reconvene at 9:00 o'clock a. m. the following morning in the same room.

Portland, Oregon, July 3, 1934

The State Highway Commission reconvened at 9:00 o'clock a. m. in the Rose Room, Benson Hotel. Those present were: L. M. Scott, Chairman; E. B. Aldrich, Commissioner; R. H. Baldock, State Highway Engineer, and H. B. Glaisyer, Secretary.

Hon. Edward E. Brodie, Oregon City, representing the Oregon City Chamber of Commerce, appeared before the Commission with regard to the selection and construction of a new route for the Pacific Highway through the town of Oregon City. He urged the Commission to adopt the Water Street route heretofore recommended by certain business men of Oregon City and filed a brief in support of his oral arguments. The Commission took this matter under advisement.

The Commission conferred with representatives of the U. S. Bureau of Public Roads and Forest Service relative to the adoption of a program for forest highway funds apportioned to Oregon for the fiscal year 1935, for savings which have accrued from forest highway funds made available to Oregon for the year 1934 N. R. funds and for additional savings accrued from previous regular federal forest highway appropriations, totaling $1,222,688. Present and representing the Bureau of Public Roads were W. H. Lynch, District Engineer; H. D. Farmer, Senior Highway Engineer; Tom Davis, Senior Highway Engineer; and F. E. Andrews, Senior Highway Engineer. Present and representing the Forest Service was James Frankland, Acting Regional Engineer.

After a full consideration of this matter the following program for such funds was mutually agreed upon:

Funds Available:

Fiscal Year 1935 Apportionment	$967,688.00	
Savings from F. Y. 1934 NR Funds	225,000.00	
Savings, Prev. Regular F. H. Appro.	30,000.00	$ 1,222,688.00
Deductions:		
10% Admin. & Equip.	$ 96,768.80	
Contingent	55,919.20	152,688.00
Total Available for Programming		$ 1,070,000.00

Recommendations:

The following program is recommended:

Project No.	Project	Approx. Length	Recommended Allocation	Remarks
NR-1-A2	McMinnville-Tillamook	--	$ 30,000	Bridges
NR-6-D4,E6	Alsea	6.3	25,000	Oil Surf.
NE-7-C2,D3 E3,F2,G3	Siuslaw	19.7	80,000	Oil Surf.
NR-16-G	Tiller-Trail	3.5	70,000	Grad. & Clear.
NR-21-H	Willamette	3.5	190,000	Grad. & Clear.
NR-21-C1,D3	Willamette	9.0	35,000	Oil Surf.
NR-23-H1,I	Santiam	6.1	130,000	Grad. & Clear.
NR-24-E2	North Santiam	4.2	100,000	Grading
NR-24-F1	North Santiam	1.5	50,000	Grading
NR-35-A2	Canyon City-Burns	1.5	75,000	Grading
NR-37-D	Weston-Elgin	7.3	140,000	Grading
NR-43-C4	Diamond Lake	11.4	115,000	Surfacing
	Location Surveys		30,000	
	Total		$1,070,000	

The Commission thereupon signed a joint letter with the District Engineer and the Regional Forester recommending the program to The Forester and Chief of Bureau, Washington, D. C.

With regard to the allocation of funds for surveys contained in this program, the Commission agreed to an expenditure of $10,000 for further surveys on the North Umpqua Highway in Douglas County.

The Commission considered and discussed the tentative construction program submitted by the Engineer to be financed with federal grant monies, amounting to $3,097,814, which have been allotted to the State of Oregon by the provisions of the Emergency Construction Act of June 18, 1934, but made no definite commitments due to the fact that the rules and regulations governing the expenditure of such funds have not yet been received from the Government.

In this connection the Engineer advised that some of the prospective municipal projects will involve changing or altering of present highway routings through certain cities and towns and, according to the legal requirements, public hearings must be held in those towns before the Commission can legally undertake such improvements. He particularly referred to contemplated improvements in Corvallis, Newberg, Pendleton, La Grande, Lakeview and The Dalles. The Commission authorized the Engineer to set dates on which to hold public hearings in these towns as soon as a definite program has been arranged for the funds in question.

Mark D. McCallister, right of way agent for the Commission, was present and reported to the Commission the progress being made to acquire the right of way for the improvement of the Corvallis-Newport Highway through the town of Toledo in Lincoln County. The Commission took no definite action on this matter except that it was arranged that Chairman Scott and Mr. Baldock, State Highway Engineer, would make a personal inspection in the near future of the right of way being acquired, a definite date for such inspection to be arranged later.

The Engineer reported the receipt of a telephonic inquiry from the Washington State Highway Department as to the attitude of the Oregon State Highway Commission with regard to granting a permit to one Roland McCall to dive into the Columbia River from one of the towers of the Interstate Bridge between Portland, Oregon, and Vancouver, Washington, as a special feature of a regatta which is to be held in Vancouver in the near future. The Commission denied the request for this privilege because it did not care to become involved in an exhibition of this kind which might cost the life of the performer.

The Engineer reported that on account of the drouth conditions prevailing in the eastern part of the state, the springs at Emigrant Park which are used as a water supply for this district are drying up and in order to provide water for the Civilian Conservation Corps who are working in this district, and others, it will be necessary to augment the spring supply by the drilling of a well which will cost approximately $1,200. He further reported that the United States Army Corps and National Park Service have agreed to contribute $400 each toward the cost of drilling the well, provided the State will pay the difference, and recommended the acceptance of the Government's offer. After due consideration the Commission authorized the Engineer to spend $400 of state funds for this purpose.

The Commission set August 2 for its next regular meeting to receive bids on highway construction work and instructed the Secretary to arrange to hold this meeting in the auditorium of the Public Service Building, Portland, if possible.

There being no further business to come before the Commission at this time the Commission adjourned at 1:30 o'clock p. m.

State Highway Engineer

Secretary

Chairman

Commissioner

JUL 2 1934

PART 2

OF

VOLUME XIX

MINUTES OF OREGON STATE HIGHWAY COMMISSION

COVERING PERIOD

F R O M

JULY 9, 1934

TO

OCTOBER 30, 1934

- - - -

OREGON STATE HIGHWAY COMMISSION

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

- - - -

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

- - - -

HEADQUARTERS AND GENERAL OFFICE OF DEPARTMENT

LOCATED AT SALEM, OREGON

TABLE OF CONTENTS

Page	Date	Subject
	1934	
5019	July 9	Rescinding of resolution adopted June 15, 1934 re issuance and sale of bonds for Coast Highway bridges.
5020		Resolution covering issuance and sale of Oregon Coast Highway Bridge Revenue Bonds.
5038		Non-litigation certificate signed.
		Wolf Creek Highway. Portland Chamber of Commerce asking for expenditures.
		Wilson River Highway. Delegation from Tillamook urging improvement of Mills Bridge-Bear Creek Section.
5040		Coos County. Eastside; funds for oiling of secondary highway requested.
		Klamath County. Designation as secondary highway of road from Chiloquin along Sprague River to Klamath Falls-Lakeview Highway; request denied.
		Yamhill County. Newberg; request for widening of bridge at east city limits and repairs to First Street.
		Road maps; reimbursement requested by Chambers of Commerce of Eugene and Portland.
5041		Curry County. Request for advance payment of second half of county's share of state highway fund.
		West Salem. Salem-Dallas Highway; asphalt surface on portion through city requested.
		Contracts completed and accepted: Bridge over South Fork of Santiam River, C. J. Montag; Bridge over Applegate River, Mountain States Construction Co.; Bridge over Santiam River Overflow Channel, Barham Bros. & Henningsen.
5042		Wilson River Highway. Discussion of matter of providing funds. Salvage of timber discussed with Eugene R. Walsh.
5044	July 12	Proposals received: Frame office building and frame storage building at Roseburg; Used equipment;
5046		Scrap metal, tires and batteries.
5047		Theodore Arenz. Disqualification by Bureau of Public Roads discussed; reconsideration of decision requested.
5048		Washington County. L. L. Crawford asking for improvements to Buxton-Banks Section of Nehalem Secondary Highway.
		Wilson River Highway. Eugene R. Walsh, report on investigations relative to salvaging burnt timber.
5049		Wolf Creek and Wilson River Highways. Discussion with Portland Chamber of Commerce.
		Columbia County. Elimination of curves at Rainier requested; oiling of section north from Vernonia requested.
		Tillamook. Reconstruction of south entrance and resurfacing of Stillwell Avenue requested.

Page	Date 1934	Subject
5050	July 12	Yaquina Bay bridge. Subcontract for fabrication of steel discussed.
5052		Awards announced: Buildings at Roseburg; Used equipment;
5053		Scrap metal, tires and batteries. Truck scales; Engineer's report on quotations. Bids rejected and new quotations asked.
5054		Portland. Barbur Boulevard; City requested to designate as through street. Clackamas County. Consideration of route through Oregon City. Curry County. Letter signed authorizing Secretary of State to advance second half of share of state highway fund. Oregon Coast Highway ferries. Previous action re increasing hours of service confirmed. Wilson River Highway. Toll road suggested by B. Gildner.
5055		La Grande. Agreement with City covering payment of indebtedness to State. County debts. Progress report re collection. Road maps. Order to furnish free not to be retroactive. Lincoln County. Request of Archie Zeek to remove shell mounds from right of way south of Seal Rocks denied. Ashland. Pacific Highway route, paving of portion requested.
5056		Oregon Coast Highway. Letter from Ed W. Miller supporting oral request on July 2. Coos County. Right of way between Empire and South Inlet offered by Empire Development Company for Cape Arago Secondary Highway. Yamhill County. Newberg-Rex Hill-Tigard Section, letters asking improvement. Mitchell Point tunnel and other tunnels; Engineer authorized to make investigation re improvement. Lincoln County. Frank H. Hilton requested to remove buildings from right of way at north side of Alsea Bay. Acquisition of real property for right of way, quarries, etc., resolution covering various highways.
5059		Baker County. Resolution authorizing condemnation of property of Columbia Cement Company.
5062		Bargain and Sale deed signed conveying property at Florence to J. C. Ponsler and wife. Contracts completed and accepted: Middle Fork-Forest Boundary Section, Myers & Goulter; Little Butte Creek-Elk Creek Section, Northwest Roads Co.; Rice Hill Section, Theodore Arenz; La Grande Section, Jones-Scott Company.
5064	July 25	Oregon Coast Highway bridges. Attorney's report on trip to Washington in connection with loan and grant. First National Bank asks to be joint depository for PWA bridge funds.

Page	Date 1934	Subject
5064	July 25	Lincoln County. Frank H. Hilton reports willingness to move store building from right of way at north side of Alsea Bay. Klamath County. Klamath Falls-Weed Highway, entrance into Klamath Falls; reconsideration of Shaw-Bertram route.
5065		Wigwag signals; to be included in budget for expenditure of federal funds. Federal funds. Tentative budget discussed. Wilson River and Wolf Creek Highways. Delegations asking for funds.
5070		Multnomah County-City Relief Committee; requesting allocation of federal funds in Portland area. Oregon Coast Highway bridges; financial arrangements with PWA consummated; deposit made in U. S. National Bank, Portland. Awards: Bridge over Coos Bay; Bridge over Yaquina Bay;
5071		Bridge over Umpqua River; Bridge over Siuslaw River. Oregon Coast Highway bridges; escrow agreement signed. Portland. City Engineer requesting federal municipal projects. Oregon Coast Highway bridges. Resolution authorizing chairman to enter into agreement with U. S. National Bank covering interest rate on PWA funds deposited.
5072		Federal grant monies. Discussion of projects. Federal public lands funds. Program agreed upon. Portland. Fire hydrants at Vermont and Newbury Street Gulch bridges requested.
5073		Trucking Industry. Oregon State Code authority asks that trucks on state highway projects register. Lambs. Claims of G. Van Koten and M. Nichols for loss. Ocean beach aircraft landing fields; resolution rescinding order of July 30, 1931.
5075		Decorative mile posts. Proposal of Louise G. Utter. Douglas County. Petition for sidewalk on Calapooya River bridge at Oakland denied. Klamath County. Discussion of route for The Dalles-California Highway southeast of Merrill. Coquille. Request for recognition of state highway through town as part of Oregon Coast Highway denied.
5076		Curry County. Confirmation of action approving advancement of second half of share of $1,600,000 fund. Valve seat grinder; purchase authorized. Acetylene generators; purchase of two authorized. American Road Builders' Association; membership considered. Multnomah County. Resolution approving payment to county of $126,000 in conformance to agreement of November 2, 1932 for Fourth Street Highway project.

Page	Date 1934	Subject
5079	July 25	Marion County. Letter from C. H. Taylor requesting funds to improve Pacific Highway south of Salem.
		Burns Chamber of Commerce requests funds for completion of Central Oregon Highway.
		Grant County. Kimberly-Monument Secondary Highway, construction requested.
		Clackamas County. Oiling of secondary highway between Eagle Creek and Sandy requested.
		Eugene. Request for improvement of route of Pacific Highway through city.
5080		Klamath Falls-Lakeview Highway; oiling of section between M. P. 25 and 35 requested.
		Klamath County. Application for secondary highway from Chiloquin up Sprague River endorsed by Commissioner of Indian Affairs.
		Jackson County. Oiling of Sams Valley Secondary Highway requested.
		Columbia County. Request for funds to eliminate dangerous curves west of Rainier.
		Wolf Creek Highway. Communications requesting funds.
		Baker County. Request for permanent survey of Halfway-Homestead Section and for construction between Dixie Creek and Gale.
		Foxglove seed. J. E. Towle asks permission to gather along right of way of Alsea Highway.
5081		Astoria. Commission asked to hold hearing in connection with operation of free ferry across Columbia River.
		Three Flags Highway Association requests oiling of unoiled sections between Pendleton and Lakeview.
		Lake County. Oiling of section of Fremont Highway north of Lakeview requested.
		Coos County. Oregon Coast Highway, construction through Bunker Hill district requested.
		Wallowa County. Funds for completion of Oregon section of road to Clarkston, Washington, requested.
		P. L. Crooks & Co. Agreement re claims on Hug Point-Arch Cape Section.
		Roseburg. Bids for department buildings rejected; readvertisement ordered.
5082		Used equipment and junk; sales confirmed.
		Acquisition of real property for right of way, quarries, etc., resolution covering various highways.
5083		Right of way condemnations authorized:
		Florence-Glenada Section, Oregon Coast Highway;
		Toledo Section, Corvallis-Newport Highway;
		Cascade Locks Section, Columbia River Highway;
		Delake Section, Oregon Coast Highway;
		Kernville Section, Oregon Coast Highway.
5085	July 25	Extensions of time:
		Lindstrom & Feigenson, Youngs Bay bridge approaches;
5086		Associated Construction Co., bridges over Humbug Creek;
		Joplin & Eldon, Meiners Ranch-Pendleton Section;
		A. T. Dolan, Wheeler-Kilchis River Section.
5087		Contracts completed and accepted:
		Durkee-Gales and Lime-Huntington Sections, Morrison-Knudsen Co.;
		Siletz River-Newport Section, Saxton & Looney;
		Winston Bridge Section, Theo. Arenz;
		Arlington Section, Northwest Roads Co.;
		Condon Section, Northwest Roads Co.;
		Bridge over Middle Fork Coquille River, Tom Lillebo;
		Washington County Line-Bertha Section, J. C. Compton;
		Bridges over Oak Point and Rickreall Creeks, Parker-Schram Co.;
		Sandy Boulevard-Halsey Street Section, Jacobsen-Jensen Co.;
		Marshfield Section, United Contracting Co.;
		Otis Section, A. S. Wallace.
5089		Bonneville. Letter to Major Williams granting U. S. right of occupancy of John B. Yeon State Park; approved by Commission.
		Wage scale on federal highway projects; conference with representatives of Bureau of Public Roads.
		Clackamas and Marion Counties. Oiling of shoulders between Salem and Oregon City authorized.
5090	July 30	Bridge Revenue Bonds, quotations.
5091		Allied Truck Operators. Manager appeared relative to administration of Oregon Transportation Act.
		Central Oregon Highway. Julian Byrd protests against allotment of funds for improvement.
		Assignments of several counties guaranteeing reimbursement to state highway fund. Consideration given to cancellation.
5092		Lombard Street, Union Avenue-Columbia Blvd. Section. Contract awarded to Harold Blake on May 28.
		Kinzua Lumber Company. Permission given company to tractor logs across Shelton State Park.
		Interstate Bridge. New insurance policy approved.
		Blue print drawings. Charge determined for furnishing them.
5093		Park site on Upper Columbia River Highway accepted from Geo. W. Joseph and mother.
		Extensions of time:
		Brookfield Co., Inc., Astoria-Gnat Creek Section;
		Joseph H. Anderson, Bridge over Mill Creek at Aurora;
5094		United Contracting Co., widening Albany-Tangent Section;
		Harold Blake, Sheridan Street-Portland City Limits Section.

Page	Date 1934	Subject
5094	July 30	Contracts completed and accepted: Caufield & Savage, removal of buildings from the Florence Section of Oregon Coast Highway.
5095		Width of federal aid highways. Information relative thereto from Bureau of Public Roads. Agreement and permit signed with Jewish Shelter Home. Joint letter signed with B. P. R. - allocation of funds. Cascade Locks, Wilson River, Wolf Creek projects - allocation of funds discussed.
5096		Tillamook and Tillamook County Court request that logging road be constructed. Denied. Wolf Creek Highway. $175,000 allocated for construction.
5098		1934 NRM, NRH, and NRS Program adopted.
5103		Next regular meeting set for August 23, 1934
5104	Aug. 16	Free ferry service at Astoria across Columbia River - requested by Astoria citizens. No action taken.
5106	Aug. 17	Minutes of March 6, 21 and 22, and April 4 and 5, 1934 approved. All-risk insurance and use and occupancy insurance for Coast Highway bridges ordered readvertised. Contract bonds. Request of insurance agents that clause be inserted in contracts, as done by Montana Highway Department, denied.
5107		Bid of Hamilton Bank Note & Engraving Company for printing Oregon Coast Highway bridge revenue bonds accepted. Jackson County Humane Society. Request to post signs at important highway intersections denied. Tom Knight's claim for $111.05 denied.
5108		Kinzua Lumber Company. Cancelled permit heretofore granted. State Forester. Permission granted to use water from spring on right of way of Silver Creek Falls Secondary Highway. Crown Willamette Paper Company granted permission to haul logs on Nehalem Secondary Highway on Saturday afternoons and Sundays. Resolution granting authority to Engineer to issue permits for log hauling on Saturday afternoons, Sundays, or holidays, when it will create no undue hazard.
5109		Drought area in Oregon. Engineer instructed to contact SERA authority to ascertain how much money is available for construction of road projects in that district. Pacific Highway. Request of George Cattley, that rock shoulders of highway through Canby be oiled, denied. Loan of department trucks for use of SERA, Roseburg, denied. Bertha-Beaverton Highway-Fairvale County Road intersection. Oiling at a cost of $100 approved.
5110		Columbia River Highway, Sherman County - abandoned right of way vacated.

Page	Date 1934	Subject
5110	Aug. 17	Union County Court. Request that road from Starkey to Ukiah be designated as a forest highway denied. Assignments of several counties again discussed. Decision deferred. Automobile, purchase of a Buick for Bridge Engineer authorized.
5111		Award of contract to Harold Blake for Union Avenue-Columbia Boulevard Section, Portland, confirmed. Motor Transportation Act, additional funds for its administration necessary. Chairman Scott to contact State Emergency Committee relative thereto. Mabel Stevens. Permit granted her to maintain dwelling on right of way of Columbia River Highway at Holbrook.
5112		Hearings scheduled, as follows: The Dalles, September 17; Pendleton, September 17; La Grande, September 18; Elgin, September 18; Redmond, September 19; Lakeview, September 20; Corvallis, September 21; Newberg, September 22. Oil truck operators to be given notice that they cannot transport oil trucks on ferries at the same time when passenger traffic is being carried. Ferries. Resolution adopted setting forth rules and regulations for the operation of state-owned ferry boats.
5114		Liability for injuries or accidents on work; matter of relieving Commission. Agreements, etc. signed: S. P. Co., P. E. P. Co., Milwaukie undercrossing; Bargain and Sale Deed, S. P. Co. right of way in Tillamook County; Lease from V. B. Jones, CCC camp site at Otter Rock; Lease, Albert Hindman Estate, stock pile site, Baker County; Bargain and Sale Deed to U. S. A., part of John B. Yeon State Park, Bonneville; Quitclaim Deed to Lane County, right of way in Florence;
5115		Bargain and Sale Deed to L. M. Dafler, exchange of right of way at Florence; Bargain and Sale Deed to J. C. Ponsler, exchange of right of way at Florence; Bargain and Sale Deed to Benefit Savings & Loan Ass'n, right of way exchange at Reedsport; Bargain and Sale Deed to E. E. Wilson, right of way exchange at Newport; Agreement with J. A. Lyons re claims for extra compensation, Newberg-McMinnville regrading contract;

Page	Date 1934	Subject
5115	Aug. 17	Agreements, etc. signed - cont'd
		Agreement with North Bend, riprapping approach to Pony Slough bridge.
		Douglas County. Tideways Park offered to State; right of way across Bolon (Tideways) Island considered.
5116		Yamhill County. Park site near Wheatland accepted from Estate of Maude Williamson.
		Clatsop County. Bradley Park concession granted to B. J. Lindeman.
		Bradley Park, removal of fallen timber.
		Multnomah County. George W. Joseph Park named.
5117		CCC camps to start operations.
		Acquisition of real property for right of way, quarries, etc., resolution covering various highways.
5118		Umatilla County. Violations involving pay roll of Northwest Roads Co. on East Pendleton Section reported.
5119		Port of Umpqua. Matter of providing new anchorage for dredge.
5120		Extension of time:
		Oregon-Washington Bridge Company, bridge over Abiqua River.
		Contracts completed and accepted:
		Bridges over John Day River and Granite Creek, Myers & Goulter:
		Klamath Falls-Forest Boundary Section, Dunn & Baker;
		Albany-Tangent Section, United Contracting Co.,
		North Salem Section, L. O. Herrold;
		Bridge over Abiqua River, Oregon-Washington Bridge Co.;
		Bridge over Butte Creek, Birkemeier & Saremal;
		Bridge over Pudding River, Northwest Roads Co.;
		Bridge over Klaskanine River, Averill & Philpott;
5121		Bridge over branch of Chehalem Creek, Shattuck & Neland;
		Bridge over Amazon Slough, E. C. Hall;
		Moving buildings on Newport Section, W. G. H. Krueger;
		Wheeler-Kilchis River Section, A. T. Dolan.
5122		Multnomah County-City Committee, protest against allocation of Federal grant monies and requesting readjustment.
		Wolf Creek Highway and Oregon Coast Highway at Arch Cape, letters urging construction.
		Klamath County. Request for improvement of The Dalles-California Highway between Malin and California state line.
5123		Lincoln County. Request for improvement of road up Drift Creek near Waldport denied.
		Umatilla County. Letter from Alton B. Clark re certain state highway improvements.
		Marion County. Road via Champoeg between Portland and Salem requested to provide work relief.
		Leslie M. Scott, reelected Chairman.
		Port of Entry at Interstate Bridge, conference with officials of State of Washington.
5125	Aug. 17	Free ferry service across Columbia River discussed with Washington officials.
5126		Portland-Astoria commercial highway route via Washington and Oregon highway proposed by A. M. Churchill.
5127	Aug. 24	Federal highway funds, revisions in construction program considered with Bureau representatives.
		Letter from W. H. Lynch asking extension of construction on Wilson River Highway and disapproving allocation for construction in Reedsport.
5128		Public lands funds; letter from W. H. Lynch; discussion.
5129		J. B. Laber. Improvement of Columbia River Highway through Cascade Locks.
		Fourth Street and Wolf Creek Highway projects discussed by L. M. Lepper, East Side Commercial Club.
		Neahkahnie Mountain project urged by S. G. Reed, Nehalem.
5130		Rex Hill and Chehalem bridge projects. Delegation appeared requesting that these be retained in program.
		D. W. Chamberlain and S. O. Clodfelter object to Cascade Locks improvement as proposed by Commission.
5131		Santiam Highway. Delegation requests that no change be made in allocation of funds for this highway.
		Wolf Creek Highway. Seaside Chamber of Commerce wishes no change made in allocation for this road.
		Cascade Locks project eliminated from program. (Federal Aid)
		Molalla River project eliminated from program. (" ")
		Wilson River Project. Funds allocated for its construction.
5132		I.-O.-N. Highway. Funds allocated for construction.
		Reedsport project withdrawn from federal municipal program.
		Pacific Highway route. Funds allocated for improvements in Junction City, Grants Pass, Medford, and Ashland.
		Right of way. Resolution adopted for acquisition of right of way.
5133		Inspection trips scheduled for August 30, and during week of September 3-8, 1934.
		Oregon Coast Highway bridges. New resolution adopted authorizing Engineer to sign checks drawn on The U. S. National Bank.
5135		Engineer authorized to transfer $3,980.52 from Commission account to Oregon Coast Highway Bridge Sinking Fund.
5136		North Bayside Grange #691, Lakeside. Request for extension of ferry service denied.
		Edwin Bayliss. Claim, reimbursing him for damage done to his personal property, approved.
		Free ferry service across Columbia River at Biggs. Objections to such service considered by Commission.
5137		George Richardson, Newport. Request that his shop building be raised, denied.

Page	Date 1934	Subject
5137	Aug. 24	Cancellation of assignments of several counties to reimburse state highway fund again considered. Decided that Legislature should determine whether assignments should be cancelled or the monies collected.
		John Day Highway. Association requests reallocation of funds. No action taken.
		Wilson River Highway. Portland Central Labor Council and Tillamook Chamber of Commerce request allocation of funds for timber salvage project. No action taken.
5138		City-County Committee of Multnomah County objects to present program of federal funds. Communication ordered filed.
		Eddyville-Blodgett Secondary Highway, Nashville-Norton Section. Engineer instructed to rock this road for one-way traffic.
		SERA. Department trucks may be loaned when projects involve improvements to state highways.
		Trucks. Engineer to appraise old trucks and render a report.
		Extensions of time:
5139		Joplin & Eldon, Stinkingwater Mountain-Drinkwater Pass Sec.;
		S. H. Newell, Jackson Creek-McDermitt Section;
		Hoffman Construction Co. bridges over Vermont and Newbury Street Gulches in Portland;
		Theo. Arenz, Mill City-Gates Section;
5140		R. H. Jones, bridge over East Fork of Hood River;
		S. H. Newell & Co., Blue Mountain Pass-Jackson Creek Section;
		E. C. Hall, Danebo Road-Eugene Section;
		Edlefsen-Weygandt Co., oiling approaches to Siuslaw River bridge.
5141		Contracts completed and accepted:
		Contract No. 1497 - Jacobsen-Jensen Co.;
		Contract No. 1615 - Brookfield Co., Inc.;
		Contract No. 1619 - Caufield & Savage.
5142	Aug. 31	Jantzen Beach Park Association. Harvey Wells' appearance regarding widening Pacific Highway south approach to Vancouver Interstate Bridge.
5143		Washington officials. Conference re free ferries and port of entry.
5144		Shop equipment for branch shops and Salem shops, purchase authorized.
5145		Insurance on automobiles and trucks separate from other departments requested.
		Cancellation of assignments of counties for federal loans, previous action confirmed.
		Contract bonds. Commission asked to include clause requiring Oregon agents.
5146		Free ferry service across Columbia River between Biggs and Maryhill; letters objecting.
		Acquisition of real property for right of way, quarries, etc.; resolution covering various highways.

Page	Date 1934	Subject
5147	Aug. 31	Clackamas County. Quitclaim deed to First Nat'l Bank, Portland, part payment for Gratton property, Milwaukie.
		Enterprise. Bargain and Sale Deed, property for maintenance headquarters site.
5148		Ocean beach area; jurisdiction as public highway discussed.
		Extensions of time:
		Shattuck & Neland, bridge over branch of Chehalem Creek;
		Johnston, Hanson & Johnston, bridge over Beneke Creek.
5149		Contracts completed and accepted:
		Multnomah County Line-Linnton Section, Theo. Arenz;
		Buell-Salt Creek Section, Chas. H. Leonard;
		Brunks Corner-Oak Point Creek Section, Earl L. McNutt;
		Bridge over Beneke Creek, Johnston, Hanson & Johnston.
5150	Sept. 17	The Dalles. Hearing re west entrance of Columbia River Highway.
5153		Columbia River Highway between Portland and The Dalles discussed - straight road or curves.
		Sherman County Court requesting improvement of Wasco County portion of Sherman Highway.
		Hood River. Improvement of Columgia River Highway route through business district requested.
5154		Pendleton. Hearing re west entrance of Old Oregon Trail.
5155		Sheep. Permission requested to bed and water at Emigrant State Park.
		Pendleton. Proposed route inspected.
	Sept. 18	Sheep. Proposed bedding ground and well in Emigrant Park inspected; site at Meacham approved and arrangements made for furnishing water.
5156		La Grande. Hearing re changing route of Wallowa Lake Highway in city and reconstructing it under O.-W. R. & N. tracks.
5159		Elgin. Hearing re route of Wallowa Lake Highway at east city limits.
5160		Right of way discussed with city and county officials.
	Sept. 19	Redmond. Hearing re changing route of D.-C. Highway entering from south.
5161		Deschutes County. Secondary funds authorized for purchase of powder for SERA project on Powell Butte Sec. Highway.
5162		Claim for lambs mired in waste road oil near Prineville approved.
	Sept. 20	Lakeview. Hearing re changing route of Fremont Highway in city from north.
5164	Sept. 21	Corvallis. Hearing re changing route of Corvallis-Newport Highway between Fifth and Third Streets.
5165		Protest against rumored change in route of West Side Highway.
		Cement for Coos Bay and Umpqua bridges; use of California cement requested.
5166		Coos Bay bridge; purchase of boat and outboard motor approved.
		Klamath County. Report on cost to complete D.-C. Highway to state line via alternate routes.
5167		Waldport. Request for roadway to beach at north end of seawall denied.

Page	Date 1934	Subject
5167	Sept. 21	**Burlington Water District. Interest on sum advanced by State for moving water pipes.**
		Rockaway. E. W. Moore requests widening of Oregon Coast Highway in front of his place. Denied.
		West Side Pacific Highway. Options for right of way through Tigard ordered taken up in the near future.
5168		Washington County. Consideration given to request of Farmington Annual Reunion that new bridge at Farmington be named "Harris Bridge".
		Oregon-Washington Bridge Company. Letter requesting that no action be taken toward securing legislative authority for operating free ferry across Columbia River at Biggs.
		East Portland-Oregon City Highway. Clinton Kelly Community Club favors adoption of Southeast 17th Avenue route.
		Wilson River Road. Offer of Wilson River Lumber Company to deed land for park purposes under certain conditions.
5169		Park. Commission accepts park site on Columbia River Highway, Multnomah County, from George W. Joseph and his mother.
		Building on right of way near Umpqua River Bridge. Engineer to advertise for bids for purchase of welling house.
		Right of way. Resolution adopted for acquisition of lands.
5170		Checks cashed at First National Bank of Gardiner. Attorney's report on service charge for cashing salary checks.
		Extensions of time:
		Northwest Roads Co., Emigrant Springs-Summit Section.
		J. C. Compton & Saxton & Looney, Scottsburg-Red Bridge Sec.
5171		L. O. Herrold; North Salem Section.
		Northwest Roads Co., East Pendleton Section.
		Northwest Roads Co., La Grande Section of Wallowa Lake Highway.
		Edlefsen-Weygandt Co., Newport Section.
5172		Barham Bros., bridge over Kellogg Lake Outlet and retaining wall at Johnson Creek, East Portland-Oregon City Highway.
		Extensions of time. Commission adopts standard policy.
		Contracts completed and accepted:
		Fred H. Slate, Neahkahnie Mountain Section.
		Northwest Roads Co., Emigrant Springs-Summit Section.
		Kern & Kibbe, Hillsboro-Beaverton Section.
5173		J. A. Lyons, Cummins Hill Section.
		Hart Construction Co., Wallowa-Lostine Section.
		Northwest Roads Co., East Pendleton Section.
		Northwest Roads Co., La Grande Section.
		Edlefsen-Weygandt Co., Siuslaw River bridge approaches.
5174		Grants Pass Chamber of Commerce invites Commission to attend annual meeting of Redwood Empire Association - October 13.
		Meetings scheduled for:
		October 1 and October 11;
		November 8, hearing to be held in City Hall, Portland.
	Sept. 22	Newberg hearing relative to improvement of western entrance of West Side Pacific Highway into Newberg.

Page	Date 1934	Subject
5175	Sept. 22	Rex. Nate Y. Wiley inquired when Commission will reconstruct West Side Pacific Highway in front of his place.
5176		Rex Hill improvement. Mr. Baynard inquires regarding Commission's plans.
		Maintenance materials. Engineer authorized to call for bids, Beaver Marsh and Modoc Point Sections of The Dalles-California Highway and Keno Section of Green Springs Highway.
		Cement for Coast Highway bridges. Oregon manufacturers quote new price. Subject considered closed.
		Coast Highway Bridges. Increase in salaries paid to engineers, as required by PWA, to be taken up with Board of Control.
5177	Oct. 1	Bids Received:
		Bridge over Burnt River, and approaches.
5178		Rock Creek and Eagle Creek Sections, surfacing.
		Substructure at Milwaukie.
		Necanicum-Elsie Section, regrading and surfacing.
		Ranger Station-Elsie Section, grading.
5179		Frame Maintenance Building at Roseburg.
		Forest Boundary-Long Creek Section, surfacing, etc.
		Gold Lake Trail-Odell Lake Section, grading.
		Spencer Butte Section, grading and surfacing.
5180		Widening Oak Creek and Lake Creek Bridges, Pacific Highway.
		Portland-Washington County Line Section, paving.
		Deadman Creek-Brooks Section, grading.
		Frame Maintenance Building, Enterprise.
5181		Use and Occupancy Insurance, Oregon Coast Highway Bridges.
		Sale of Used Trucks and other Equipment.
5182		Sale of Scrap Metal, Tires and Batteries stored at La Grande.
		Jantzen Beach Park Association. Agreement ordered prepared re widening Pacific Highway at south end of Interstate Bridge.
5183		**Coos County. Rocking and oiling of connection to Lakeside requested.**
5184		**Tillamook County. Wilson River Highway; extension of construction requested to take up balance of appropriation.**
		Temporary bridge at Brooks crossing, inquiry re time of construction.
		Neahkahnie Mountain project, inquiry re time of receiving bids.
		The Dalles. City officials present re improvement of west entrance of Columbia River Highway; right of way discussed.
5185		**Yamhill County. Salem-Dayton Secondary Highway; delegation present re alignment about 4 miles south of Dayton.**
		Crook County. Ochoco Highway, oiling from Prineville to Ochoco Dam requested; survey authorized.
5186		Crooked River Secondary Highway; cooperation requested.
		Morrow County. Completion of Heppner-Spray Secondary Highway, inquiry re receiving bids.
		Meetings for receiving bids November 1 and December 6.
		Morrow County. Lexington-Echo Secondary Highway, oiling of Lexington-Morrow Co. Line Section requested; fact-finding survey authorized.

Page	Date 1934	Subject
5186	Oct. 1	Chas. F. Dean. Claim for expense of moving fixtures, etc. in garage building at Milwaukie.
5187		Oregon Rural Letter Carriers' Association. Representatives present re allocation of federal funds.
5188		Delegation of large truck owners asking reclassification of truck drivers.
		Award held:
		Deadman Creek-Brooks Section; pending decision from Bureau relative to Sand and Gravel Code compliance.
		Awards announced:
5189		Bridge over Burnt River;
		Rock Creek and Eagle Creek Sections, surfacing;
		Milwaukie undercrossing;
		Necanicum-Elsie Section, regrading and surfacing;
		Ranger Station-Elsie Section, grading;
		Forest Boundary-Long Creek Section, surfacing and furnish crushed rock;
		Gold Lake Trail-Odell Lake Section, grading;
		Spencer Butte Section, grading and surfacing;
5190		Oak Creek and Lake Creek Bridges, widening;
		Portland-Washington County Line Section, paving;
		Deadman Creek-Brooks Section, grading;
		Roseburg maintenance building;
		Enterprise maintenance building;
		Use and occupancy insurance for five Coast Highway bridges,
5191		Tractors and miscellaneous used equipment,
		Scrap metal, tires and batteries stored at La Grande.
5192		Resolutions designating routes of state highways as follows:
		Elgin, Wallowa Lake Highway;
5193		Redmond, The Dalles-California Highway;
5194		Lakeview, Fremont Highway;
5196		Corvallis, Corvallis-Newport Highway;
5197		Newberg, West Side Pacific Highway.
5199		John Day Valley; report on various highway routes filed.
		Union and Umatilla Counties. Reconnaissance ordered from Starkey to Ukiah.
		Douglas County. Mystic Creek-Winston Section, maintenance materials, advertisement authorized.
		Washington County. Nehalem Secondary Highway, contracting of small trestle near Banks authorized.
		Tualatin Valley Highway, relief opening near Gaston authorized.
		Ferries. Request for continuance of 15-minute service denied.
5200		Clackamas County. Survey of Springwater-Estacada Section for SERA project approved.
		Cottage Grove. Request for cooperation in SERA flood control project declined.
		Kinzua Pine Lumber Company; permission granted to transport timber across Shelton State Park.
		J. M. Carrico, Gwendolyn; matter of furnishing water to traveling public.

Page	Date 1934	Subject
5201	Oct. 1	Lane County. Petition requesting oiling between Greenleaf Creek and Rainrock; temporary surfacing authorized.
		Burns. Permission requested to detour traffic around one block two evenings each week to allow roller skating.
		Curry County. Commission asked to endorse request for establishment of national park in Lower Rogue River Valley.
		Amendatory agreements extending time limit signed:
		Teufel & Carlson, Umpqua River bridge;
		Virginia Bridge & Iron Company, Unit "B", Coos Bay bridge;
		Northwest Roads Company, Units "A", "C", "D", Coos Bay bridge.
5202		Bargain and Sale Deeds signed:
		R. S. McClaren and wife, land in Toledo;
		Wm. C. Chamberlain and wife, land on Bolon Island.
		Acquisition of real property for right of way, quarry sites, etc. resolution covering various highways.
5204		Curry County. Offer of Messrs. Buffington and Kendall to sell land adjoining Cape Sebastian Park; no action taken.
		Klamath County. Grading of Klamath Falls-Midland Section postponed pending receipt of definite orders re proposed overcrossings.
5205		American Association of State Highway Officials, State Highway Engineer and Bridge Engineer authorized to attend meeting at Santa Fe.
		Extensions of time:
		von der Hellen & Pierson, Neil Creek-Barron Creek Section;
		Tom Lillebo, bridges over Davis, Roots, Euchre Creeks and Depot Slough;
		J. W. & J. R. Hillstrom, bridge over South Slough;
5206		W. W. McFarland, bridge over Little Nestucca River;
		Joplin & Eldon, Meiner's Ranch-Pendleton Section;
		Joseph H. Anderson, bridge over Johnson Creek.
5207		Contracts completed and accepted:
		Bridges over Davis, Roots, Euchre Creeks and Depot Slough, Tom Lillebo;
		Midland-California Line Section, Dunn & Baker;
		Bridge over Kellogg Lake Outlet and Johnson Creek Retaining Wall, Barham Bros.;
		South approach to Coos Bay bridge, P. H. Cochran.
5208	Oct. 10	Logan Construction Co., claim for extra compensation, Albany-Tangent widening contract; conference held.
5210		Coos County. Road to Lakeside; offer of state cooperation in oiling work.
5211		Paving plants. Purchase of one new one and modernizing one authorized.
		Pump for bridge maintenance crew, purchase authorized.
		Chas. F. Dean, Milwaukie, claim for expense in connection with moving garage equipment denied.
		Tri-County Telephone Company; construction of pole line between Cloverdale and Neskowin;
		Mountain States Power Co. ordered to relocate poles.

Page	Date 1934	Subject
5212	Oct. 10	Carpenters, Pile Drivers and Hoisting Engineers' Unions, protest against classification of trades.
		Roseburg. Agreement covering maintenance of Pacific Highway route (Stephens Street).
		Award:
		Deadman Creek-Brooks Section, grading, Jacobsen-Jensen Co.
5213		Use and occupancy insurance covering Coast Highway bridges.
		Used trucks, tractors, equipment, scrap metal, tires and batteries.
		Enterprise. Construction of maintenance building as SERA project authorized.
5214		Upper Columbia River Highway. Surveys for widening tunnels authorized.
		State Interim Committee. Authority granted to cooperate with Motor Association in securing information from truck and bus men.
		Toledo Section, Corvallis-Newport Highway; abandonment of project considered.
		Lakeview Section. Advertisement deferred pending acquisition of right of way.
		Enterprise. Site for maintenance building donated to State.
5215		Gardiner Mill Co. Right of way for approach to Umpqua River bridge; negotiations ordered discontined temporarily.
		Acquisition of right of way, quarry sites, etc., resolution covering various highways.
5216		Clatsop County. Wolf Creek Highway, resolution re acquisition of right of way across properties of Mary Ethel Waterhouse, et al.
5219		Right of way condemnations authorized:
		Hance C. and Dolores Benson, Tunnel-Dixie Section;
		Siuslaw Timber Company and Jennie S. Yates, Florence-Glenada Section;
		Charles M. Harris, Newberg-Middleton Section.
5220		Columbia River Highway. Use of dredged materials from Bonneville Dam construction proposed.
5221		"Wm. Matlock Bridge"; name adopted for bridge across Calapooya River on Halsey-Sweet Home Secondary Highway.
		Mrs. Ada Cox, Florence; request for purchase of abandoned right of way at south end of Siuslaw River bridge denied.
		Reduced load limit order:
		Elk Creek bridge on Tiller-Trail Highway in Douglas County.
5222		Extension of time:
		General Const. Co. and Gilpin Const. Co., Yaquina Bay bridge, amendatory agreement signed.
5223		Millen F. Kneeland, Portland, request for permission to construct trail from highway to beach at Depoe Bay bridge.
		California Highway Department, letter re proposed connection of Oregon and California state highways southeast of Merrill.
		Gen. A. J. Gooch. Matter of moving summer home at Odell Lake; asks state to pay cost or build him new house.
5223	Oct. 10	Jos. H. Albert; letter suggesting purchase of timber strips.
		Umatilla County. Old Oregon Trail; improvement of curve at Nolin authorized; county to pay one-half.
		Mrs. Bernal Coles, Haines; claim for ten chickens mired in waste road oil.
5224		Robert W. Sawyer. Letter re Engineer's report on John Day Valley highway routes.
		H. A. Edwards. Complaint re hazard to traveling public because of airplane landing field at Ontario.
		U. S. Coast and Geodetic Survey; continuance of work under SERA discussed; Engineer to render report.
		Western Association of State Highway Officials; N. M. Finkbiner authorized to attend meeting at Sacramento.
		Extensions of time:
		Bullis & Rees, Bummer Creek-Lobster Mountain Section;
5225		J. C. Compton and Saxton & Looney, Scottsburg-Red Bridge Section;
		C. J. Montag, bridge over South Fork of Coquille River;
		E. C. Hall, Danebo Road-Eugene Section;
		E. C. Hall, Agate-Little Butte Creek Section.
5226		Contracts completed and accepted:
		North Fork-Humbug Mountain Section, Fred H. Slate;
		Odell Lake Section, Fisher Bros.;
		Scottsburg-Red Bridge Section, J. C. Compton and Saxton & Looney;
		Bridge over O.-W. R. & N. tracks between N. E. Jonesmore and N. E. Halsey Streets, Hoffman Construction Co.;
		Newport Section, Edlefsen-Weygandt Co.;
		Meiner's Ranch-Pendleton Section, Joplin & Eldon;
		Danebo Road-Eugene Section, E. C. Hall;
		Agate-Little Butte Creek Section, E. C. Hall;
		Maintenance building at Grants Pass, Sig Ash.
5228	Oct. 11	Bids received:
		Tunnel-Dixie Section, grading;
		Bridge over Burnt River;
		Maintenance building, Pistol River;
5229		Nigger Flat-Stinkingwater Mountain Section, grading;
		Deschutes River-Agency Plains Section, grading;
		Lower Sheep Creek Section, grading;
5230		Blue Mountain Pass Section, grading;
		Swift Section, grading and paving;
		Bridge over O. E. tracks south of Portland;
		Kinzua Junction-Service Creek Section, surfacing;
5231		Sale of buildings at Reedsport;
		Sale of used trucks, tractors, etc., stored at Coquille;
5232		Sale of scrap metal, tires and batteries stored at Coquille.
		←Jefferson County. Judge King present re award of contract for Deschutes River-Agency Plains Section.

Page	Date 1934	Subject
5232	Oct. 11	L. A. McArthur present re U. S. Coast & Geodetic Survey work under SERA.
		Severance damages in connection with right of way settlements discussed with H. G. Benson, right of way buyer.
5233		Newberg. Right of way, action taken by City Council.
		Alaska Junk Company. Bid for used equipment, etc. received too late and ordered returned.
		Union County. Request for transfer of funds from La Grande undercrossing project to Cove secondary highway denied.
		Jefferson County. Condemnation of right of way for Deschutes River-Agency Plains Section; Commission asked to loan Attorney.
		Columbia River Highway. Reconnaissance survey between Hood River and The Dalles authorized. Bids authorized for aerial photographic survey between Portland and The Dalles.
5234		Washington County. West Side Pacific Highway, right of way negotiations with Mrs. Eva I. North ordered.
		Assessed value of property to be ascertained prior to right of way negotiations.
		Logan Construction Co. Conference re claim for extra compensation on Albany-Tangent contract.
		Awards announced:
		Tunnel-Dixie Section, grading;
		Bridge over Burnt River;
		Maintenance building at Pistol River;
5235		Nigger Flat-Stinkingwater Mountain Section, grading;
		Deschutes River-Agency Plains Section, grading;
		Lower Sheep Creek Section, grading;
		Blue Mountain Pass Section, grading;
		Swift Section, grading and paving;
		Bridge over Oregon Electric tracks south of Portland;
		Kinzua Junction-Service Creek Section, surfacing;
		Sale of buildings on right of way in Reedsport;
		Sale of used trucks, tractors, etc. at Coquille;
		Sale of scrap metal, tires and batteries at Coquille.

Portland, Oregon, July 9, 1934

The Commission met in special session in the Benson Hotel at the hour of 11:00 o'clock a. m., of this date pursuant to the call of the Chairman, notice of which meeting having been by order of the Chairman given to the other two members of the Commission by its Secretary; those present were:

Leslie M. Scott, Chairman
E. B. Aldrich, Commissioner
C. G. Washburne, Commissioner
R. H. Baldock, State Highway Engineer
H. B. Glaisyer, Secretary

being all of the members of the Commission. This being the place and this the date and the hour fixed in said call, and all irregularities, if any there be, with respect to notice or otherwise being hereby expressly waived and the Commission having under consideration the matter of the rescinding of a resolution adopted June 15, 1934, relative to the issuance and sale of bonds of the State of Oregon under authority of Chapter 9, Oregon Laws, Second Special Session, 1933, and the Commission being fully advised with respect to all of the matters and things pertaining thereto, Commissioner Washburne moved the adoption of the following preambles and resolutions, which motion was seconded by Commissioner Aldrich, and being by the Chairman submitted to vote, received the unanimous vote of all three Commissioners and said motion was by the Chairman declared unanimously carried and said preambles and resolutions thereby unanimously adopted, to-wit:

WHEREAS, at a special meeting of this Commission duly held on June 15, 1934, this Commission adopted a certain resolution containing Sections 1 to 20, inclusive, which resolution authorized the issue and sale to the United States of America (therein and herein called the "Government") of $4,200,000 aggregate principal amount of bonds of the State of Oregon, to be designated "Oregon Coast Highway Bridge Revenue Bonds" (therein and herein called the "Bonds") at a purchase price of 100 per centum of the principal amount thereof plus accrued interest to the date of delivery; and

WHEREAS, the resolution so adopted at said special meeting fixed the form and terms of the Bonds and contained other provisions with respect thereto and provisions for the construction and operation of five bridges of the Oregon Coast Highway (therein and herein called the "Bridges"); and

WHEREAS, this Commission is of the opinion that it is for the best interests of this Commission and the State of Oregon to rescind said resolution;

NOW, THEREFORE, be it

RESOLVED that the State Highway Commission hereby rescinds the resolution, containing Sections 1 to 20, inclusive, adopted by

the State Highway Commission of the State of Oregon at a special meeting held on June 15, 1934, which resolution, among other things, authorized the issue and sale to the United States of America of $4,200,000 aggregate principal amount of bonds of the State of Oregon, designated "Oregon Coast Highway Bridge Revenue Bonds".

FURTHER RESOLVED that the Secretary of this Commission hereby is authorized and directed to certify a copy of the foregoing preambles and resolution and to deliver the same to the United States of America.

The Commission next had under consideration the matter of the issuance and sale to the United States of America of bonds of the State of Oregon under authority of Chapter 9, Oregon Laws, Second Special Session, 1933, and pursuant to a loan agreement executed by and between the State Highway Commission of the State of Oregon and the United States of America under the authority of the National Industrial Recovery Act dated March 30, 1934 and an amendatory agreement between the same parties dated June 26, 1934, and the Commission being fully advised with respect to all matters and things pertaining thereto, Commissioner Washburne moved the adoption of the following preambles and resolutions, which motion was seconded by Commissioner Aldrich and being by the Chairman submitted to vote received the unanimous vote of all three Commissioners and said motion was by the Chairman declared carried and said preambles and resolutions thereby unanimously adopted, to-wit:

WHEREAS, this Commission, pursuant to the provisions of Chapter 9, Oregon Laws, Second Special Session, 1933, (herein called "Chapter 9") applied to the United States of America (herein called the "Government") under the National Industrial Recovery Act for loans and grants with which to finance the construction of five bridges and approaches thereto (herein called the "Bridges") on the Oregon Coast Highway in the State of Oregon, one such Bridge to be over each of the following: Yaquina Bay, Alsea Bay, Coos Bay, Siuslaw River and Umpqua River; and

WHEREAS, pursuant to said applications this Commission and the Government duly made and entered into a Loan Agreement dated as of March 30, 1934, and an Amendatory Agreement amending said Loan Agreement, dated as of June 26, 1934, (said Loan Agreement as amended by said Amendatory Agreement being herein called the "Agreement"); and

WHEREAS, the Agreement, among other things, provides that the Government will purchase $4,200,000 aggregate principal amount of bonds of the State of Oregon to be designated "Oregon Coast Highway Bridge Revenue Bonds" (herein called the "Bonds") at a purchase price of 100 per cent of the principal amount thereof plus accrued interest, to provide funds to finance the construction of the Bridges; and

WHEREAS, it is the opinion of this Commission that it is

desirable and for the best interests of the State of Oregon to carry out the terms and provisions of the Agreement and to issue and sell the Bonds to the Government as therein provided;

NOW, THEREFORE, upon motion duly made, seconded and unanimously carried, it hereby is resolved by the State Highway Commission of the State of Oregon, as follows:

Section 1. That the Agreement hereby is ratified, adopted and approved, and the members of this Commission hereby are authorized and directed to take any and all action necessary or desirable to carry out and perform the terms and provisions of said Agreement.

Section 2. That pursuant to the provisions of Chapter 9, Bonds of the State of Oregon, to be designated "Oregon Coast Highway Bridge Revenue Bonds", in the total aggregate principal amount of $4,200,000 hereby are authorized to be issued and the members of this Commission hereby are authorized and directed to take any and all action necessary or desirable to execute, deliver and sell said Bonds to the Government at a purchase price of 100 per cent of the principal amount thereof plus accrued interest; and that the funds received from the sale of the Bonds and the funds received on account of the grant provided for in the Agreement shall be used in accordance with the terms and provisions of the said Agreement.

The Treasurer of the State of Oregon hereby is authorized and empowered to deliver to the Government and the said Bonds and for and on behalf of the Commission to accept and receive from the Government the purchase price thereof, and said State Treasurer is likewise authorized to receive and accept from the Government for the Commission the amount of the grant provided for in the Agreement; and said State Treasurer is directed to deposit all such funds forthwith upon the receipt thereof in The United States National Bank of Portland, Portland, Oregon, in a special account or accounts as required by the Agreement; and said funds shall be disbursed by the Commission only for the purposes specified in said Agreement.

Section 3. That the Bonds shall be special obligations of the State of Oregon, payable solely from the net revenues derived from the operation of the Bridges (being the gross revenues of the Bridges less the reasonable cost of operating and maintaining the same). None of the Bonds herein authorized shall be entitled to priority one over the other in the application of the funds pledged to the payment of the principal of and interest on the Bonds regardless of the fact that some of the Bonds may have been delivered prior to the delivery of other Bonds. The Bonds shall not constitute general obligations nor indebtedness of the State of Oregon within the meaning of any constitutional or statutory provisions, restriction or limitation of the State of Oregon and the faith and credit of the State of Oregon are not pledged, either expressly or impliedly, toward the payment of the principal thereof or of the interest thereon.

Section 4. That the Bonds shall be dated as of March 1, 1934,

shall bear interest at the rate of four per cent (4%) per annum, payable semi-annually on the first day of March and September of each year, shall be of interchangeable denominations of $1,000 and $10,000 and shall mature on the first day of March of each year as follows:

Year	Amount	Year	Amount
1938	$100,000	1952	$158,000
1939	100,000	1953	163,000
1940	113,000	1954	168,000
1941	113,000	1955	173,000
1942	118,000	1956	178,000
1943	118,000	1957	183,000
1944	123,000	1958	188,000
1945	123,000	1959	193,000
1946	128,000	1960	198,000
1947	133,000	1961	203,000
1948	138,000	1962	208,000
1949	143,000	1963	213,000
1950	148,000	1964	223,000
1951	153,000		
		Total	$4,200,000

Section 5. That the Bonds and the interest thereon shall be payable at the principal office of The United States National Bank of Portland, Portland, Oregon (herein called the "National Bank of Portland") or, at the option of the holder of any such Bond and/or coupon appertaining thereto, at the office of The Chase National Bank of the City of New York, in the Borough of Manhattan, City, County and State of New York (herein called the "Chase National Bank"), in such funds as are, on the respective dates of payment of the principal of and interest on the Bonds, legal tender for the payment of debts due the United States of America.

Section 6. That the Bonds may be registered as to principal only or as to both principal and interest on the books of the Treasurer of the State of Oregon (herein called the "Treasurer") at Salem, Oregon. If any Bond is so registered, such registration shall be noted thereon and thereafter no transfer of the Bond shall be valid unless made at the office of the Treasurer by the registered holder in person or by an agent duly authorized and similarly noted thereon. Any such Bond, however, may be discharged from registration as to principal only by being in like manner transferred to bearer and thereupon transferability by delivery shall be restored but the Bond may again, from time to time, be registered or transferred to bearer as before. Registration as to principal only, however, shall not affect the negotiability of the coupons which shall continue to be transferable by delivery. Any such Bond, if registered as to principal only, may be reregistered as to both principal and interest but if registered as to both principal and interest the Bond cannot be reregistered as to principal only or transferred to bearer; and upon registration as to both principal and interest, all unmatured and appurtenant coupons shall be detached and cancelled and thereafter interest on the Bond shall be payable to the registered holder thereof, or order, in cash or at his option by check or draft payable at one of the places where the coupons are payable.

Subject to the above provisions of this Section 6, relating to the transfer of the Bonds if registered, title to the Bonds and to the coupons thereto attached is transferable with the same effect as in the case of negotiable instruments and each successive bearer or registered owner thereof by accepting any Bond or any coupons thereto appertaining shall be deemed to have agreed that the Bond (unless so registered) and any such coupon shall be so construed and that the State of Oregon, the Treasurer, the National Bank of Portland and the Chase National Bank may deem and treat the bearer thereof, or, if the Bond be registered, the person in whose name the Bond is registered and the bearer of any interest coupon appertaining thereto as the absolute owner of the Bond or said coupon, as the case may be, for all purposes, whether the Bond or said coupon shall be overdue or not.

Section 7. The Bonds shall be executed in the name of this Commission by the Chairman and the other two members of this Commission and sealed with the seal of the State of Oregon and the interest coupons thereto attached shall be numbered consecutively and shall be authenticated by the facsimile signature of any present or future Chairman of this Commission. In case any one or more of the members of this Commission who shall have signed or sealed any of the Bonds shall cease to be such member or members of this Commission before the Bonds so signed and sealed shall have been actually delivered, such Bonds may, nevertheless, be delivered as though the persons who signed or sealed such Bonds had not ceased to be such officers of the Commission. Any Bond may be signed, sealed or attested in the name and on behalf of this Commission by such members as at the actual date of such execution, sealing or attesting shall be the proper members of this Commission although such persons shall not have been members of this Commission on March 1, 1934. Similarly, this Commission may adopt and use, for the purpose of authenticating the coupons, the facsimile signature of any present or future Chairman of this Commission notwithstanding that he may have ceased to be such Chairman when the Bonds shall be actually authenticated and delivered to which the coupons are attached. Temporary printed or typewritten Bonds, of the denomination of $1,000 or some multiple of $1,000 and exchangeable for definitive Bonds, may be issued pending the preparation of definitive Bonds.

Section 8. The definitive Bonds, coupons and form of registration shall be in substantially the following form and the Commission does hereby approve the same:

UNITED STATES OF AMERICA

No. _____ $ _____

STATE OF OREGON

OREGON COAST HIGHWAY BRIDGE REVENUE BOND

DUE MARCH 1, 19

KNOW ALL MEN BY THESE PRESENTS, that the STATE OF OREGON for value received hereby promises to pay, but solely from the special funds

hereinafter mentioned, to the bearer or, if this Bond be registered, to the registered holder hereof the principal sum of

DOLLARS

on the first day of March, 19 , together with the interest thereon from the date hereof at the rate of four per centum (4%) per annum, payable semi-annually on the first day of March and September in each year, upon presentation and surrender as they severally mature of the coupons therefor annexed hereto, or, if this Bond be registered as to both principal and interest, to the registered holder hereof. Both principal of and interest on this Bond are payable at the principal office of The United States National Bank of Portland, Portland, Oregon, or, at the option of the bearer or registered holder hereof, at the office of The Chase National Bank of the City of New York, in the Borough of Manhattan, City, County and State of New York, in such funds as are, on the respective dates of the payment thereof, legal tender for the payment of debts due the United States of America.

This Bond is one of a duly authorized issue of Bonds of the State of Oregon designated Oregon Coast Highway Bridge Revenue Bonds (herein called the "Bonds") in the aggregate principal amount of $4,200,000, all dated as of March 1, 1934, of interchangeable denominations of $1,000 and $10,000, all issued or to be issued under and pursuant to a resolution (herein called the "Resolution") duly adopted on July , 1934, by the State Highway Commission of the State of Oregon (herein called the "Commission"), to provide funds for the purpose of constructing five bridges and approaches thereto (herein called the "Bridges") on the Oregon Coast Highway, one such Bridge to be constructed over and across each of the following: Yaquina Bay, Alsea Bay, Coos Bay, Siuslaw River and Umpqua River. This Bond has been issued in conformity with the Constitution of the State of Oregon and under and by virtue of and in all respects in full and strict compliance with the Laws of said State of Oregon, particularly Chapter 9, Oregon Laws, Second Special Session, 1933, and the Resolution; and that the outstanding indebtedness and all other obligations of the State of Oregon, including this Bond and all other Bonds of said issue, do not exceed any constitutional or other restrictions or limitations.

The Bond is a special obligation of the State of Oregon, payable solely from the net revenues derived from the operation of the Bridges (being the gross revenues of the Bridges less the reasonable cost of operating and maintaining the same), and such net revenues shall constitute special funds which are pledged and charged with the payment of the principal of and interest on the Bonds as the same mature, without distinction or priority of one Bond over another.

The State of Oregon covenants that, so long as any of the Bonds of said issue shall remain outstanding, it will charge and collect tolls for the use of each of the Bridges, in an amount sufficient in the aggregate to pay the cost of operating and maintaining the Bridges (including replacements and insurance), to pay the principal of and interest on the Bonds as the same shall mature, to comply with the obligations of the State of Oregon and the Commission under the Resolution and to meet any other obligation of the State of Oregon or the Commission in connection with the Bridges; provided, however,

that, if the Bridges shall be maintained in first class repair, working order and condition, then, whenever and so long as the amount in the Sinking Fund provided for in the Resolution shall equal the amount of the principal of and interest then due and thereafter to become due on all the outstanding Bonds to the final maturity thereof, the State of Oregon shall not be obligated to charge tolls for the use of the Bridges; and provided further that, the State of Oregon may, but only with the prior written consent of the United States of America and the holders of 75% in principal amount of the outstanding Bonds, operate one or more of the Bridges free of tolls for such period of time and upon such terms and conditions as may be stated in such written consent, but no bridge shall be operated free of tolls during any year until there has been deposited in the Sinking Fund an amount equal to the amount required by the Resolution to be so deposited in the Sinking Fund during such year (including any arrears from prior years). In accordance with the Resolution, all of the gross revenues derived from the operation of the Bridges are to be deposited in a special fund known and designated as the Revenue Fund (herein called the Revenue Fund). After payment from the Revenue Fund of the reasonable cost of operating and maintaining the Bridges, the State of Oregon will set aside in a special fund known and designated as the Oregon Coast Highway Bridge Sinking Fund (herein called the Sinking Fund) the amounts specified in the Resolution and the State of Oregon has pledged by the Resolution and does hereby irrevocably pledge the Sinking Fund for the payment of the principal of and interest on the Bonds.

This Bond does not constitute a general obligation nor an indebtedness of the State of Oregon within the meaning of any constitutional or statutory provision, restriction, or limitation of the State of Oregon and the faith and credit of the State of Oregon are not pledged, either expressly or impliedly, toward the payment of the principal hereof or of the interest hereon.

In case an event of default as defined in the Resolution shall occur then all of the rights and remedies described in Sections 9 and 10 of Chapter 9, Oregon Laws, Second Special Session, 1933, shall be available to the holder hereof and such holder may take any action and institute any proceedings by said Chapter 9 authorized.

This Bond shall pass by delivery except when registered as hereinafter and in said Resolution provided. This Bond may be registered as to principal only or as to both principal and interest on the books of the Treasurer of the State of Oregon at Salem, Oregon, such registration to be noted hereon and thereafter no transfer of this Bond shall be valid unless made at said office by the registered holder in person or by an agent duly authorized and similarly noted hereon. This Bond, however, may be discharged from registration as to principal only by being in like manner transferred to bearer and thereupon transferability by delivery shall be restored but this Bond may again, from time to time, be registered or transferred to bearer as before. Registration as to principal only, however, shall not affect the negotiability of the coupons which shall continue to be transferable by delivery. This Bond, if registered as to principal, may be reregistered as to both principal and interest but if registered as to both principal

and interest, it cannot be reregistered as to principal only or transferred to bearer; and upon registration as to both principal and interest, all unmatured and appurtenant coupons shall be detached and cancelled and thereafter interest on this Bond shall be payable to the registered holder hereof, or order, in cash or at his option by check or draft payable at one of the places where the coupons are payable.

Subject to the provisions hereof relating to the transfer of this Bond if registered, title to this Bond and to the coupons hereto attached is transferable with the same effect as in the case of negotiable instruments. Each successive bearer or registered owner hereof, by accepting this Bond, shall be deemed to have agreed that this Bond (unless so registered) and coupons hereto appertaining shall be so construed and that the State of Oregon, the Treasurer of the State of Oregon, The United States National Bank of Portland and the Chase National Bank of the City of New York may deem and treat the bearer hereof, or, if this Bond be registered, the person in whose name this Bond is registered and the bearer of any interest coupon appertaining hereto, as the absolute owner of this Bond or said coupon, as the case may be, for all purposes, whether this Bond or said coupon shall be overdue or not.

It is hereby certified, recited and declared that all acts, conditions and things required to exist, happen and be performed, precedent to and in the issuance of this Bond, exist, have happened and have been performed, in due time, form and manner as required by the Constitution and the Laws of the State of Oregon, particularly Chapter 9, Laws of Oregon, Second Special Session, 1933.

IN TESTIMONY WHEREOF, the STATE OF OREGON has caused this Bond to be executed in the name of the State Highway Commission of the State of Oregon by the Chairman and the other two members of said Commission and sealed with the seal of the State of Oregon and has caused the interest coupons hereto attached to be authenticated by the facsimile signature of the Chairman of said Commission, and this Bond to be dated as of the first day of March, 1934.

STATE HIGHWAY COMMISSION
OF THE STATE OF OREGON

By _____
Chairman

(SEAL)

By _____
Commissioner

By _____
Commissioner

JUL 9 1934

(FORM OF COUPON)

No. _____ $ _____

On the first day of , 19 , subject to the terms and conditions in the Bond hereinafter mentioned, the STATE OF OREGON will pay to bearer the sum of $ upon surrender of this coupon at the principal office of The United States National Bank of Portland, Portland, Oregon, or, at the option of the bearer hereof, at the office of the Chase National Bank of the City of New York, in the Borough of Manhattan, City, County and State of New York, in such funds as are on said date legal tender for the payment of debts due the United States of America being six months' interest then due on its Oregon Coast Highway Bridge Revenue Bond, dated March 1, 1934, and bearing No. _____.

_____
As Chairman of the State Highway
Commission of the State of Oregon

(FORM FOR REGISTRATION ON BACK OF BOND)

NOTICE: NO WRITING BELOW EXCEPT BY THE TREASURER OF THE STATE OF OREGON.

Date of Registration	In Whose Name Registered	Manner of Registration	Signature of Treasurer

The temporary printed or typewritten Bonds and form of registration shall be in substantially the following form and the Commission does hereby approve the same:

Temporary Bond - Exchangeable for Definitive Bond or Bonds when Prepared and Ready for Delivery.

Nos. T _____ $ _____

UNITED STATES OF AMERICA
STATE OF OREGON

OREGON COAST HIGHWAY BRIDGE REVENUE BOND

DUE MARCH 1, 19__

KNOW ALL MEN BY THESE PRESENTS, that the STATE OF OREGON for value received hereby promises to pay, but solely from the special funds hereinafter mentioned, to the bearer or, if this Bond be registered, to the registered

JUL 9 1934

holder hereof the principal sum of _____ Dollars ($_____) on the first day of March 19___, together with the interest thereon from the date hereof at the rate of four per centum (4%) per annum, payable semi-annually on September 1, 1934, and thereafter on the first day of March and September in each year, upon presentation of this Bond for notation hereon of the payment of such interest. Both principal of and interest on this Bond are payable at the principal office of The United States National Bank of Portland, Portland, Oregon, or at the option of the bearer or registered holder hereof, at the office of The Chase National Bank of the City of New York, in the Borough of Manhattan, City, County and State of New York, in such funds as are, on the respective dates of the payment thereof, legal tender for the payment of debts due the United States of America.

This Bond is a temporary bond issued pending the preparation of definitive bonds and is exchangeable without cost to the bearer or registered owner hereof for definitive bonds of the State of Oregon known as Oregon Coast Highway Bridge Revenue Bonds of the denominations of $1,000 and/or $10,000, of like maturity and of the same aggregate principal amount, with coupons, at any time after said definitive bonds are ready for delivery.

This Bond is one of a duly authorized issue of bonds of the State of Oregon designated Oregon Coast Highway Bridge Revenue Bonds (herein called the "Bonds"), in the aggregate principal amount of $4,200,000, all dated as of March 1, 1934, of interchangeable denominations of $1,000 and $10,000 (or in the case of temporary bonds $1,000 or some multiple of $1,000), all issued or to be issued under and pursuant to a resolution (herein called the "Resolution") duly adopted on July ___, 1934, by the State Highway Commission of the State of Oregon (herein called the "Commission"). The Bonds are issued to provide funds for the purpose of constructing five bridges and approaches thereto (herein called the "Bridges") on the Oregon Coast Highway, one such Bridge to be constructed over and across each of the following: Yaquina Bay, Alsea Bay, Coos Bay, Siuslaw River and Umpqua River. The State of Oregon covenants and warrants that this Bond has been issued in conformity with the Constitution of the State of Oregon and under and by virtue of and in all respects in full and strict compliance with the Laws of said State of Oregon, particularly Chapter 9, Oregon Laws, Second Special Session, 1933, and the Resolution; and that the outstanding indebtedness and all other obligations of the State of Oregon, including this Bond and all other Bonds of said issue, do not exceed any constitutional or other restrictions or limitations.

This Bond is a special obligation of the State of Oregon, payable solely from the net revenues derived from the operation of the Bridges (being the gross revenues of the Bridges less the reasonable cost of operating and maintaining the same), and such net revenues shall constitute special funds which are pledged and charged with the payment of the principal of and interest on the Bonds as the same mature, without distinction or priority of one Bond over another.

The State of Oregon covenants that, so long as any of the Bonds of said issue shall remain outstanding, it will charge and collect tolls for the use of each of the Bridges, in an amount sufficient in the aggregate to pay the cost of operating and maintaining the Bridges (including replacements

and insurance), to pay the principal of and interest on the Bonds as the same shall mature, to comply with the obligations of the State of Oregon and the Commission under the Resolution and to meet any other obligation of the State of Oregon or the Commission in connection with the Bridges; provided, however, that, if the Bridges shall be maintained in first class repair, working order and condition, then, whenever and so long as the amount in the Sinking Fund provided for in the Resolution shall equal the amount of the principal of and interest then due and thereafter to become due on all the outstanding Bonds to the final maturity thereof, the State of Oregon shall not be obligated to charge tolls for the use of the Bridges; and provided further that, the State of Oregon may, but only with the prior written consent of the United States of America and the holders of 75 per cent in principal amount of the outstanding Bonds, operate one or more of the Bridges free of tolls for such period of time and upon such terms and conditions as may be stated in such written consent, but no Bridge shall be operated free of tolls during any year until there has been deposited in the Sinking Fund an amount equal to the amount required by the Resolution to be so deposited in the Sinking Fund during such year (including any arrears from prior years). In accordance with the Resolution, all of the gross revenues derived from the operation of the Bridges are to be deposited in a special fund known and designated as the Revenue Fund (herein called the Revenue Fund). After payment from the Revenue Fund of the reasonable cost of operating and maintaining the Bridges, the State of Oregon will set aside in a special fund known and designated as the Oregon Coast Highway Bridge Sinking Fund (herein called the Sinking Fund) the amounts specified in the Resolution and the State of Oregon has pledged by the Resolution and does hereby irrevocably pledge the Sinking Fund for the payment of the principal of and interest on the Bonds.

This Bond does not constitute a general obligation nor an indebtedness of the State of Oregon within the meaning of any constitutional or statutory provision, restriction or limitation of the State of Oregon and the faith and credit of the State of Oregon are not pledged, either expressly or impliedly, toward the payment of the principal hereof or of the interest hereon.

In case an event of default as defined in the Resolution shall occur then all of the rights and remedies described in Sections 9 and 10 of Chapter 9, Oregon Laws, Second Special Session, 1933, shall be available to the holder hereof and such holder may take any action and institute any proceedings by said Chapter 9 authorized.

This Bond shall pass by delivery except when registered as hereinafter and in said Resolution provided. This Bond may be registered as to principal on the books of the Treasurer of the State of Oregon at Salem, Oregon, such registration to be noted hereon and thereafter no transfer of this Bond shall be valid unless made at said office by the registered holder in person or by an agent duly authorized and similarly noted hereon. This Bond, however, may be discharged from registration as to principal by in like manner transferred to bearer and thereupon transferability by delivery shall be restored but this Bond may again, from time to time, be registered or transferred to bearer as before.

Subject to the provisions hereof relating to the transfer of this Bond if registered, title to this Bond is transferable with the same effect as in the case of negotiable instruments. Each successive bearer or registered owner hereof, by accepting this Bond, shall be deemed to have agreed that this Bond (unless so registered) shall be so construed and that the State of Oregon, the Treasurer of the State of Oregon, The United States National Bank of Portland and The Chase National Bank of the City of New York may deem and treat the bearer hereof or, if this Bond be registered, the person in whose name this Bond is registered as the absolute owner of this Bond for all purposes, whether this Bond shall be overdue or not.

It is hereby certified, recited and declared that all acts, conditions and things required to exist, happen and be performed, precedent to and in the issuance of this Bond, exist, have happened and have been performed, in due time, form and manner as required by the Constitution and the Laws of the State of Oregon, particularly Chapter 9, Laws of Oregon, Second Special Session, 1933.

IN TESTIMONY WHEREOF, the STATE OF OREGON has caused this Bond to be executed in the name of the State Highway Commission of the State of Oregon by the Chairman and the other two members of said Commission and sealed with the seal of the State of Oregon and this Bond to be dated as of the first day of March, 1934.

STATE HIGHWAY COMMISSION OF THE STATE OF OREGON

By _____
Chairman.

(SEAL)

By _____
Commissioner.

By _____
Commissioner.

(FORM FOR REGISTRATION ON BACK OF BOND)

CERTIFICATE OF REGISTRATION

The within Bond is registered on the books of the Treasurer of the State of Oregon at Salem, Oregon, in the name of the last owner named below and the principal of said Bond shall be payable only to or upon the order of such registered owner.

(Notice: No writing below except by the Treasurer of the State of Oregon)

Date of Registration	In Whose Name Registered	Manner of Registration	Treasurer

(ENDORSEMENT ON BOND)

Nos. T_____ $_____

UNITED STATES OF AMERICA
STATE OF OREGON

OREGON COAST HIGHWAY
BRIDGE
REVENUE BOND

Due March 1, 19___

Temporary Bond
Exchangeable for definitive Bond or
Bonds when prepared and ready
for delivery

Payable as to principal and interest at the principal office of The United States National Bank of Portland, Portland, Oregon, or at the principal office of The Chase National Bank of the City of New York, Borough of Manhattan, City, County and State of New York.

Section 9. That so long as any of the Bonds shall remain outstanding and unpaid, each of the Bridges shall be operated as a toll Bridge and tolls (fixed as hereinafter provided in this Section 9) shall be charged and collected for the use of each of the Bridges; provided, however, that if the Bridges shall be maintained in first class repair, working order and condition, then, whenever and so long as the amount in the Sinking Fund (hereinafter provided for in Section 11) shall equal the amount of the principal of and interest then due and thereafter to become due on all the outstanding Bonds to the final maturity thereof, the State of Oregon shall not be obligated to charge tolls for the use of the Bridges; and provided further that, the State of Oregon may, but only with the prior written consent of the Government and the holders of 75% in principal amount of the outstanding Bonds, operate one or more of the Bridges free of tolls for such period of time and upon such terms and conditions as may be stated in such written consent, but no Bridge shall be operated free of tolls during any year until there has been deposited in the Sinking Fund an amount equal to the amount required by Section 11 hereof to be so deposited in the Sinking Fund during such year (including any arrears from prior years).

The Chairman of this Commission is hereby authorized and directed to prepare or cause to be prepared and submit to the Government and this Commission for its approval a schedule of tolls and charges to be collected for the use of each Bridge, which schedule shall become effective as of the

date the first of the Bridges is open to public use. The tolls and charges so fixed as hereinabove provided, may be increased by this Commission with the written consent of the Government so long as it owns any of the Bonds, and may be decreased with such consent or with the written consent of the holder or holders of 75% in aggregate principal amountof the outstanding Bonds, provided, however, that the schedule of tolls and charges shall produce revenues from the operation of the Bridges sufficient at all times:

(a) to cover the reasonable cost of operation and maintenance, including necessary replacements, and insurance on each of the Bridges;

(b) to provide for the payment of all interest and Sinking Fund charges herein provided for;

(c) to comply in all other respects with the terms of the Agreement and this Resolution;

(d) to meet any other obligation of this Commission or the State of Oregon in connection with the construction and operation of each of the Bridges.

Section 10. That all of the income and revenues of the Bridges from whatever source derived shall be deposited in the National Bank of Portland in a special account to be designated as the "Revenue Fund". The Revenue Fund shall be pledged and shall be applied to the following uses in the order stated:

(a) payment of the reasonable costs of operation and maintenance, including necessary replacements;

(b) payment of the cost of the insurance required to be carried by Section 12 hereof;

(c) payment of interest on the Bonds as the same falls due;

(d) payment into the Sinking Fund of the sums required to be made by Section 11 hereof; and

(e) the balance, if any, of the income and revenues remaining at the end of each fiscal year after making the payments required above, shall be paid into the Sinking Fund, except that the sum of $5,000 may remain in the Revenue Fund at the end of each fiscal year as an operation and maintenance reserve for the following year.

Section 11. That so long as any of the Bonds remain outstanding and unpaid there shall be maintained a sinking fund, to be known as the "Oregon Coast Highway Bridge Sinking Fund" (herein called the "Sinking Fund"), into which payment shall be made out of the Revenue Fund during each fiscal

year commencing March 1, as follows:

Year	Amount	Year	Amount
1937	$126,000	1951	$182,000
1938	126,000	1952	187,000
1939	138,000	1953	192,000
1940	138,000	1954	197,000
1941	143,000	1955	202,000
1942	143,000	1956	207,000
1943	148,000	1957	212,000
1944	148,000	1958	216,000
1945	153,000	1959	221,000
1946	158,000	1960	226,000
1947	163,000	1961	231,000
1948	168,000	1962	235,000
1949	172,000	1963	223,000
1950	177,000		

In the event that on any March 1 the total cash and securities (taken at market value) in the Sinking Fund shall be less than the remainder obtained by subtracting from the aggregate amount herein required to be paid into the Sinking Fund during the preceding years, the aggregate payments theretofore properly made from the Sinking Fund on account of the principal of Bonds retired or purchased, there shall be paid into the Sinking Fund during the year commencing on such March 1, in addition to the amount hereinabove required to be paid therein during such year, an amount equal to such remainder; provided, however, that no payments into the Sinking Fund shall be required whenever and so long as the amount in the Sinking Fund shall equal the amount then due and thereafter to become due in respect of the principal of and interest on all of the Bonds then outstanding to the final maturity thereof.

The Sinking Fund shall be used solely for the payment of the principal of the Bonds as they mature and the interest thereon as it falls due, provided, however, that no interest shall be paid out of the Sinking Fund except in the event and to the extent that the net revenues of the Bridges for the then current interest period are insufficient for the payment of such interest. It is further provided, that any moneys in the Sinking Fund in excess of the amount required to pay the principal of the Bonds maturing on the next maturity date may be used to purchase Bonds from the Government or in the open market at a purchase price of not exceeding 100 per cent of the principal amount thereof plus accrued interest thereon and, where practicable, Bonds having the latest maturity dates shall be purchased first. All Bonds and/or coupons paid at maturity or otherwise or purchased shall be cancelled and no Bonds and/or coupons shall be issued in lieu thereof, and similarly, all Bonds delivered to the Treasurer in exchange for a Bond or Bonds of a different denomination as herein provided shall be cancelled.

All moneys in the Sinking Fund until used or required for the

purposes herein set forth shall be kept on deposit in a special account or accounts in the National Bank of Portland, or any other bank or banks in Portland, Oregon, which are members of the Federal Reserve System. The moneys in the Sinking Fund in excess of the amount required to pay the principal of the Bonds maturing on the next maturity date shall be continuously secured by a pledge to the Commission of direct obligations of the United States of America having an aggregate market value, exclusive of accrued interest, at all times equal to said moneys so secured or such excess moneys may be invested by this Commission in Bonds or other interest bearing obligations of the United States of America; provided, however, that if the Government or, if the Government does not own any of the Bonds, if the holders of 51 per cent of the Bonds at the time outstanding, shall consent, the Sinking Fund may be secured by a surety bond or bonds which shall be in form and substance satisfactory to the Government or to such holder or holders, as the case may be. It is expressly understood that this requirement shall not operate to prevent or unreasonably delay any payments authorized to be made under this Section 11.

Section 12. Each of the Bridges and approaches thereto shall be insured at all times in a responsible insurance company or companies, under a so-called "All Risk Coverage" policy or policies, covering specifically (but without limitation by reference) loss or damage by fires, lightning, floods, rising waters, ice, explosions, strikes, riots and civil commotions, malicious damage, tornadoes, cyclones, wind-storms, earthquakes, collisions, including collisions from bridge traffic and waterborne traffic, and collapse, in the maximum amount of the insurable value thereof or such lesser amount as shall be satisfactory to the Government or, if the Government ceases to hold any of the Bonds, to the holders of 51 per cent of the principal amount of the Bonds outstanding. The proceeds of all such insurance policies shall be applied to the repair or replacement of the damaged property; if such proceeds are more than sufficient for such purpose the balance remaining shall be paid into the Sinking Fund. If such proceeds shall be insufficient for such purpose any deficiency may be supplied, first, out of any moneys in the Revenue Fund not required for current interest payments and, second, out of any moneys in the Sinking Fund not required to pay the principal of the Bonds maturing on the next maturity date. If the proceeds of such insurance, together with any amounts available from the Revenue Fund and/or the Sinking Fund are insufficient for the full payment of such repair or replacement, and if this Commission shall fail to supply such deficiency from other sources, then such proceeds shall be paid into the Sinking Fund unless the Government, if it then owns any of the Bonds, shall otherwise direct or approve.

Each of the Bridges and its approaches at all times shall be insured in a responsible insurance company or companies, against loss, total or partial, of the use and occupancy thereof, resulting from any of the risks set forth above (whether specifically or generally), in such an amount as shall provide (for total loss and a proportionate part for partial loss) an income of not less than the estimated income from such Bridge during the portion of the period of such loss of use and occupancy beginning on the eighth day of such period and extending for not less than one year. Such

insurance shall be payable in equal monthly installments during the period of such loss. For the purposes of such insurance the estimated annual income of each bridge, commencing March 1, 1937, shall be deemed to be the sum of the following items:

(a) The average annual costs of the maintenance and operation of such Bridge during the preceding two fiscal years;

(b) For the years commencing March 1, 1937 and March 1, 1938, a proportion of the total required Sinking Fund payment for, and of the interest on the Bonds becoming due during, those years based upon the proportion the cost of such Bridge bears to the total cost of all of the Bridges; thereafter the proportion of the total Sinking Fund payment for, and of the interest on the Bonds becoming due during each year to be determined by the proportion of the gross revenues of the Bridges collected from such Bridge during the preceding two years.

During the period between the commencement of the construction of the Bridges and March 1, 1937, such insurance against loss of use and occupancy shall be carried upon all of the Bridges in the amount of $15,000 per month (for total loss, and a proportionate part thereof for partial loss) during the period of such loss of use and occupancy. The proceeds of all policies of use and occupancy insurance shall be applied in the same manner as the revenues of the Bridges, as provided by Section 10 hereof.

Section 13. That in the event of default in the payment of the principal of or interest on any of the Bonds which shall continue for 30 days or in the event this Commission shall fail or refuse to comply with any of the provisions of the Agreement, Chapter 9, or this Resolution or shall default in any agreement now or hereafter made with the Government or the holder or holders of the Bonds and/or coupons, all of the rights and remedies described in Sections 9 and 10 of Chapter 9 shall be available to the Government and/or the holder or holders of any of the Bonds and/or coupons, and the Government and/or such holder or holders may take any action and institute any proceedings authorized by Chapter 9.

Section 14. That so long as any of the Bonds are outstanding no additional Bonds payable out of the revenues of the Bridges from whatever source derived shall be issued unless the gross revenues derived from the operation of the Bridges for the calendar year then next preceding the year in which it is proposed to issue additional Bonds were sufficient to pay the reasonable costs of operation and maintenance of the Bridges, including reasonable reserves therefor, and leave a balance equal to at least 120 per cent of aggregate of (a) the principal and interest requirements for such year on the Bonds then outstanding; (b) one year's interest on the total issue of such additional bonds then proposed to be issued; and (c) the amount of the principal of such additional bonds computed by dividing the total

amount of such issue by the number of years to the final maturity date of such additional bond issue. If any such additional bonds are issued they shall not be entitled to receive during any calendar year any payments on account of principal or interest requirements, or otherwise, out of the revenues of the Bridges from whatever source derived or from any insurance thereon until the payments required by (a), (b), (c) and (d) of Section 10 hereof have been made in full; and in case the principal of and interest on the Bonds and/or such additional bonds shall become due and payable on account of an event of default or otherwise, no payment shall be made on account of principal of and interest on such additional bonds until the principal of and interest on the Bonds then outstanding shall have been paid in full.

Section 15. That this Commission, so long as any of the Bonds and/or coupons are outstanding, shall maintain the Bridges in good condition and operate the same in an efficient manner and at a reasonable cost.

Section 16. That so long as any of the Bonds are outstanding, neither this Commission nor the State of Oregon shall mortgage, pledge, or otherwise encumber any of the Bridges or any part thereof nor shall any of the Bridges be sold, leased or otherwise disposed of or in any manner dealt with, hypothecated, or encumbered in any manner which would in any way or to any extent work to the injury or prejudice of the Government or the holder or holders of any of the Bonds.

Section 17. That so long as any of the Bonds are outstanding, the State Highway Engineer, his successor and successors in office, hereby are authorized, directed and instructed to keep proper books of records and accounts (separate from all other records and accounts) in which complete and correct entries shall be made of all transactions relating to the Bridges, and the said Engineer, his successor and successors in office, hereby are authorized and directed to furnish to the Government so long as it holds any of the Bonds and, upon written request, to any holder of any of the Bonds at the time outstanding, not more than 30 days after the close of each six months' fiscal period, complete operating and income statements of the Bridges, which statements shall be in reasonable detail and shall cover such six months' period; and, not more than 60 days after the close of each fiscal year, similar complete financial statements certified by independent auditors of recognized standing shall be delivered to the Government and to such holder upon written request. Each such statement shall set forth the gross operating revenues of the Bridges, the operating and maintenance expenses, including reserves therefor, the net operating income of the Bridges, the number and classifications of the vehicles using the Bridges, the gross operating revenues received from each such classification and such other matters and in such detail as the Government may request. Such statements shall show the operations of all of the Bridges on a consolidated basis and separately the operation of each of the Bridges.

Section 18. That the holder or holders of 25 per cent in principal amount of the Bonds outstanding at any time shall have the right at all reasonable times to inspect each of the Bridges and all records, accounts and

data relating thereto.

Section 19. If any Section, paragraph, clause or provision of this Resolution shall be held to be invalid, the invalidity of such Section, paragraph, clause or provision shall not affect any of the remaining provisions of this Resolution.

Section 20. That this Resolution be entered in full in the minutes and records of the Commission and a true copy thereof duly certified to as such delivered to the Government.

The Commission next had under consideration the matter of the issuance and sale to the United States of America of temporary Oregon Coast Highway Bridge Revenue Bonds in the aggregate principal amount of $1,000,000.00 exchangeable for definitive bonds when ready for delivery and the Commission being fully advised with respect to all matters pertaining thereto, Commissioner Washburne moved the adoption of the following preambles and resolutions, which motion was seconded by Commissioner Aldrich and being by the Chairman submitted to vote received the unanimous vote of all three Commissioners and said motion was by the Chairman declared carried and said preambles and resolutions thereby unanimously adopted, to-wit:

Whereas, this Commission has awarded contracts for the construction of the five bridges covered by a Loan Agreement, dated March 30, 1934, between the United States of America (herein called the "Government") and this Commission, which Loan Agreement has been amended by an Amendatory Agreement, dated June 26, 1934, between the same parties (said Loan Agreement as amended by said Amendatory Agreement being herein called the "Agreement"); and

Whereas, partial payments under said construction contracts will become due and payable before definitive bonds can be prepared and ready for delivery to the Government; and

Whereas, this Commission has full power and authority to issue and sell in lieu of definitive bonds, temporary printed bonds in the form heretofore submitted to this meeting and approved by this Commission;

NOW, THEREFORE, be it

RESOLVED that this Commission hereby authorizes the issue and sale to the Government of all or any of nine temporary printed bonds of the State of Oregon in the aggregate principal amount of $1,000,000.00, the temporary bonds to be in the form heretofore approved by this Commission and to be in the amounts and to have the numbers and maturity dates as follows:

7/9/34

Number	Amount	Maturity Dates
T 1 - 100	$ 100,000	March 1, 1938
T 101 - 200	100,000	March 1, 1939
T 201 - 313	113,000	March 1, 1940
T 314 - 426	113,000	March 1, 1941
T 427 - 544	118,000	March 1, 1942
T 545 - 662	118,000	March 1, 1943
T 663 - 785	123,000	March 1, 1944
T 786 - 908	123,000	March 1, 1945
T 909 - 1000	92,000	March 1, 1946
	$1,000,000	

FURTHER RESOLVED that the Treasurer of the State of Oregon hereby is authorized and empowered to deliver to the Government on behalf of this Commission temporary bonds as above described in the aggregate principal amount of $1,000,000.00 or any part thereof and to accept on behalf of this Commission the purchase price thereof, being the principal amount of such Bonds plus accrued interest thereon to the date of delivery, the said purchase price to be deposited in a special account or accounts as required by the Agreement to be disbursed for the purposes set forth in the Agreement.

FURTHER RESOLVED that the Secretary of this Commission hereby is authorized and directed to certify a copy of the foregoing preambles and resolution and to deliver the same to the United States of America.

The Commission also had under consideration the matter of signing a non-litigation certificate as required by the Public Works Administration, it being a declaration by the Commission of no pending litigation affecting the authority of the Commission to negotiate a loan with the Federal Government to finance the construction of the proposed Oregon Coast Highway bridges. The Commission signed the certificate and, after some discussion, also signed temporary bridge bonds in the amount of $1,000,000 for which definitive bridge revenue bonds will be substituted later when printed.

Mr. Arthur L. Fields and Mr. Harold Say, representing the Portland Chamber of Commerce, were present in the interests of the Wolf Creek Highway. They expressed their thought that the Commission should eliminate from its construction program the amount tentatively provided therein for the Wilson River Highway and should expend this amount on the Wolf Creek Highway which road in their estimation is more important of the two from a state-wide standpoint, and to the people of Portland.

Chairman Scott explained the basis of distribution of the funds made by the Commission, but made no definite commitments, the matter being held in abeyance for future consideration.

A delegation from Tillamook, consisting of County Judge H. H. Rosenberg, former County Judge F. A. Beltz, Claude Barrick, City Attorney, and C. H.

Coe, President of Tillamook Chamber of Commerce, was present in the interests of the Wilson River Highway. Judge Beltz was principal speaker. He made a strong plea for an allocation of funds to construct the 4½-mile section of this highway from the end of the present improvement at Mills Bridge to Bear Creek which, he said, would take the road about two miles into the burnt timber district. The Engineer advised that it would cost about $200,000 to grade and surface this road from Mills Bridge to Bear Creek and an additional $50,000 to construct a concrete bridge across the Wilson River at what is known as Red Bridge. Chairman Scott pointed out that this is a primary state highway and the money to construct it must come from the primary highway allotment to the Northwest District of the State which amounts to only about $732,000 and if the Commission should undertake this road it would mean the postponement of other projects which in the minds of the Commission are more important from a state-wide standpoint.

Mr. Barrick declared that the burnt timber will be worth practically nothing after six years and that neither the County nor the timber owners is in a position to finance the construction of a road to truck the timber out. He declared that the timber can be moved more economically by truck than by railroad and urged the Commission to approve this project which would enable the timber owners to salvage this burnt timber and pay some of their back taxes which now amount to over $160,000. Tillamook County, he added, depends upon the timber to pay seventy per cent of the county taxes. In reply to an inquiry of the Engineer, Mr. Barrick said that the timber owners are now preparing contracts to start their operations and to build lateral roadways from the highway into the timber so they will be ready to operate as soon as they are assured by the Commission that the highway will be constructed. He further stated that the economic life and future of Tillamook County depends upon the construction of this road.

Judge Beltz stated that the timber owners will not pay the back taxes until they start to move their timber. The non-payment of taxes, he said, affects the County's business, including its school system and the schools will have to close if the timber owners do not pay their taxes.

Chairman Scott advised that the Wilson River Highway construction is dependent upon funds which the Commission does not now have available for this project. He pointed out that there are other urgent projects in District No. 1 which are of importance to the entire state and to which funds must be allocated. To allocate funds to Wilson River Highway, he said, would mean the taking away of funds from these other projects which in the minds of the Commission are of greater importance. He particularly referred to the Wolf Creek Highway stating that the Commission must spend some money to stabilize the portion already graded and to open that portion for general public use.

Mr. Barrick advised that he made a special trip to Washington, D. C. some time ago in the interests of this matter with the idea in mind of securing a special appropriation from Congress to salvage the burnt timber in the Wilson River district. He was unsuccessful in obtaining this special

legislation, he said, due to the fact that Congress adjourned shortly after his arrival; however, he was assured by Mr. Greeley, Chief Forester, that if a start were made on the construction of this road, additional funds to complete it to the summit would be provided as a drouth relief project. He urged the Commission again to do this work which, he said, would help them immensely in securing special Governmental relief. Judge Rosenberg estimated that the construction of the highway up to Bear Creek would enable the timber owners to salvage about six per cent of the burnt timber and if constructed to Jordan Creek the timber companies could salvage timber valued at $20,000,000. After further discussion, this delegation retired with the understanding that it would reappear before the Commission later in the day.

The Commission thereupon disposed of routine matters, as follows:

A letter was presented from the City Recorder of the City of Eastside, Coos County, requesting an allocation of funds for the oiling of the secondary state highway through the town of Eastside, about one-half mile in length. The Commission denied the request because of lack of funds.

A resolution was presented from the County Court of Klamath County wherein the Commission was requested to select and designate, as a secondary state highway, the county road extending from Chiloquin along the Sprague River to a junction with the Klamath Falls-Lakeview Highway. The Commission denied the request due to the fact that it is contrary to the Commission's policy to add any new road to the secondary state highway system while there remains such a large mileage of uncompleted roads on that system.

A letter was presented from Mayor W. G. Rogers, Newberg, requesting the widening of the bridge on the West Side Pacific Highway at the Newberg east city limits; also requesting repairs to First Street in Newberg, which is the state highway route. The engineer advised that he has included in the tentative budget a small amount of funds to repair the highway through Newberg, but this does not include any money for the reconstruction of the bridge because it is too costly a project. He further advised that the bridge should be widened for the safety and benefit of the public. After some discussion the Commission decided to defer this construction for the present; however, instructed the Engineer to inspect this bridge and report on the feasibility and cost to widen it.

A letter was presented from the Eugene Chamber of Commerce requesting the cancellation of the Commission's bill in the sum of $12.00 for road maps heretofore furnished in view of the recent decision of the Commission to furnish such maps free of cost. A letter was also presented from the Portland Chamber of Commerce requesting reimbursement in the sum of $72.00 for like reasons. It was the thought of the Commission that if these requests are granted, it would be necessary to reimburse all others who have paid for their supply of this year's map. The Secretary was instructed to report at the next meeting how many had paid for the maps this year and the total amount involved.

A letter was presented from Dr. Vernon J. Brown, Portland, urging the allocation of funds for the construction of the Wolf Creek Highway. The

Commission ordered the communication filed in the department's records.

Consideration was given by the Commission to the application of the County Court of Curry County for an advancement of the second half of Curry County's share of the $1,600,000 state highway fund appropriated by the Legislature for distribution to the counties, which payment is not due until December 15, to help the County to pay its road bonds that mature on July 15. The Secretary advised that the Commission previously approved the advance of the first half of Curry County's share of this fund, amounting to $2,704.27, but that according to the Secretary of State the second half cannot legally be paid to the County until after the fifteenth of July. In view of the circumstances, the Commission declined the request of Curry County for the immediate payment of the second half of its share of this fund, but signified its willingness to make such payment after July 15. The Secretary was instructed by the Commission to so inform the County Court.

A communication was presented from the Common Council of the City of West Salem in which the Commission was requested to place an asphalt surface on that portion of the Salem-Dallas State Highway through West Salem instead of the contemplated oil surface. The Commission took no action on this request.

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. 1480 with C. J. Montag for the construction of a bridge over the South Fork of the Santiam River on the Albany-Lyons Secondary Highway No. 211 in Linn County; completed June 29, 1934;

Contract No. 1554 with Mountain States Construction Co. for the construction of a bridge over the Applegate River on the Medford-Provolt Secondary Highway in Jackson County; completed July 7, 1934;

Contract No. 1558 with Barham Bros. & Henningsen for the construction of a bridge over Santiam River Overflow Channel on the Albany-Lyons Secondary Highway in Linn County; completed June 1, 1934.

The following resolution accepting the above projects was offered and 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:

7/9/34

Contract No. 1480 with C. J. Montag for the construction of a bridge over the South Fork of the Santiam River on the Albany-Lyons Secondary Highway No. 211 in Linn County;

Contract No. 1554 with Mountain States Construction Co. for the construction of a bridge over the Applegate River on the Medford-Provolt Secondary Highway in Jackson County;

Contract No. 1558 with Barham Bros. & Henningsen for the construction of a bridge over Santiam River Overflow Channel on the Albany-Lyons Secondary Highway in Linn County;

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 Commission adjourned at 12:45 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 202 Benson Hotel, with all members present and actively participating; also present were R. H. Baldock, State Highway Engineer, and H. B. Glaisyer, Secretary.

The Commission discussed informally the matter of providing funds this year for construction of a section of the Wilson River Highway as requested by the Tillamook County delegation.

At 3:00 o'clock p. m. the Tillamook County delegation reappeared before the Commission to discuss this matter; also present at the request of the Commission was Mr. Eugene R. Walsh, Forest Engineer, Portland.

The State Highway Engineer gave figures to show how much it would cost to construct a standard highway from the end of the completed section at Mills Bridge easterly to several different points along the adopted alignment. He reiterated that it would cost approximately $200,000 to grade and surface up to Bear Creek and an additional $50,000 to construct a standard concrete bridge over Wilson River at what is known as Red Bridge crossing; to continue this improvement up to Falls Creek, he said, would cost an additional $50,000 and to McNamers Camp, a distance of about twenty miles, would cost a total of approximately $1,000,000. He added that it would cost about $1,600,000 to continue construction to Glenwood in Washington County where a connection could be made with an existing county road.

Mr. Beltz advised that he has talked with Mr. Blodgett of Blodgett Co., Ltd., who states that his company is ready to start logging operations as soon as the highway is constructed; also, that he has been informed that the Weyerhaeuser interests and the Duncan Brewer interests will start operations upon the assurance of the Highway Commission that the road will be constructed.

In reply to an inquiry of Mr. Scott as to why the logs cannot be driven down the Wilson River, Mr. Barrick stated that such method has been considered but has been found impracticable due to the fact that the operations will flood the bottom lands and will involve the County in heavy damage claims or suits; furthermore, the stream is too swift for practical use of this kind. Chairman Scott then explained that if the Commission undertook this project it would, undoubtedly, defer the completion of many other projects of more importance from a state-wide standpoint because the Commission would be entering into a million dollar project with only a limited amount of funds with which to finance all of them. Mr. Beltz stated that they do not wish to wreck the state highway program, neither do they wish the road construction for an unreasonable distance at the present time but they will be satisfied if the Commission will allocate $100,000 on this road this year which they believe will construct it well into the burnt timber district. The conference was terminated with a statement from the Commission that the matter would be considered further when the rules and regulations governing the expenditures of new federal funds have been received.

Following the retirement of the Tillamook delegation, the Commission conferred with Mr. Walsh who gave his ideas as to the amount of the timber in the Wilson River burnt area, the amount that could be salvaged by the construction of a highway up to certain specified points; the cost to log, mill, and truck this timber to Tillamook Bay and to raft it for further shipment to Columbia River points where it is planned to reraft it for ocean shipment. He also gave his ideas on the feasibility and practicability of marketing the timber by railroad, truck and river. It was his thought that it is impracticable to float logs down the Wilson River for reasons stated by Mr. Barrick and that the proper thing to do would be to erect a number of small sawmills in the timber district and to truck out the sawed lumber rather than the logs. He advised that from his knowledge of the burnt area, an expenditure of $100,000 for the construction of a standard highway up to Bear Creek would not reach far enough into the timber to do the timber interests much good, but should be extended five or six miles farther to Jordan Creek where there is a fine stand of good timber.

From information supplied by Mr. Walsh, the Engineer estimated that an extra amount of forty cents to fifty cents per 1,000 FBM would have to be charged against the timber in order to justify the building of a highway to market it.

After considerable informal discussion of this matter, the Commission adjourned at 4:45 o'clock p. m. without taking any definite action thereon.

State Highway Engineer

Secretary

Chairman

Commissioner

Commissioner

Portland, Oregon, July 12, 1934

The State Highway Commission met in regular session at 9:00 o'clock a. m. in the Auditorium of the Public Service 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

Bids for the construction of two highway department buildings at Roseburg and for the purchase of used equipment and junk stored at Salem were opened and read in conformance with previously published notice:

ROSEBURG
CONSTRUCTION OF FRAME OFFICE BUILDING
AND
FRAME STORAGE BUILDING

Frank Neave	$ 8,235.66
A. F. Arthur	8,407.26
Mountain States Construction Co.	8,985.00
Runyan & Carter	9,080.60
Sig Ash	9,423.50
O. N. Pierce	10,813.00

USED EQUIPMENT

Acme Auto and Truck Wreckers

Items 10, 36, 37, 53, 56, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 77, 85, 55.

Zidell Steinberg Co.

Items 1, 2, 3, 15, 16, 17, 18, 19, 21, 22, 24, 25, 28, 32, 33, 10, 37, 42, 43, 44, 45, 46, 48, 49, 50, 55, 56, 60, 73, 75, 76, 77, 78, 80.

Dave Kruckusky

Items 32, 33, 37

Mt. Scott Wrecking Co.

Items 1, 2, 3, 4, 5, 8, 10, 15, 18, 19, 22, 30, 31, 32, 33, 36, 37, 39, 40, 41, 53, 56, 61, 62, 63, 65, 66, 68, 69, 70, 71, 72, 77, 85.

JUL 12 1934

C. S. Moak

Items 1, 2, 12, 13, 18, 19, 24, 25, 26, 42, 43, 44, 45, 46, 47, 48, 49, 50, 53, 54, 57, 60, 75, 76, 77, 85.

Jacobsen-Jensen Co.

Items 75, 76.

Salem Iron Works

Items 1, 2, 4, 7, 8, 11, 15, 17, 18, 19, 21, 22, 36, 37, 42, 44, 45, 46, 48, 50, 54, 74.

N. F. Cline

Item 77.

J. H. Gallagher

Items 1, 2, 19, 24, 27, 82, 83.

Scheelar Auto Wrecking Co.

Items 1, 2, 8, 10, 15, 16, 28, 34, 36, 38, 41, 48, 49, 50, 53, 61, 62, 63, 66, 68, 69, 70, 71, 72, 77.

Clifton Clemens

Items 1, 2, 18, 19, 48.

Ira Jorgensen

Item 7.

The Peters Co.

Items 1, 3, 4, 5, 75, 76.

H. Maizels

Items 1, 2, 8, 11, 15, 16, 17, 18, 19, 20, 21, 22, 23, 28, 32, 33, 37, 53, 55, 60, 61, 62, 63, 65, 66, 68, 69, 70, 85.

K. Adler & Co.

Items 1, 2, 4, 8, 14, 28, 36, 37, 42, 43, 45, 46, 53, 55, 56, 60, 62, 70, 72, 73, 75, 76, 77, 79, 80.

Babler Bros.

Items 36, 42, 43, 48, 73, 75, 76, 77, 78, 82, 83.

JUL 12 1934

7/12/34

The United Contracting Co.

Items 75, 76, 78, 82.

Valley Construction Co.

Items 42, 43, 60.

Truck Wrecking Co.

Items 36, 39, 40, 41, 56, 61, 62, 63, 70, 71, 72, 77.

A. B. C. Auto Wreckers

Items 32, 37, 61, 63, 65, 69, 85.

Feenaughty Machinery Co.

Item 32.

E. H. Itschner

Items 1, 8, 36, 48, 77, 82, 83, 84.

Salem Bargain House

Items 1, 2, 8, 10, 11, 14, 15, 18, 19, 20, 22, 32, 34, 37, 42, 44, 45, 46, 48, 51, 53, 55, 60, 74, 49.

Alaska Junk Co.

Items 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 24, 25, 26, 27, 28, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 53, 54, 55, 56, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85.

Capitol Junk Co.

Item 57.

SCRAP METAL, TIRES AND BATTERIES

R. G. Tumlinson

Items 5, 6, 7.

Willard Cochran

Items 5, 6, 7.

Salem Iron Works

Items 1 and 3.

Famous Tire Co.

Items 5, 6 and 7.

Max Swerdlick

Items 5 and 7.

H. Maizels

Items 1, 2, 3, 6, 8, 9, 10, 11 and 12.

K. Adler & Co.

Items 1, 2 and 4.

A. B. C. Auto Wreckers

Items 1, 2, 6, 7, 8, 9, 10, 11 and 12.

Salem Bargain House

Items 1, 2, 3, 5, 6, 8, 9, 10, 11 and 12.

Acme Auto and Truck Wreckers

Item 5.

Capitol Junk Co.

Items 1, 2, 6, 8, 9, 10, 11 and 12.

Scheelar Auto Wrecking Co.

Item 5.

Alaska Junk Co.

Items 3 and 4.

Chairman Scott announced that awards of the contracts would be made at 2:00 o'clock p. m. in the same room.

Contractor George Arenz appeared before the Commission in behalf of his brother, Theodore Arenz, who has been disqualified by the Bureau of Public Roads from bidding on highway projects financed with National Recovery Act Funds because of alleged violations of the labor provisions of his contract

for the construction of the Dixie-Lime Section of the Old Oregon Trail. He asked for the Commission's decision with regard to his application for reinstatement.

The Engineer explained that he has investigated the alleged violations and finds that they were minor in character. He also advised that Mr. Arenz' record with the State Highway Commission has been excellent over a long period of years and that through his skill and efficiency he has been able to complete his contracts at a fair profit and at a far lower cost than the average contractor. It was his thought that the public interests would be better served by permitting Mr. Arenz to bid and engage in highway contracting activities and he recommended that this be done, he having demoted the superintendent who was directly responsible for the aforesaid violations. After due consideration of this matter, the Commission by unanimous vote approved the Engineer's report and directed him to prepare a letter for the Chairman's signature, requesting W. H. Lynch, District Engineer, Bureau of Public Roads, to reconsider his decision to disqualify Mr. Arenz from bidding on future federal projects and authorize the Commission to accept bids from Mr. Arenz as in the past.

Mr. L. L. Crawford, Buxton, appeared before the Commission and asked for improvements to the Nehalem Secondary Highway in Washington County, particularly the Buxton-Banks Section where, he pointed out, seven railroad crossings could be eliminated by the reconstruction of this road. He also pointed out that at the town of Manning, if the Southern Pacific Company tracks were shifted for a short distance, the highway could be located on the old railroad grade which would eliminate the necessity of confiscating their school property and other private property at this place. Chairman Scott advised Mr. Crawford that the first objective of this Commission is to open this road to the summit so that this road can be used in the winter as well as in the summer. Until that is completed, he said, the Commission cannot think about spending additional monies on this road because present traffic does not justify it; furthermore, the Commission does not have the funds to make a major improvement such as he suggests. The Engineer stated that he would look into the matter of relocating the highway in the town of Manning.

Mr. Eugene R. Walsh, Forest Engineer, was present and reported on further investigations made by him relative to salvaging of burnt timber in the Wilson River district. He stated that an expenditure of $100,000 for the construction of a standard highway would just reach the burnt timber area; further, in his estimation, to construct a road that would make it possible to salvage 1,000,000,000 feet of timber would require that it be built to McNamers Camp which would cost about $1,000,000; in other words, the State's expenditure could be considered as a contribution of $1.00 per thousand for the timber that could be salvaged. He submitted a written report of his findings. Mr. Claude W. Barrick, City Attorney of Tillamook, representing the Tillamook Chamber of Commerce, was also present regarding this matter and considerable discussion was had but action was deferred by the Commission.

The Commission adjourned at twelve o'clock noon to reconvene at two o'clock in the same room.

The Commission took luncheon at the Portland Chamber of Commerce during which matters pertaining to the Wilson River and Wolf Creek Highways were discussed with Mr. R. B. Bain, Chairman of the Executive Board of the Portland Chamber of Commerce, Mr. Arthur L. Fields, Mr. Lynn P. Sabin, and Mr. Harold Say. Chairman Scott explained the status of the Commission's finances for this year and the problem confronting the Commission with regard to the allocation of funds to both of the roads under discussion. He inquired whether or not the Portland Chamber of Commerce would approve the deferment of further construction on the Wolf Creek Highway in favor of the Wilson River Highway project. The Chamber of Commerce members who were present did not commit themselves with regard to this matter, but indicated their disapproval of such action on the part of the Commission.

The State Highway Commission reconvened at 2:00 o'clock p. m. in the auditorium of the Public Service Building with all members, the State Highway Engineer and the Secretary present.

Chairman Scott announced that due to complications arising from the tabulating of the bids received for the purchase of used equipment and junk, the Commission is not in position to announce the awards at this time, but such awards will be announced at 4:00 o'clock p. m. in the same room.

The Columbia County Court, consisting of County Judge L. R. Rutherford, and County Commissioners J. N. Miller and Wm. Pringle, Sr., appeared before the Commission and renewed its request presented at the July 2 meeting for an allocation of funds for the elimination of some curves on the Lower Columbia River Highway at Rainier. The Engineer advised that this project is being considered by the Commission in the formulation of its construction program. The County Court also asked for the oiling of the six-mile section of the Nehalem Secondary Highway north of Vernonia toward the town of Mist. The Engineer advised the Court that the people of Vernonia have stated their preference for the improvement of this road south of Vernonia toward Portland, which would indicate that there is a difference of opinion as to where the Commission should spend its money in Columbia County. Judge Rutherford stated that their first choice would be the improvement of the Columbia River Highway at Rainier, and their second choice would be for the oiling of the Nehalem Secondary Highway north from Vernonia. The Commission took this matter under advisement.

Mayor A. J. Swett and Councilman George D. Riechers, Tillamook, were present and asked the Commission to reconstruct the south entrance of the Oregon Coast Highway into Tillamook so as to eliminate two sharp curves in the present alignment at the Tillamook cheese factory located at Twelfth Street and Second Avenue East. They asked for federal municipal funds for this work which is just inside of the Tillamook city limits. Mayor Swett also asked the Commission to resurface Stillwell Avenue (route of the Oregon Coast Highway through their town, about 0.6 mile in length). The Commission took these projects under advisement.

7/12/34

The Commission adjourned at 2:30 o'clock p. m. to convene immediately in the Benson Hotel.

The Commission reconvened at 3:00 o'clock p. m. in the Rose Room of the Benson Hotel with all members present and participating. Also present were: Governor Julius L. Meier; Mr. George L. Baker, Manager of the Oregon Manufacturers Association; Mr. Jack Latourette, attorney for Poole & McGonigle, local steel fabricators; Mr. J. F. Meager, representing C. C. Hockley, State Engineer for Oregon Public Works Administration; W. H. Lynch, District Engineer, and Tom Davis, Senior Highway Engineer, representing the Bureau of Public Roads.

The matter of the award of the subcontract for the fabrication of steel to be used in the construction of the proposed bridge across Yaquina Bay, Newport, was discussed. Chairman Scott explained that the contract for the construction of this bridge has tentatively been awarded to The Gilpin Construction Co., and The General Construction Co., as a joint venture, and, as required, these contractors submitted with their bid for this work a subcontract for the fabrication of the steel which, it so happens, is with the Virginia Bridge & Iron Company, a corporation foreign to the State of Oregon. He further explained that the State Highway Commission has now been asked to permit this steel fabrication to be done by a local concern, at the same price quoted by the Virginia Bridge & Iron Company, for the benefit of local labor. He advised that it has always been the policy of the State Highway Commission to favor the use of local products and labor in connection with its contracts and the Commission would like to continue that policy in this particular instance if that could be done without invalidating the original contract and delaying the construction of the bridge.

The State Highway Engineer gave as his thought that the change in contractors could not be made at this time because the contract states that the acceptance of the bid of the original contractor means also the acceptance of the bid submitted by the subcontractors; however, he suggested that an attempt might be made to change subcontractors if the original contractors would agree to such change and would write the Commission to that effect, which would justify the Commission's presentation of the matter to the Public Works Administration. He asked Mr. Meager to advise the attitude of the Public Works Administration with regards thereto.

Mr. Meager stated that there is a clause in the contract which requires that the original contractor shall submit with his bid a subcontract for the fabrication of the steel, which clause, he said, was inserted to prevent chiseling and to prevent the contractors from shopping around to get cheaper work. He added that in the interests of fair play and in the absence of an agreement between the contractor and any other fabricator, the Public Works Administration cannot disregard the law. He further stated that the Public Works Administration will consider a change in subcontractors if the request is presented in writing with a statement of all facts, but it will want to know how the change will affect the subcontractor whose bid was submitted with that of the original contractors.

Mr. Latourette stated that the National Recovery Act provides for the use of local labor on federal projects and also states that the federal money allocated to Oregon is Oregon money and must be spent in Oregon. He quoted the law referred to; he also referred to a clause in the Commission's contract regarding the submission of subcontracts, which clause, he said, was inserted for the benefit of the State Highway Commission, and not the contractor. He gave as his thought that this clause could be waived; he also gave as his opinion that the original contractors cannot legally enter into a subcontract until they have been definitely awarded the contract by the Commission and until the Engineer has approved the terms of the subcontract.

Governor Meier suggested that the general contractors be contacted with regard to this matter. The Commission approved this suggestion and accordingly invited Mr. J. A. McEachern, President of The General Construction Co. and The Gilpin Construction Co. to appear before the Commission at this meeting.

The matter of legality of substituting subcontractors was again discussed. J. W. DeSouza, Assistant Attorney for the Commission, advised that in his opinion when the Commission accepts the original contract, it automatically accepts the subcontract, provided such subcontract is satisfactory, and, if not, may disregard it; however, the subcontractor has certain vested rights in the contract. It was his thought that if a substitution in subcontract is to be made, a release should be secured from the Virginia Bridge & Iron Co., which is the subcontractor in this instance.

Responding to the Commission's request, Mr. J. A. McEachern, President, and Mr. H. A. Dick, Vice-President, representing the low bidders for this bridge, appeared before the Commission at this time. Chairman Scott explained the reasons for the conference and advised that in the interests of Oregon labor and industry, the Commission would like to have their consent to substitute local steel fabricators for the Virginia Bridge & Iron Company which submitted the subcontract for the fabrication of the steel to be used in the Yaquina Bay bridge.

Mr. McEachern expressed his regrets that he could not consent to do this because, he said, they are now committed to the Virginia Bridge & Iron Company for this steel work and feel that they are morally, legally and otherwise obligated to that company to accept their subcontract and continue with it. He further stated that they have done business for a good many years during which time they have never done any chiseling or broken any rules and do not wish to do so now. Mr. Dick confirmed the statements made by Mr. McEachern. He added that under no consideration would they ask the Virginia Bridge & Iron Company to relieve them from their obligation. Mr. McEachern was asked whether or not he would consider this matter for a few days and try to arrange for a release from the Virginia Bridge & Iron Company. He replied that his company has always fought the cutting of prices and has always acted in good faith and it would be very distasteful for them to do otherwise at this time; furthermore, they would rather withdraw their bid for the construction of this bridge than to diverge from the methods of doing business that they have

employed for years; however, he gave his consent to consider the matter for a few days. He inquired whether the Commission would permit him to consider any subcontractor in the State of Oregon other than Poole & McGonigle. He was assured by the Commission that he could do this and that the Commission's interest was simply to see that Oregon labor and industry are benefited to the greatest possible extent by the construction of these bridges.

Mr. Baker made a strong plea for the substitution of the subcontractor. It was his thought that the original contractors should make substitution from the standpoint of duty and loyalty to the people of the State of Oregon.

After further discussion Chairman Scott concluded the conference by advising Mr. McEachern that the State Highway Commission will not demand that The General Construction Co. and The Gilpin Construction Co. to violate their moral or legal obligation, but is simply appealing to them to do what they can for their fellow citizens in the State of Oregon on account of the seriousness of the unemployment situation in this State. Mr. McEachern agreed to give the Commission an answer within a few days.

The Commission returned to the auditorium of the Public Service Building at 4:00 o'clock p. m., all members being present and participating.

Chairman Scott made the following announcement regarding the bids received at the morning session for the construction of the Highway Department buildings at Roseburg, and for the purchase of used equipment and junk:

The low bid submitted for the construction of the buildings at Roseburg is that submitted by Frank Neave, Monroe, at $8,235.66; the next low bid is that of A. F. Arthur, McMinnville, at $8,407.26. The Commission has referred all bids to the Engineer with power to award the contract if he deems that proper after he has made certain investigations.

He also announced the high bidders for the used equipment and junk, as follows:

USED EQUIPMENT

Alaska Junk Co. - Items 1, 2, 6, 9, 24, 25, 30, 31, 32, 54, 64, 66, 67, 72, 79, 80, 81, 82, 83

Zidell Steinberg Co. - Items 3, 16, 33, 42, 45, 46

The Peters Co. - Items 3, 5

K. Adler & Co. - Items 4, 8, 14, 28, 60

Salem Iron Works - Items 7, 15, 21, 22, 50

E. H. Itschner - Items 8, 48, 84

Salem Bargain House - Items 11, 19, 34, 44, 49, 51, 74

C. S. Moak - Items 12, 13, 26, 47, 53, 85

H. Maizels - Items 17, 20, 23, 55, 60, 65

Clifton Clemens - Item 18

J. H. Gallagher - Item 27

Mt. Scott Wrecking Co. - Items 36, 41, 71

Dave Krickusky - Item 37

Truck Wrecking Co. - Items 39, 40, 56, 61, 62, 63

Valley Construction Co. - Items 43 and 60

Acme Auto and Truck Wreckers - Items 68 and 69

Scheeler Auto Wrecking Co. - Item 70

Babler Bros. - Items 73 and 77

The United Contracting Co. - Items 75 and 76

SCRAP METAL, TIRES AND BATTERIES

H. Maizels - Items 1, 2, 8, 9, 10, 11, 12

Salem Bargain House - Items 3 and 6

K. Adler & Co. - Item 4

Willard Cochran - Item 5

Famous Tire Co. - Item 7

The Commission has referred all bids to the Engineer with power to act in accordance with his best judgment.

The Engineer reported that as authorized by the Commission, the Board of Control has received quotations from various manufacturers for furnishing ten thirty-ton motor truck scales which quotations have been submitted to him for recommendation. An inspection of the bids, he said, shows that the bid of Howard-Cooper Corporation for furnishing Winslow scales is low; but these scales do not meet the specifications, although the manufacturers have signified their willingness to make all necessary changes

to comply with the specifications of the American Railway Engineering Association. This is also true, he said, of the bids submitted by the Toledo Scale Company whose bid is high and should not be considered in any event. The bids submitted by the Fairbanks Scale Company and Howe Scale Company, he added, are low and are approximately the same. He requested instructions whether to disregard the irregularity of the Winslow bid and award the Howard-Cooper Corporation the contract for furnishing the ten scales; to award the contract to the Fairbanks Scale Company and the Howe Scale Company, five scales to each company, they being the only regular bids submitted, or to reject all bids and readvertise for new bids. He recommended that all bids be rejected and a call be issued for new quotations. After due consideration the Commission by unanimous vote, adopted the Engineer's recommendation.

The Engineer also reported that the construction of Barbur Boulevard, Portland, (Fourth Street Section of the West Side Pacific Highway), will soon be completed and opened to traffic and recommended that a formal request be filed with the City of Portland for the designation of this street as a through street because, in his opinion, it will carry a large volume of traffic. The Commission approved the Engineer's recommendation and authorized him to make such formal request.

Consideration was given by the Commission to the brief filed by Mr. Edward E. Brodie, President of the Oregon City Chamber of Commerce, regarding the selection of a route for the Pacific Highway through Oregon City, but no action was taken thereon.

The Commission signed a letter directed to the Secretary of State certifying that Curry County has to the satisfaction of this Commission established that it has not sufficient funds with which to pay its road bonded indebtedness due July 15 and is therefore entitled to have advanced to it on or before the first day of August 1934 the second half of its share of the state highway fund appropriated by the Legislature for distribution to the several counties of the State, amounting to $2,704.27, said letter being in the nature of a certificate required by Section 4, Chapter 428, Oregon Laws 1933.

Reconsideration was given by the Commission to the matter of increasing the hours of ferry service on the five Coast Highway ferries, action on which was deferred at the meeting held on July 2. The Engineer recommended against the inauguration of the extra service which would principally benefit the oil company. After some discussion the Commission by unanimous vote confirmed the action taken at the meeting held on July 2 denying the application of the Oregon Coast Highway Association, the Standard Oil Co., and the Consolidated Freight Line for such extra service.

Mr. Eugene R. Walsh and Mr. Baltis Gildner, Portland, appeared before the Commission regarding the Wilson River Highway project. Mr. Gildner stated that he owns timber in the Wilson River burnt timber district and suggested that if the Commission cannot find money with which to construct this highway, perhaps it would be justified to construct it as a toll road

and charge the timber interests for the use of it. Mr. W. H. Lynch, District Engineer, Bureau of Public Roads, who was present, advised that the Government will not cooperate in the construction of a toll road. Mr. Gildner was thanked for his suggestion and was advised that it is the business of the Highway Commission to build public highways and not private logging roads and, in the estimation of the Commission, the financing of the construction of the Wilson River Highway is a matter for the Legislature to determine.

The Commission signed an agreement with the City of La Grande providing for the payment of the City's indebtedness to the State amounting to $3,465.79 for resurfacing and constructing a bituminous macadam wearing surface on the Old Oregon Trail within the city limits of La Grande. The agreement provides that commencing with July 1, 1934 the City shall pay $100 per month on the first of each and every month during the year 1934, including January 1935, and shall enter into a new agreement with the State on January 1, 1935 for the payment in full of the balance then unpaid.

The Engineer reported the progress being made in the collection of the Commission's claims outstanding against several of the counties. He stated that each of the counties is being contacted with respect to the payment of its claim and he anticipates that satisfactory arrangements will be made with each, similar to those made with the City of La Grande. The Commission approved the Engineer's report by unanimous vote.

The Secretary reported that as requested by the Commission at a previous meeting, he has investigated the records to determine how many of the 1934 maps have been distributed this year for which a charge has been made. This investigation reveals, he said, that the Department has sold 16,750 of these maps at the rate of $12 per thousand. After due consideration the Commission by unanimous vote decided that its previous order to furnish these maps free of cost should not be retroactive and that the request of the Portland Chamber of Commerce for reimbursement in the sum of $72 and the request of the Eugene Chamber of Commerce for the cancellation of the Commission's bill of $12 for maps should be denied. The Secretary was instructed to so inform the Chambers of Commerce.

A letter was presented from Mr. Archie Zeek, Toledo, requesting permission to remove from the right of way of the Oregon Coast Highway certain shell mounds existing thereon south of Seal Rocks, Lincoln County, which material he wishes to use as fertilizer on his farm. The Commission denied the request by unanimous vote.

A letter was presented from Mayor T. S. Wiley, Ashland, requesting the allocation of federal municipal funds for paving a portion of the Pacific Highway route through Ashland extending south from Ashland Boulevard for a distance of approximately 1,360 feet; the section to be so paved being a strip about 25 feet wide between the edge of the present pavement and the curb line of the street extending along the front of the Southern Oregon Normal School. The Commission expressed its willingness

to consider this project in the allocation of new federal funds, but doubted very much that it could do this work because of the limited amount of such available funds. The Secretary was instructed to so inform Mayor Wiley.

A letter was presented from Ed. W. Miller, Manager of the Oregon Coast Highway Association, supporting his oral request presented to the Commission at the meeting held on July 2 for the allocation of funds for the completion of the Neahkahnie-Cannon Beach sector of the Oregon Coast Highway, including the Arch Cape tunnel, construction of the Oregon Coast Highway through Bunker Hill in the southern part of the City of Marshfield and oiling of the Empire-Sunset Bay Section of the Cape Arago Secondary Highway in Coos County. The Commission ordered the communication filed in the department records.

A letter was presented from the Empire Development Company, Empire, stating its willingness to deed free right of way eighty feet in width through its property for the improvement of the Cape Arago Secondary Highway between Empire and South Inlet (Charleston Bridge) and requesting the improvement of this section by oiling. The Commission took this matter under advisement.

Letters were presented from the Amity Commercial Club, and Carlton Chamber of Commerce, endorsing the request of the West Side Pacific Highway Association for the reconstruction of the Newberg-Rex Hill-Tigard Section of the West Side Pacific Highway this year and that equal consideration be given to the improvement of this highway as is given to the East Side Pacific Highway. The Commission ordered the communications filed in the records of the department.

The Engineer requested authority to make certain investigations of the Mitchell Point tunnel and other tunnels along the Upper Columbia River Highway with the view in mind of collecting data from which to determine what is required to improve these tunnels so that they will not present as great a traffic hazard as at present, and the cost thereof. He explained that under present conditions, because of the inadequate height and shape of the tunnels, high buses and trucks are forced to travel in the center of the roadway which makes it difficult and dangerous for other traffic to pass them; consequently, accidents frequently occur which he would like to eliminate if possible. He further explained that the investigation would include the feasibility of erecting stop and go signals, and whether or not impaired clearance signs would be satisfactory. After due consideration the Commission by unanimous vote approved the Engineer's request.

Reconsideration was given by the Commission to the matter of requiring Frank H. Hilton, Portland, to remove his store building from the right of way of the Oregon Coast Highway at the north side of Alsea Bay at Waldport, Lincoln County. After some discussion the Commission voted unanimously to request Mr. Hilton to remove his buildings at once and instructed the Secretary to give him formal notice to remove the buildings within thirty days.

The Engineer requested authority to acquire certain parcels of real

property needed for various highway improvements throughout the state. After full consideration of this matter the Commission approved the Engineer's request and by unanimous vote adopted the following resolution with regard thereto:

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 bases of settlement which have 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 bases for settlement for the properties involved, and that the acquisition of the properties 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>East Portland-Oregon City Highway</u>				
Betteridge, Martha F.	Quarry Site	0.818	3 cents per cu. yd. 6 months' lease	Gardiner
<u>Cougar Creek-Neil Creek Section-Pacific Highway</u>				
Russell, Nellie (Corr.)	R/W	21.6	at $20 per A.	Benson
Casey, Susie E. (Corr.)	"	15.3	at $15 per A.	Benson
<u>Lincoln County-Corvallis-Newport Highway</u>				
Larsen, J.	Stock Pile	0.24	$30 Lump Sum 3 yr. Lease	Chandler
<u>Polk County Line-Lewisburg Section-West Side Pacific Highway</u>				
Kinderman, Fritz	(Union Central Life Insurance Co. Property)		Moving 174.3 rods fence at 50 cents per rod	De Souza

7/12/34

Section, Hwy., and Owner	Purpose	Acres	Approximate Amounts	Agent
Siuslaw Highway				
Herbert J. A.	Stock Pile	0.55	$50 Lump Sum 5 yr. lease	Collier
Strange, W. L. & Albert	" "	0.48	Exchange for other property	"
Meiners Ranch-Pendleton Section-Pendleton-Cold Springs Highway				
Holmgren, Ingebregt	Stock Pile	0.70	$50 per acre	Swift
Douglas County-Coos Bay-Roseburg Highway				
U. S. Government	Park Site	160 acres	1 yr. payment 7-29-34 to 7-28-35 on 20 yr. lease $127.50	Boardman
Klamath County-Klamath Falls-Lakeview Highway				
U. S. Government	Park Site	80 acres	1 yr. payment 8-5-34 to 8-4-35 on 20 yr. lease $10.00	Boardman
Jackson County-Crater Lake Highway				
U. S. Government	Park Site	80 acres	1 yr. payment 8-20-34 to 8-19-35 on 20 yr. lease $13.75	Boardman
Lane County-Siuslaw Highway				
U. S. Government	Park Site	120 acres	1 yr. payment 8-20-34 to 8-19-35 on 20 yr. lease $55.00	Boardman
Douglas County-Umpqua Highway				
U. S. Government	Park Site	51.51 acres	1 yr. payment 8-20-34 to 8-19-35 on 20 yr. lease $6.44	Boardman
Newport-South Beach Section-Oregon Coast Highway				
Williams, L. W. (Corr.)	R/W	7150 sq. ft.	Land gratis plus $5308 for reconstruction of concrete garage	Devers & Gardiner
Florence-Glenada Section-Oregon Coast Highway				
Lane County	R/W	4892 sq. ft.	Gratis	Benson
Lane County	"	1696 " "	Gratis	"
Lane County	"	3720 " "	Gratis	"
Lane County	"	3580 " "	Gratis	"
Lane County	"	7273 " "	Gratis	"
Lane County	"	3246 " "	Gratis	"

Section, Hwy., and Owner	Purpose	Acres	Approximate Amounts	Agent
Florence-Glenada Section-Oregon Coast Highway				
Lane County	R/W	10905 sq. ft.	Gratis	Benson
Lane County	"	451 " "	Gratis	"
Lane County	"	6240 " "	Gratis	"
Lane County	"	3119 " "	Gratis	"
Lane County	"	13354 " "	Gratis	"
Lane County	"	11970 " "	Gratis	"
Lane County	"	25383 " "	Gratis	"
Lane County	"	3939 " "	Gratis	"
Lane County	"	2136 " "	Gratis	"
Lane County	"	170 " "	Gratis	"
Lane County	"	6220 " "	Gratis	"

The Engineer reported that it appears necessary to condemn certain properties of the Columbia Cement Company in Baker County needed for the improvement of the Old Oregon Trail in that county. He requested authority for the Attorney to institute condemnation proceedings. The Commission approved the Engineer's request and by unanimous vote adopted the following resolution with regard thereto:

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 the Old Oregon Trail Highway, State Highway No. 6 in Baker 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 properties of Columbia Cement Co. hereinafter described, which properties are necessary and are 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 properties are described as follows, to-wit:

Parcel No. 1 - Pit No. 1

A parcel of land, being a portion of the following described property: the Southeast quarter ($SE\frac{1}{4}$) of the Southeast quarter ($SE\frac{1}{4}$) of Section 34, Township 13 South, Range 44 East, W. M., Baker County, Oregon, said parcel being described as follows:

Beginning at a point which is North 87° 48' West, 446.7 feet

distant from engineer's center line station 2161+00.0 of the Old Oregon Trail Highway, said point also being 5219.4 feet south and 417.7 feet west of the northeast corner of Section 34, Township 13 South, Range 44 East, W. M.; thence North 50° 45' West a distance of 201.4 feet; thence North 1° 17' West a distance of 282.9 feet; thence North 64° 55' East a distance of 105.9 feet; thence South 8° 18' East a distance of 460.0 feet to the point of beginning, containing 1.03 acres more or less.

Parcel No. 2 - Pit No. 2

A parcel of land, being a portion of the following described property: the Northwest quarter (NW¼) of the Southwest quarter (SW¼) of Section 35, Township 13 South, Range 44 East, W. M., Baker County, Oregon, said parcel being described as follows:

Beginning at a point which is North 84° 45' West, 106.7 feet distant from the engineer's center line station 2142+61.5 of the Old Oregon Trail Highway; said point also being 3396.4 feet south and 95.4 feet east of the northwest corner of Section 35, Township 13 South, Range 44 East, W. M.; thence North 84° 45' West a distance of 130.9 feet; thence North 4° 32' West a distance of 265.2 feet; thence South 28° 42' East a distance of 315.3 feet to the point of beginning, containing 0.39 acres, more or less.

Parcel No. 3 - Hauling Road to Pit No. 1

A parcel of land lying in the Southwest quarter (SW¼) of the Southwest quarter (SW¼) of Section 35, Township 13 South, Range 44 East, W. M., Baker County, Oregon, said parcel being a strip of land 20 feet in width, 10 feet on each side of the following described center line.

Beginning at a point on the center line of the Old Oregon Trail Highway at engineer's station 2159+00, said point being 247 feet north and 2317 feet west of the south quarter corner of said Section 35; thence South 79° 48' West a distance of 90 feet; thence South 4° 40' West a distance of 220.8 feet to a point on the south line of said Section 35, containing 0.12 acres more or less.

Parcel No. 4 - Hauling Road to Pit No. 1

A parcel of land lying in the Northeast quarter (NE¼) of the Northeast quarter (NE¼) of Section 3, Township 14 South, Range 44 East, W. M., Baker County, Oregon, said parcel being a strip of land 20 feet in width, 10 feet on each side of the following described center line:

Beginning at a point on the north line of said Section 3, said point being 260 feet west of the northeast corner of said Section 3, said point also being South 84° 41' West a distance of 383 feet from the center line of the Old Oregon Trail Highway at Station 2161+00; thence South 1° 48' East a distance of 254 feet; thence North 87° 52' East a distance of 28 feet to a point on the westerly right of way line of the O.-W. R. R. and N. Co., containing 0.12 acre, more or less.

Parcel No. 5 - Hauling Road to Pit No. 1

A parcel of land lying in the Southeast quarter (SE¼) of the Southeast quarter (SE¼) of Section 34, Township 13 South, Range 44 East, W. M., Baker County, Oregon, said parcel being a strip of land 20 feet in width, 10 feet on each side of the following described center line:

Beginning at a point on the south line of said Section 34, said point being 260 feet west of the southeast corner of said Section 34, said point also being South 84° 41' West a distance of 383 feet from the center line of the Old Oregon Trail Highway at Station 2161+00; thence North 1° 48' West a distance of 26 feet; thence North 37° 54' West a distance of 121.3 feet to a point on the east line of the 1.03 acre tract above referred to as Pit No. 1, containing 0.07 acre, more or less.

Parcel No. 6 - Hauling Road to Pit No. 2

A parcel of land lying in the Southwest quarter (SW¼) of Section 35, Township 13 South, Range 44 East, W. M., Baker County, Oregon, said parcel being a strip of land 20 feet in width, 10 feet on each side of the following described center line:

Beginning at a point on the center line of the Old Oregon Trail Highway at engineer's Station 2139+16, said point being 3068 feet south and 233 feet east of the northwest corner of said Section 35; thence North 84° 36' West a distance of 65 feet; thence North 43° 54' West a distance of 145 feet; thence North 85° 30' West a distance of 72 feet; thence South 29° 04' West a distance of 155 feet; thence South 21° 50' East a distance of 69.4 feet to a point on the west line of the 0.39 acre tract above referred to as Pit No. 2, containing 0.23 acre, 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 the purposes herein stated; and

WHEREAS, the boundaries of said parcels of land heretofore have been ascertained and surveyed;

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 properties 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 Old Oregon Trail Highway, and the said Highway Commission does hereby further declare that the said properties 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 hereby are defined, designated, and adopted by the State Highway Commission.

BE IT FURTHER RESOLVED that an effort be made to agree with the owner, 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 damages, if any there be, by reason of the said taking, 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 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.

The Commission signed a bargain and sale deed conveying to J. C. Ponsler and wife, for the sum of $25.00, 1,695 sq. ft. of property located in Lot 18, Block 63, Chicago Addition to Florence. The Engineer explained that this area is a portion of that which the Commission acquired from Jennie Schultz Cooper for right of way of the Oregon Coast Highway at this point, but it lies outside of the established highway right of way boundaries; hence, is of no value to the State for right of way purposes. He further explained that the consideration to be paid by Mr. Ponsler for the small portion that he desires is exactly the same amount that the State paid for all of the Cooper property; in other words, the State is acquiring the right of way from Mrs. Cooper free of cost.

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. 1501 with Myers & Goulter, grading Middle Fork-Forest Boundary Section of Pendleton-John Day Highway in Grant County; completed July 9, 1934;

Contract No. 1511 with Northwest Roads Co., construction of bituminous macadam and oiling on the Little Butte Creek-Elk Creek Section of Crater Lake Highway in Jackson County; completed June 27, 1934;

Contract No. 1546 with Theo. Arenz, construction of cement concrete pavement on the Rice Hill Section of the Pacific Highway in Douglas County; completed June 30, 1934;

Contract No. 1606 with Jones-Scott Company, furnishing crushed gravel for the La Grande Section of the Old Oregon Trail and Wallowa Lake Highways in Union County; completed June 20, 1934.

The following resolution accepting the above contracts was offered and 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 contract and that said jobs are now ready for acceptance:

Contract No. 1501 with Myers & Goulter, grading Middle Fork-Forest Boundary Section of Pendleton-John Day Highway in Grant County;

Contract No. 1511 with Northwest Roads Co., construction of bituminous macadam and oiling on the Little Butte Creek-Elk Creek Section of Crater Lake Highway in Jackson County;

Contract No. 1546 with Theo. Arenz, construction of cement concrete pavement on the Rice Hill Section of the Pacific Highway in Douglas County;

Contract No. 1606 with Jones-Scott Company, furnishing crushed gravel for the La Grande Section of the Old Oregon Trail and Wallowa Lake Highways in Union County;

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.

There being no further business to transact, the Commission adjourned at 6:00 o'clock p. m.

Chairman

State Highway Engineer

Commissioner

Secretary

Commissioner

Portland, Oregon, July 25, 1934

The State Highway Commission met in special session at 10:00 o'clock a. m. in Room 1201, 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 Attorney reported briefly on the results obtained by him in Washington, D. C. from whence he had returned the previous day after bringing to a successful conclusion matters pertaining to the Commission's application for a loan and grant of Public Works Administration funds with which to finance the five bridges on the Oregon Coast Highway to replace existing ferries. The Commission complimented Mr. Devers and thereupon signed a non-litigation certificate as required by the Public Works Administration to show that there is no pending litigation nor has the State of Oregon been involved in any litigation with regard to the issuance of revenue bonds to secure the prospective loan from the Public Works Administration for this bridge work.

Chairman Scott reported that the First National Bank of Portland has inquired whether or not arrangements could be effected for that bank to be joint depository with The United States National Bank of Portland for the Public Works Administration bridge monies. Mr. Devers advised that he believed this could be done by modifying the agreement with the Public Works Administration with regard to this feature. He was requested by the Commission to make these arrangements, if possible.

Mr. Frank H. Hilton, attorney, Portland, appeared before the Commission with regard to the removal of his store building from the right of way of the Oregon Coast Highway at the north side of Alsea Bay at Waldport, Lincoln County. He advised that he has received the Commission's thirty-day notice to remove this building and expressed his willingness to act in accordance therewith. He stated that it was his intention to go to Waldport immediately to arrange for the removal of this building to a site east of the present location, provided it is possible to do so, and would report to the State Highway Engineer within the next few days.

Reconsideration was given by the Commission to the request of Mr. Bray and Mr. Shaw, Klamath Falls, presented at the July 2 meeting, that the Commission alter its previous decision with regard to the selection of a route for the entrance of the Klamath Falls-Weed Highway into Klamath Falls so that this highway would enter Klamath Falls over what is known as the Shaw-Bertram route. The Engineer advised that the proposed Shaw-Bertram route is only about 900 feet shorter than the route previously adopted by the Commission but will cost approximately $85,000 more to construct; moreover, should the Commission decide to adopt the Shaw-Bertram route it would delay construction for a considerable length of time due to

the fact that the Commission does not have funds to pay the extra cost involved. After some discussion the Commission voted unanimously to retain the route previously adopted for the entrance of this highway into Klamath Falls.

A letter was presented from Mr. Sam Murray, Chief Engineer of O.-W. R. R. & N. Co., requesting, if it is impossible to secure an allocation of federal funds for the construction of grade elimination structures along the O.-W. R. R. & N. Company's system, an allocation of funds for the construction of Wigwag signals at existing grade crossings. The State Highway Engineer advised that the federal regulations governing the expenditure of federal monies provide for the expenditure of some of the funds for this purpose. He recommended that there be included in the Commission's program an amount of about $20,000 for such purpose which would pay for about ten of these signals. After due consideration the Commission by unanimous vote approved the Engineer's recommendation and authorized him to include this item in the budget for Divisions 3 and 4.

The Engineer submitted a tentative budget for the new federal funds amounting to $3,097,814. This was discussed in detail by the Commission but a definite decision was deferred until later.

The Commission adjourned at 12:45 o'clock p. m. to reconvene at 1:30 o'clock p. m. in the same room.

The Commission reconvened at 1:30 o'clock p. m. in Room 1201, Benson Hotel, with all Commissioners, State Highway Engineer and the Secretary present.

There appeared before the Commission at this time delegations supporting previous requests for allocations of funds for the construction of the Wilson River Highway and the Wolf Creek Highway. The Wilson River Highway delegation was represented by County Judge H. H. Rosenberg, Tillamook County; Mr. M. Coe, President of the Tillamook County Chamber of Commerce; Mr. Wells Gilbert, representing the Wilson River Lumber Company and the Weyerhaeuser Timber Company; and Mr. H. C. Patton, representing the Hammond-Tillamook Lumber Company. The Wolf Creek delegation was represented by Arthur M. Churchill, Portland; County Commissioners James Elliott and Wm. Larson of Clatsop County, and Mr. Irving C. Allen, City Attorney of Seaside, in behalf of the Seaside Chamber of Commerce. Others present and speaking on the subject were Mr. Walter W. R. May, Manager of the Portland Chamber of Commerce, and Mr. L. M. Lepper, Secretary of the Short-Cut Road to the Sea Committee of the East Side Commercial Club, Portland.

Chairman Scott opened the discussion by stating certain facts with regard to each of the proposed projects. He pointed out that to complete construction of the Wolf Creek Highway will cost approximately $2,000,000 compared to an expenditure of $3,000,000 to construct the Wilson River Highway from Tillamook to Glenwood. He advised that the

Commission is convinced that to apply funds on both of these projects will mean the indefinite delay of the completion of both, and that the application of funds to either one of the projects will mean the indefinite delay of the completion of the other. He further stated that the Commission does not want to enter into any controversy with regard to the construction of either of the roads but the question before the Commission is how to overcome the handicap of getting the burnt timber out of the Wilson River district. The Wilson River Road, he said, is exclusively a logging road and it may continue to be a logging road for many years; further, if the Commission should decide not to spend any money for the Wilson River Highway construction, it might be possible to complete the Wolf Creek Highway within the next five or six years which is desired by the people of Portland and Multnomah County because it is Portland's short road to the sea. He reiterated that if the Commission spent its money for the construction of both roads it would indefinitely postpone the completion of each.

He then called upon the proponents of the Wilson River project to present their arguments. Judge Rosenberg headed this delegation. He stated that the Wilson River people have no controversy with those endorsing the Wolf Creek project; further, that they are not in favor of the diversion to the Wilson River project of any monies that rightfully belong to the Wolf Creek project. He gave as his thought that both projects are separate and distinct and it would not be fair to consider them together. He introduced Mr. Wells Gilbert who spoke in behalf of the timber companies.

Mr. Gilbert stated that according to the Tillamook County assessor's records for the year 1930, there are 6,500,000,000 feet of timber in the Wilson River district. He argued that it would be too costly to build a railroad up the Wilson River from Tillamook to market this timber; therefore, it is absolutely necessary to move the timber out on truck which would necessitate road construction and, to be of any value to the timber interests, the road would have to be constructed up to Fall Creek, about fifteen miles from Tillamook. He advocated the construction of a standard highway from Mills Bridge, the end of the present completed section, to what is known as the Red Bridge crossing in the center of Section 11, and the construction of a temporary road, possibly following along the existing road from this point to Fall Creek which, he said, would give them an outlet for a number of years to come. Mr. Gilbert further stated that in his opinion there are 7,000,000,000 feet of timber in the Wilson River watershed of which 1,400,000,000 is owned by the Wilson River Lumber Company (Weyerhaeuser timber interests). He estimated that about one-third of this is green timber, 80 per cent. of the total being Douglas fir, the remaining hemlock, spruce and cedar. He also estimated that it would cost between $10 and $12 per M to move this timber to Tillamook Bay.

In answer to an inquiry of Chairman Scott as to what it would cost to raft the timber at Tillamook, Mr. Gilbert stated that he did not know. Chairman Scott then stated that the Commission has been informed that it would cost from $2.50 to $2.75 per M to raft the logs which, in

the estimation of the Commission, would make the cost of timber prohibitive in competition with that along the Columbia River. The State Highway Engineer inquired how far the highway would have to be constructed before the timber companies would commence their operations. Mr. Gilbert repeated that it would have to be constructed to Fall Creek to do them any good.

Commissioner Washburne inquired if the timber companies would contribute toward the cost of building a road. Mr. Gilbert replied that his company is short of cash and, in any event, they do not believe that they should be required to contribute toward this cost. He added that if the Commission would not build this road the company would very likely deed its property to the State or the County because it could not finance the removal of the timber unless roads are provided; on the other hand, if the State will construct a road up to Fall Creek the timber companies will commence operations at once and will continue such operations indefinitely or until it has been determined that the operations are not feasible and are not a paying proposition.

Judge Rosenberg stated that an allocation of $100,000 would help them considerably with their problem but an expenditure of a little more than that amount would help immensely. He suggested that instead of constructing a standard concrete bridge across the Wilson River at what is known as the Red Bridge location in Section 11, a temporary log structure be constructed on temporary alignment a couple hundred yards above the proposed location, which would serve the purpose and could be constructed for considerably less money than a concrete structure. He estimated that a temporary bridge would cost approximately $5,000 and would last from ten to fifteen years. He advised that Tillamook County would contribute toward the cost of this bridge. He pointed out that Tillamook County needs this improvement badly in order to obtain the payment of timber companies' back taxes which now approximate $192,000, not including the back taxes of small timber owners which would probably aggregate an additional $60,000.

Mr. Patton stated that the Hammond-Tillamook Lumber Company is cooperating to the fullest extent with the Wilson River Lumber Company. He confirmed the statements made by Mr. Gilbert.

Mr. Coe spoke of the object of the Federal Government in providing the new federal funds stating that it is their understanding that these funds were furnished primarily for affording emergency relief and in their estimation the Wilson River project fitted perfectly into that class of projects.

At this time the proponents of the Wolf Creek Highway project were heard. County Commissioner Elliott of Clatsop County stated that they were not opposing the Wilson River project but believed that the Commission should provide some funds for the Wolf Creek Highway, particularly the rocking of the nine miles of new grade between Necanicum and Ranger Station and the grading and surfacing of the 2.4-mile section near Elsie which would afford a connection with the Nehalem Highway at Jewell and would make available for public use the construction work heretofore completed on the Wolf Creek location. He also asked the Commission to

7/25/34

appropriate funds for the construction of the Arch Cape tunnel on the Oregon Coast Highway in Clatsop County. He called on Mr. Irving Allen, City Attorney of Seaside, to present further arguments.

Mr. Allen yielded the time given to him to Mr. Arthur M. Churchill, but later in the session presented additional arguments in support of the Wolf Creek Highway.

Mr. Churchill stated that the question as they see it is "shall the construction on the Wolf Creek Highway be deferred for the purpose of salvaging burnt timber in the Wilson River district." The Wolf Creek Highway, he said, is not simply a pleasure road but also has commercial advantages and only through grave reasons should it be deferred. He declared that sentiment is opposed to the construction of both roads and that the Wilson River Highway is too far situated to benefit Portland; furthermore, from the commercial standpoint there are only about 6,000 people in the Tillamook district who would be benefited by the Wilson River road compared to 28,000 people at the west end of the Wolf Creek Highway who would be benefited by the Wolf Creek Highway. He further declared that there are only two or three timber companies which are directly interested in the construction of the Wilson River Highway and in his opinion the salvaging of the burnt timber along that road does not justify the expense of building a road. It was his thought that the salvaging of this timber is a national proposition rather than a state. He pointed out that there is burnt timber along the Wolf Creek Highway and if the Commission believes that the salvaging of the Wilson River timber justifies the cost of a road into that timber, then for similar reasons an expenditure for the construction of the Wolf Creek Highway is also justified. Mr. Churchill gave figures to show the cost of trucking and railroading timber and attempted to show that it was not feasible or economical to remove the timber from the Wilson River area as suggested by the proponents of that route.

Following the presentations of the proponents of both routes, Mr. Walter W. R. May advised the Commission of the attitude of the Portland Chamber of Commerce regarding this matter. He stated that the Portland Chamber of Commerce is divided in their views on this subject but he has been authorized to state that the Chamber at this time cannot see that the State Highway Commission can make very great progress on the Wolf Creek Highway with the monies now available. The Chamber believes, he said, that there is something more involved than simply the construction of the Wolf Creek Highway and that is that Tillamook County and the Wilson River burnt timber district will receive greater federal recognition and that there is greater likelihood that the Federal Government in its deliberations will grant special federal aid to this district if it can be shown by the construction of a road into the burnt timber that an emergency exists. The Portland Chamber of Commerce, he advised, approves the expenditure by the Commission during this year of approximately $100,000 for construction on the Wilson River Highway, assuming that the claims for salvaging the timber are a fact, and leaves it with the State Highway Commission to ascertain these facts. He further advised that the Portland Chamber of Commerce believes that placing a limit of $160,000 to be expended to continue the

construction of the Wolf Creek Highway this year will not defer the completion of that highway. He asked the Commission to weigh all the facts and to act in accordance with its best judgment.

Mr. L. M. Lepper endorsed the allocation of funds for the construction of both Wilson River and Wolf Creek Highways this year and advocated an issue of bonds for this purpose if necessary.

There followed a general discussion of this matter during which Chairman Scott inquired of Mr. Gilbert if the timber interests will agree to construct the bridges and maintain the highway above Mill Creek after it is completed. He gave as his thought that the timber interests should assume this responsibility and should give the Commission some earnest that they will use the road and maintain it after it is built. Mr. Gilbert replied that he has no authority to commit the timber interests at this time. He inquired whether or not the Commission would construct a standard road up to the location of the so-called Red Bridge in Section 11 if Tillamook County and the timber interests would construct a new bridge at this point and the two-mile section of road beyond the bridge to Fall Creek. He explained that the existing road between Red Bridge and Fall Creek, with some improvement, would be satisfactory from their standpoint. Chairman Scott replied that the Commission will give consideration to the proposition provided the County and the timber companies will present a cooperative offer.

The Wilson River delegation retired at this time to confer among themselves with the intention of reappearing before the Commission later in the session.

Judge Rosenberg reappeared later and inquired whether the State will build the road up to Fall Creek, provided the County will construct the temporary bridge in Section 11 and the approaches thereto. Chairman Scott replied that the Commission wants evidence of good faith on the part of the timber companies and the County pending which the matter will be held in abeyance.

Judge Rosenberg and Mr. Gilbert reappeared later and presented to the Commission the following tentative offer with regard to this matter: That Tillamook County will construct and maintain the temporary bridge across the Wilson River in Section 11 and the approaches thereto and will also construct and maintain in cooperation with the timber companies the two-mile section above the bridge up to Fall Creek, provided the State will construct a standard highway from Mills Bridge, the end of the present completed section, up to the temporary bridge structure in Section 11. Mr. Gilbert stated that he could not at this time commit his company to this proposition, but would present it to the company and if approved would write the Commission signifying the company's acceptance.

Mr. Allen, City Attorney of Seaside, at this time made a strong plea for the completion of the Wolf Creek Highway in behalf of the business men of Seaside who, he stated, have invested thousands of dollars

to create the finest seaside resort on the Pacific Coast north of California and whose investments will be lost unless this road is constructed because under present road conditions traffic is now being diverted to other Oregon beach resorts. He declared that valuations in the City of Seaside have greatly decreased and are dwindling at the rate of about $120,000 per year.

Mr. George L. Rauch, President of the Multnomah County-City Relief Committee, Portland, was present and made an urgent request that the Commission allocate new federal funds for the improvement of certain roads and streets in the Portland area, particularly the following: Completion of Lower Columbia River Highway in the vicinity of Linnton; completion of the Fourth Street Highway project between Portland and Tigard; completion of the reconstruction of Eighty-second Street; construction of the Lombard Street project between Union Avenue and Columbia Boulevard, including a grade separation structure; construction of East Seventeenth Street, Portland, from a point where the East Portland-Oregon City Highway intersects this street northerly to Powell Boulevard; Division Street between Sixty-second and Eighty-second Streets; improvements to Vancouver Avenue approach to the Interstate Bridge; widen and improve Base Line Road from Portland easterly twelve miles. He estimated the cost of these improvements at $940,000 and declared that they are more essential and will benefit the whole State of Oregon much more than improvements scattered throughout the state because what the people want are good connections into and through the state's metropolis.

Mr. Rauch filed a brief of the matters presented by him. He was informed of the federal requirements governing the expenditure of the new federal funds and was advised that under these requirements it would not be possible for the Commission to do as he requests; however, the Commission will take his projects under advisement.

The Commission's Attorney arrived at this time and reported that the financial arrangements with the Public Works Administration have now been consummated and there has been deposited in The United States National Bank, Portland, for the disposal of the Commission, $1,016,000 of Public Works Administration funds as an advance payment to be used in connection with the financing of the cost of the construction of the Coast Highway bridges.

The Commission thereupon made definite awards of the contracts for the construction of these bridges, as follows:

Units A, C, and D, bridge over Coos Bay on the Oregon Coast Highway, near North Bend, Coos County, contract awarded to the low bidder, Northwest Roads Company, Portland, and Unit B of this bridge awarded to the low bidder, Virginia Bridge & Iron Co., Roanoke, Virginia, at their bid prices submitted on April 26, 1934 in the sums of $1,529,438 and $593,880 respectively;

Bridge over Yaquina Bay on the Oregon Coast Highway at Newport,

Lincoln County; Units A, B, and C, awarded to The General Construction Co., Seattle, and The Gilpin Construction Co., Portland, the low bidders, as a joint venture at their bid price of $1,357,587.50 submitted on May 17, 1954;

Bridge over Umpqua River on the Oregon Coast Highway at Reedsport, Douglas County, awarded to the low bidders, Teufel & Carlson, Seattle, at their bid price of $551,234 submitted on June 7, 1934;

Bridge over Siuslaw River on the Oregon Coast Highway at Florence, Lane County; contract awarded to Mercer-Fraser Co., Eureka, California, the second low bidder at its bid price of $491,646.00 submitted on June 7, 1934. This contract was awarded to the second low bidder due to the fact that the low bidders, Teufel & Carlson, qualified their bid by stating that they would not accept more than one of the major bridge projects for which they submitted bids on June 7, and in view of the fact that this company was awarded the contract for the Umpqua River project, their bid for the construction of the Siuslaw River project could not be considered.

The Secretary was instructed to notify the successful bidders of these awards and to authorize them to proceed immediately with construction operations.

The Commission signed an escrow agreement presented by the Attorney covering the securities deposited by The United States National Bank, Portland, to protect the Public Works Administration funds, in the sum of $1,016,000, deposited in that bank this day for use of the Commission in connection with the Coast Highway bridge projects.

Mr. L. G. Apperson, City Engineer for City of Portland, was present and suggested several projects within the city limits of Portland as being eligible and desirable for federal municipal funds. He particularly requested that the entrance of the Lower Columbia River Highway into Portland in the vicinity of Montgomery & Ward Company's plant be considered in this program; also the repaving of Fourth Street in Portland between Burnside Street and Jefferson Street. He explained that the pavement on Fourth Street consists for the most part of wood blocks and is very badly in need of repairs but cannot be financed by the City of Portland because of lack of funds. He estimated that the Fourth Street paving work would cost $25,000 and the project in Northwest Portland near the Montgomery & Ward plant, $25,000. The Commission instructed the Engineer to investigate these projects.

The Commission by unanimous vote adopted the following resolution authorizing Chairman Leslie M. Scott to enter into an agreement with The United States National Bank, Portland, covering the matter of interest rate on the funds procured by the Commission from the Public Works Administration and deposited in The United States National Bank:

WHEREAS, this Commission has heretofore adopted resolutions

appointing The United States National Bank of Portland (Oregon) depository for it for monies coming from the Public Works Administration of the United States, to be expended in the construction of the five bridges upon the Oregon Coast Highway, and

WHEREAS, Chapter 438, Oregon Laws 1933, requires an agreement between such depository and any public body of the State of Oregon other than the state treasurer, covering the interest payable by such depository on all sums so on deposit in excess of a free balance of $1,000, according to the character of the deposit, and

WHEREAS, due to present financial conditions, said depository will be unable to loan any part of said deposit so as to justify more than a nominal rate of interest,

NOW, THEREFORE BE IT RESOLVED that the chairman of this Commission be, and he hereby is, authorized to agree in writing with such depository that the rate of interest to be paid by said depository to this Commission upon said deposit shall be 1/10 of 1% upon the average monthly deposit.

The Commission continued its deliberations with regard to the selection of projects to be included in its program for the new federal grant monies that Oregon is to receive from the Government this year for highway construction purposes amounting to $3,097,814. Numerous projects were given final approval but the adoption of the program in its entirety was deferred pending further study of several in the Northwest Division.

The Commission conferred with W. H. Lynch, District Engineer of the Bureau of Public Roads, with regard to a program for the federal funds appropriated to Oregon this year for the construction of roads across public lands, amounting to $170,861. The following program for such funds was mutually agreed upon:

Idaho, Oregon, Nevada Route, approximately 6 miles of grading from Blue Mountain Pass, northerly to a connection with the present traveled road - 6 miles.....$ 29,404

Central Oregon Highway, Federal Aid Route No. 31, grading 2¼ miles between Nigger Flat and Stinkingwater Mountain, 2¼ miles..... 141,457

The Engineer reported that it would be highly desirable to provide some means of fire protection for the Vermont Street and Newberry Street Gulch bridges on the Fourth Street Highway project in Southwest Portland because these bridges are of timber construction and susceptible to damage by fire. He further reported that investigation reveals that it is entirely feasible for the City of Portland to install a fire hydrant at

each end of these bridges and if the City of Portland would do this, ample fire protection would be provided. He suggested that a letter be written to the Portland City Council requesting the installation of three fire hydrants — two at the Newberry Street Gulch bridge site and one at the south end of the Vermont bridge site, no additional hydrant being needed at the north end of Vermont Street bridge because the existing hydrant at that place satisfactorily serves that purpose. The Commission instructed the Secretary to write such letter.

The Engineer reported the receipt of a letter from the Oregon State Code authority for the Trucking Industry which states that there are many trucks working on state highway projects which do not carry the Trucking Code insignia and wherein inquiry is made if it would not be possible for him to advise the foremen on all of these projects that the trucks must immediately be registered under the Trucking Code. The Engineer advised that he has never received a copy of the Trucking Code; hence is not familiar with its contents; also that it has never been brought to his attention that trucks must be registered under that code and must carry the code insignia. He suggested that the code authorities be requested for information regarding this. The Commission approved his suggestion.

Consideration was given by the Commission to the claims of George Van Koten and Mack Nichols, Prineville, for loss of lambs which they allege were killed when they became mired in some asphalt on the right of way of a secondary highway in the vicinity of Prineville. They alleged that forty-one lambs were lost and valued them at $5.00 each, or a total of $205.00, and asked the Commission to pay them that amount. After due consideration the Commission authorized the Engineer to offer Mr. Van Koten and Mr. Nichols one-half of the amount of their claim, and if they will not accept this offer then the Commission will stand suit.

The Secretary presented an opinion from the Assistant Attorney regarding the authority of the State Highway Commission to cancel ocean beach aircraft landing fields heretofore designated by the former State Highway Commission, in which the Attorney advises that the Commission has authority to vacate the order setting aside said areas for aircraft landing fields whenever in its judgment the interest of the general public warrants such action. The Commission thereupon by unanimous vote adopted the following resolution with regard to this matter:

WHEREAS, the State Highway Commission of the State of Oregon on the 30th day of July, 1931, issued and entered orders designating and adopting the following described ocean beach areas as permanent aircraft landing fields:

No. 1. One and one-half miles south of Bandon, Coos County, beginning at the point where Johnson Creek crosses the ocean beach in Section 1, Township 29 South, Range 15 West, W. M., and extending in a northerly direction between ordinary high and extreme low tide a

distance of approximately 1100 feet to a point 412 feet south of the north boundary line of said Section 1.

No. 2. Delake, Lincoln County, beginning at the point where the outlet of Devils Lake crosses the ocean beach in Section 15, Township 7 South, Range 11 West, W. M., and extending in a southerly direction between ordinary high and extreme low tide a distance of 1500 feet.

No. 3. Immediately south of what is known as Yaquina John Point south of Waldport in Section 25, Township 13 South, Range 12 West, W. M., Lincoln County, beginning at the point where Kady Creek crosses the ocean beach approximately 1750 feet south of the north boundary of said Section 25 and extending in a southerly direction between ordinary high and extreme low tide a distance of 2500 feet.

No. 4. Approximately 1.7 miles north of Yachats in Sections 14 and 23, Township 14 South, Range 12 West, W. M., Lincoln County, beginning at the point where Star Creek, sometimes known as Salmon or Reynolds Creek, crosses the ocean beach and extending in a northerly direction between ordinary high and extreme low tide a distance of 1500 feet; and

WHEREAS, Chapter 243, Oregon Laws, 1931, authorizes the State Highway Commission, at its discretion, to vacate orders setting aside areas for landing fields whenever in the judgment of the Commission the interests of the general public warrant such action; and

WHEREAS, none of the said landing fields have been consistently used or policed, nor have the same been adequately marked off and surrounded by protective devices so as to eliminate danger to the public and make the same safe for aircraft landing purposes; and

WHEREAS, in general all use of the ocean beach for the purpose of landing aircraft thereon has proven to be and is unsafe to the general public using the ocean beach for recreational or other purposes and it is and will be, and the State Highway Commission does hereby find that it is and will be, to the best interests of the general public and the interests of the general public warrant the cancellation by the State Highway Commission of its previous orders designating the above described areas as ocean beach aircraft landing fields;

NOW, THEREFORE, BE IT RESOLVED that the State Highway Commission does hereby cancel, rescind, and revoke its previous orders of July 30, 1931, designating the above described parcels of land as ocean beach aircraft landing fields, and be it further resolved that the action of the Commission in cancelling, rescinding, and revoking said areas as aircraft landing fields shall be and is effective immediately upon the adoption of this resolution, and upon the adoption of this resolution the above described areas shall immediately cease to be ocean beach aircraft landing fields without any further notice or without any further action of the

State Highway Commission whatsoever.

BE IT FURTHER RESOLVED that all permits heretofore issued for the use of the said areas as ocean beach aircraft landing fields be and the same hereby are cancelled, rescinded and revoked.

A letter was presented from Louise G. Utter, Eugene, in which she proposes to manufacture and furnish to the State decorative mile posts to be erected along state highway rights of way. The Commission declined the offer in view of the fact that the mile posts now being used serve the purpose very nicely.

A petition was presented signed by 200 residents of Oakland requesting the construction of a sidewalk along one side of the highway bridge which crosses the Calapooya River at Oakland in Douglas County. The Engineer advised that it will cost approximately $7,000 to construct a concrete sidewalk on one side of this bridge and about $14,000 on both sides of the bridge. He recommended that the request be denied because of lack of funds. The recommendation of the Engineer was adopted by the unanimous vote of the Commission.

Reconsideration was given by the Commission to the matter of the adoption of a highway route for The Dalles-California Highway southeast of the town of Merrill to connect with the California Lava Beds Highway. The Engineer advised that the present route of The Dalles-California Highway is from Merrill to Malin, thence southeasterly about 2½ miles to the California line. The California Lava Beds Highway, he stated, crosses the Oregon border at a point about two miles southeast of the town of Merrill which raises the question whether Oregon should continue The Dalles-California Highway southeast of Malin where it will not connect with any California state highway or should reroute it southeast from Merrill to connect with the California Lava Beds Highway. He recommended that the Commission indicate its preference for one of these routes, pointing out that they are both about the same length and will cost approximately the same amount of money to construct. After due consideration motion was made by Commissioner Aldrich that no definite selection of route be made at this time, but when it is necessary to make a definite selection of a route that the Commission then select a route which will join the California Lava Beds Highway southeast of Merrill. The motion was duly seconded by Commissioner Washburne and was declared by Chairman Scott to have carried by the unanimous vote of the Commission. The Secretary was instructed to advise Mr. Lynch, District Engineer of the Bureau of Public Roads of this action.

A letter was presented from the City of Coquille requesting the Commission to take action as is necessary to recognize the state highway through the town of Coquille as being a part of the Oregon Coast Highway. The Engineer advised that in his opinion the future location of the Oregon Coast Highway will follow either the Oregon coast line from North Bend to Bandon or the present highway through Marshfield to a point approximately three miles north of Coquille where it will by-pass the town of Coquille

7/25/34

and will join the present route near Riverton about 5½ miles west of Coquille, shortening the existing route about seven miles between common points. He recommended that the request of the City be denied. The Commission by unanimous vote adopted the Engineer's recommendation.

The Commission by unanimous vote confirmed its action, taken at the meeting held on July 12, approving the advancement to Curry County of the second half of its share of the $1,600,000 fund appropriated by the Legislature for distribution to the counties, amounting to $2,704.27, which payment is not regularly due until December 15.

The Engineer requested authority to purchase one valve seat grinder to be used in the Salem Shops. He explained that this grinder is needed at once because practically all of the later model cars and trucks have hardened valve seats which must be ground instead of reseated with the reseating tool. He estimated the cost of this grinder at $250. The Commission granted the Engineer's request by unanimous vote.

The Engineer also requested authority to purchase two acetylene generators for manufacturing welding gas to be used in the department's main repair shop and in the blacksmith shop in Salem. He advised that these could be purchased at about $250 each, and at the present cost of acetylene gas would pay for themselves in about a year. The Commission granted the request by unanimous vote.

The Commission had under consideration the matter of taking membership in the American Road Builders' Association but decided not to join the association at the present time.

The Engineer reported that the Board of County Commissioners of Multnomah County has submitted proofs of its compliance with the agreement between the State and the County executed on November 2, 1932 providing for the construction of the Fourth Street Highway project outside of the city limits of Portland and recommended that the County be paid at this time the sum of $126,000 in conformance with that agreement, which would leave a balance of $10,000 due the County when certain additional work has been completed to the State's satisfaction. After due consideration the Commission approved the Engineer's recommendation and by unanimous vote adopted the following resolution with regard thereto:

> WHEREAS an agreement was entered into upon the second day of November, 1932, by and between the State of Oregon, through its State Highway Commission, the County of Multnomah, the City of Portland, and the Council's Public Relations Committee of the Civic Emergency Committee for the purpose of building, improving, constructing and completing a state highway designated as follows: Beginning at the west limits of the City of Portland at a point coincident with the west terminus of Fourth Street as extended, running thence southwesterly to a connection with the West Side Pacific Highway on the Multnomah-Washington county line, commonly known as the Fourth Street Extension, over a route to be surveyed

and located by the Engineer of the State Highway Commission and the Engineer or Roadmaster of Multnomah County, in which said agreement the obligations of the several parties thereto were fully set out and defined; and

WHEREAS, upon the said second day of November, 1932, a supplemental agreement to the above mentioned agreement was entered into by the State of Oregon, through its State Highway Commission, and Multnomah County whereby it was provided under the County's obligations thereunder as follows:

1. The County shall at its sole cost construct the grade for said highway, which shall include all clearing and grubbing, all excavations including slides and borrow material, the purchase and installation of all necessary culvert pipes and box culverts and the performance of all other construction details shown on the plans and specifications, which plans and specifications shall be prepared by the State Highway Engineer and copies thereof furnished to the County.

2. The County shall grade the approach for all connecting or intersected county roads affected by the construction of said state highway, and shall surface the same in such manner and to such extent as the County may deem proper.

3. The County shall maintain the grade constructed by the County on said highway until the same has been paved by the State, included in which maintenance shall be the removal of all slides and restoration of grade destroyed by washouts or other causes.

4. The County shall reimburse the State for all funds expended for rights of way in excess of the sum of One Hundred Thirty-Six Thousand and no/100 Dollars ($136,000.00), and for the purpose of insuring the payment to the State of funds so expended the County hereby assigns to the State sufficient of its share of the Motor Vehicle Funds to cover such amount as may be due the State. A copy of this agreement shall be filed with the Secretary of State and shall be his authority to withhold from Multnomah County and credit to the State Highway Fund such sum as may be due the State for right of way disbursements, which amount shall be evidenced by the certificate of the State Highway Engineer and the Engineer or Roadmaster of Multnomah County.

5. The construction of the grade for said highway shall be under the supervision of the County, and since said work is being done by the County for the purpose of relieving unemployment the County may employ hand labor, fix the wage scale and determine the number of hours that shall constitute a day's labor, and otherwise direct and control said work; but it is understood and agreed that the cost to the State shall be computed on the basis of contract prices as opposed to hand labor costs, and for the purpose of this agreement, the contract price is estimated to be and is fixed at the sum of One Hundred Thirty Six Thousand and no/100 Dollars ($136,000.00), which shall represent the total cost of said work

7/25/34

to the State. Any sum in excess of that amount shall be paid by the County.

6. The County may procure the rights of way by resolution or by such other method as it may deem adequate and appropriate; provided, that in the event of a failure on the part of the County to procure such rights of way then the State may procure the same in the manner provided by law for the procurement of rights of way for state highways,

and whereby it was provided under obligations of the State as follows:

1. The State shall provide the sum of One Hundred Thirty-Six Thousand and no/100 Dollars ($136,000.00), which funds shall be employed for the purchase of rights of way.

2. In the event that the rights of way cost in excess of One Hundred Thirty-Six Thousand and no/100 Dollars ($136,000.00), then the State shall provide the necessary additional funds, but the County shall reimburse the State for such funds so expended in excess of said sum of One Hundred Thirty-Six Thousand and no/100 Dollars ($136,000.00).

3. The State shall construct the necessary overhead crossing over the tracks of the Oregon Electric and shall construct the pavement on said highway, included in which shall be the crushed rock shoulders and such gutters and catch basins as may in the judgment of the Engineer be necessary.

4. The State shall maintain said highway after the same has been paved by the State.

5. The plans and specifications for the construction of the grade and all other work on said highway shall be prepared by the State Highway Engineer, and all work done on said highway, whether done by the County or the State, shall be done pursuant to said plans and specifications; and

WHEREAS the said County of Multnomah has requested reimbursement from the State Highway Commission for funds expended in the purchase of rights of way under said supplemental agreement in the sum of $136,000.00, and has submitted to said Highway Commission proofs of its compliance with its obligations under said contract, which said proofs have been examined, reported upon, and approved so far as the procurement of rights of way for said highway and the payment of the purehase prices therefor is concerned, but that the report and recommendation of the State Highway Engineer as to the County's compliance with paragraphs 1, 2, and 3 under County's obligations in said supplemental contract have not been completely and satisfactorily complied with in this, to-wit: That there yet remains uncompleted:

1. 500 cubic yards of excavation left in cut to back fill overcrossing approaches.

2. Gravel required to bring approach road to grade after pavement is laid.

3. Maintenance necessary for restoration of grade prior to paving,

and he recommends that the sum of $10,000.00 of the amount due Multnomah County under said contract be retained by the Highway Commission until the pavement is laid and the grade completed in compliance with said supplemental contract;

THEREFORE, BE IT RESOLVED by the State Highway Commission, all members being present and affirmatively participating, as follows:

That said proofs and reports be and the same are hereby accepted and approved and a voucher and claim of Multnomah County be approved and allowed in the sum of $126,000.00; and

BE IT FURTHER RESOLVED that upon the completion of the entire work any balances remaining from the sum of $10,000, herein ordered withheld, be paid to Multnomah County in due course.

A communication was presented from C. H. Taylor, Sunnyside, Marion County, requesting allocation of funds to improve the Pacific Highway south of Salem. The Commission decided, in view of the limited amount of funds at its disposal, this project must wait.

A letter was presented from the Burns Chamber of Commerce endorsing its previous request for an allocation of funds for the completion of the Central Oregon Highway. The Secretary was instructed to inform the Chamber of Commerce that the Commission is doing the best it can for this highway with the amount of funds available.

A letter was presented from Monument Grange No. 742 requesting the construction of Kimberly-Monument Secondary Highway in Grant County. The request was denied by the Commission due to the fact that it has no funds for such purpose at the present time.

A petition was presented signed by 32 residents of Eagle Creek, Oregon, requesting the oiling of the secondary highway between Eagle Creek and Sandy in Clackamas County. The Engineer reported that this road has a very poor foundation and is not in condition to receive proper oil treatment; furthermore, the Commission does not have the funds to spare for this work as it should be done. He recommended that the petition be denied. The Commission by unanimous vote adopted the Engineer's recommendations for reasons stated by him.

Consideration was given by the Commission to the request of the City of Eugene for the improvement of Sixth Avenue West and East Broadway in Eugene, the present route of the Pacific Highway. The Engineer advised that this project is included in the Commission's tentative budget for federal funds.

7/25/34

A petition was presented signed by 112 taxpayers of Klamath and Lake Counties, who use the Klamath Falls-Lakeview Highway, requesting the oiling of the section of highway lying between Mile Posts 25 and 55 because, they state, the present road is rough, dusty and unsafe for traveling and is deteriorating rapidly. The Engineer advised that the grade on this ten-mile section is very weak and it would be necessary to place considerable additional rock before the road would be suitable for oiling. This is an expensive project, he said, and in view of the limited amount of funds available he recommended that the request be denied. The Engineer's recommendation was approved by the Commission by unanimous vote.

A letter was presented from Hon. John Collier, Commissioner of Indian Affairs, endorsing the application of Klamath County for the designation as a secondary highway of the road extending from Chiloquin via Sprague River to a connection with the Klamath Falls-Lakeview Highway in Klamath County. The Commission ordered this communication filed in the department records.

A communication was presented from L. M. Sweet, Beagle, requesting the oiling of the Sams Valley Secondary Highway in Jackson County. The Commission denied the request because of lack of funds.

A letter was presented from Beaver Creek Grange No. 506, Rainier, requesting an allocation of funds to eliminate dangerous curves on the Lower Columbia River Highway about six miles west of the town of Rainier. The Engineer advised that this project is part of a very expensive major project for which the Commission does not have funds at this time. After due consideration the Commission denied the request for reasons stated by the Engineer.

The Secretary presented numerous communications from people residing in Portland and Astoria urging the Commission to allocate funds for the construction of the Wolf Creek Highway. The Commission ordered the communications filed in the department records.

Consideration was given by the Commission to a letter from County Judge Charles E. Baird, Baker County, requesting a permanent survey of the Halfway-Homestead Section of the Baker-Homestead Highway in Baker County and additional construction work along the Old Oregon Trail between Dixie Creek and Gale. The Engineer advised that the Dixie Creek-Gale project requested by Judge Baird is now included in the Commission's tentative budget for federal funds. With regard to the permanent survey for the Halfway-Homestead Section of the Baker-Homestead Highway, he recommended that the request be denied because funds at the disposal of the Commission are very limited and the highway could not be constructed even after the survey is made. The Commission approved the Engineer's recommendation by unanimous vote.

A letter was presented from J. E. Towle, Waldo Hills Seedling Nursery, Shaw, Oregon, requesting permission to gather from twenty-five to thirty pounds of digitalis (foxglove) seed along rights of way of the Alsea

and Corvallis-Newport Highways, which seed he proposes to plant locally and not to sell. The Commission cared not to assume any responsibility for granting a permit for this purpose but indicated that it would have no objection to Mr. Towle gathering a limited amount of such seed for his own use.

A letter was presented from Ed. W. Miller, Manager of Oregon Coast Highway Association, wherein the Commission was asked to set a date in the near future to hear arguments in behalf of a free interstate ferry across the Columbia River at Astoria. The Commission deferred setting a date for this meeting but instructed the Engineer to report at the next meeting the approximate cost to the State of Oregon of operating the present ferry free of toll.

A resolution was presented from the Three Flags Highway Association, Lone Pine, California, in which the Commission is requested to oil as rapidly as possible the unoiled sections of the Three Flags Highway between Pendleton and Lakeview. The Secretary was instructed to reply that the Commission is now doing what they ask as rapidly as funds become available for the purpose.

A communication was presented from the Lake County Chamber of Commerce requesting the oiling of the newly constructed section of the Fremont Highway just north of the city limits of Lakeview about eight miles in length. The Engineer reported that this project is included in the Commission's tentative program for new federal funds.

A letter was presented from the County Court of Coos County endorsing the resolution of the Coos County Chamber of Commerce for the reconstruction of the Oregon Coast Highway through the Bunker Hill district just south of Marshfield. The Engineer informed that this is a very expensive project and cannot be done at the present time because funds are not available. The Commission approved the Engineer's statement and instructed the Secretary to so inform the Coos County Court.

A resolution was presented from the Enterprise Chamber of Commerce in which the Commission was urged to allocate funds for the completion of the Oregon section of the so-called Blue Mountain Highway which extends from Enterprise, Oregon, to Clarkston, Washington. The Commission denied the request because no funds are available for this work.

The Commission signed an agreement with P. L. Crooks & Co., contractors, Portland, adjusting their claims for extra compensation arising out of their contract with the State Highway Commission for the construction of the Hug Point-Arch Cape Section of the Oregon Coast Highway in Clatsop County, being State Highway Contract No. 1418.

The Engineer reported that on July 14 he rejected all bids received for the construction of the highway department buildings at Roseburg due to the fact that the proposal submitted by the low bidder is not in proper form. He asked the Commission to confirm this action and to authorize

7/25/34

him to readvertise the project. The Commission confirmed the Engineer's rejection of these bids and ordered the project readvertised.

The Engineer reported that as previously authorized by the Commission he sold the used equipment and junk to the bidders who submitted the high bids therefor on July 12. He submitted a list of such high bidders and asked the Commission to confirm the sales as shown thereon. The Commission by unanimous vote confirmed the Engineer's action in this regard.

The Engineer requested authority to purchase certain parcels of real property needed for various highway improvements throughout the state. After due consideration the Commission granted the request and by unanimous vote adopted the following resolution with regard thereto:

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 bases of settlement which have 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 bases for settlement for the properties involved, and that the acquisition of the properties 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
Albany-Tangent Section, Pacific Highway				
Scott, W. Clarence	Borrow Pit	1.25	at $180 per A. plus $6	Parker
Toledo Section, Corvallis-Newport Highway				
Thomson, S. A.	R/W	170 sq.ft.	$25 Lump Sum	McCallister
Easton, Margaret R.	"	1180 " "	at 10 cents per sq. ft. plus $75	"

Section, Hwy., and Owner	Purpose	Acres	Approximate Amounts	Agent
Toledo Section, Corvallis-Newport Highway, Continued				
Frederick, Peter	R/W	12490 sq. ft.	at $0.04 per sq.ft.	McCallister
Sixberry, Geo. E.	"	7250 " "	at 0.055 " " "	"
Shell Oil Company	"	480 " "	Gratis	"
Crahen, Sarah	"	9590 " "	at $0.05 per sq.ft.	"
Multnomah County Line-Middleton Section-West Side Pacific Highway				
Moore, Mary Ellen	R/W	0.11	Land $30 plus $80	Bentley
Skipanon-Seaside Section-Oregon Coast Highway				
Corrigan Geo. & R. G. Falleur	"	0.10	$25 Lump Sum	Gardiner
Alsea-Deadwood Highway, Benton County				
Batdorf, Samuel	Gravel Pit	0.84	$0.03 per cu. yd. 3 year lease	Benson
Toledo Section, Corvallis-Newport Highway				
Easton, Howard	R/W	7650	sq.ft. at $0.10 per sq. ft. plus $400	McCallister
Archdiocese of Portland	"	7100	sq. ft. Land $241.58 plus $250	"
Ring, John E.	"	1000	sq. ft. at $0.10 per sq. ft. plus $100	"
Harris, H. H.	"	1900	sq. ft. at $0.10 per sq. ft.	"
McClaren, R. S.	"	1600	sq. ft. $687.50 Lump Sum	"
Bateman, Clarence	"	3215	sq. ft. Land $329.84 plus $300	"
Astoria-Seaside Section, Oregon Coast Highway				
Pearce, Dion E.	R/W	0.06	at $300 per A. plus $419	Benson

The Engineer reported that it appears necessary to condemn several parcels of real property needed for right of way in connection with the following improvements:

Florence-Glenada Section of the Oregon Coast Highway
Toledo Section of the Corvallis-Newport Highway
Cascade Locks Section of the Columbia River Highway
Delake Section of the Oregon Coast Highway
Kernville Section of Oregon Coast Highway

He requested authority for the Attorney to institute condemnation proceedings to acquire these properties. The Commission approved the request and by

unanimous vote adopted the following resolution with regard thereto:

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 to acquire rights of way and to declare the necessity and need for the acquisition thereof, and the advantages to be gained thereby;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. That the State Highway Commission does hereby find and declare that it is necessary and will be of advantage to the State of Oregon and there is need that the State acquire for right of way purposes in connection with the permanent location, construction, improvement, and maintenance of the following section or sections of the state highway system of the State of Oregon, to-wit:

Florence-Glenada Section of the Oregon Coast Highway
Toledo Section of the Corvallis-Newport Highway
Cascade Locks Section of the Columbia River Highway
Delake Section of the Oregon Coast Highway
Kernville Section of Oregon Coast Highway

land and property owned by or in possession of the following parties and/or persons, to-wit:

Florence-Glenada Section
John E. Carlile and Anna K. Carlile

Toledo Section
G. E. Fuchs
Eleanor Marjorie Bogert and C. H. Bogert
Ellen Bateman
Jack Ross and Luella Ross
Fred Horning
Pacific Savings & Loan Association
L. G. English

Cascade Locks Section
Cascade Lodge #104, I. O. O. F.

Delake Section
Newton E. Roher

Kernville Section
J. J. Killip

as their respective interests may appear, and this Commission does hereby declare further that the said property or properties are necessary, are needful, and the acquisition thereof will be of advantage to the State of Oregon for right of way purposes in order to make it possible

for the State Highway Commission to properly locate, construct, and maintain said portion or portions of the said state highway system in accordance with standards adopted by this Commission relative to curvature, grades, alignment, drainage, and factors of safety.

2. That the State Highway Engineer be and he hereby is instructed and directed to properly survey the parcel or parcels of land required for such right of way purposes and prepare proper and adequate descriptions thereof, which descriptions shall be employed in the preparation of a deed or deeds or other instrument or instruments necessary to complete the acquisition of the said property or properties or which descriptions may be used in the preparation of a complaint in the event that condemnation proceedings are necessary.

3. That the boundaries of the said parcel or parcels of land, as defined and determined by the said survey made by the said Highway Engineer, along the route or location adopted by the Highway Commission, shall be and the same hereby are adopted and the lands defined therein are hereby declared to be and the same are included within the rights of way of the said portion or portions of the said state highway system and hereby are declared to be necessary for the proper location, improvement, construction, and maintenance of the said portion or portions of the state highway system.

4. That I. H. Van Winkle, Attorney General of the State of Oregon, and J. M. Devers, Assistant Attorney General and Attorney for the State Highway Commission, be and they are hereby requested, authorized, and directed to attempt to agree with the owner or owners and/or with the tenants or persons in possession, if there be any, of said parcel or parcels of land with respect to the compensation to be paid for the taking of the same and the damage, if there be any, and in the event that no satisfactory agreement or agreements can be reached, then it is hereby further resolved that the Attorney General of the State of Oregon, and J. M. Devers, Assistant Attorney General and Attorney for the State Highway Commission, be and they hereby are requested to commence and prosecute to a final determination such suit or action, or suits or actions, as may be necessary and appropriate to acquire title to the said premises and all rights therein for the purposes herein stated.

5. That this resolution be entered in full in the minutes and records of this Commission.

Consideration was given by the Commission to the following requests for extensions of time within which to complete highway construction projects:

Lindstrom & Feigenson, Contract No. 1486, construction of approaches to the bridge over Youngs Bay on the Oregon Coast Highway near Astoria in Clatsop County, requested an additional extension of time from May 31 to June 5, 1934 within which to complete this project, and stated that their delay was caused by inclement weather. The Engineer advised that the additional time required by the contractors was simply to permit them to do some clean-up work and to surface finish the concrete. The delay, he said, has

7/25/34

caused the general public no inconvenience, neither has it increased the State's expense for engineering supervision. He recommended that the extension requested be granted without penalty. The Commission approved the Engineer's recommendation by unanimous vote.

Associated Construction Co., Contract No. 1518, for the construction of two bridges over Humbug Creek on the Humbug Mountain-Rangers Station Section of the Wolf Creek Highway in Clatsop County, requested an extension of time from June 15 to July 2, 1934 in which to complete this project because they were delayed in obtaining a tractor with which to remove a temporary bridge alongside one of the new bridges. The Engineer stated that the contract contained no provision for backfilling the new bridge structures; therefore, the contractor could not remove the detour bridges until the grading contractor had completed this fill-in work, which work was not done in time to permit the bridge contractor to complete his project within the time limit specified in the contract. The delay, he said, has not inconvenienced the traveling public, neither has it increased the cost for engineering due to the fact that the inspector on the job was employed on other work. He recommended that the extension requested be granted without penalty. The Commission adopted the Engineer's recommendation by unanimous vote.

Joplin & Eldon, Contract No. 1614, surfacing and oiling Meiners Ranch-Pendleton Section of the Pendleton-Cold Springs Highway in Umatilla County, requested an extension of time from July 15 to September 15, 1934 in which to complete this project, giving as their reason for this request their inability to obtain satisfactory labor to do the work efficiently and speedily; that their quarry developed an especially hard and tough stone which reduced their output and they lost considerable time on account of dust storms. The Engineer advised that the contractors worked under difficulties on this project and their statements as to the cause of the delay are partially correct; however, the slow progress made on this project, to a large extent, was caused by the contractors' negligence and lack of efficiency. He recommended that the extension requested be granted without penalty with the understanding that if the job is not completed by September 15, then the contractors be required to pay all engineering costs incurred by the State subsequent to that date. The recommendation of the Engineer was approved by the Commission by unanimous vote.

A. T. Dolan, Contract No. 1622, furnishing crushed rock for the Wheeler-Kilchis River Section of the Oregon Coast Highway in Tillamook County, requested an extension of time to August 15, 1934 within which to complete this project giving as his reason for the request that weather conditions interfered with his operations and his quarry developed an insufficient quantity of suitable rock which required him to move his plant to another location, thus necessitating delays. The Engineer advised that the reason given by the contractor for the delay is substantially correct and that it was no fault of the contractor that he did not complete his work by July 15, the date of completion specified in the contract. He further advised that the traveling public has not been inconvenienced by the delay and the extra engineering cost to the State is negligible. He recommended that the extension requested be granted without penalty. The Commission approved the

Engineer's recommendation 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. 1495 with Morrison-Knudsen Co., bituminous macadam on Durkee-Gales and Lime-Huntington Sections of the Old Oregon Trail in Baker County; completed July 11, 1934;

Contract No. 1528 with Saxton & Looney, furnishing crushed rock for Siletz River-Newport Section of Oregon Coast Highway in Lincoln County; completed June 12, 1934;

Contract No. 1548 with Theo. Arenz, grading and paving Winston Bridge Section of Pacific Highway in Douglas County; completed July 21, 1934;

Contract No. 1549 with Northwest Roads Co., bituminous macadam on Arlington Section of Columbia River Highway in Gilliam County; completed July 20, 1934;

Contract No. 1550 with Northwest Roads Co., bituminous macadam on Condon Section of John Day Highway in Gilliam County; completed July 20, 1934;

Contract No. 1563 with Tom Lillebo, bridge over Middle Fork Coquille River on Powers Secondary State Highway near Myrtle Point in Coos County; completed June 24, 1934;

Contract No. 1571 with J. C. Compton, paving of Washington County Line-Bertha Section of Bertha-Beaverton Highway in Multnomah County; completed July 8, 1934;

Contract No. 1573 with Parker-Schram Co., bridges over Oak Point and Rickreall Creeks on Independence Secondary State Highway No. 195 in Polk County; completed July 12, 1934;

Contract No. 1588 with Jacobsen-Jensen Co., paving Sandy Boulevard-Halsey Street Section of Northeast Eighty-second Avenue in Multnomah County; completed July 12, 1934;

Contract No. 1596 with United Contracting Co., paving Marshfield Section of Oregon Coast Highway in Coos County; completed July 17, 1934;

Contract No. 1621 with A. S. Wallace, furnishing crushed rock for Otis Section of Salmon River and Oregon Coast Highways in Lincoln County; completed July 10, 1934.

The following resolution accepting the above projects was offered and 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. 1493 with Morrison-Knudsen Co., bituminous macadam on Durkee-Gales and Lime-Huntington Sections of the Old Oregon Trail in Baker County;

Contract No. 1528 with Saxton & Looney, furnishing crushed rock for Siletz River-Newport Section of Oregon Coast Highway in Lincoln County;

Contract No. 1548 with Theo. Arenz, grading and paving Winston Bridge Section of Pacific Highway in Douglas County;

Contract No. 1549 with Northwest Roads Co., bituminous macadam on Arlington Section of Columbia River Highway in Gilliam County;

Contract No. 1550 with Northwest Roads Co., bituminous macadam on Condon Section of John Day Highway in Gilliam County;

Contract No. 1563 with Tom Lillebo, bridge over Middle Fork Coquille River on Powers Secondary State Highway near Myrtle Point in Coos County;

Contract No. 1571 with J. C. Compton, paving of Washington County Line-Bertha Section of Bertha-Beaverton Highway in Multnomah County;

Contract No. 1573 with Parker-Schram Co., bridges over Oak Point and Rickreall Creeks on Independence Secondary State Highway No. 193 in Polk County;

Contract No. 1588 with Jacobsen-Jensen Co., paving Sandy Boulevard-Halsey Street Section of Northeast Eighty-second Avenue in Multnomah County;

Contract No. 1596 with United Contracting Co., paving Marshfield Section of Oregon Coast Highway in Coos County;

Contract No. 1621 with A. S. Wallace, furnishing crushed rock for Otis Section of Salmon River and Oregon Coast Highways in Lincoln County;

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 Commission by unanimous vote approved the Chairman's letter, dated July 23, 1934, directed to C. F. Williams, Major, Corps of Engineer, District Engineer, 341 Pittock Block, Portland, accepting Major Williams' proposal of July 19 and granting to the United States of America the immediate and exclusive right of occupancy of 12.3 acres, more or less, being a part of the John B. Yeon State Park; said lands to be used by the Government in connection with the Bonneville power and navigation project and being located in Government Lots 1 and 2 of Section 21, Township 2 North, Range 7 East, Willamette Meridian in Multnomah County.

The Commission deferred setting a date and place for the next regular meeting pending a definite decision with regard to the adoption of a program for the new federal funds.

The Commission adjourned at 6:15 o'clock p. m. to reconvene at 7:30 o'clock p. m. in the same room.

The State Highway Commission reconvened at 7:30 o'clock p. m. in Room 1201, Benson Hotel. Those present were: Leslie M. Scott, Chairman; E. B. Aldrich, Commissioner; R. H. Baldock, State Highway Engineer, and H. B. Glaisyer, Secretary. Commissioner Washburne asked to be excused from this meeting because of a previous engagement in Eugene.

The Commission conferred with W. H. Lynch, District Engineer, and Tom Davis, Senior Highway Engineer of the Bureau of Public Roads with regard to the establishment of minimum rates of pay for labor employed on federal highway projects. After a full discussion of this matter the Commission by unanimous vote adopted the following minimum rates of wages for men so employed: for unskilled labor, $0.50 per hour; for labor, intermediate grade, $0.75 per hour; for skilled labor, $1.20 per hour. The Engineer explained that this is the wage scale adopted and being used in connection with the Public Works Administration projects for the construction of the five Coast Highway bridges and in his estimation should be used on federal road projects. Mr. Lynch stated that he would recommend the approval of these wage rates notwithstanding that he personally believed that the rate for unskilled labor should be the same as that adopted by the Commission last year, viz: $0.55 per hour. The Commission also determined that the maximum amount that a contractor may deduct from his pay roll for furnishing board and lodging to any one of his employes shall not exceed the sum of $1.00 per day.

The Engineer requested authority to expend additional funds, estimated at $20,000 for the oiling of the rock shoulders along the Pacific Highway between Salem and Oregon City. The Commission by unanimous vote granted this request.

There being no further business to come before the Commission at this

time, the Commission adjourned at 9:00 o'clock p. m.

Chairman

State Highway Engineer

Commissioner

Secretary

Commissioner

Eugene, Oregon, July 30, 1934

The State Highway Commission met in special session at 9:00 o'clock p. m. in the committee room of McMorran & Washburne's store. 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 Attorney reported that as previously instructed by the Commission he has received quotations from three bank note companies which are qualified to print the Commission's bridge revenue bonds, which quotations are as follows:

Quayle & Son of New York City.....	$ 1,394.00
The Republic Bank Note Company of Pittsburgh....	1,224.50
Hamilton Bank Note Engraving & Printing Co., Brooklyn, New York.....	815.00

He explained that these prices are for printing 4,200 bonds in the denomination of $1,000 each, and 420 bonds in the denomination of $10,000 each, a total of 4,620 bonds as required by the Public Works Administration; further, that the companies submitting these quotations have been approved by the Public Works Administration and each has guaranteed to furnish bonds which meet strictly with the Public Works Administration rules and requirements. He recommended that the quotation of the low bidder, Hamilton Bank Note Engraving & Printing Co., be accepted and that he be authorized to place the order for the bonds. There was some question in the mind of the Engineer as to whether or not the State Purchasing Agent should be asked to secure the quotations and place the

order for these bonds. After some discussion it was decided that the Attorney should contact the State Purchasing Agent and ascertain his ideas and wishes in the matter; further, if the State Purchasing Agent desires that additional quotations be secured, then that should be done; otherwise, it would be satisfactory for the Attorney to accept the offer of the low bidder and order the bonds printed.

Mr. Ralph Staehli, Manager of the Allied Truck Operators, Portland, was present with regard to the administration of the Oregon Transportation Act. He stated that the recent action of the State Emergency Committee refusing the application of the Public Utilities Commissioner for additional funds with which to defray the expense of administering this Act will create a hardship on the Public Utilities Commissioner and will undo considerable of the progress that he has made during the past year in connection therewith; furthermore it will reduce greatly the anticipated revenues of the State Highway Department derived from this source. He asked the Commission to intervene in behalf of the Public Utilities Commissioner to the end that his application for additional funds may be granted.

After some discussion Chairman Scott gave as his thought that this is a matter for the Public Utilities Commissioner and the State Emergency Board to decide and not the State Highway Commission. Commissioner Aldrich suggested that individual members of the Highway Commission might contact the members of the Emergency Board inasmuch as it involves the Highway Commission's finances. It was finally decided that the members of the Emergency Board should be contacted individually as suggested by Commissioner Aldrich.

Chairman Scott reported the receipt of a letter and telegram from Julian Byrd, Editor of the Times-Herald, Burns, protesting against the Commission's allotment of funds for the improvement of the Central Oregon Highway. He advised that he has replied to this communication by stating that the Commission is considering an allocation of $140,000 for the construction of a 2.25-mile section of this road between Nigger Flat and Stinkingwater Mountain which, in his estimation, is a very liberal allowance considering that the Commission is also placing an additional $30,000 on the I.-O.-N. Highway. Commissioners Aldrich and Washburne concurred with the Chairman in this matter.

Reconsideration was given by the Commission to the matter of the cancellation of assignments given by several counties in 1932 to guarantee reimbursement to the state highway fund for certain advances made to the counties by the Government for relief purposes which advances, it was anticipated, would be repaid by deductions from future federal allotments for road building purposes. The Attorney advised that the Act authorizing the advances originally provided that the money be given to the counties in the nature of a loan; however, this Act was modified later so that the counties were not required to repay the amounts. In other words, the amounts advanced were actual grants; therefore, the assignments given by the Counties to the State Highway Commission, in his opinion, would be of no value. The matter is being brought up now, he said, because the Secretary of State, with whom the assignments have been filed, has requested a decision for his future guidance.

7/30/34

After some discussion the Commission asked the Attorney to report fully on this matter at the next meeting and ascertain definitely whether or not the original law has been modified as he has reported. The Commission signified its willingness to cancel the assignments at that time if such action appears to be in order.

The Engineer reported that the O.-W. R. R. & N. Co. has withdrawn its objections to the construction of a grade crossing on the Lombard Street project between Union Avenue and Columbia Boulevard in Portland and has agreed to the construction of such crossing, provided wigwag signals are installed for the benefit and protection of traffic along the highway. He also reported that the City of Portland has agreed to advance the cost of these wigwag signals, estimated at $1,500, provided the State Highway Commission will reimburse the City later for one half of such expense. He recommended, in view of the circumstances, that the contract for the construction of the Lombard Street project be awarded to contractor Harold Blake who submitted the low bid therefor on May 17 at $26,764.50, and asked the Commission to confirm his award of the contract as of May 28. After some discussion the Commission by unanimous vote confirmed the Engineer's award of this contract to contractor Harold Blake, the low bidder, provided Mr. Blake will sign and file with the Commission a waiver of all claims of any nature whatsoever which he might consider that he has by reason of the Commission's delay in awarding this contract.

The Commission had under consideration the application of Kinzua Lumber Company, Kinzua, for permission to tractor logs over Shelton State Park in Wheeler County. The Engineer explained that the Kinzua Lumber Company owns considerable timber south of this park which they wish to market and they desire to drag the logs down the three small creeks which flow through this park to the old county road, thence along the old county road to two temporary saw mill sites where they will be sawed into lumber; further, that the company anticipates that their operations in this vicinity will continue over a period of about three and one half years. It was his thought that the operations will not mar the park in any way and he recommended that the application be granted. The Commission after due deliberation approved the Engineer's recommendation by unanimous vote.

The Commission approved the new insurance policy furnished by the Ocean Accident & Guaranty Corporation, Ltd., covering accident insurance for workmen employed on the Interstate Bridge over the Columbia River between Portland, Oregon, and Vancouver, Washington. The Attorney explained that this insurance is necessary as the bridge is located in both the states of Oregon and Washington and for this reason the workmen employed thereon cannot be covered by insurance provided under the Oregon Workmen's Compensation Act.

The Engineer requested instructions whether or not to make a charge for furnishing blue print drawings of special equipment, such as the department's paving plants and stripe painting machines, which was designed and built by this department. He explained that this department has built these machines at considerable time and expense and heretofore has distributed

plans free of cost to anyone who desired them, but it has recently been brought to his attention that a charge should be made for the plans in view of the fact that the designs are not patented. He recommended that plans be furnished free of cost to highway departments of any state which might desire them, but that a nominal charge be made for plans furnished to equipment houses, manufacturers, etc., who would use them for commercial purposes. The Attorney advised that it will be satisfactory to charge for the plans if the Commission so desires, provided the designs are not patented, but if they are patented such charge might interfere seriously with certain patent litigations which he has now under way. Inasmuch as the Engineer has reported that the designs are not patented, the Commission approved his recommendations by unanimous vote.

Reconsideration was given by the Commission to the matter of acceptance of the park site which was recently offered to the State as a gift by Mr. George W. Joseph and his mother, being a tract containing forty acres of land situated adjacent to the Guy W. Talbot Park on the Upper Columbia River Highway in Multnomah County. In this connection the Secretary reported that the Parks Engineer highly recommends the acceptance of this park because it fits in admirably with the state park system, is not encumbered in any way, and is being given to the State by the donors without obligation of any kind; also, that if the Commission accepts it, it is planned to place some CCC workers in the park this summer to clean it up and do some development work. After due consideration the Commission by unanimous vote accepted this park in behalf of the State and instructed the Secretary to acknowledge the gift by appropriate letter and to present to the donors the customary printed certificate of appreciation.

Consideration was given by the Commission to the following requests for extensions of time within which to complete highway construction projects:

Brookfield Co., Inc., Contract No. 1615, furnishing of rock and construction of shoulders along the Astoria-Gnat Creek Section of the Columbia River Highway in Clatsop County, requested an extension of time of one month from July 31 to August 31, 1934 in which to complete this project, giving as their reason for this request the difficulties which they encountered with their screening equipment. The Engineer stated that the delay has not interfered with the public use of this highway, neither has the State incurred any additional engineering expense thereby. He recommended that the extension requested be granted without penalty. The Commission approved the recommendation by unanimous vote.

Joseph H. Anderson, Contract No. 1594, construction of a bridge over Mill Creek on the Beaverton-Aurora Secondary Highway at Aurora in Marion County, requested an extension of time of three months to October 31, 1934 within which to complete this project. The Engineer stated that bids for the construction of this bridge were opened on January 18, 1934, but the contractor was not permitted to go to work until May 16, 1934, a delay of practically four months, due to right of way difficulties. He further stated that the traveling public has not been inconvenienced by the delay because it has had the use of the old road at all times; furthermore, the State has not

7/30/34

incurred any additional engineering expense. He recommended that the extension requested be granted without penalty. The recommendation of the Engineer was approved by the unanimous vote of the Commission with the understanding that Mr. Anderson will sign a waiver of any claim for damages on account of delays caused by the right of way difficulty.

United Contracting Co., Contract No. 1538, pavement widening on Albany-Tangent Section of the Pacific Highway in Linn County, requested an extension of time of thirty days from July 31 to August 31, 1934 in which to complete this project, giving bad weather conditions as their reason for this request. The Engineer advised that the contractors were required to do considerably more work than was specified in the contract and during the bituminous macadam operations lost considerable time because of bad weather. The public has not been inconvenienced by the delay, he said, neither has the State incurred any great amount of extra engineering expense. He recommended that the extension requested be granted without penalty. The recommendation was approved by the unanimous vote of the Commission.

Harold Blake, Contract No. 1514, paving and surfacing Sheridan Street-Portland City Limits Section of West Side Pacific Highway in Multnomah County, requested an extension of time of two months from August 31 to October 31, 1934 in which to complete this project, giving as his reason that it is impossible to pave the approaches to the bridges on this section because the bridges are not yet completed; also that Multnomah County has not yet completed certain grading work at the intersection of the Slavin Road so that he cannot complete his paving work at this point. The Engineer conceded that the contractor's allegations are substantially correct. He further stated that the contractor is not responsible for this delay which has not inconvenienced the public; therefore, he recommended that the extension requested be granted without penalty. The Engineer's recommendation was approved by the Commission by unanimous vote.

The Engineer reported that Caufield & Savage on July 13, 1934 completed their contract No. 1636 with the State Highway Commission for the removal of buildings from the Florence Section of the Oregon Coast Highway in Lane 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 offered and adopted by the unanimous vote of the Commission:

> WHEREAS, the Engineer has reported that on July 13, 1934 Caufield & Savage completed their Contract No. 1636 with the State Highway Commission for the removal of buildings from the Florence Section of the Oregon Coast Highway in Lane County according to the terms and provisions of the contract, and that said job is now ready for acceptance;
>
> THEREFORE, BE IT RESOLVED that the work covered by said state highway contract for the construction of said state highway project be declared completed according to the terms of the contract and said job is hereby accepted and final payment is hereby authorized.

The Engineer reported that he has received oral information from W. H. Lynch, District Engineer, Bureau of Public Roads, that the federal regulations which require that right of way for Federal Aid projects must be 150 feet wide will not be strictly adhered to and that it will be satisfactory hereafter to provide right of way not wider than 100 feet for primary highways and not wider than 80 feet for secondary highways.

The Commission signed an agreement and permit with the Jewish Shelter Home, Portland, granting to the Jewish Shelter Home a revocable license and permit to maintain the existing building or buildings, fence or fences, and appurtenances thereto, within the right of way limits of the Fourth Street Highway, Portland, together with free right of access, use and occupancy thereof; consideration of $1.00 per year to be paid for this privilege, and the Jewish Shelter Home agrees to remove all of said buildings from the said right of way at its sole cost and expense within thirty days from the giving of notice by the State Highway Commission.

The Commission signed a joint letter with W. H. Lynch, District Engineer, Bureau of Public Roads, recommending to the Chief of Bureau of Public Roads, Washington, D. C. the following projects and allocation of funds apportioned to the State of Oregon under Section 6 of the Emergency Appropriation Act of June 18, 1934 to be expended for construction of roads through public lands, said appropriation amounting to $170,861 which allocation was previously agreed upon at the meeting held on July 25, 1934:

> Idaho, Oregon, Nevada Route, approximately 6 miles of grading from Blue Mountain Pass, northerly to a connection with the present traveled road - 6 miles.....$ 29,404
>
> Central Oregon Highway, Federal Aid Route No. 31, grading 2¼ miles between Nigger Flat and Stinkingwater Mountain, 2¼ miles..... 141,457

The Commission had under consideration the adoption of a program for the federal funds apportioned to Oregon under the provisions of the Emergency Construction Act of June 18, 1934, amounting to $3,097,814, to be expended for highway construction purposes, special emphasis being given to the following projects: Reconstruction of the Columbia River Highway through the town of Cascade Locks in Hood River County; construction of Wilson River Highway in Tillamook County and the construction of the Wolf Creek Highway in Clatsop County.

With regard to the Cascade Locks project, the Engineer advised that the Commission is obligated to do this work on account of its right of way agreement with Mr. J. B. Laber, Portland, and recommended that it be included in the construction program. During the discussion of this matter it was pointed out that the Commission's agreement with Mr. Laber provides that the State shall perform certain work by August 1, 1934; also that due to the construction of the Bonneville dam project by the Government, it has been impossible up to the present time for the State to fulfill its part of the agreement within the time limit specified therein because of uncertainties

7/30/34

with regard to the high water line which will be caused by the dam construction. After full consideration of the facts in connection with this matter, the Commission voted unanimously to include this project in its current construction program and instructed the Attorney to obtain, if possible, Mr. Laber's consent to an extension of the time limit specified in the agreement for the fulfillment of the State's obligation.

Considerable study was given to the request of the people of the City of Tillamook and the County Court of Tillamook County for the building of the highway up Wilson River to serve as a logging road for the salvaging of the burnt timber between Mills Bridge and Falls Creek, a distance of seven miles, with prospective later extension to McNamers Camp. The initial project would cost $250,000, the next extension $750,000. The County Court offered to construct a temporary road decreasing the estimate of the initial project to $120,000.

The Highway Commission has never constructed logging roads or any road for special use for private parties, having held to the broad principle that highways should be constructed for the motorists and the general public. After giving this request due consideration, the Commission decided to adhere to that policy, and to confine the work in Tillamook County to a nominal expenditure on the Wilson River project for relief employment to the amount of $42,000 and on Neahkahnie Mountain $28,000.

In the opinion of the Commission the Wolf Creek Highway is more important to the people of Portland and to the entire State of Oregon, than the Wilson River Road. The Commission decided to allocate $175,000 to complete the grading and surfacing between Necanicum Road and Elsie, 11.4 miles, which will afford a connection between the Nehalem Highway and the Oregon Coast Highway, via Jewell, Vernonia and Forest Grove. This will be the first section of this great highway to be opened to the public. This highway, when finally completed, will shorten the distance between Portland and the north coast beaches from forty to fifty miles.

In the view of the Commission, the construction of the Wolf Creek Highway through its entire length should have priority over all laterals, including the Wilson River Highway. This policy will not delay the final completion of the Wilson River Highway, but will accelerate completion of the Wolf Creek Highway. The contrary policy would delay indefinitely the completion of both roads.

The Commission then concentrated its efforts toward the adoption of a program for the balance of the new federal funds being guided by the rules and regulations of the Federal Government. After careful consideration and full discussion the Commission approved and adopted by unanimous vote the following program for such funds and authorized the Engineer to make minor changes in the amounts allocated to the individual projects in the event he finds that necessary in order to distribute the total amount of funds available to the respective divisions in the proper ratio:

1934 PROGRAM OF NRM PROJECTS

State Division No.	Name of Highway	County	Name of Section
1	82nd Street	Multnomah	Clinton Street-Foster Road
1	Columbia River	Columbia	East Approach to Rainier
1	Corvallis-Newport	Benton	Corvallis
1	West Side Pacific	Yamhill	Newberg
1	" " "	Multnomah	Ash Street-Jefferson Street
1	E. Portland-Oregon City	"	17th St.-Ross Island Bridge
1	Oregon Coast	Clatsop	Smith Point-Youngs Bay Bridge
1	Tualatin Valley	Washington	Forest Grove
1	" "	"	Hillsboro
1	Corvallis-Newport	Lincoln	Toledo
2	Pacific	Douglas	Roseburg
2	"	Jackson	Gold Hill
2	Oregon Coast	Douglas	Umpqua Bridge Approaches
2	Pacific	Lane	Eugene
2	Oregon Coast	Coos	Marshfield
3	Columbia River	Wasco	The Dalles
3	Dalles-California	Deschutes	Redmond
3	Fremont	Lake	Lakeview
3	Sherman	Wasco	Wasco
4	Old Oregon Trail	Umatilla	Pendleton
4	" " "	"	Umatilla River at Pendleton
4	Wallowa Lake	Union	La Grande Undercrossing
4	Old Oregon Trail	Baker	Baker
4	Columbia River	Gilliam	Arlington Grade Crossing
4	Oregon-Washington	Umatilla	Milton Grade Crossing
4	" "	"	Pendleton Grade Crossing
4	Old Oregon Trail	"	" " "
4	" " "	"	Hermiston Grade Crossing

1934 PROGRAM OF NRH PROJECTS

1	Santiam	Linn	Soda Fork-East
1	Wilson River	Tillamook	Deadman Creek-Smith Creek
1	Wolf Creek	Clatsop	Ranger Station-Elsie Road
1	" "	"	Necanicum Jct.-Elsie Road
1	Columbia River	Hood River	Cascade Locks
1	Pacific	Linn	Albany-Tangent
1	West Side Pacific	Multnomah	Washington Co. Line-Portland
1	" " "	Multnomah	O.E. Railway Overcrossing
1	82nd Street	"	Clinton St.-Foster Road
1	West Side Pacific	Yamhill	Chehalem Creek
1	" " "	"	" "
1	" " "	"	Rex Hill-North
1	Oregon Coast	Tillamook	Neahkahnie Mountain
1	Pacific	Clackamas	Molalla River
1			
2	Willamette	Lane	Klamath Co. Line-Gold Lake

1934 PROGRAM OF NRM PROJECTS

Termini	Miles (Net)	Kind of Work	Total Estimated Cost	Cost to be Paid from NRM funds
Clinton Street to Foster Road (Portland)	1.5	Grade & Pave	$ 65,000	$ 65,000
East City Limits-Westerly ½ mile	.5	" " "	20,000	20,000
"A" Street from 3rd to 5th Streets	.1	Paving	15,000	15,000
1st & Harrison to South City Limits	1.1	Grade & Pave	16,000	16,000
Ash Street to Jefferson Street (Portland)	.6	Resurface	20,000	20,000
17th St. to Ross Island Bridge (Portland)	1.0	Grade, Pave & Undercrossing	180,000	160,000
Smith Point to Youngs Bay Br. (Astoria)	1.5	Pavement Widen.	25,000	25,000
5th Street to College Way	.55	" Resurf.	6,000	6,000
5th Street West to S. P. Railway tracks	.25	Widening	10,000	10,000
Through City	.64	Bit. Macadam	9,877	9,877
Stephens St.-South City Limits to Cass St.	.6	Pavement Widen.	30,000	30,000
Fifth St. to North end of Gold Hill Br.	.31	" "	10,000	10,000
N. City Limits Reedsport to Scholfield Creek Bridge	.82	Grade & Surface	68,800	68,800
Van Buren-High Streets	1.15	Pavement Resurf.	16,200	16,200
Golden Street to Ingersoll Street	.34	Widen. & Resurf.	8,300	8,300
2nd Lincoln Sts. to West City Limits	.5	Grade & Pave	71,000	52,277
"A" Street to "H" Street	.46	Paving	37,000	37,000
Main & Church Sts. to North City Limits	.5	Grade & Surface	10,000	10,000
Shaniko Branch U. P. Railway	- -	Warning Signal	2,000	2,000
State Hospital to Court Street	1.00	Grading	35,000	35,000
Umatilla River	- -	Bridge	30,000	30,000
U. P. Main Line	- -	Grade & Structure	90,000	90,000
Broadway, 10th to Main Streets	.6	Pavement Resurf.	30,000	30,000
Condon Branch, U. P. Railway	- -	Warning Signal	2,000	2,000
Pendleton Branch, U. P. Railway	- -	" "	2,000	2,000
Webb Street	- -	" "	2,000	2,000
Court Street	- -	" "	2,000	2,000
U. P. Main Line	- -	" "	2,000	2,000
			$813,177	$774,454

1934 PROGRAM OF NRH PROJECTS

				(NRH FUNDS)
Soda Fork of Santiam River-East	.71	Grading	53,000	43,000
7.14 mi. E. of Tillamook to Smith Creek	1.08	Grading	42,000	32,000
Ranger Station to road leading to Elsie	2.42	"	110,000	110,000
Necanicum Junction to road " " "	11.4	Surfacing	65,000	65,000
Thru the Village of Cascade Locks	.88	Grade & Pave	50,000	50,000
Between Albany and Tangent	- -	2 Bridges	16,000	16,000
Portland-South City Limits-West 3.26 mi.	3.26	Paving	170,000	120,000
Near South City Limits of Portland	- -	Structure	33,000	33,000
East half of street between Clinton St. and 43rd Avenue S. E.	.8	Grade & Pave	20,000	20,000
West City Limits, Newberg-West ¼ mile	.25	" " "	30,000	30,000
Near West City Limits of Newberg	- -	Bridge	27,000	27,000
Rex-North 1.3 miles	1.3	Grade & Pave	70,000	70,000
At Neahkahnie Mountain	.5	Grade	28,567	20,000
1¼ mile W. of Canby	- -	Bridge	53,000	53,000
Projects not determined	- -	Landscaping	15,000	15,000
Klamath Co. Line-West 1.5 miles	1.5	Grading	85,000	85,000

1934 PROGRAM OF NRH PROJECTS (Cont'd)

State Division No.	Name of Highway	County	Name of Section	Termini	Miles (Net)	Kind of Work	Total Estimated Cost	Cost to be Paid from NRH Funds
2	Pacific	Jackson	Barron Creek-Torrent Creek	6.51 mi. S. of Ashland to Torrent Creek	.4	Grading	$135,000	$135,000
2	Oregon Coast	Douglas	Bolon Island	N. limits of Reedsport-North 1.195 miles	1.2	"	67,791	67,791
2	" "	" & Coos	Coast Bridge Approaches	Umpqua, Siuslaw and Coos Bay Bridges	--	Landscaping	6,000	6,000
3	Willamette	Klamath	Odell Lake-Lane Co. Line	Lane County Line-East 1.3 miles	1.3	Grading	52,000	52,000
3	Midland	"	Klamath Falls-Midland	Green Springs Junction-Midland	5.28	"	117,000	117,000
3	Dalles-California	Deschutes	Redmond-Bend, Unit 4	2.0 mi. S. of Redmond-South 6.62 miles	6.62	"	65,000	65,000
3	Columbia River	Wasco	W. entrance to The Dalles	West City Limits of Dalles-West 0.5 mile	.5	Grade & Pave	20,000	20,000
3	Fremont	Lake	White Rock-Lakeview	8 mi. N. of Lakeview to 0.4 mi. N. of Lakeview	7.46	Grade & Oiling	60,000	60,000
3	"	"	N. entrance to Lakeview	North City Limits-North 0.4 mile	1.0	Grade & Surface	10,500	10,500
3				Projects not determined	--	Landscaping	5,000	5,000
4	Pendleton-John Day	Grant	Forest Boundary-Long Creek	32.1 mi. N. to 49.4 mi. N. of John Day	17.3	Surfacing	112,000	112,000
4	Wallowa Lake	Union	Grande Ronde River at Elgin	At East City Limits of Elgin	--	Bridge	30,000	30,000
4	Old Oregon Trail	Baker	Burnt River Crossing No. 5	10.7 mi.W. of Huntington	--	"	12,000	12,000
4	Old Oregon Trail	Baker	Tunnel-Dixie	9.73 mi. W. of Huntington-West 1.3 mi.	1.3	Grade & Oil	69,993	55,115
4				Projects not determined	--	Landscaping	6,500	6,500
4	Oregon-Washington	Umatilla	Saxe Grade Crossing	3 mi. N. E. of Pendleton	--	Crossing Signals	2,000	2,000
4	" "	"	Blue Mountain Grade Crossing	4 mi. S. of Milton	--	" "	2,000	2,000
4	Wallowa Lake	Union	Island City Grade Crossing	Near N. City Limits of Island City	--	" "	2,000	2,000
							$1,642,351	$1,548,906

1934 PROGRAM OF NRS PROJECTS

							(NRS Funds)
1	Dallas-Coast	Polk	Yamhill River-Salt Creek	Junction McMinnville-Tillamook Hwy. to Salt Creek	6.45	Grade & Surface	$ 90,000	$ 70,000
1	" "	"	South Fork, Yamhill River	At junction with McMinnville-Tillamook Highway	--	Bridge	20,000	20,000
1	Woodburn-Mt. Hood	Clackamas	Market Road No. 10-West	5.2 mi. to 7.6 mi. E. of Woodburn	2.4	Surface	10,000	10,000
1	" " "	"	Eagle Creek-Northeast	Eagle Creek-Northeast 1.2 miles	1.2	"	5,000	5,000
1	Nehalem	Washington	Vernonia to Pittsburgh	Vernonia to Pittsburgh	2.0	Resurf. & Oiling	18,000	18,000
1	"	"	Buxton-Trehorn	Buxton - 2.6 mi. N. & Summit Cummings Hill to 4 mi. S. of Vernonia	6.5	Resurface	25,000	25,000
1	Cascade	Clackamas	Milk Creek	At Mulino	--	Bridge	12,000	12,000
1	Alsea-Deadwood	Benton	South Fork Alsea River-South	1 mi. to 3 mi. south of Alsea	2.0	Grade & Surface	40,000	40,000
1*	Vancouver Avenue	Multnomah	Columbia Slough	Over Columbia Slough in North Portland	--	Bridge	75,000	75,000
1	Salem-Dayton	Yamhill	Dayton-Unionvale	1 mi. to 4½ mi. south of Dayton	3.5	Regrade & Surface	44,000	44,000
1	Independence	Polk	McNary-Oak Point	McNary to Oak Point	2.42	" " "	27,411	27,411
1*	12th Street	Marion	City Limits-Pacific Highway	12th & Hoyt Sts. South to Pacific Hwy.	1.7	Oiling	20,000	20,000
1	Salem Dallas	Polk	East entrance to Dallas	East City Limits-.3 mi. West	.3	Regrade & Surface	5,000	5,000
2	Williams	Josephine	Murphy-Provolt	Murphy-4 mi. East	4.0	Grade & Surface	20,000	20,000
2	"	"	Applegate River at Murphy	At Murphy	--	Bridge	30,000	30,000
2	Cape Blanco	Curry	Junction-Lighthouse	3.8 mi. W. of junction to lighthouse	1.0	Grade & Top	5,000	5,000
2	Fox Hollow	Lane	3 mi. to 4½ mi. S. of Eugene	3 mi. to 4½ mi. S. of Eugene	1.5	Grade & Surface	15,000	15,000
2	Territorial Road	"	Elmira	2 mi. N. to 2 mi. S. of Elmira	4.0	Bit. Macadam	21,000	21,000
2	Cape Arago	Coos	Empire-Charleston	Empire to Charleston	3.92	Resurf.& Bit. Mac.	33,000	33,000
2	Little Butte	Jackson	McCallister, Unit No. 2	17.4 mi. to 18.4 mi. E. of Eagle Point	1.0	Grade	10,000	10,000
3	Warm Springs	Jefferson	Deschutes River-Agency Plains	.7 mi. S. of Deschutes River-S. 4.88 mi.	4.88	"	113,311	113,311
3	Warner	Lake	Warner	Jct. with Fremont Hwy.-E. 0.83 mi.	.83	Grade & Surface	10,000	10,000

*Projects not on designated highway system

JUL 30 1934

JUL 30 1934

1934 PROGRAM OF NRS PROJECTS, Cont'd

State Division No.	Name of Highway	County	Name of Section	Termini	Miles (Net)	Kind of Work	Total Estimated Cost	Cost to be Paid from NRS Funds
3	Hood River	Hood River	Hood River	Jericho Lane to 3 mi. S. of Hood River	1.0	Oiling	3,800	3,800
4	Baker-Unity	Baker	Burnt River	3.24 mi. N. of Jct. with John Day Hwy.	--	Bridge	10,000	10,000
4	Little Sheep Creek	Wallowa	Hayden Gulch-W. Forest Bdy.	Hayden Gulch to West Forest Boundary	5.96	Grade	62,000	62,000
4	" " "	"	" " " " "	" " " " "	--	Bridges	3,000	3,000
4	Heppner-Spray	Morrow	Hardman-Chapin Creek	Hardman to Chapin Creek	6.16	Grade & Surface	40,000	40,000
4	Wasco-Heppner	"	Rhea Creek	12 mi. South of Heppner	--	Bridge	8,000	8,000
4	Cold Springs	Umatilla	Holdman-Meiner's Ranch	2.5 mi. N. of Holdman to Meiner's Ranch	7.0	Oiling	37,655	18,932
							$ 813,177	$ 774,454

The Commission decided to hold its next regular meeting on Thursday, August 23, 1934, or as soon thereafter as the Engineer can make ready for advertising some of the projects in the newly adopted program. The Secretary was instructed to arrange to hold this meeting in the auditorium, Public Service Building, Portland, if possible.

There being no further business to transact, the Commission adjourned at midnight.

Chairman

State Highway Engineer

Commissioner

Secretary

Commissioner

Astoria, Oregon, August 16, 1934

The State Highway Commission met in special session at 3:00 o'clock p. m. in the Astoria Hotel for conference with local citizens with regard to the establishment of a free ferry across the Columbia River at Astoria. 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: M. R. Chessman; County Judge Guy Boyington and County Commissioners James Elliott and William Larson; W. H. Nelson, Secretary of the Astoria Chamber of Commerce, Astoria; and Ed. W. Miller, Secretary-Manager of the Oregon Coast Highway Association.

Mr. Miller presented the views of the Oregon Coast Highway Association regarding the subject of the conference. He stated that the association recently adopted a resolution authorizing him to appear before the Commission and impress upon the Commission the advisability and importance of inaugurating free ferry service across the Columbia River at Astoria. He declared that the present toll ferry acts as a barrier for travel between the States of Oregon and Washington in that the motorists, not only of Oregon, are heavily taxed and should be relieved of the added burden of paying for the use of the ferry. He advised that he has contacted motorists all along the coast in the States of Oregon and Washington and, without exception, all are in favor of such free ferry service. He pointed out that since the State of Washington has opened up the highway along the north bank of the Columbia River, between Portland and Seaview, motorists are now using that highway and, as a result, the State of Washington is benefiting greatly by gasoline tax revenues. It was his thought that free ferry service across the Columbia River at Astoria would entice the motorists to cross the river into the State of Oregon and that Oregon would thereby receive gasoline tax benefits. He advised that a recent survey of the situation, as far north as British Columbia, reveals that in Western Washington there is an insistent demand for this free ferry and that people have made an appeal therefor to the Washington State Highway Department; also, that the people of Victoria are very much interested and are hopeful that the States of Washington and Oregon will agree to make provision for such free ferry service for the benefit of their tourists. The City of Victoria and British Columbia, he said, are spending $23,000 for advertising literature, which is being distributed along the coast as far south as Los Angeles, and are interested in this subject from the standpoint of tourists whom they would like to route up the Oregon Coast Highway. It was his opinion that the making of the Astoria ferry free from toll would be a tremendous asset to the State of Oregon, whereas under present conditions it is a barrier which is greatly retarding tourist trade. He gave as his opinion that people would rather pay gasoline tax than a ferry toll.

Mr. Chessman gave as his thought that the diversion of traffic from Oregon to the North Bank Highway in the State of Washington would cost the State of Oregon about $1,000,000 per year in gasoline tax revenue. He further stated that since a good highway has been constructed in the State of Washington from the town of Raymond to Seaview, Astoria has lost about ninety per cent of the trade that it previously enjoyed from the peninsular district. He pointed out that there are about 3,000 people residing in the peninsular district, and in his estimation, Portland should be interested in securing the business of these people because, while Astoria is the distributing point, Astoria receives its supplies from Portland. He gave as his thought that $33,000 expended annually by the State for operation of this ferry free of charge is fully justified, and that the Commission has established a policy of providing such free ferry service, considering the other ferries that are now being operated on this highway without charge. Mr. Chessman stated that an accurate record of number of cars and passengers across this ferry between January 1, 1934 and August 1, 1934 reveals 30,916 passengers and 16,960 cars and trucks. He pointed out that the ferry capacity is 34 cars, and operating under capacity load, the ferry could transport 1,000 cars per day, or 210,000 cars in seven months, compared with 16,960 vehicles transported by actual count by the ferry captain.

Commissioner Washburne inquired whether the City of Astoria or Clatsop County has considered offering cooperation toward the cost of operating this ferry free of tolls, to which Mr. Chessman replied that they have not considered that because they have no funds. County Judge Boyington advised that Clatsop County cannot cooperate because all of its monies are obligated.

Chairman Scott gave as his thought that free ferries at the five places on the Oregon Coast Highway (where new bridges are being constructed) have not established a precedent for a free ferry at Astoria because they are in a different category and are strictly State of Oregon ferries, whereas the Astoria ferry is an interstate ferry.

The Commission's Attorney advised that the Commission's authority to operate a free ferry across the Columbia River at Astoria is not clear, and if the Commission attempted to operate such free ferry under the present laws, any citizen would be in a position to prevent it. He added that the State of Washington is in the same position. He recommended additional legislation in the event that the Commission wished to establish a free ferry at this point and advised that because the Columbia River is an interstate stream, the matter must be covered by agreement between the two States.

This matter was discussed further from the standpoint of operating the ferry on a reduced toll. Chairman Scott suggested a toll of fifty cents per car. Commissioner Washburne suggested that it might be advisable to charge the same rate of toll that is to be charged for the Oregon Coast Highway bridges. The matter was discussed further but no action was taken thereon.

The Commission adjourned at 4:15 o'clock p. m. to reconvene the following morning in the Benson Hotel, Portland.

Portland, Oregon, August 17, 1934

The State Highway Commission reconvened at 9:00 o'clock a. m. in the Rose Room of the Benson Hotel.

The Commission approved the minutes of the meetings held on March 6, 21 and 22, and April 4 and 5, 1934.

The Commission signed an amendatory agreement with Mercer-Fraser Co., extending the date of completion specified in the original contract from December 31, 1935 to February 17, 1936 for the construction of the bridge across the Siuslaw River on the Oregon Coast Highway at Florence in Lane County.

The matter of providing all-risk insurance and use and occupancy insurance required by the Public Works Administration in connection with the construction of the five Oregon Coast Highway bridges had the attention of the State Highway Commission.

The Attorney reported that when he was in Washington, D. C., he discussed with the Public Works Administration officials the matter of this insurance and agreed with them at that time upon certain changes in the use and occupancy policy furnished by the General Insurance Company which submitted the low bid for this insurance, but did not arrive at any definite conclusion relative to the all-risk policy, the Government officials having taken under advisement his suggestion that all-risk insurance is not required during the construction of the bridges inasmuch as the Commission has procured from each of the bridge contractors a performance bond which, in his opinion, furnishes the same protection that is called for under the all-risk policy demanded by the Government. The Public Works Administration, he added, has waived until September 1 the State's obligation to furnish either use and occupancy insurance or all-risk coverage but requires that the State by September 1 shall furnish a policy of use and occupancy coverage and that that shall be followed up with an application for a modification of the contract with regard to the all-risk insurance which, if approved by the Public Works Administration, would obviate the necessity of furnishing such insurance until the bridges are completed. He pointed out that the Commission has already called for and received bids for both all-risk coverage and use and occupancy coverage and has made its decision on a total premium and inquired, in view of the circumstances, if the Commission deemed it necessary to discuss the matter again with the representatives of the various companies which submitted bids for this insurance inasmuch as the Commission may now be required to furnish use and occupancy insurance only.

The Engineer suggested that the only fair thing to do would be to readvertise for this insurance. After due consideration the Commission approved the Engineer's suggestion by unanimous vote; however, decided to hold the whole matter in abeyance pending receipt of definite information from the Public Works Administration.

The Attorney reported that he has been contacted by certain insurance

agents of Portland who desire that there be inserted hereafter in the Highway Commission's contracts a provision that contractors shall furnish surety bonds written by Oregon agents of the bonding companies and that the premiums for writing these bonds shall be paid to such Oregon agents rather than to agents outside of the State of Oregon, and they have suggested a clause similar to that contained in the contracts of the Montana State Highway Department. After some discussion, the Commission denied the request because, in its opinion, such clause would not meet with the requirements for the expenditure of Federal Highway funds.

The Attorney also reported that in conformance with the Commission's instructions he has awarded to the Hamilton Bank Note & Engraving Co., Brooklyn, New York, the contract for the printing of the Oregon Coast Highway bridge revenue bonds, the revised bid of this company at $770 being the lowest bid of ten received. The Commission by unanimous vote confirmed the action taken by the Attorney in this matter.

A letter was presented from the Jackson County Humane Society requesting permission to place signs at important highway intersections in Jackson and Josephine Counties warning tourists that salmon and trout caught in the streams of these counties will poison dogs. The Engineer recommended that the request be denied for the reason that such signs would interfere with the mileage and direction signs maintained by the Highway Department at these points; furthermore, if this particular request is granted, it would be necessary to grant similar privileges in other localities and before long the highways would be cluttered with signs of all sorts. The Commission adopted the Engineer's recommendation by unanimous vote and instructed the Secretary to so inform the Jackson County Humane Society.

The Commission had under consideration the report of the Attorney with regard to the claim of Tom Knight, Canyonville, who seeks reimbursement in the sum of $111.05 for expense incurred by him for repairs to his automobile which, he alleges, was damaged when it collided with a tree that had fallen across the traveled portion of the Tiller-Trail Secondary Highway in Douglas County as a result of operations of employes of the State Highway Department. There was a question in the minds of the Commission as to whether this accident occurred because of carelessness on the part of the employes of the department or through negligence on the part of Mr. Knight who, reports indicate, habitually drives his car at excessive speeds for safety. After full consideration of all the facts, the Commission by unanimous vote denied the claim.

Reconsideration was given by the Commission to the action taken at the meeting held on July 30 granting to the Kinzua Lumber Company, Kinzua, permission to tractor logs and operate a sawmill on Shelton State Park adjacent to the John Day Highway in Wheeler County. It appeared that the Commission did not understand when the matter was first presented that it was the desire of the lumber company to operate a portable sawmill at two different points in this park; wherefore, after some discussion, the Commission rescinded its previous action and referred the matter to the Parks Engineer for further investigation and report.

8/17/34

A letter was presented from Lynn F. Cronemiller, State Forester, requesting permission to use water from a spring located on the right of way of the Silver Creek Falls Secondary Highway in Marion County to supply water for domestic use in a Civilian Conservation Corps camp which is to be established near this point. The Engineer recommended that the request be granted. The Commission approved the Engineer's recommendation by unanimous vote and instructed the Secretary to prepare an appropriate form of permit to cover the matter.

Mr. J. R. Frum, representing the Crown Willamette Paper Company, appeared before the Commission at this time and requested permission to haul logs on the Nehalem Secondary Highway, near Jewell, Clatsop County, on Saturday afternoons and Sundays which, in general, is contrary to the Commission's established policy. In the discussion of this matter the Engineer advised that there is very little more travel on this highway on Saturday afternoons and Sundays than on any other day of the week, and in his opinion the hauling of logs on those days would not increase the hazard to the general public to any great extent. He recommended that the request be granted. After due consideration the Commission by unanimous vote adopted the Engineer's recommendation and instructed the Secretary to issue the customary permit granting to the Crown Willamette Paper Company this special privilege.

In connection with this matter the Secretary advised that the Commission has never adopted any special rule prohibiting the hauling of logs on state highways on Saturday afternoons, Sundays, holidays, or during hours of darkness, although such ruling is generally considered to be in effect and the recommendations to the Public Utilities Commissioner, who has jurisdiction over such hauling, contain such prohibition. He recommended the adoption of such a ruling in which the Engineer concurred. The Commission thereupon by unanimous vote adopted the following resolution with regard thereto upon motion of Commissioner Washburne, which was duly seconded by Commissioner Aldrich:

> WHEREAS, it is the judgment and decision of this Commission that the hauling of logs on either secondary state highways or primary state highways on Saturday afternoons, Sundays, or holidays, creates a special and peculiar hazard to the traveling public because of the volume of traffic ordinarily using the public highways on said days;
>
> THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and affirmatively participating, as follows:
>
> 1. That this Commission does go on record as opposing the use of any secondary or primary state highway for the hauling of logs thereover on any Saturday afternoon, any Sunday, or holiday, unless written consent shall first have been procured from the State Highway Engineer.
>
> 2. That R. H. Baldock, as State Highway Engineer, is hereby authorized to give such written consent in any particular instance and for any particular highway when in the judgment of the said Engineer the use of any such highway for the hauling of logs thereover will not subject the traveling public to undue, special, or unnecessary hazard and/or inconvenience.

The Engineer reported the receipt of a letter from W. H. Lynch, District Engineer, Bureau of Public Roads, enclosing a list of counties which have been designated by the U. S. Department of Agriculture as being within federal drought areas, among which were the following counties in the State of Oregon: Crook, Jefferson, Grant, Harney, Lake, Malheur, Umatilla, Wasco and Wheeler. He explained that according to the federal rules and regulations the Commission is authorized to enter into a cooperative agreement with the State Emergency Relief Administration and the Bureau of Public Roads for the construction of SERA road construction projects on secondary or feeder roads in those counties, labor to be paid with relief funds and the remaining costs to be paid with National Recovery Secondary funds. He gave as his thought that the State might possibly obtain some benefit by entering into such agreement and referred to the Warm Springs Secondary Highway project in Jefferson County as the type of project that might be successfully undertaken. He estimated that the State would save about 10% of its expenditure and requested instructions. After some discussion, the Commission instructed the Engineer to contact the State Administrator of the SERA and ascertain how much money he is willing to allocate for projects of this kind and to report this information to the Commission together with a list of eligible projects.

There was brought to the Commission's attention a letter from George Cattley, Canby, who requests the oiling of the rock shoulders adjacent to the Pacific Highway pavement through the town of Canby so as to prevent rocks from being thrown by passing traffic through the windows of business houses located on this street. The Engineer advised that it would cost approximately $1,400 to do this oiling work and, in his estimation, such an expenditure by the State is not justified because the Commission has just completed at great expense the construction of a new concrete pavement, forty feet wide, through this town which has greatly improved conditions existing heretofore. He gave as his thought that in view of this expenditure by the State, the town of Canby, or the property owners, should pay the cost of the oiling work. He recommended that the request be denied. The Commission by unanimous vote approved the Engineer's recommendation.

A letter was presented from E. L. Vinton, District Engineer for the State Emergency Relief Association, Roseburg, requesting the loan of two Highway Department trucks to be used in connection with an SERA project on the Pacific Highway just south of the City of Roseburg. The Commission by unanimous vote declined the request as it is strictly contrary to its adopted policy with respect to furnishing cooperation on SERA projects and for the further reason that it does not have trucks to spare for this purpose.

A letter was presented from John W. Hough, attorney at law, Glencullen, requesting certain oiling work at the intersection of the

8/17/34

Bertha-Beaverton Highway with the Fairvale County Road at Glencullen post-office, a short distance west of Portland, to prevent rocks from the county road being thrown onto the highway pavement which, he declared, is an unsatisfactory condition and a traffic hazard. The Engineer reported that investigation reveals that conditions at this point are very much as Mr. Hough indicates. He estimated that they can be remedied at a cost of approximately $100 and recommended that that be done. The recommendation of the Engineer was approved by the Commission by unanimous vote.

Consideration was given by the Commission to the petition of fourteen freeholders residing in Road District No. 1, Sherman County, who request the vacation of the abandoned right of way of the Columbia River Highway from Chub Fowler's house on the east to L. E. Langford's place on the west near Rufus in Sherman County, more particularly described as being from the west side of Sec. 2, T. 2 N., R. 16 E., W. M., easterly to Mr. Fowler's house in the NW¼ of the NE¼ of Sec. 6, T. 2 N., R. 17 E., W. M., Sherman County. The Engineer advised that this is a section of the old Columbia River Highway and is no longer needed by the State since the highway has been reconstructed on a new alignment. He recommended that the request of the petitioners be approved. After due consideration the Commission by unanimous vote adopted the Engineer's recommendation.

A letter was presented to the Commission from the County Court of Union County requesting that the road extending from the town of Starkey in Union County southwesterly to the town of Ukiah in Umatilla County be designated as a Forest Highway in order to make it eligible for forest highway funds. The Commission denied the request because there is no forest highway mileage available and for the further reason that it is contrary to the Commission's policy to add roads to the forest highway system while there is such a large mileage of uncompleted roads on that system. The Secretary was instructed to so inform the Union County Court.

The Attorney reported that as previously instructed by the Commission he has searched the law to ascertain whether the Government has passed legislation to relieve the State and the Counties from repayment of funds borrowed from the Government under the provisions of the Emergency Relief and Construction Act of 1932, and has found that such legislation was enacted by the last Congress. He inquired, in view of this law, whether the Commission desired at this time to cancel the assignments given to the State by several of the Counties as guaranties that the state highway fund would be reimbursed in the event that it became necessary to make deductions from future federal aid allotments to the State to pay off such loans. After some discussion the Commission deferred its decision with regard thereto and instructed the Attorney to report at the next meeting the names of the counties which have made assignments to the State and the amount of such assignments.

The Engineer requested authority to purchase an automobile of the Buick type, costing approximately $1,700, for the use of the Bridge Engineer, C. B. McCullough. He explained that the Commission authorized the purchase of a car of this type for Mr. McCullough at the meeting held on January 30, 1934 but the purchase was deferred due to the fact that the Coast Highway

bridge contracts had not yet been awarded; further, that the bridges are now under construction and Mr. McCullough finds that he needs a car badly. The Commission by unanimous vote approved the Engineer's request.

The Engineer reported that the Public Utilities Commissioner has handed down his order with regard to the establishment of a highway-railroad grade crossing on the Lombard Street project between Union Avenue and Columbia Boulevard in Portland and that contractor Harold Blake, who submitted the low bid for this project on May 17, amounting to $26,764.50, has submitted a statement in writing to the effect that he will not ask the Commission for extra compensation on account of not being permitted to proceed with the construction work until now; also, that upon receipt of the order and the statement he immediately notified the contractor to proceed with the work, as previously authorized by the Commission. After due consideration the Commission by unanimous vote approved the Engineer's action in this matter and his award of this contract to contractor Harold Blake as of May 28, 1934.

The Commission had under consideration the memorandum of Herbert H. Hauser, Superintendent of Transportation, Office of Public Utilities Commissioner, with regard to the administration of the Motor Transportation Act. In the discussion of this matter it was brought out that unless the State Emergency Committee grants to the Public Utilities Commissioner additional funds with which to pay the cost of administering this Act, it will become necessary for him to dispense with the services of his field auditors who are directly responsible for the collection of the statutory fees and, as a result, the revenues of the Commission derived from this source will be greatly reduced. It was the decision of the Commission that the proper thing to do would be to intercede with the State Emergency Committee in behalf of the Public Utilities Commissioner for an additional appropriation. Chairman Scott stated that he would contact the Chairman of this committee sometime during the following week.

Consideration was given by the Commission to the request of Mrs. Mabel Stevens, Holbrook, that she be permitted to maintain her dwelling in its present location on the right of way of the Columbia River Highway at Holbrook, Multnomah County. The Assistant Attorney, who was present, explained that Mrs. Stevens' house is located on the right of way acquired from the Holbrook Estate and, at the time the right of way was purchased, it was arranged that she with the assistance of her brother would move her building off the property; however, in the meantime her brother died and Mrs. Stevens has now no means of support, being dependent entirely upon a widow's pension of $25 per month from the County for the support of herself and children; further, that the Multnomah County authorities refuse to pay anything toward the expense of moving the house on account of establishing a precedent and if the Highway Commission should evict her from the premises it would simply mean that she would have no place in which to live. Mrs. Stevens is grateful for the consideration that the Commission has heretofore given her, he said, and is willing to execute a release of damages to the State on the basis of a revocable permit if she is permitted to maintain her building in its present location. He recommended that the request be granted. After due consideration the Commission by unanimous vote approved the Attorney's recommendation

8/17/34

and instructed him to prepare a revocable permit in accordance therewith.

The Engineer reported that as previously instructed by the Commission he has set tentative dates for public hearings in the several cities and towns where improvements to the existing highway routes into and/or through such towns and cities are to be made under the Commission's current construction program. He asked the Commission to confirm the dates which are as follows: The Dalles, 10:00 o'clock a. m., Monday, September 17; Pendleton, 4:00 o'clock p. m., September 17; La Grande 10:00 o'clock a. m., Tuesday, September 18; Elgin, 2:00 o'clock p. m., September 18; Redmond, 2:00 o'clock p. m., Wednesday, September 19; Lakeview, 10:00 o'clock a. m., Thursday, September 20; Corvallis, 3:00 o'clock p. m., Friday, September 21; Newberg, 10:00 o'clock a. m., Saturday, September 22. The Commission by unanimous vote approved the scheduled hearings as presented by the Engineer and instructed the Secretary to send formal notice to the governing bodies of these cities as required by statute.

The Engineer reported that some difficulty has been encountered at Marshfield in connection with the transportation of oil trucks on the ferry across Coos Bay; that the oil companies are attempting to force the transportation of their tank trucks on these ferries at the same time that passenger traffic is occupying ferry-boats, which is contrary to the steamboat rulings and is not in accord with the wishes of the State Highway Commission. He further stated that it appears some kind of protection is required to enforce the rulings and requested authority to take the matter up with the Department of State Police. After some discussion the Commission instructed the Engineer to give proper notice and warning to the oil truck operators that the Commission will refuse to run the ferry-boat if they continue in their attempts to force transportation on it in violation of the rules and regulations and to call on the police for help if that appears necessary.

Thereupon the Commission by unanimous vote adopted the following resolution setting forth rules and regulations for the operation of the various ferry-boats under its jurisdiction:

WHEREAS, this Commission is, as a part of the Oregon Coast Highway, maintaining and operating ferry service across the following bodies or streams of water, towit: Coos Bay, Umpqua River, Siuslaw River, Alsea Bay and Yaquina Bay; and

WHEREAS, the law authorizing the maintenance and operation of said ferries provides "that the maintenance and operation of any such ferry shall be subject to the federal laws and requirements governing navigation"; and

WHEREAS, the Federal rules, requirements, and restrictions promulgated by the United States Department of Commerce for the maintenance and operation of ferries include among other provisions and requirements the following: "No * * * nitroglycerin, naphtha, benzine, benzole, * * * or like dangerous articles, shall be carried as freight or used as stores on any steamer

carrying passengers"; and

WHEREAS, it is the judgment of this Commission that for the purpose of safeguarding the lives and property of passengers carried on any or all of such ferries there should be promulgated and adopted certain rules and regulations which shall be established and enforced with respect to the maintenance and operation of any and all of the ferries heretofore designated;

THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and affirmatively participating and voting, as follows:

1. The capacity of each ferry, with respect to the number of vehicles which such ferry may carry, shall be determined and thereafter no vehicles in excess of such number shall be carried thereon for any single passage.

2. No person shall while under the influence of intoxicating liquor be permitted to drive a motor vehicle or other vehicle either on or off any such ferry.

3. No dynamite, gunpowder, nitroglycerin, naphtha, benzine or other like explosive solids or explosive fluids, or other like dangerous articles, shall be carried as freight on any such ferry-boat at the same time that such ferry-boat is carrying passenger cars or passengers. Refined petroleum, or other oils which will not ignite at a temperature of less than 120° Fahrenheit, may be carried as freight, provided there is no other available mode or method of transporting such articles, but when any of said commodities are carried on any such ferry then the transportation of such commodities shall be under such precautions and under such limitations and conditions as may from time to time be prescribed by this Commission.

4. Neither passengers nor vehicles shall be permitted to go upon or leave any such ferry-boat until the ferry-boat has been safely and securely docked and the gates opened and the signal given for embarking thereon or disembarking therefrom.

5. Any person who violates any of these rules or refuses to comply therewith may be denied passage on such ferry, and if such person wrongfully goes upon or remains on said ferry he may be required to leave and the officer in charge may refuse to take said ferry from the dock until such person shall leave or is removed therefrom and the officer in charge may call to his assistance such peace officer or officers as may be necessary to enforce a compliance with these rules, or any thereof, if in the opinion of said officer in charge the aid of a peace officer is necessary for the protection of persons and/or property being carried on such ferry.

6. None of these rules shall supersede any regulation imposed by the United States Steamboat Inspection Service but the rules of said Inspection Service and all laws and acts of Congress with respect to navigation must be observed with respect to any particular ferry-boat to which they may

apply.

The Commission had under consideration the adoption of rules and regulations for the conduct of the work under its jurisdiction and the action of the State Highway Engineer to relieve the Commission from liability for injuries or accidents that might occur on such work. After some discussion the Commission adopted by unanimous vote the following resolution regarding this matter:

(The form of resolution will be entered as of this date in a later copy of the minutes)

The Commission signed the following agreements, deeds, and other instruments:

1. Agreement between the State, the Southern Pacific Company and the Portland Electric Power Company, covering the construction of an undercrossing on the East Portland-Oregon City Highway in the southern limits of the town of Milwaukie, Clackamas County.

2. Bargain and Sale Deed conveying to the Southern Pacific Company land located in Lots 5, 6 and 7 of Sec. 22, T. 1 N., R. 10 W., W. M., in Tillamook County in exchange for which the Southern Pacific Company has deeded to the State certain lands needed for right of way of the Oregon Coast Highway immediately adjacent thereto.

3. Lease agreement with Vern B. Jones and Essie Jones, husband and wife, Boardman, Oregon, whereby the State leases from Mr. and Mrs. Jones for the period of October 1, 1934 to March 1, 1935 a parcel of land located in Jones & Nehrbas' First Addition to Otter Rock in Lincoln County, for the purpose of maintaining thereon a Civilian Conservation Corps camp; consideration $60.

4. Ten-year lease agreement with the heirs of the Albert Hindman Estate for a stock pile site containing nine acres, more or less, located in the NE¼ of Sec. 29, T. 11 S., R. 43 E., W. M., in Baker County; consideration of said lease being $50; lease expires April 30, 1944.

5. Bargain and Sale Deed conveying to the United States of America 12.65 acres of land situate in Government Lots 1 and 2, Sec. 21, T. 2 N., R. 7 E., W. M., Multnomah County, being a part of the John B. Yeon State Park located adjacent to the Columbia River Highway at Bonneville.

6. Quitclaim Deed conveying to Lane County the south sixty feet of Lot 60 of Block 9, amended plat of Miller's Addition to Florence, together with the strip lying east of said south sixty feet of said Lot 9, and west of Washington Street. It was explained that this property was deeded on December 12, 1932 to the State by Lane County at which time it was contemplated to use an entirely different location for the highway than the present one,

with the understanding that the property would be deeded back to Lane County if it was not needed for the purpose intended. The highway having been relocated at this point, the land is not needed by the State; hence is being reconveyed to Lane County.

7. Bargain and Sale Deed conveying unto Lawrence M. Dafler and Anna C. Dafler, husband and wife, 323 sq. ft. of land lying in Lot 4 of Block 33, Chicago Addition to Florence, and 1535 sq. ft. of land, being a portion of Lot 5, Block 33, Chicago Addition to the town of Florence. It was explained that this property lies outside of the established right of way width and is not needed by the State; therefore, is being deeded to Dafler in exchange for other property in the town of Florence which is needed for right of way for the Oregon Coast Highway.

8. Bargain and Sale Deed conveying to J. C. Ponsler and Muriel O. Ponsler, husband and wife, 3,670 sq. ft. of land lying in Lot 2 of Block 1 of the amended plat of Miller's Addition and a part of a strip of land lying between the east line of said Miller's Addition and the west line of Washington Street, all in the City of Florence; together with 1,861 sq. ft. of land lying in Lot 2, Block 1 of said amended plat of Miller's Addition. It was explained that the property described lies outside of the established right of way and is not needed by the State and is being conveyed to the Ponslers in exchange for other property needed by the State for the Oregon Coast Highway in this town.

9. Bargain and Sale Deed conveying to Benefit Savings & Loan Association 553 sq. ft. of land lying in Lot 2, Block 8, Rainbow Addition to Reedsport, Douglas County, said property lying outside of the established highway right of way. The Engineer explained that this property is not needed by the State and is being deeded to the loan association in exchange for other land which is required for right of way for the Oregon Coast Highway at this point.

10. Bargain and Sale Deed conveying unto E. E. Wilson 3,896 sq. ft. of land, being a portion of Lot 4, Block 82 of Case and Bayley's Third Addition to the City of Newport, Lincoln County; the property being conveyed lies outside of the established right of way at Newport and is being given to Mr. Wilson for other property needed for right of way purposes.

11. Agreement with J. A. Lyons disposing of his claims for extra compensation arising out of his contract with the State Highway Commission for the regrading of the Newberg-McMinnville Section of the West Side Pacific Highway in Yamhill County, being State Highway Contract No. 1458.

12. Agreement with the City of North Bend whereby the State agrees to contribute and pay to the City of North Bend a sum not to exceed $1,420 toward the cost of transporting materials for riprapping the approach embankments to the Pony Slough Bridge on the Cape Arago Secondary State Highway at North Bend.

The Commission had under consideration the matter of acquiring

9/17/34

right of way for the Oregon Coast Highway across Bolon Island in the Umpqua River between Gardiner and Reedsport, Douglas County. The Parks Engineer reported that the owners of this property want $1,000 for the right of way but have indicated their willingness to donate to the State for park purposes additional land adjacent thereto. He advised that the park area contains about 20 acres and would be a fine addition to the state park system; also, that the owners wish it named "Tideways Park" because the island on which it is located has been renamed Tideways Island. After some discussion the Commission referred this matter to the Parks Engineer to negotiate further with the owners.

The Parks Engineer also reported that an offer has been made by the Estate of Maude Williamson to donate to the State for park purposes a twenty-acre tract of land located adjacent to the Salem-Dayton Secondary State Highway in Yamhill County near the Willamette River ferry at Wheatland, about twelve miles north of Salem. He advised that the tract averages about 400 feet in width, has a one-half mile frontage on the highway, contains a good stand of timber consisting mostly of fir and oak, and is free from incumbrance. He recommended the acceptance of this offer because, in his estimation, the area will make a desirable addition to the state park system. After due consideration the Commission voted unanimously to accept the park for the State and instructed the Secretary to acknowledge the gift by appropriate letter.

The Parks Engineer also reported that Mr. J. J. Lynott, the present caretaker of Bradley Park, located at Clatsop Crest on the Lower Columbia River Highway, is giving up his concession on October 1 and that Mr. B. J. Lindeman of Rainier wishes to obtain this concession for which he is willing to pay $120 annually and to furnish a bond. He also stated that he has made inquiry concerning Mr. Lindeman and is satisfied that he would be a desirable tenant; therefore, recommended that Mr. Lindeman's offer be accepted. After due consideration the Commission by unanimous vote adopted the Engineer's recommendation on the basis of a one-year contract with option of renewal after that period and with the understanding that Mr. Lindeman would pay rental in advance.

In connection with the Bradley Park matter, the Parks Engineer reported that the Bradley Woodard Lumber Company, which owns timber adjacent to this park, has offered to remove the fallen timber from the park area free of cost to the State, provided it is allowed to use this timber for its own benefit. He explained that a large number of trees were blown down by heavy windstorms of last winter and, in their present condition, are a serious fire hazard. He recommended the acceptance of the company's offer as a precautionary measure. After due consideration the Commission by unanimous vote approved the Engineer's recommendation; however, instructed him to ascertain first whether or not Mr. Lindeman wants this timber and would be willing to remove it for what he could get for it.

The matter of a name for the new park located at Latourell Falls, recently given to the State by George W. Joseph and his mother, had the attention of the Commission. After some discussion the Commission decided that for the time being this park should be known as the George W. Joseph

Park.

The Parks Engineer reported that several Conservation Corps Camps are to start operations on October 1 at the following points: Ecola, Newport, Coos Head, Humbug Mountain and Cape Sebastian.

The Engineer requested authority to acquire certain parcels of real property needed for various highway improvements throughout the State. The Commission approved his request and by unanimous vote adopted the following resolution with regard thereto:

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 bases of settlement which have 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 bases for settlement for the properties involved, and that the acquisition of the properties 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
Middleton-Newberg Section, West Side Pacific Highway				
Neild, Vergil W.	R/W	0.60	at $150 per A. plus $10.35	Benson
Roberts, Abigail S.	"	1.33	at $200 per A. plus $134	"
Canemah Section, Pacific Highway				
Rakel Estate	"	0.70	$600 Lump Sum	Devers
Dolph-Castle Rock, McMinnville-Tillamook Highway				
Gravell, D. A.	"	2.86	at $150 per A. plus $178.50	Benson

8/17/34

Section, Hwy., and Owner	Purpose	Acres	Approximate Amounts	Agent
Dolph-Castle Rock-McMinnville-Tillamook Highway (Cont'd)				
Hornschuch, T. R.	R/W	0.30	at $125 per A.	Benson
Dallas Section-Dallas-Coast Highway				
La Voie, J. N.	Gravel Pit	3.74	at $75 per A. plus $39.75	"
Florence-Glenada Section-Oregon Coast Highway				
Estey, Margaret	R/W	7100 sq.ft.	at $1.89 per sq.ft.	DeSouza
Brennais, Heirs of Frank A.	"	7100 "	" $125 Lump Sum	"
Tillamook Section-Oregon Coast Highway				
Hammond-Tillamook Lumber Co.	R/W	0.32	at $100 per acre	Gardiner
Taylor Estate (Ladd & Bush)	"	0.45	$50 Lump Sum	"
Neil Creek-Cougar Creek-Pacific Highway				
Keith Oil & Land Co.	R/W	2.70	at $15 per acre	Benson
Barlow-Aurora Section-Pacific Highway				
Workman, J. S.	Damage to land and crop, $614.90			Gardiner
Reedsport Section-Oregon Coast Highway				
City of Reedsport	Maintenance Site		at $12 per yr. 5 yr. lease	Parker
Stayton Section-North Santiam Highway				
Cladek, Chas.	Maintenance Site	5500 sq. ft.	at $10 per Mo. 2 Year Lease	Chandler
Toledo Section-Corvallis-Newport Highway				
Pacific Savings & Loan Ass'n	R/W	4715 sq.ft.	at $0.05 per sq.ft. plus $64.25	McCallister
Cascade Locks-Columbia River Highway				
Francis, Don (I.O.O.F)	R/W	125 sq.ft.	at $0.50 per sq.ft.	Gardiner
Perras, S. E.	"	180 sq.ft.	at $0.50 per sq. ft.	"
I. O. O. F.	"	660 sq.ft.	at $0.50 per sq. ft.	"

The Engineer reported that Northwest Roads Co. has committed certain contractual violations involving pay rolls in connection with its contract with the State for the construction of the East Pendleton Section of the Old Oregon

Trail in Umatilla County which are of such a nature that in his estimation they should be reported to the U. S. Bureau of Public Roads, this being a Federal aid project. He gave a brief explanation of the violations and requested instructions. After due deliberation the Commission agreed with the Engineer that the violations should be brought to the attention of the Bureau of Public Roads and thereupon approved his letter covering the matter, directed to W. H. Lynch, District Engineer of the Bureau.

The Engineer reported the receipt of an inquiry from the Port of Umpqua, Reedsport, as to what plans the Commission has for providing an anchorage or grillage for the Port's dredge now anchored in Rainbow Slough Inlet of the Umpqua River at Reedsport which dredge, they state, will be bottled up indefinitely by reason of the Umpqua River bridge construction at this place unless some provision is made immediately for its removal and anchorage at some other location. He advised that the contractors for the construction of this bridge are now driving their falsework piling and if the dredge is not moved within the next few days it will have to remain in its present location until the bridge is completed because it could not be moved in the meantime without causing the contractors inconvenience and expense. He gave as his thought that the responsibility and obligation to move this dredge and to provide a new anchorage does not belong to the State but rests with the Port of Umpqua and that the Port should pay all the costs involved, including the contractors' expense for reconstructing their falsework, in the event that is required. He pointed out that this matter was mentioned at the War Department hearing held at Reedsport on July 18, 1933 when the matter of the issuance of a permit authorizing the construction of a bridge across the Umpqua River was being considered but no action was taken on it at that time and no mention is made of it in the War Department permit which was issued later as a result of this hearing. He further advised that the Port of Umpqua has had a number of months in which to provide new anchorage for this dredge and to move it to a new location but has done nothing regarding it. He recommended that notification be given to the Port of Umpqua that the Commission expects it to remove its dredge immediately and if this is not done the Commission will hold the Port liable for any expense that may be incurred in moving it at a later date. After some discussion the Commission approved the Engineer's recommendation by unanimous vote upon motion of Commissioner Washburne which was duly seconded by Commissioner Aldrich. The matter was further discussed in the afternoon session and the following telegram was directed to the Port of Umpqua.

WE ARE BUILDING REEDSPORT BRIDGE UNDER PERMIT GRANTED AUGUST NINETEEN THIRTY THREE BY WAR DEPARTMENT AS RESULT OF PUBLIC HEARING HELD IN REEDSPORT JULY EIGHTEENTH NINETEEN THIRTY THREE STOP IF YOU HAVE NEGLECTED TO MOVE PORT DREDGE IN RAINBOW SLOUGH WE ARE IN NO WAY RESPONSIBLE AND WILL NOT DELAY BRIDGE CONTRACTOR BY REASON THEREOF STOP IF YOU DO NOT MOVE DREDGE BEFORE FALSE WORK PILING IS DRIVEN WILL EXPECT YOU TO PAY ANY EXPENSE ACCRUING TO STATE BY REASON OF LATER MOVEMENT.

The Commission adjourned at 1:00 o'clock p. m. to reconvene at 2:00 o'clock p. m. in the same room.

8/17/34

The State Highway Commission reconvened at 2:00 o'clock p. m. in the Rose Room of the Benson Hotel with all members, the State Highway Engineer, the Attorney and the Secretary present.

The Commission had under consideration the request of the Oregon-Washington Bridge Company for an extension of time of fifteen days from July 31 to August 15, 1934 within which to complete its contract for the construction of a bridge over the Abiqua River on the Cascade Secondary State Highway in Marion County. The Engineer advised that this is only a short extension of time; that the general public has not been inconvenienced by the delay, neither has the State incurred any extra expense for engineering. He recommended that the extension requested be granted without penalty. The Commission approved the Engineer's recommendation 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. 1509 with Myers & Goulter, construction of bridges over John Day River and Granite Creek on Pendleton-John Day Highway in Grant County; completed July 3, 1934;

Contract No. 1512 with Dunn & Baker, bituminous macadam and oiling of Klamath Falls-Forest Boundary Section of Klamath Falls-Lakeview Highway in Klamath County; completed July 25, 1934;

Contract No. 1538 with United Contracting Co., pavement widening of Albany-Tangent Section of Pacific Highway in Linn County; completed August 6, 1934;

Contract No. 1541 with L. O. Herrold, paving North Salem Section of Pacific Highway in Marion County; completed August 1, 1934;

Contract No. 1580 with Oregon-Washington Bridge Co., construction of bridge over Abiqua River on Cascade Secondary Highway in Marion County; completed August 13, 1934;

Contract No. 1581 with Birkemeier & Saremal, construction of bridge over Butte Creek on Woodburn-Mt. Hood Loop Secondary Highway in Marion County; completed July 27, 1934;

Contract No. 1582 with Northwest Roads Co., construction of bridge over Pudding River on Hillsboro-Woodburn Secondary Highway in Marion County; completed July 27, 1934;

Contract No. 1583 with Averill & Philpott, construction of bridge over Klaskanine River on Nehalem Secondary Highway in Clatsop County; completed June 30, 1934;

Contract No. 1591 with Shattuck & Neland, construction of bridge over branch of Chehalem Creek on Yamhill-Newberg Secondary Highway in Yamhill County; completed August 4, 1934;

Contract No. 1617 with E. C. Hall for construction of bridge over Amazon Slough on Eugene-Veneta Secondary Highway in Lane County; completed August 3, 1934;

Contract No. 1618 with W. G. H. Krueger, moving buildings on Newport Section of the Oregon Coast Highway in Lincoln County, completed August 3, 1934;

Contract No. 1622 with A. T. Dolan, furnishing crushed rock for Wheeler-Kilchis River Section of Oregon Coast Highway in Tillamook County; completed August 15, 1934.

The following resolution accepting the above projects was offered and 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. 1509 with Myers & Goulter, construction of bridges over John Day River and Granite Creek on Pendleton-John Day Highway in Grant County;

Contract No. 1512 with Dunn & Baker, bituminous macadam and oiling of Klamath Falls-Forest Boundary Section of Klamath Falls-Lakeview Highway in Klamath County;

Contract No. 1538 with United Contracting Co., pavement widening of Albany-Tangent Section of Pacific Highway in Linn County;

Contract No. 1541 with L. O. Herrold, paving North Salem Section of Pacific Highway in Marion County;

Contract No. 1580 with Oregon-Washington Bridge Co., construction of bridge over Abiqua River on Cascade Secondary Highway in Marion County;

Contract No. 1581 with Birkemeier & Saremal, construction of bridge over Butte Creek on Woodburn-Mt. Hood Loop Secondary Highway in Marion County;

Contract No. 1582 with Northwest Roads Co., construction of bridge over Pudding River on Hillsboro-Woodburn Secondary Highway in Marion County;

8/17/34

Contract No. 1585 with Averill & Philpott, construction of bridge over Klaskanine River on Nehalem Secondary Highway in Clatsop County;

Contract No. 1591 with Shattuck & Neland, construction of bridge over branch of Chehalem Creek on Yamhill-Newberg Secondary Highway in Yamhill County;

Contract No. 1617 with E. C. Hall for construction of bridge over Amazon Slough on Eugene-Veneta Secondary Highway in Lane County;

Contract No. 1618 with W. G. H. Krueger, moving buildings on Newport Section of the Oregon Coast Highway in Lincoln County;

Contract No. 1622 with A. T. Dolan, furnishing crushed rock for Wheeler-Kilchis River Section of Oregon Coast Highway in Tillamook County;

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.

There was brought to the attention of the Commission a copy of the telegram, dated August 13, 1934, directed by the Multnomah County-City Committee to Thos. H. MacDonald, Chief, U. S. Bureau of Public Roads, Washington, D. C., protesting the Commission's allocation of the $3,100,000 Federal road grant monies and requesting that approval of this allocation be delayed pending a readjustment of the allocation to provide a greater share of the funds for Portland and Multnomah County. Chairman Scott presented a statement for the press in reply to this telegram, which statement was approved by Commissioners Aldrich and Washburne.

The Secretary presented letters from Dant & Russell, Inc., Portland; Clatsop County Court; Astoria Chamber of Commerce; L. M. Lepper, East Side Commercial Club, Portland; Portland Service Bureau, Emilie Schmitt, Portland, and Percy Murphy, Portland, urging additional construction on the Wolf Creek Highway and on the Oregon Coast Highway at Arch Cape in Clatsop County. The Commission ordered these letters filed in the department records.

Letters were also presented from the Malin Commercial Club and Malin Post, American Legion, Malin, Oregon, in which the Commission was requested to improve permanently at the earliest practicable date the present route of The Dalles-California Highway between Malin and the California state line in conformity with that part of the same highway between Malin and Klamath Falls. The Commission denied the request and instructed the Secretary to reply that the Commission is of the opinion that the present road between these points is now in as good condition as the extension thereof in the State of California; and that the Commission has decided when it improves The Dalles-California Highway to the state line it will be by way of Merrill to a

connection with the California Lava Beds Highway, about 2½ miles southeast of Merrill, which highway is now under construction by the State of California.

A letter was presented from Edward E. May, Waldport, requesting the improvement of a road extending up Drift Creek near Waldport in Lincoln County. The Engineer advised that this road is not on the state highway system; therefore, is not eligible for state funds; also that it does not meet the State's requirements for Federal secondary highway funds. In view of the Engineer's report, the Commission voted unanimously to deny the request and instructed the Secretary to so inform Mr. May.

A letter was presented from Alton B. Clark, Pendleton, expressing his views with regard to certain state highway improvements in Umatilla County. Commissioner Aldrich stated that he had contacted Mr. Clark in regard to this matter.

A letter was presented from Jim Preble, Salem, in behalf of Henry Zorn, Champoeg, wherein the Commission was requested to consider for its Federal road program the construction of the highway in Northern Marion County along the proposed route of the short highway between Portland and Salem, via Champoeg, in order to give to farmers of that district, whose crops have suffered on account of drouth, opportunity to obtain some work relief. The Secretary was instructed to advise Mr. Preble that the State cannot undertake this project at the present time because it is too costly and funds are not available.

The Commission had under consideration the matter of electing a chairman for the ensuing year. Commissioner Aldrich moved that the present chairman, Mr. Leslie M. Scott, be reelected for this office. Commissioner Washburne seconded the motion which was declared carried, having received a majority vote.

The Commission deferred setting a date for its next regular meeting pending the approval of the Federal construction program by the Bureau of Public Roads.

At 2:30 o'clock p. m., the Commission conferred with officials of the State of Washington with regard to the establishment of a Port of Entry at the Interstate Bridge between Portland, Oregon, and Vancouver, Washington, and the establishment of free ferry service across the mouth of the Columbia River at Astoria.

Present from the State of Washington were the following: Lacey V. Murrow, Director of State Highways; E. K. Murray, Director of Department of Public Works; O. R. Dinsmore, Division Engineer, Washington State Highway Department. Governor Clarence D. Martin was also present but did not remain for the discussion. Also present were the following Oregon state officials: George Flagg, Deputy Secretary of State; H. H. Hauser, Superintendent of Transportation from office of Public Utilities Commissioner, and Max G. Flanery, representing the Motor Vehicle Division of the Secretary of State's office. The matter of the establishment of a Port of Entry was first discussed.

Mr. Murray outlined the proposition from the standpoint of the State of Washington. He stated that they are of the opinion that a Port of Entry at the Interstate Bridge would be a good thing for both Oregon and Washington because it would give both states better control of interstate traffic, would lessen traffic violations, provide greater safety to those using the highways, would simplify the apprehension of traffic violators and assist greatly in the capture of criminals who might be passing from one state to another and, incidentally, would bring additional revenues to the highway fund of both states. He advocated the establishment of an experimental test station for a sixty or ninety-day period patterned after similar stations now being operated in the State of Kansas which, he said, have proved successful, and if the results obtained are satisfactory its continuance as a permanent proposition. He gave as his thought that the test station should be operated on a twenty-four hour basis, in shifts of eight hours each, and that four men should be on duty during two of the shifts and two men during the third shift, making a total of ten operators. It was his thought that the expense is fully justified and would be a good investment because of the revenue that would accrue to both states and of its value as an aid to law enforcement. He gave as their opinion that the test station should be located at the Oregon end of the bridge, the Washington end being unsuitable because it is located in the congested district of the City of Vancouver. He advised that the State of Washington has authority through its Department of Public Works and its Department of Highways, jointly, to conduct such test station and they are willing and anxious to enter into an agreement with the State of Oregon for such purpose.

Mr. Murrow also advised that the Washington police officers have authority to operate in the State of Oregon so no difficulties would be experienced in this regard and further advised that the Washington Highway Department recently purchased a 28-ton truck scale which they will furnish for this test station and they will also pay part of the expense of installing it.

The Commission's Attorney advised that the State of Oregon has authority under its Transportation Act to operate a test station of this kind and that the Oregon state police could be and should be called upon to assist.

Mr. Hauser gave as his thought that the establishment of a Port of Entry would be a wonderful thing for both states, provided it could be properly financed; however, the Public Utilities Commissioner, who administers the Oregon Transportation Act, has no funds for such purpose at the present time. He read a letter concerning the Kansas law which explained that the purpose and intent of the law was to provide a way to apprehend drivers of foreign vehicles who were evading the payment of the Kansas license fees, but in actual operation many others were also apprehended; further, that in the first three months of the operation of this law, the State of Kansas collected over $112,000 at a cost to the State of only $3,500 for the operation of sixty-five stations.

Mr. Baldock stated that in his opinion the establishment of this Port of Entry would be a very good thing and that the Oregon end of the Interstate Bridge would be the proper place for it were it not for the fact that the present highway is quite narrow at the point where the station would be placed, being only wide enough for three-lane traffic. It was his thought that if the

station is to be installed here the highway should be widened twenty or thirty feet for a distance of about one-fourth of a mile which would cost at least $25,000 for the grading work alone. Concerning the operation of the test station, he stated that he did not believe that state highway funds could be expended legally for such purpose. The Commission's Attorney advised that the Commission has no direct authority to expend state highway funds for this purpose, but the State Emergency Board has authority to provide funds for such purposes as an essential part of the work of the Public Utilities Commissioner who administers the Transportation Act.

Mr. Flagg stated that he was not prepared to enter into a discussion of this matter but, in his opinion, the establishment of a Port of Entry would unquestionably be of value to the Public Utilities Commissioner of Oregon.

The discussion revealed that all were agreed that the establishment of a Port of Entry would be a fine thing for both states; also that the test was predicated on the ability of the Public Utilities Commissioner of Oregon to finance its operation and on the ability of the Oregon Highway Commission to finance the cost of widening the highway.

Mr. Murray stated that what they wanted and hoped for was to obtain data to present at the next Legislature; also that the State of Washington will agree to assume the greater portion of the cost of operating this test station to offset the cost to the State of Oregon for widening the highway. After further discussion, Engineer Baldock suggested that further discussion of this matter be deferred for a couple of weeks to allow time to gather additional information and to confer with the Public Utilities Commissioner, Secretary of State and the Superintendent of Department of State Police, all of Oregon, to ascertain how to finance this test. The suggestion was approved by all present and August 31, Benson Hotel, Portland, was agreed upon as the date and place for the reconsideration of this subject.

Engineer Baldock then requested authority from the Commission to make a survey to determine the cost of widening the highway at this point. Motion was made by Commissioner Washburne that the request of the Engineer be granted. The motion was duly seconded by Commissioner Aldrich and was declared by Chairman Scott to have carried by the unanimous vote of the Commission.

The Commission next discussed with the Washington officials the matter of providing free ferry service across the mouth of the Columbia River between Astoria, Oregon, and McGowan, Washington, as proposed by the Oregon Coast Highway Association and the citizens of Astoria.

Mr. Murrow explained that the State of Washington is without legal authority to proceed with a proposition of this kind and could not undertake it without additional legislation. He pointed out the establishment of free interstate ferry service across the Columbia River at Astoria would, in his opinion, necessitate the inauguration of a similar service across the Columbia River between Maryhill, Washington, and Biggs, Oregon, and would also have some effect on the toll bridges now being operated across the Columbia

8/17/34

River at several points. Concerning the form of legislation that he desired, he stated that he would recommend legislation similar to that adopted by the State of Oregon.

Chairman Scott pointed out that there are a number of ferries operating on the Columbia River between the States of Oregon and Washington, only two of which, viz., Maryhill and Astoria, form connecting links in interstate highways, the others being only convenient connections between parallel roads and are, therefore, in a different category. He inquired how the towns in Western Washington would consider a free ferry across the Columbia River at Astoria. Mr. Murrow replied that there appeared in his office about two weeks ago a delegation from Western Washington towns who presented their ideas on this subject and indicated to him that they are in favor of such free ferry service and possibly would not object to the payment of a small toll. He further stated that these people believed that the business that they would lose by their customers trading in Astoria would be offset by the additional business that they would receive from tourists from California. In reply to a statement of Commissioner Washburne that the Oregon State Highway Commission has been considering charging a small toll in the same amount as would be charged for the five Coast Highway bridges, Mr. Murrow stated that he believed that that would be satisfactory.

Engineer Baldock asked Mr. Murrow for his personal opinion as Director of Highways for the State of Washington with regard to the establishment of a state-owned toll ferry across the Columbia River. Mr. Murrow replied that it has been their policy to do away with all toll bridges and ferries as much as possible in so far as they pertain to the Federal aid system. He stressed his desire to work this matter out with the Oregon State Highway Commission and the State Highway Engineer so that all will be in accord and stated his preference to enter into an agreement with the State of Oregon for the contracting of the ferry service rather than to undertake the ferry service on state account. He stated that he would appoint the Bridge Engineer for the State of Washington to investigate the ferry matter and procure data for submission to the State Legislature regarding the Columbia River ferries at Astoria, and Maryhill, Washington. Thereupon motion was made by Commissioner Washburne that the Commission's Engineer be authorized to assign someone from the Oregon Highway Department to act with the Washington State Bridge Engineer in this matter. Motion was duly seconded by Commissioner Aldrich and carried by the unanimous vote of the Commission. The State Highway Engineer thereupon appointed Bridge Engineer C. B. McCullough to act in this capacity. It was understood that the Engineer's report would be submitted at the conference to be held on August 31.

Mr. Arthur M. Churchill, Portland, was present and brought to the attention of the Commission a prospective commercial highway route between Portland and Astoria, using the Pacific Highway from Vancouver, Washington, to Kelso, Washington; the North Bank Highway from Kelso, Washington, to Cathlamet, Washington; thence crossing the Columbia River via Puget Island to Parsons, Oregon; thence via Columbia River Highway to Astoria. He declared that this would be the fastest and straightest route from Portland to Astoria and its availability would eliminate the necessity of reconstructing

the Lower Columbia River Highway between Portland and Westport which would be a very expensive project on account of the very crooked alignment and heavy construction; also that the present highway between Portland and Westport is plenty good for slow-moving vehicles and the Wolf Creek Highway when completed will be available for fast-moving traffic from Portland to Astoria. He pointed out that to make the proposed commercial road available would require a short bridge from Cathlamet, Washington, to Puget Island, the improvement of present ferry service between Puget Island and Parsons, Oregon, and the construction of a standard highway from Parsons to a connection with the Lower Columbia River Highway near Bradley Park in Clatsop County. Mr. Churchill filed with the Commission a blue print map showing the proposed commercial outlet. The Commission took no action on this matter.

There being no further business to come before the Commission at this time, the meeting was adjourned at 4:00 o'clock p. m.

Chairman

State Highway Engineer

Commissioner

Secretary

Commissioner

Portland, Oregon, August 24, 1934

The State Highway Commission met in special session at 9:30 o'clock a. m. in Room 420, Benson Hotel, to consider revisions in its construction program for Federal highway funds as requested by the Bureau of Public Roads. 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 representing the Bureau of Public Roads were W. H. Lynch, District Engineer, and Tom Davis, Senior Highway Engineer.

A letter was presented from W. H. Lynch, District Engineer, stating that the Bureau believes that the Commission's program as submitted to the

2/24134

Bureau for approval should be altered to provide a sufficient allotment of funds to extend the construction of the Wilson River Highway for a distance of approximately four miles, which would require an amount of about $120,000 and further stating that the Bureau believes that this expenditure is justified in order to facilitate logging operations in the Wilson River burnt timber area with resultant employment relief in that section; also disapproving the allocation of $68,800 for the construction of an 0.82 mile section of the Oregon Coast Highway from the north city limits of Reedsport to Schofield Creek bridge in the town of Reedsport because it will not be possible to expend these funds until the bridge across the Umpqua River at Reedsport is completed which, they understand, will not be prior to January 1, 1936.

A letter was also presented from W. H. Lynch, District Engineer, Bureau of Public Roads, regarding the allocation of 1935 public lands funds, wherein he advises that the Bureau believes that the amount of such funds allocated to the so-called Idaho-Oregon-Nevada highway route in Malheur County should be increased in view of the fact that both adjoining states of Idaho and Nevada have programmed a large amount of their 1935 public lands funds to this highway route; further stating that if the Commission prefers, it may allocate Federal secondary highway funds on this route. These matters were discussed by the Commission at some length, and several alternate propositions were proposed by the Engineer but definite action thereon was deferred until a number of delegations, which were waiting to be heard, had presented their arguments in behalf of various projects that they were sponsoring.

During the preliminary discussion Mr. Lynch gave as his thought that the Commission need not obtain all of the excess amount of monies required for the Wilson River project from District No. 1 which comprises the northwest counties of the state. He suggested that the Commission could make up the required amount by redistributing the funds for the entire state. He declared that the Commission has not allocated its funds according to population, and according to the Commission's present allocation some of the districts are receiving more than their just share based on population. He further stated that the Bureau of Public Roads wants the Wilson River project placed in the program for funds now available, and that that must be done and asked that an additional $100,000 be provided for this work which amount, together with the $42,000 heretofore approved by the Commission for this road, would total $142,000. Concerning the Reedsport project, he stated that in view of the Bureau of Public Roads this work is not justified at the present time because the work could not be done for at least eighteen months and the Federal money available must be spent now to relieve present unemployment.

At 11:00 o'clock a. m. the Commission adjourned to Room 1207, Benson Hotel, to hear delegations in behalf of certain projects in the Northwest District which the Commission has considered to eliminate or reduce in order to meet the Federal requirements with regard to the Wilson River project.

Chairman Scott opened the discussion by stating the requirements of the Bureau of Public Roads with regard to this matter and advised those

present that it may be necessary to eliminate certain projects from the Commission's adopted program, or at least to reduce the amounts heretofore set up for them, in order to provide funds for the Wilson River road. He named the various projects under consideration and the amounts previously allocated to each. Opportunity was then given to those present to express themselves relative thereto.

Mr. J. B. Laber, Portland, spoke in behalf of the improvement of the Upper Columbia River Highway through the town of Cascade Locks, Hood River County. He pointed out that he has an agreement with the Commission, entered into three years ago, for certain improvements through this town which calls for the parties thereto to do certain things. He stated that he has completed his obligation under this agreement and has extended the time for the Commission to perform its part, but the Commission has done nothing and as a result it has been necessary to expend in excess of $2,000 of his own funds to do certain work which the Commission was required to do and, in addition, the delay has caused him considerable loss in business. It was his thought that the Commission should leave the Cascade Locks project in its current program and complete its obligation at the earliest possible time.

Chairman Scott pointed out to Mr. Laber that the Federal Government is not a party to the agreement between him and the Commission and that the responsibility and commitment made in this agreement are for state funds only.

Mr. L. M. Lepper, representing the East Side Commercial Club, Portland, spoke in behalf of the Fourth Street project in Multnomah County and the Wolf Creek Highway project. He stated that no one objects to the Wilson River project going ahead as the Government desires, but they are concerned as to where the money is to come from to do the work. He declared that the Wilson River forest fire of 1933 was a national calamity and for this reason the monies to comply with the Government's requirements should be charged equally to all districts throughout the state rather than to District No. 1 alone which, in his estimation, would be unfair. He suggested that all projects in the Commission's program be pared approximately three per cent to raise such funds and gave as his thought that none of the projects would be hurt very much by such paring and all could go forward as planned. He added that if the Commission finds it necessary to charge the full amount to District No. 1, then it should be taken from the Rex Hill project and the Chehalem Creek bridge project, but the set-up for the Fourth Street project should not be reduced.

The Engineer advised Mr. Lepper that many of the jobs included in the present program are bridge projects requiring the full amounts allocated to them and for this reason a general three per cent reduction as suggested could not be applied.

Mr. S. G. Reed, Nehalem, Tillamook County, spoke in behalf of the Neahkahnie Mountain project for which the Commission has allocated $28,000 in its present program and urged its retention in this program. He gave as his thought that the Commission should consider this $28,000 as contributions of Tillamook and Clatsop Counties, which contributions are obligated by the

Commission's agreement with the Counties when the Neahkahnie Mountain Cannon Beach Road was placed on the state highway system. It was pointed out to Mr. Reed that Tillamook County has not fulfilled its obligation in connection with this agreement. Mr. Reed then stated that Tillamook County has prepared a warrant for the payment of its obligation but has not presented it to the Commission because it has not the funds to take it up; however, the County intends to budget monies for this purpose this year. He suggested that perhaps this warrant could be used to pay the contractor to whom the Commission awards the contract for the construction of the Neahkahnie Mountain project.

Mr. C. H. Baynard, Newberg, headed a delegation which urged the Commission to retain in its budget the full amounts set up for the Rex Hill and the Chehalem bridge projects on the West Side Pacific Highway.

Speaking in behalf of these projects were Mr. S. L. Parrott, Newberg, who stated that they believed that the Commission's present allocation is fair to all concerned and they object to any changes therein; however, if the Commission finds it absolutely necessary to alter its set-up for the West Side Pacific Highway, then they would prefer that the Rex Hill project be retained and the Chehalem Creek bridge project deferred. It was pointed out to Mr. Parrott that the Chehalem Creek bridge is in very poor condition and needs rebuilding very badly; Mr. E. E. Marsh, attorney, representing the McMinnville Chamber of Commerce, who stated that the McMinnville Chamber of Commerce endorses the statement of Chairman Scott regarding the allocation of current funds as it appeared in the newspapers a few days ago and that they are anxious for both the Rex Hill and Chehalem Creek bridge projects to go forward as planned. He further stated that, in their estimation, these two projects and the Fourth Street project will fulfill their understanding of the agreement with the State Highway Commission with regard to equal expenditures on the East Side and West Side Pacific Highways and added that if the Commission's money is allocated on a population basis, then these jobs should go forward as originally planned and they would consider it unfair if the Commission did otherwise; Mr. R. H. C. Bennett, Newberg, spoke for the Fourth Street and Rex Hill projects. He disagreed with Mr. Lepper relative to the improvement of the Rex Hill project and his suggestion that a three per cent reduction be made on all projects throughout the state; William Allingham, Tigard, urged construction to complete the Fourth Street project as planned. He presented a petition signed by ninety-four residents and property owners adjacent to the Fourth Street Highway in Multnomah and Washington Counties, in which the Commission was urged to continue the work on this project as now proposed so that the road to the Multnomah County line will be completed during 1934. He explained that the signers of this petition represent only a small percentage of those desiring the continuance of the Fourth Street project, but they did not have time to secure additional signatures.

Mr. D. W. Chamberlain and S. O. Clodfelter, Cascade Locks, were present and expressed themselves with regard to the improvement through the town of Cascade Locks. Mr. Chamberlain explained that he represented Postmaster Frank Hall. They voiced their objection to the construction of a new highway embankment through this town and declared that at an expenditure of not to exceed $15,000, the present highway route could be reconstructed to

the satisfaction of everyone. They further declared that in their estimation all that is necessary is to flatten some of the sharp curves in the present alignment and to fill up one low spot which can very easily be done with material taken from a certain mound located on the highway right of way. Mr. J. B. Laber again spoke. He stated that Mr. Chamberlain is not a property owner at Cascade Locks and Mr. Clodfelter is only a tenant; that they do not represent the people of Cascade Locks and their only interest is to avoid a little personal expense to raise a building to the highway grade line.

A delegation from Linn County consisting of Senator Clyde E. Williamson, County Commissioners H. A. Renninger and H. F. Warren, C. H. Murphy, representing the Albany Chamber of Commerce, and Mr. P. A. Mitchell, Lebanon, appeared before the Commission in behalf of the Santiam Highway. Senator Williamson was principal spokesman for this group. He asked the Commission to make no change in its present allocation of funds for the Santiam Highway, which road is included in the highway system and for which they have labored for seventeen years at a cost in excess of $500,000 to the people of Linn County.

Mr. Lepper, speaking again, offered the suggestion that the Wilson River Road money be deducted from the total amount of the Federal funds and the amount remaining be distributed among the various primary, secondary, and municipal projects on the basis of the original allocation. He reiterated that in his opinion the Wilson River road is a state-wide project and it would not be fair to charge the cost of this project to the primary highway allotment of District No. 1 alone.

Mr. Frank Carlisle, Springbrook, spoke in behalf of the Rex Hill and Chehalem Creek projects.

Irving C. Allen, City Attorney of Seaside, representing the Seaside Chamber of Commerce, was present and spoke in behalf of the Wolf Creek Highway project. He reasserted arguments previously presented in favor of this road and added that its opening will stabilize winter business in Seaside. He urged the Commission to make no change in its allocation for this road.

There being no others present desiring to be heard, the Commission adjourned to Room 420, Benson Hotel for further consideration of this matter, all members being present and participating.

After a full discussion, the Engineer suggested that the Cascade Locks project on the Columbia River Highway, estimated to cost $50,000, and the Molalla River project on the Pacific Highway, south of Canby, in Clackamas County, estimated to cost $53,000, be eliminated from the said Federal aid construction program, which would release for allocation to the Wilson River project the amount demanded by the Bureau of Public Roads; further, in view of the fact that the Commission is obligated to make the Cascade Locks improvement this year on account of its agreement with Mr. Laber, which is solely a state proposition, state funds be appropriated to do this work which would satisfy Mr. Laber's demands and the Commission's obligation to him; further, that the Molalla River bridge project be given preference over

all others for the savings that may accrue in the present Federal aid program or if such savings do not accrue, then in the program for the first additional Federal funds that Oregon receives. After full consideration the Commission approved and adopted the Engineer's suggestion by unanimous vote upon motion of Commissioner Washburne, which was duly seconded by Commissioner Aldrich.

The matter of providing additional funds for the I.-O.-N. Highway, as required by the Bureau of Public Roads, was next discussed by the Commission. The Engineer suggested that this could be done by reallocating $30,000 of the Federal public lands funds heretofore programmed for expenditure on the Central Oregon Highway. He recommended such reallocation and that this money be applied to the eastern end of the I.-O.-N. Highway between the Idaho state line and Malloy's Ranch rather than to extend the work already started at the southerly end near the Nevada state line in view of the fact that the State of Idaho is applying some of its public lands funds for the construction of a portion of this highway in that state. After some discussion the Commission by unanimous vote approved the recommendation of the Engineer.

The Commission next had under consideration the matter of reallocation of Federal municipal funds heretofore allocated to work on the Oregon Coast Highway within the city limits of Reedsport, amounting to $68,800. After some discussion and at the suggestion of the Engineer the Commission decided unanimously to withdraw the Reedsport project from its present program and to reallocate the funds set up therefor for improvements along the Pacific Highway in the following Southern Oregon municipalities: Junction City, Grants Pass, Medford and Ashland. The Engineer was instructed to advise the Bureau of Public Roads of all of the changes made in the construction program at this session.

The Commission adjourned at 12:30 o'clock p. m. to reconvene at 1:30 o'clock p. m. in Room 1207, Benson Hotel.

The State Highway Commission reconvened at 1:30 o'clock p. m. in Room 1207, Benson Hotel, with all Commissioners, the State Highway Engineer, the Attorney and the Secretary present.

The Engineer requested authority to acquire certain parcels of real property needed for various highway improvements throughout the state. The Commission approved the Engineer's request and by unanimous vote adopted the following resolution with regard thereto:

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 bases of settlement which have 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 bases for settlement for the properties involved, and that the acquisition of the properties 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, Hw., and Owner	Purpose	Acres	Approximate Amounts	Agent
Newport Section, Oregon Coast Highway				
Mackey, C. A. (Correction)	R/W	1130 sq. ft.	at $0.09 per sq.ft. plus $243	McCallister
Toledo Section, Corvallis-Newport Highway				
Bateman, Ellen	R/W	5000 sq.ft.	at $0.10 per sq. ft.	"
Tunnel-Dixie Section, Old Oregon Trail Highway				
Griffith, Glen	R/W	11.98 --	5.12 A. at $100 per A. 6.86 A. at $10 per A. plus $256	Benson
Forest Boundary-Long Creek Section, Pendleton-John Day Highway				
Porter, John W.	Quarry Site	0.12	at $10 per A. plus $3.75	"
Reedsport-Gardiner Section, Oregon Coast Highway				
Chamberlain, William C.	R/W	4.07	at $100 per A. plus $1000	Parker
Chamberlain, William C.	Park Site	25.00 Acres	Gratis	"

The Engineer reported that his report on the John Day Valley Highway survey will be ready for the Commission's attention within the near future; however, before submitting a report he would like for the Commission to inspect two secondary highway routes leading into the John Day Valley. He inquired when it would be convenient for the Commission to make this inspection trip. After some discussion it was decided to make this trip during the week of September 3-8, 1934. It was also decided to make an inspection trip of the Wolf Creek Highway project on Thursday, August 30.

The Attorney reported that The United States National Bank of

Portland has raised some question concerning the State Highway Engineer's authority to issue checks against funds deposited in that bank under the loan and grant agreement between the Highway Commission and the Government for the construction of the five Coast Highway bridges. In order to clear up the doubtful points, he suggested that the Commission reauthorize Mr. Baldock to write these checks. The Commission approved the Attorney's suggestion and by unanimous vote adopted the following resolution with regard thereto upon motion of Commissioner Washburne, which was duly seconded by Commissioner Aldrich:

WHEREAS, this Commission has heretofore made and executed a loan and grant agreement with the United States of America, by virtue of which agreement the United States Government has made a loan and grant in the sum of $5,602,000 to aid in the construction of five bridges on the Oregon Coast Highway, which said agreement provides for the deposit of said funds in a bank which is a member of the Federal Reserve System; and

WHEREAS, for the purpose of conforming with the requirements of said agreement The United States National Bank of Portland, Portland, Oregon, has been, and hereby is, designated as the depositary for the funds procured from the Federal Government, which said funds are to be placed in said depositary to the credit of the State Highway Commission in an account or accounts, under such designations as from time to time may be adopted by the Commission and certified to said bank over the signature of the chairman of the Commission, and which funds shall be disbursed by the Commission for the payment of the cost of the construction of said bridges; and

WHEREAS, it is necessary that some person be designated and authorized by the Commission to issue and sign checks for the Commission drawn on said bank against said account or accounts for the payment of the cost of the construction of said projects;

THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That R. H. Baldock, as State Highway Engineer, be and he hereby is designated and appointed as the agent or representative of this Commission, and as such agent or representative is authorized to issue and sign checks drawn on The United States National Bank of Portland, Portland, Oregon, which checks shall be drawn against any of the said account or accounts of the State Highway Commission for the purposes provided for in said loan agreement. The authority of such agent is as herein expressed and not otherwise.

2. That said bank shall have, and hereby is given, authority to accept and pay checks drawn against said account, or accounts, and signed by the said R. H. Baldock, which checks when paid shall be charged against the said account or accounts, but the said bank shall not be charged with any responsibility as to the said disbursements having been made for said designated purposes, as provided in

said loan agreement, or any of them.

3. R. H. Baldock, as State Highway Engineer, shall keep a true and accurate account of all disbursements of funds paid out of said account or accounts and shall keep such record and account separate and apart from all other highway accounts or transactions.

4. That the resolution heretofore adopted on the 23rd day of May, 1934, covering this same subject and authority, be and said resolution hereby is rescinded and shall be deemed void.

The Engineer reported that there will be due September 1, 1934 on the nine temporary bonds sold by the Commission to the United States of America in connection with the coast highway bridge loan and grant agreement the sum of $20,000; further, that there is available in the bridge sinking fund account only the sum of $16,019.48, thereby making it necessary to transfer the sum of $3,980.52 from the Oregon State Highway Commission account to make up the difference. He requested authority to make such transfer of funds and to draw a check in the sum of $20,000 against the bridge sinking fund for delivery to the Federal Reserve Bank to cover interest due on these temporary bonds from March 1, 1934 to September 1, 1934. After some discussion the Commission granted the Engineer's request and by unanimous vote adopted the following resolution relative thereto upon motion of Commissioner Washburne, which was duly seconded by Commissioner Aldrich:

WHEREAS, there will be due September 1, 1934, on the nine temporary printed bonds issued and sold to the United States of America, pursuant to the provisions of a loan and grant agreement executed by the United States of America and the State Highway Commission of the State of Oregon under date of March 30, 1934, the sum of $20,000; and

WHEREAS, there is in the Oregon Coast Highway Bridge Sinking Fund account in The United States National Bank of Portland available for the payment of said interest only the sum of $16,019.48 thereby making it necessary to transfer from the Oregon State Highway Commission account the sum of $3,980.52;

THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the Commission, all members being present and voting, as follows:

1. That R. H. Baldock, as Engineer, be and he hereby is authorized and instructed to transfer by check from the Oregon State Highway Commission account in The United States National Bank of Portland to the Oregon Coast Highway Bridge Sinking Fund account in said bank the sum of $3,980.52.

2. That said R. H. Baldock, be and he hereby is instructed and directed to issue and draw a check in the sum of $20,000 made payable to the Federal Reserve Bank, as fiscal agent, which check shall be drawn against the Oregon Coast Highway Bridge Sinking Fund account

and shall be delivered to the Federal Reserve Bank as payment of the interest due from March 1, 1934 to September 1, 1934 on the following nine temporary printed bonds issued and sold to the United States of America, pursuant to said loan and grant agreement, to-wit:

Number	Amount	Maturity Dates
T 1 100	$ 100,000	March 1, 1938
T 101 - 200	100,000	March 1, 1939
T 201 - 313	113,000	March 1, 1940
T 314 - 426	113,000	March 1, 1941
T 427 - 544	118,000	March 1, 1942
T 545 - 662	118,000	March 1, 1943
T 663 - 785	123,000	March 1, 1944
T 786 - 908	123,000	March 1, 1945
T 909 - 1000	92,000	March 1, 1946
	$1,000,000	

A letter was presented from Miss Hilda Nieme, Master of North Bayside Grange #691, Lakeside, advising that the Grange has been trying to pay off its debt of $5,000 for its grange hall by holding public dances on Saturday nights, which dances are attended by people who live in nearby towns across Coos Bay, but this source of income will shrink unless the Commission extends the hours of ferry service to accommodate the dancers; also in which she requests that the ferry service be extended several hours on Saturday nights, at least every two weeks, for this purpose. The Commission denied the request by unanimous vote.

The Commission had under consideration the claim of Edwin Bayliss, Crawfordsville, Indiana, for reimbursement for the cost of his personal property which he alleges was damaged when he helped to extinguish fire on one of the Highway Department trucks operating on the Old Oregon Trail east of Baker on July 31. The Engineer explained that the fire, of undetermined origin, occurred on this truck while enroute from Baker to Ontario and that the two men on the truck were unable to extinguish it and called upon Mr. Bayliss, who happened to be passing at that time, to assist them in removing articles from the truck bed. Mr. Bayliss consented and while rendering assistance ruined his clothes and received several burns by reason of the explosion of a can of creosote. He added that undoubtedly Mr. Bayliss' assistance saved the truck from damage, although the load on the truck was badly burnt. He recommended the payment of Mr. Bayliss' claim if that can be done legally. The Attorney advised that the Commission has authority to pay this claim if it so desires. Thereupon the Commission by unanimous vote authorized the payment of the claim in the regular manner.

Letters were presented by the Secretary from Hood River Chamber of Commerce and the Oregon-Washington Bridge Co., Olympia, Washington, objecting to the establishment of free ferry service across the Columbia River between Biggs, Oregon, and Maryhill, Washington, because it will seriously reduce the company's revenues derived from its toll bridge across the Columbia River at Hood River, which will greatly affect the stockholders of this company many

of whom are Oregon citizens. The Secretary was instructed to reply to these communications by stating that the Commission under existing laws has no authority to establish this free ferry and cannot do so until the Legislature passes an enabling act; also that this matter will not be considered by the Commission until that time.

Consideration was given by the Commission to the request of Mr. George Richardson, Newport, who asked the State Highway Department to raise his shop building located on the dock landing at Newport about three or four feet to conform with the grade of the dock which was reconstructed a short time ago. The Engineer recommended that the request be declined because, in his opinion, it is not the State's obligation. The Commission approved the Engineer's recommendation by unanimous vote.

Reconsideration was given to the matter of cancellation of the assignments given by several of the counties to reimburse the state highway fund for monies received by the counties from the Federal Government which were to be repaid out of future Federal highway allotments to the State of Oregon if the counties defaulted. The Attorney explained that the funds were made available to the counties on the theory that they were advances and would be deducted from future Federal funds allotted to Oregon for highway purposes and, in all instances, the counties agreed to reimburse the State out of their share of the motor vehicle or road fund; also that subsequently all of the funds were made available to the counties as grants which the counties were not required to refund. He submitted a list of counties that received such funds and the amounts advanced by the Government to each, as follows:

Baker County	$ 20,833.00	Multnomah County	$725,000.00
Deschutes County	20,166.00	Sherman County	6,070.00
Douglas County	20,833.00	Union County	18,658.00
Harney County	2,000.00	Wasco County	15,000.00
	Klamath County	$ 86,160.00	

The Commission took the view that all of the counties of the State are interested in these funds and should participate in the benefits received therefrom and that such participation could only be obtained by redistribution of the funds received from the assignments. After considerable discussion the Commission by unanimous vote decided that this is a matter which should be presented to the Legislature to determine whether the assignments should be cancelled or the monies collected and redistributed among all of the counties of the State. The Attorney was instructed by the Commission to inform the Secretary of State of this decision.

A resolution was presented from the John Day Highway Improvement Association opposing the distribution of Federal highway funds, as announced by the Commission, and requesting a reallocation of these funds to the end that the John Day Highway will receive more benefits therefrom. In this connection a letter was presented from the Prairie City Chamber of Commerce endorsing this resolution. The Commission took no action on these communications.

Communications were presented from the Central Labor Council of

2/24/34

Portland and the Tillamook Chamber of Commerce urging the allocation of funds for the Wilson River Highway timber salvage project. The Commission ordered the communications filed in the department records.

Communications were presented from George L. Rauch, Chairman of City-County Committee of Multnomah County, protesting the allocation of Federal funds as arranged by the Commission and urging the reallocation of such funds for the benefit of the people of Portland and Multnomah County. The Commission ordered the communications filed in the department records.

The Commission had under discussion the matter of the improvement of the Nashville-Norton Section of the Eddyville-Blodgett Secondary Highway No. 180 in Lincoln County. In this connection letters were presented from E. S. Lister, in behalf of Nashville Citizens Club and County Judge J. J. Gaither of Lincoln County, urging improvements to this road. The Engineer advised that for $2,000 or $3,000 he could rock this road for one-way traffic so that it would be passable throughout the entire year. He recommended that this be done as the improvement is badly needed and the State does not have the funds in sight to improve it to secondary state highway standards. After some discussion the Commission by unanimous vote approved the Engineer's recommendations. The Secretary was instructed to advise the County Court of Lincoln County and the Nashville Citizens Club of the action taken.

The Engineer reported that the Highway Department has idle at the present time several trucks, and more will become available in the near future, which might be placed at the disposal of the County Courts for use on SERA projects if the Commission so desires. He recommended that this be done in connection with SERA projects involving improvements to state highways, provided the Counties agree to the placement of a state highway mechanic on the job to have general charge of the trucks. After some discussion the Commission approved the Engineer's recommendation by unanimous vote.

The Engineer also reported that the Department has a number of old trucks which have been driven over 100,000 miles and will have to be replaced in the spring. He requested authority to sell these trucks now for what they will bring which would eliminate the necessity of storing them through the winter and in addition the State would receive interest on the money realized from the sale. He explained that under present conditions they will bring more by selling them for cash than by trading them in on new equipment. Commissioner Washburne suggested that it might be advisable to give these trucks to the counties that can use them on SERA work or to sell them to the counties for a nominal sum. After some discussion the suggestion of Commissioner Washburne was approved by Chairman Scott and Commissioner Aldrich and the Engineer was instructed by the Commission to appraise the trucks and render a report.

Consideration was given by the Commission to the following requests for extensions of time within which to complete highway construction projects:

Joplin & Eldon, Contract No. 1521, grading Stinkingwater Mountain-Drinkwater Pass Section of the Central Oregon Highway in Harney County,

requested an extension of time from August 31, 1934 to October 15, 1934 in which to complete this project, giving as their reason that they found it impossible to obtain and keep trained and competent men to handle their equipment and that they encountered some very difficult excavation work. The Engineer stated that the reasons given by the contractors for the delay are substantially correct; further, that the traveling public has not been inconvenienced by the delay and the extra engineering cost to the State is very little. He recommended that the extension requested be granted without penalty, provided the contractors will guarantee to keep the road open between Stinkingwater Creek and the west end of their project on and after August 31 so that no inconvenience will be caused the contractor who is grading the Stinkingwater Mountain Section and who will be required to haul topping materials over this portion of the Joplin & Eldon project. The Commission by unanimous vote approved the Engineer's recommendation.

S. H. Newell & Co., Contract No. 1539, grading Jackson Creek-McDermitt Section of the I.-O.-N. Highway in Malheur County, requested an additional extension of time from July 31, 1934 to September 1, 1934 in which to complete this project, giving as their reason that the job was slowed up considerably by the presence of indurated materials and the fact that their adjacent project was lengthened and they could not realease their equipment from that job for the new one. The Engineer advised that these contractors bid on both of these jobs at a very low figure, evidently not anticipating the need of a great amount of equipment, and they encountered harder material in the excavation than was expected, which handicapped their progress. He further advised that the traveling public has not been inconvenienced by the delay and the State has incurred only a nominal amount of extra expense for engineering. He recommended that the extension requested be granted without penalty. The Engineer's recommendation was approved by the Commission by unanimous vote.

Hoffman Construction Co., Contract No. 1564, construction of bridges over Vermont and Newbury Street Gulches in Portland on West Side Pacific Highway (Fourth Street Project), Multnomah County, requested an extension of time from October 31, 1934 to December 31, 1934 within which to complete this project, giving as their reason that they were delayed in the completion of the Vermont Street bridge because of the longshoremen's strike in Portland which prevented them from obtaining materials. The Engineer advised that the contractors' statement is correct; that because of the longshoremen's strike the contractors were forced to lay off their crew during nearly all of the month of July and the first two weeks in August. He recommended that the extension requested be granted without penalty. The Commission approved the Engineer's recommendation by unanimous vote.

Theo. Arenz, Contract No. 1587, grading Mill City-Gates Section of the North Santiam Secondary Highway in Marion County, requested an extension of time from August 31, 1934 to November 1, 1934 within which to complete this project, giving as his reason that a change in the specifications for the topping material was ordered which necessitated the installation and operation of a crushing plant, thereby delaying the completion of the project. The Engineer advised that the contractor's statement is correct; further, that the public has not been particularly inconvenienced by the delay, and the extra

8/24/34

engineering expense to the State will not be great. He recommended that the extension requested be granted without penalty. The Engineer's recommendation was approved by the Commission by unanimous vote.

R. H. Jones, contract No. 1608, construction of a bridge over the East Fork of Hood River on Hood River Secondary Highway in Hood River County, requested an extension of time from August 31, 1934 to September 30, 1934 in which to complete this project. The Engineer advised that bids were taken for this contract on February 15, 1934, but the contract was not actually awarded until March 17, 1934; therefore, the contractor is justly entitled to an extension of a like amount of time. He recommended that the request be granted without penalty. The Engineer's recommendation was approved by the Commission by unanimous vote.

S. H. Newell & Co., Contract No. 1612, grading Blue Mountain Pass-Jackson Creek Section of the I.-O. N. Highway in Malheur County, requested an extension of time from July 31, 1934 to October 1, 1934 in which to complete this job, giving as their reason for this request that they encountered indurated material which greatly slowed up their work and, in addition, the length of their contract was increased. The Engineer advised that the contractors' statement is substantially correct; also, that the traveling public has not been inconvenienced by the delay, neither has the State incurred any great amount of extra engineering expense. He recommended that the extension requested be granted without penalty. The Commission approved the Engineer's recommendation by unanimous vote.

E. C. Hall, Contract No. 1616, grading and bituminous macadam on Danebo Road-Eugene Section of the Eugene-Veneta Highway in Lane County, requested an extension of time from August 31, 1934 to September 14, 1934 in which to complete this project. The Engineer advised that the contractor has completed the grading and placing of all the gravel required for this job and is now placing bituminous macadam which should be finished about August 27 or 28 and with good weather the entire job should be completed by September 1. Traffic on this road will not be materially inconvenienced by the delay, he said, and the extra engineering cost will be very little because the engineers have been working on other projects. He recommended that the extension requested be granted without penalty. The Engineer's recommendation was approved by the Commission by unanimous vote.

Edlefsen-Weygandt Co., Contract No. 1631, grading, surfacing and oiling the approaches to the Siuslaw River bridge on the Oregon Coast Highway in Lane County, requested an extension of time from August 31, 1934 to October 15, 1934 in which to complete this project, giving as their reason that the contract was not awarded to them for two weeks after bids were received and they were delayed somewhat because of right of way difficulties. The Engineer advised that the contractors' statement is substantially correct; further that the traveling public has not been inconvenienced by the delay because the Siuslaw River bridge is not yet built and the road is not required for public use; also that the extra cost to the State for engineering will be nominal because the resident engineer is also acting as assistant on the construction of the bridge structure. He recommended that the extension requested be

granted without penalty. The Engineer's recommendation was 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. 1497 with Jacobsen - Jensen Co., grading Mills Bridge-Deadman Creek Section of the Wilson River Highway in Tillamook County; completed August 21, 1934;

Contract No. 1615 with Brookfield Co., Inc., rock production and shoulder construction on the Astoria-Gnat Creek Section of the Columbia River Highway in Clatsop County; completed August 22, 1934;

Contract No. 1619 with Caufield & Savage, moving buildings in connection with the reconstruction of the Oregon Coast Highway at Newport in Lincoln County; completed August 10, 1934.

The following resolution accepting the above projects was offered and 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. 1497 with Jacobsen - Jensen Co., grading Mills Bridge-Deadman Creek Section of the Wilson River Highway in Tillamook County;

Contract No. 1615 with Brookfield Co., Inc., rock production and shoulder construction of the Astoria-Gnat Creek Section of the Columbia River Highway in Clatsop County;

Contract No. 1619 with Caufield & Savage, moving buildings in connection with the reconstruction of the Oregon Coast Highway at Newport in Lincoln County;

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 hereby is authorized.

There being no further business to come before the Commission at this time, the meeting was adjourned at 3:00 o'clock p. m.

(Signature on next page)

Chairman

State Highway Engineer

Commissioner

Secretary

Commissioner

Portland, Oregon, August 31, 1934

The State Highway Commission met in special session at 10:00 o'clock a. m. in Room 202, Benson Hotel. Present were:

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

Commissioner Washburne was unable to be present on account of a previous engagement.

Mr. Harvey Wells, President, Jantzen Beach Park Association, appeared before the Commission with regard to land which the State requires from this association for widening the Pacific Highway south approach to the Vancouver Interstate Bridge to provide space for the establishment of a weighing station, or port of entry, which the Commission has now under consideration with the Highway Department of the State of Washington.

The State Highway Engineer exhibited a map showing the tentative plans for the proposed highway improvement which extends from Oregon Slough Bridge to the main bridge over the Columbia River, a distance of approximately 1470 feet. He explained that the present right of way at this point is only 80 feet wide and that the pavement is only about 40 feet wide, which is too narrow to accommodate the weighing station because of the heavy volume of traffic that this road carries. He advised that it would be necessary to widen this right of way to 120 feet and to construct thereon a grade the full width of such right of way; also to widen the existing pavement about 30 feet on each side to provide ample room for the parking of vehicles under surveillance without causing any interference or hazard to other traffic. He further advised that it would be necessary to reconstruct the paved roadway entrance into Jantzen Beach Park on the east side of the present highway and to make some provision for extra land to make room for the embankment which would probably extend beyond the right of way limits. It was his thought that this could be arranged for by a slope easement agreement with the park association.

Mr. Wells stated that they would rather enter into such agreement than to deed outright the extra land required for the fill slopes; however, they would deed to the State the land needed for a 120-foot right of way. He pointed out that the improvement as planned will interfere somewhat with their swimming pool, wading pool and duck pond which cannot be very well altered, and advised that the park association's offer to give free right of way is upon the condition that these pools be not disturbed. He further advised that he does not have authority to commit the park association at the present time, but would favorably recommend these things to the directors of that association and pledged the park association's cooperation to the fullest extent.

The Engineer advised that he did not believe it would be necessary to interfere with the pools or duck pond; in any event such interference could be avoided by the construction of retaining walls and he agreed to include in the plans provision for such walls if further investigation reveals that that is necessary.

Mr. Lacey V. Murrow, Director of Highways, State of Washington, and O. R. Dinsmore, District Engineer stationed at Vancouver, conferred with the Commission at this time regarding the establishment of free interstate ferry service across the Columbia River at Astoria and Biggs and regarding the establishment of a port of entry at the Columbia River bridge. Mr. Murrow submitted a report on the ferry matter prepared by O. R. Elwell, Bridge Engineer, State of Washington, C. B. McCullough, Bridge Engineer, State of Oregon, and O. R. Dinsmore, District Engineer, State of Washington, who were assigned to this duty at the meeting held on August 17. The report covered the following subjects: Estimated physical valuation of the equipment and property owned by the ferry companies, the schedules maintained, the charges for service, the estimated cost of operating, and the estimated cost of providing free service should the States of Oregon and Washington acquire the properties for the operation of such free ferry service.

The Commission's Engineer, Mr. R. H. Baldock, pointed out that at the meeting of August 17 the Commission's Attorney advised that the State of Oregon is without legal authority to proceed with the establishment of this free ferry service and can do nothing with regard thereto until an enabling act has been adopted by the State Legislature. Mr. Murrow advised that the State of Washington is in the same position and added that the purpose of the report as he understood it was simply to gather information for the use of the Legislatures of both states in the event the matter came before the Legislatures and the data were required. He further stated that the Washington Highway Department would prefer not to initiate this matter in its Legislature. Chairman Scott advised that the Oregon Highway Commission also prefers not to initiate this matter. Mr. George Flagg, Deputy Secretary of State, was asked for his opinion. He stated that The Dalles Bridge Committee, of which he is a member, made a very thorough investigation of the proposition of a free ferry between Biggs and Maryhill during its study for a bridge across the Columbia River at The Dalles, which investigation disclosed that the traffic crossing the Columbia River on The Dalles ferry was considerably heavier than that crossing at Biggs. It was his thought that before the Commission goes too

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8/31/34

far into the establishment of free ferry service between Biggs and Maryhill a traffic survey should be made to determine whether or not such free ferry service should be established at The Dalles rather than at Biggs. After considerable discussion of this matter it was unanimously agreed by those present that it should be held in abeyance, subject to the call of the Legislatures of both states.

The matter of establishment of a port of entry on the Oregon side of the Interstate Bridge between Portland and Vancouver was then discussed. Chairman Scott advised that according to the Oregon laws, the establishment and operation of such port of entry is a function of the Department of State Police and of the Public Utilities Commissioner. He doubted that the State Highway Commission would be justified in incurring expense in connection therewith. The Commission's Attorney advised that in his opinion the Department of the State Police and the Public Utilities Commissioner now have legal authority to proceed in this matter. The Commission's Engineer, Mr. Baldock, advised that the operation of this proposed port of entry would place additional responsibility on the Public Utilities Commissioner for which he has not funds to pay and that he has received information to the effect that the Department of State Police is without funds to finance it. It was his thought that the establishment of such port of entry should be authorized by the State Legislature. He pointed out that the State Highway Commission has authority to make improvements to the highway and to purchase weighing scales, but not to operate a port of entry. He estimated the cost to do the necessary widening work at $25,000 or $35,000. Chairman Scott suggested that it might be more effective if a check were made of traffic at various points throughout the state at irregular intervals.

The State Highway Engineer agreed with the suggestion of Chairman Scott and added that it might be a good idea to establish such weighing stations at the state line on interstate highways where traffic is heavy. He pointed out that this would involve the purchase of additional scales to be placed at these locations, but they could be operated by the Department of State Police which has the power and authority to do this and the cost thereof would be only a small amount. Mr. Murrow advised that all that the State of Washington desires at this time is to obtain data for presentation to the Washington Legislature to assist the Legislature in its deliberations in the formulation of an appropriate enabling act for the enforcement of its present traffic laws. Concerning weighing stations, he advised that the State of Washington has now several of these in operation, one of which, south of Tacoma, paid for itself during the first six hours of operation. After further discussion, Mr. Murrow suggested that the matter be presented to the State Legislature to pass enabling acts for the establishment and joint operation of weighing stations. The suggestion was approved and adopted by the Commission and thereupon the Commission authorized the Engineer to confer with Mr. Murrow and the highway officials of the other adjoining states relative to the establishment of such joint stations.

The Commission then disposed of routine matters, as follows:

The Engineer requested authority to purchase one valve seat grinder and one welding gas generator for each of the branch shops, located at La

Grande, Klamath Falls, and Coquille; also a connecting rod straightener and aligner for each of these shops and for the department shops located at Salem. He estimated that the total cost of this equipment would not exceed $1,500. After due consideration the Commission granted the request by unanimous vote.

The Engineer reported that the State Board of Control takes bids each year for the furnishing of group insurance on state-owned automobiles and trucks and pays for this service the sum of $12,000 per year, of which the State Highway Department's share amounts to $8,000; further, that in the year 1932 the Highway Department paid $8,000, whereas the claims paid for accidents, involving state highway equipment, amounted to only $200 and that last year a similar amount of $8,000 was paid by the State Highway Department and claims paid amounted to only $1,000. He also advised that he has received information to the effect that the other state departments did not have as good a record as the State Highway Department; consequently, the insurance company was forced to pay out a large amount of its premium and has indicated its intention of raising the rates which would result in the Highway Department paying a greater amount for its insurance which, in his opinion, is unjustified in view of the fact that the increased premium is no fault of the State Highway Department. He gave as his thought that the Highway Department should have insurance coverage separate from the other departments which would result in a much lower rate than is now paid and requested authority to present the matter to the State Board of Control. He presented a letter directed to the Board of Control covering the subject which was approved by the Commission by unanimous vote.

Reconsideration was given by the Commission to the matter of the cancellation of assignments given by several counties guaranteeing reimbursement to the state highway fund of Federal loans made to counties through the State under the provisions of the Emergency Relief and Construction Act of 1932. The Attorney again reported the names of the counties receiving the Federal monies and the amounts involved in the assignments. After some discussion the Commission confirmed its previous action of August 24 with regard to this matter and instructed the Attorney to advise the Secretary of State that the Commission cared not to assume the responsibility of releasing the counties from their obligations to pay the amounts set out in the assignments, but would leave the decision with regard thereto to the State Legislature because in the minds of the Commission all of the counties are interested in the matter and are entitled to some benefit from these governmental contributions.

Reconsideration was given by the Commission to the request of local agents of surety companies that provision be made in the Commission's contracts that bonds furnished in connection therewith be written by Oregon agents of the bonding companies and that the premiums for such bonds be paid to such Oregon agents rather than to companies' agents outside of the state of Oregon. Mr. Harvey Wells, representing Harvey Wells & Co., Portland, was present and explained that they had in mind a clause similar to that contained in the contracts of the Montana State Highway Commission. He was informed by W. H. Lynch, District Engineer, Bureau of Public Roads, that such clause could not

8/31/34

be inserted in the Commission's contracts where federal funds are involved. After some discussion the Commission confirmed its previous action in this matter which denied the request.

Letters were presented from F. L. Phipps, County Judge of Wasco County, D. C. Henny, Portland, and Powers Furniture Company, Portland, objecting to the establishment of free ferry service across the Columbia River between Biggs, Oregon, and Maryhill, Washington. Judge Phipps suggested in his letter that if such free ferry service is to be established, it should be located at The Dalles rather than at the site of the present Maryhill ferry. The Commission instructed the Secretary to reply to these communications by stating that at the present time the Commission is without authority to establish such free interstate ferry but must wait until the Legislature passes an enabling act.

The Engineer requested authority to acquire certain parcels of real property needed in connection with various highway improvements throughout the state. After due consideration the Commission approved his request and by unanimous vote adopted the following resolution with regard thereto with the understanding that payment for the moving of buildings necessitated by the reconstruction of the Middleton-Newberg Section of the West Side Pacific Highway should not be made until such time as the buildings have been actually moved:

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 bases of settlement which have 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 bases for settlement for the properties involved, and that the acquisition of the properties 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	Agents
Otter Rock Section, Oregon Coast Highway				
Atlantic Western Company	R/W	7.01	Gratis	Devers
Glenada Section, Oregon Coast Highway				
Carlile, John E.	R/W	7972 sq.ft.	$80 Lump Sum	DeSouza
Grass Valley, Routledge Market Road				
Eastern Oregon Land Co.	Stock Pile	.05	$10 Lump Sum, 5 yr. lease	Lytle
Sherman Highway				
Eastern Oregon Land Co.	"	0.32	$10 Lump Sum, 5 yr. lease	"
Newport Section, Oregon Coast Highway				
Abel, J. R.	R/W	833.3 sq.ft.	$25 Lump Sum	McCallister
Pistol River Section, Oregon Coast Highway				
Walker, W. J.	Maintenance Site	1.0	$100 Lump Sum	Parker
Middleton-Newberg Section, West Side Pacific Highway				
Wiley, N. L.	R/W	2.00	at $200 per A.	"
Wiley, N. L.	"	0.57	Land Gratis plus $800	"
Astelford, Abram	"	0.12	Land $50 plus $25	"
Sams, Estelle	"	0.50	Land Gratis plus $700	"
Hulit, Louis	"	0.04	Land Gratis plus $50	"
Wiley, Helen	"	0.25	Land $28.50 plus $400	"
Wakeham, Edith	"	0.06	Land Gratis plus $27	"
Alter, John	"	0.02	Land Gratis plus $600	"
Cox, Maude	"	0.01	Land Gratis plus $200	"
Sears, Etta May	"	0.05	Land Gratis plus $85	"
Everest, Granville	"	0.05	Land Gratis plus $25	"
Hammond, Anna M.	"	0.14	Land Gratis plus $150	"

The Commission signed a Quitclaim Deed conveying to the First National Bank, Portland, 0.069 acre of land situate in Lot Whitcomb D. L. C. in Township 1 South, Range 1 East, W. M., Clackamas County, such conveyance being part consideration for property deeded by the Gratton Estate to the State in connection with the improvement of the East Portland-Oregon City Highway through the town of Milwaukie, and more particularly for the reconstruction of the railroad tracks of the Portland Electric Power Company necessitated by this highway improvement.

The Commission signed a Bargain and Sale Deed conveying to the City

8/31/34

of Enterprise, Wallowa County, all of Lots 1 and 2 and the east one-half of Lot 3, Block 5 of Enterprise, being the tract originally deeded to the State by the City of Enterprise for maintenance headquarters site, but which cannot now be used for such purpose because the Enterprise city ordinance prohibits the construction of a frame building on that location, it being located within a fire zone calling for fire-proof construction. The Engineer advised that the City of Enterprise has deeded to the State another site in lieu of this one.

The Attorney reported that he has examined the statutes pertaining to the jurisdiction of the ocean beach area along the Pacific Ocean in Oregon and has been unable to find any statute which would definitely place this jurisdiction in the State Highway Commission; further, that the statute defining the ocean beach area as a public highway was enacted before there was a state highway law, which would indicate that jurisdiction of the ocean beach area as a public highway rests with the county courts of the counties in which the beach areas are located. He further stated that the records of the Commission fail to indicate that any former Highway Commission ever designated the ocean beach area as a state highway. It was his thought that jurisdiction of this area should be determined definitely so that it would be known who is responsible therefor. He pointed out that the state law authorizes the State Highway Commission to declare new state highways if it so desires and suggested that if the Commission wished to assume responsibility for the ocean beach as a state highway, it could do so by adopting a resolution with regard thereto. The Commission discussed this matter at some length, but took no definite action thereon; however, indicated that it would not care to assume this extra responsibility.

Consideration was given by the Commission to the following requests for extensions of time in which to complete highway construction projects:

Shattuck & Neland, Contract No. 1591, construction of bridge over branch of Chehalem Creek on Yamhill-Newberg Secondary Highway in Yamhill County, requested an extension of time from July 31, 1934 to August 15, 1934 in which to complete this project. The Engineer advised that bids were taken for this job on January 18, but the contractors were not permitted to commence construction operations until February 3 on account of right of way difficulties. He further advised that traffic has not been inconvenienced by the delay and the State has not incurred any extra engineering expense. He recommended that the extension requested be granted without penalty; however, that final payment for the work be held up pending settlement of the contractors' claims for extra compensation which he anticipates they will present because they were delayed by the State in starting the job. The Engineer's recommendation was approved by the unanimous vote of the Commission.

Johnston, Hanson & Johnston, Contract No. 1593, construction of bridge over Beneke Creek on Nehalem Secondary Highway in Clatsop County, requested an extension of time from June 30, 1934 to August 31, 1934 in which to complete this project, giving as their reason for this request that they were delayed in starting this project because of right of way difficulties. The Engineer advised that the reason given by the contractors for the delay

in completing this project is substantially correct; however, traffic has not been inconvenienced nor has the State incurred any great amount of extra engineering expense. He recommended that the extension requested be granted without penalty, but that final payment be withheld pending the settlement of the contractors' claims for extra compensation. The Commission approved the Engineer's recommendation 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. 1530 with Theo. Arenz, concrete pavement on Multnomah County Line-Linnton Section of the Columbia River Highway in Multnomah County; completed August 14, 1934;

Contract No. 1544 with Chas. H. Leonard, grading and surfacing Buell-Salt Creek Section of Dallas-Coast Secondary Highway in Polk County; completed August 28, 1934;

Contract No. 1578 with Earl L. McNutt, grading and surfacing Brunks Corner-Oak Point Creek Section of Independence Secondary Highway in Polk County; completed August 28, 1934;

Contract No. 1593 with Johnston, Hanson & Johnston, construction of a bridge over Beneke Creek on Nehalem Secondary Highway in Clatsop County; completed August 20, 1934.

The following resolution accepting the above projects was offered and 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 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. 1530 with Theo. Arenz, concrete pavement on Multnomah County Line-Linnton Section of the Columbia River Highway in Multnomah County;

Contract No. 1544 with Chas. H. Leonard, grading and surfacing Buell-Salt Creek Section of Dallas-Coast Secondary Highway in Polk County;

Contract No. 1578 with Earl L. McNutt, grading and surfacing Brunks Corner-Oak Point Creek Section of Independence Secondary Highway in Polk County;

Contract No. 1593 with Johnston, Hanson & Johnston, construction of a bridge over Beneke Creek on Nehalem Secondary

Highway in Clatsop County;

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.

There being no further business to come before the Commission at this time, the meeting was adjourned at twelve o'clock noon.

Chairman

State Highway Engineer

Commissioner

Secretary

The Dalles, Oregon, September 17, 1934

The State Highway Commission met in special session in the City Hall as required by the provisions of Section 44-120, Oregon Code, 1930, as amended by Chapter 64, Oregon Laws, 1931, and in accordance with the Commission's notification to the City, dated August 15, 1934 to hear objections or remonstrances against its plans for the rerouting of the west entrance of the Columbia River Highway into the City of The Dalles. Present were:

Leslie M. Scott, Chairman
E. B. Aldrich, Commissioner
J. M. Devers, Attorney
H. B. Glaisyer, Secretary

Commissioner Carl G. Washburne and R. H. Baldock, State Highway Engineer, were unable to be present. Also in attendance at this meeting were about fifty local citizens.

Chairman Scott opened the meeting by stating its purpose and explaining the law which requires the Commission to hold a public hearing in an incorporated city or town before altering or changing an existing state highway route into or through such city or town. He further explained that the Commission has federal grant monies at its disposal which must be expended for improvements of Federal Aid highway routes within municipalities and one of the projects eligible and selected by the Commission for these funds is the reconstruction of the western entrance of the Columbia River Highway into The Dalles to eliminate curves in the present alignment. He exhibited a map showing the alternate routes under consideration, one of which involves the extension of Second Street (the present highway route through The Dalles) from

Lincoln Street to a connection with the existing highway, about one-half mile west of The Dalles city limits, and the other, commencing at the same point on Second Street, connects with the existing highway about one-fifth mile beyond The Dalles city limits. He invited all present to examine the map and express themselves with regard to the proposed improvement.

Mr. Tracy Barton, attorney, representing Third Street property interests, spoke for the routing of the highway along that street rather than along Second Street. He pointed out that Second Street is their main business street and is only 60 feet wide; that it is built up on both sides with many permanent business blocks and to widen this street to meet highway requirements would be very expensive, whereas it would be much cheaper to widen Third Street, which is also only 60 feet wide, but contains fewer permanent business blocks.

He gave as his thought that the Third Street route is the logical and natural route for highway traffic entering The Dalles from the east and that a very good connection can be made between Third Street and the present highway at the east city limits by constructing a roadway across the old brewery property located between Second Street and Third Street at Taylor Street. If this is done, he added, there would be afforded for the use of traffic alternate routes through the City of The Dalles. Mr. Barton presented a petition signed by business men and property owners who favor the adoption of the Third Street route and suggested that the monies available for The Dalles improvement be expended for the construction of a new road from the west end of Third Street to a connection with the existing highway at the entrance to The Dalles Auto Park and for the improvement of the present highway beyond that point by straightening and widening. He also presented a brief in support of his oral arguments.

Chairman Scott inquired whether or not the City of The Dalles would purchase the required right of way for the proposed improvement.

Dr. Fred F. Thompson, Mayor of The Dalles, was present and stated that it was the intention of the City of The Dalles to furnish the right of way. He gave as his thought that right of way across the old brewery property at Third and Taylor Streets as suggested by Mr. Barton could be obtained at very little cost. He declared that if the Commission adopted the Second Street route it would be necessary to take care of drainage conditions along the railroad at this point which would be very costly. He suggested the adoption of the Third Street route to a connection with the present highway at Lincoln Street; thence westerly following along the present highway a distance of approximately two blocks to the first sharp turn; thence along entirely new alignment to a connection with the present highway near the bridge over Mill Creek.

Miss Celia Gavin, city attorney, advised that the O.-W. R. R. & N. Co. wants $1,000 for right of way across its property on the Second Street extension and, in addition, demands a guaranty that the railroad company will be held harmless from any damage that might result by routing the highway that way.

9/17/34

Mr. Paul Childers, attorney, presented a petition signed by merchants, professional and business men and owners of property abutting Second Street route who favor the adoption of the Second Street route. He declared that Second Street is the logical route for this highway because it will result in the elimination of all turns in the present route. He argued that eventually Third Street will be the main business street because business in expanding will have to move away from the river, and for this reason Second Street would be much better from the through-traffic standpoint because such traffic would then not have to pass along the street where traffic congestion is heaviest. He presented a map showing property ownerships along Second Street and declared that 95% of the property owners in the business district favor the Second Street route. He also declared that 98% of the people signing the Third Street petition presented by Mr. Barton do not have property interests on Second Street; therefore, should not be considered as expressing the wishes of the business interests along that street. He gave as his opinion that the majority of the people in The Dalles are in favor of letting the State Highway Commission decide this matter the way that it deems best. He added that this matter had the attention of The Dalles City Council which referred it to the City Planning Commission which, in turn, rereferred it to the City Council with no recommendation.

Some question arose as to the status of the signers of the petition filed by Mr. Barton. At the request of Chairman Scott, Mr. Barton and Mr. Childers agreed to go over the list of signers and advise whether or not they are taxpayers.

R. J. Wilson, owner of a filling station at the Dr. Thompson camp ground, about one-fourth mile west of The Dalles, spoke in favor of the route suggested by Dr. Thompson. He declared that the adoption of any other route would confiscate private property on the present highway and would render valueless investments made along that route. The loss in property value, he said, could not be offset by the gain in having a good highway.

J. Wm. Condon stated that he owns property at Third and Washington Streets but has no preference as to routes. He suggested that perhaps it might be a good idea for the Commission to construct the proposed Second Street route and also to improve the present route which would make available alternate routes into The Dalles. It was his thought that the thing to do is to make provision to get traffic into the city rather than out of the city and cited as an example the entrance of the state highway into Yakima, where, he said, signs are placed at the entrance to the city calling the public's attention to alternate routes through that city.

Mayor Thompson, speaking again, stated that in his opinion neither Second Street nor Third Street would be able to take care of all of the traffic. He declared that he is not a proponent of either Third Street or Second Street routes, although he owns an auto park adjacent to the present highway, a short distance west of the city limits, which would be affected by any change, but he would stand by the Commission in the selection of the Second Street route if the Commission deems that route proper although, under present traffic conditions, he is of the opinion that the Third Street route is best. He advised that The Dalles City Planning Commission has taken the stand that

Third Street should be widened some time in the near future regardless of which route is selected as the state highway.

County Judge F. L. Phipps, responding to the Chairman's invitation, stated that he had not been asked to speak in favor of either of the routes under discussion; however, in his opinion neither Second Street nor Third Street alone can handle the traffic. It was his thought that the most important thing to do is to eliminate the curves along the present route. The County Court of Wasco County, he said, is interested only in the unemployment relief problem and wishes again to urge the Commission to spend its money in this vicinity for such purpose.

Chairman Scott concluded the hearing by stating that the Commission will give due consideration to the arguments presented at this meeting and will announce its decision later. He then brought up the matter of improvement of the Columbia River Highway between Portland and The Dalles and inquired if the people of The Dalles and Wasco County prefer as straight a road as possible between these points, irrespective of scenery, or a road containing numerous curves. Judge Phipps stated that they want a road as straight as possible; also that they are heartily in sympathy with the ideas of the State Highway Engineer on this subject as disclosed recently in the newspapers.

Mayor Thompson stated that he is in favor of as straight a road as can be made. R. A. Brouhard, agent for an auto finance company, spoke in favor of as straight a road to Portland as is possible to obtain. Mr. Childers advocated the use of broad, sweeping curves. He voiced his dislike to driving a straight road which, he declared, was conducive to drowsiness. N. H. Martin spoke in favor of straight roads and the preservation of scenery. Mr. Barton expressed himself as in favor of as straight a road as possible. Sid Bloom highly favored a straight road.

County Judge Geo. A. Potter and County Commissioner P. C. Axtell of Sherman County were present and asked the Commission to improve the Wasco County portion of the Sherman Highway. They were informed by Chairman Scott that the Commission has no funds to finance this work this season but will bear the project in mind for next year's program.

H. O. Kresse, Mayor, and C. W. Hurlburt, City Engineer of Hood River, appeared before the Commission and requested improvement to the existing route of the Columbia River Highway in the City of Hood River, particularly five blocks through their business district from Front Street to First Street. Division Engineer K. D. Lytle, who was present, stated that last year the Commission spent approximately $12,000 in the City of Hood River for redressing work and the improvement now requested by the City is an extension of the work previously done. He estimated that it would cost approximately $10,000 to do this work and advised that it would be a meritorious project if the Commission could find funds to finance it notwithstanding that the ultimate location of the highway will probably be on another route. Chairman Scott advised that the Commission can make no promises regarding this improvement at the present time but will look into the matter and ascertain what can be done. He then asked Mayor Kresse and Mr. Hurlburt whether they preferred a straight road or a

winding road between Hood River and Portland. Both expressed themselves as in favor of as straight a road as it is possible to construct.

There being no further business to come before the Commission at this time, the meeting was adjourned at 12:00 o'clock noon.

Pendleton, Oregon, September 17, 1934

The State Highway Commission met in special session in the City Hall, in conformance with notice previously given to the Pendleton City Council, to hear objections or remonstrances against its plans to reroute the Old Oregon Trail into the City of Pendleton from the west. Present were:

Leslie M. Scott, Chairman
E. B. Aldrich, Commissioner
J. M. Devers, Attorney
H. B. Glaisyer, Secretary

Also present were ten local citizens, including G. R. Lewis, city attorney, J. K. Thompson, councilman, Roy Buchanan, councilman, Senator Roy Ritner, G. F. Hodges, Charles E. Burnett, city recorder, and J. Roy Raley, representing the Pendleton Chamber of Commerce.

Chairman Scott called the meeting to order by outlining its purpose and explaining the law (Section 44-120, Oregon Code, 1930, as amended by Chapter 64, Oregon Laws, 1931) which requires the Commission to hold hearings of this kind. He exhibited a map showing the route of the proposed improvement which is described as follows: Commencing at a point on the present highway route at the intersection of Court Street and Star Street in the City of Pendleton and running thence in a southwesterly direction along Court Street to a point near the O.-W. R. R. & N. Co. railroad; thence in a northwesterly direction in proximity to the said railroad to a connection with the present highway at approximately Highway Engineer's Station 1217+00, opposite the State Hospital grounds. He then invited all present to express themselves regarding the proposed improvement.

Mr. G. R. Lewis stated that the Pendleton City Council favors the proposed change; also that the change is approved by the people as is evidenced by the action of the people of Pendleton at a recent election when they voted to extend the city limits westerly to include within the city boundaries the district traversed by the proposed new route so as to make it possible for the State to finance its construction with federal municipal funds.

Councilman J. K. Thompson confirmed Mr. Lewis' statement. He inquired who is to pay for right of way and for moving the slaughter house and packing plant now located on the proposed route. He was informed by Chairman Scott that the right of way must be acquired by the City and that the moving of buildings is considered by the Commission as a right of way matter.

After some discussion, and there being no objections offered, the Commission voted unanimously to accept the Engineer's plans and to proceed

with the proposed improvement as soon as the City has acquired the necessary right of way. Chairman Scott advised that the Commission has funds allocated for this work and is ready to proceed as soon as the requirements have been satisfied. He suggested that the City proceed immediately to obtain options for the right of way so that deeds may be secured when needed.

Messrs. K. G. Warner and Jack Milson, Pendleton, appeared before the Commission at the conclusion of the hearing and asked permission to bed sheep adjacent to the highway in Emigrant State Park at certain times during the spring and the fall when moving them from one grazing location to another; also to pipe water for the sheep from the Commission's new well in this park. They stated that this place has been used for years as a bedding ground for sheep and they would like to continue it with the Commission's approval and would also like to obtain water from the well in the park because it is the most convenient supply and it is their understanding that the supply is much greater than the State requires for its use. They offered to pay one-fourth cent per head for water required for the sheep for each watering and further agreed to construct at their own expense a pipe line from the well to the watering point, except the portion across the highway right of way which they expect the Commission to construct for them.

Messrs. Warner and Milson were informed that this well is not wholly state property but was drilled at the joint expense of the Federal Government and the State and is primarily for the use of the Civilian Conservation Corps camp located in the park for which reason the Commission does not feel that it has the authority to permit the water to be used for watering sheep; also, that the Commission feels that the bedding of sheep in the park adjacent to the highway would create an undue hazard to the traveling public; therefore, should be denied. The applicants urged very serious consideration of their request because of the present shortage of available water. After some discussion the Commission agreed to view the premises enroute to La Grande on the following morning.

The Commission adjourned at six o'clock p. m., following which the Commission inspected the route of the proposed improvement in Pendleton and conferred with Dr. W. D. McNary, Superintendent of the State Hospital at Pendleton, with regard thereto. Dr. McNary expressed his willingness to cooperate with the Commission in this improvement, provided it did not involve the cutting up of the State Hospital grounds west of the main entrance which are beautifully landscaped. He was informed that his wishes will be very carefully considered in the formation of the final plans.

September 18, 1934

At 8:00 o'clock a. m. the Commission inspected the proposed sheep bedding ground and the new well in Emigrant Park in company with Messrs. Warner and Milson. All agreed that the sheep should not be bedded on the site proposed because of hazard to the public. Several other locations were suggested including a site across the highway from the Highway Department maintenance site at Meacham, where water is also available from the state supply. The suggested site at Meacham was then inspected and found satisfactory. The matter of a

9/18/34

water supply was discussed, the Commission finally deciding that it would sell water from the state supply at a cost of one-fourth cent per sheep per drink with the understanding that Mr. Warner and Mr. Milton would pay the cost of piping the water to the bedding ground, the pipe to be installed across the highway right of way through a certain culvert pipe so as to avoid disturbing the road surface.

At 10:00 o'clock a. m. the State Highway Commission met in special session in the City Hall, La Grande, Oregon, in accordance with notice previously given to the La Grande City Commission as required by the provisions of Section 44-120, Oregon Code, 1930, amended by Chapter 64, Oregon Laws, 1931, to hear objections or remonstrances against the plans of the Highway Commission to reroute the Wallowa Lake Highway in the City of La Grande and to reconstruct it under the tracks of the O.-W. R. R. & N. Co. Present were:

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

Also present were about fifty local citizens.

Chairman Scott called the meeting to order and explained its purpose and the law which requires the Commission to hold hearings of this kind. He also briefly explained the plan proposed by the Commission for this improvement which, he stated, has been requested by the Union Pacific System to eliminate what they allege is the worst highway-railroad grade crossing in Eastern Oregon. He added that the Highway Commission has allocated about $90,000 of its federal municipal money to be expended for this improvement provided the people of La Grande want it and the City will furnish the necessary right of way and will establish street grades in conformity with the Engineer's plans. He then invited those present to express themselves either for or against the improvement and to state whether their remarks are from a personal standpoint or from the standpoint of the State as a whole.

The State Highway Engineer exhibited a map showing the proposed improvement which contemplates rerouting the present highway along Spruce Street and eliminating the existing railroad grade crossing on Cove Avenue by depressing the highway under the main line tracks on the O.-W. R. R. & N. Co.

H. E. Dixon, attorney, stated that he represented a group of property owners who have a selfish interest in this matter and are opposed to this improvement because they feel that it will ruin the value of their properties, will seriously affect the free flow of traffic and will act as a factor of danger to traffic rather than as a factor of safety. He declared that the construction of the underpass as proposed will make dead ends of a number of streets leading into the Wallowa Lake Highway which is the main artery of travel into La Grande for a large volume of traffic from points north and east of La Grande and will cause traffic to take a roundabout course in order to utilize the underpass or to cross the railroad at other street crossings where conditions are far more

hazardous than the grade crossing which the Commission proposes to eliminate; furthermore, it will be necessary for this traffic to continue to Adams Avenue which is the City's main business street and the route of the Old Oregon Trail, whereas under present conditions a large part of this traffic turns off before reaching Adams Avenue in order to avoid the congestion on that street. Mr. Dixon declared that between 50% and 60% of the traffic that uses the present grade crossing comes from points north and east of this crossing and that about 40% of the traffic crossing the railroad turns off before it reaches Adams Avenue. He presented a traffic count tabulation supporting his statement and declared that this traffic will be seriously and adversely affected by the proposed change. He also spoke against the improvement from the standpoint of safety to traffic during the winter season when snow conditions are bad, stating that the snow will drift into the depression under the railroad and will be a source of inconvenience and delay as well as an extreme hazard because of the slippery condition that will undoubtedly result. He filed a snowfall record covering the period 1919 to 1933 and gave as his thought that even if the property value losses are not considered the improvement is not justified from the standpoint of safety. He suggested that the monies available be reallocated to some other project such as the building of sidewalks along the present route of the Wallowa Lake Highway and the construction of a bell signal at the present railroad crossing.

The State Highway Engineer explained that the type of structure proposed for this railroad grade separation has been used very successfully throughout the entire country and that in the State of California they have been built with approaches with 10% grades, whereas the grades of the approaches for the proposed crossing at La Grande will not exceed 5% which, in his opinion, can be negotiated by traffic without difficulty at any time throughout the year. He further stated that he is very familiar with the snow conditions in and around La Grande and that in his opinion Mr. Dixon has exaggerated this feature considerably.

Chairman Scott asked Mr. V. E. Melville, President of the La Grande City Commission, to express his opinion. Mr. Melville stated that the City of La Grande is very much interested in the proposed improvement but there are certain factors to be considered, including the matter of right of way and how traffic is to be handled from the intersecting streets on the north side of the railroad. Chairman Scott replied that the City of La Grande will be required to furnish the right of way free of cost to the State including the payment of damages for moving buildings, etc., and must establish street grades in conformity with the plans; further, that unless these things are done by the City, the project will be abandoned and the money expended elsewhere. Mr. Melville then stated that the City of La Grande has no money with which to purchase right of way; in fact, has no estimates as to the amount that will be required for such purpose. After some discussion the Commission gave the City until October 1 in which to obtain needed information relative to right of way costs and to file its answer whether or not it desires the improvement and will meet the State's requirements.

Peter Beaver stated that he owns property on Cove Avenue and that

he is opposed to the proposed improvement because no provision has been made for a direct connection between Cove Avenue and the highway which will require Cove Avenue traffic to take a roundabout course to reach the highway.

Walter Lane stated that he owns property in the district affected by this improvement and, if the improvement materializes, his property will be severely damaged; wherefore, he is opposed to it.

Carl Stackland stated that he is in the fruit business at Cove and is opposed to the improvement because it will require farmers when transporting their products to the warehouses, located on Jefferson Avenue, to enter the traffic congestion at Adams Avenue after crossing the railroad and then return to Jefferson Avenue. He gave as his opinion that the present grade crossing is not a hazard and suggested that the Commission use its money to oil the Island City-Cove road.

David I. Stoddard stated that he lives north of the railroad crossing on the Island City road and is only indirectly interested in the matter. He gave as his thought that consideration should be given to the financial interests of the business men on Jefferson Street; also that the proposed undercrossing would be much more hazardous to traffic than the present grade crossing. He advised that only once has he been delayed by a train at this railroad crossing.

Mr. ___ Streiff stated that he is a railroad engineer and a property owner on Jefferson Street and is opposed to the proposed improvement because in his estimation the improvement is not justified from the standpoint of safety. He declared that the present grade crossing is not dangerous because trains passing this point are limited to a speed of fifteen miles per hour.

Miss Anetta Johnson stated that she owns property at the corner of Spruce and Adams Streets and is opposed to the proposed improvement because she believes that it will create an unnecessary hazard and will cause great property loss.

Mrs. ___ Wexel stated that she owns property at Spruce and Adams Streets on which is located a filling station. She gave as her understanding that the State Highway Commission is preparing for more traffic over the Wallowa Lake Highway which will come when the highway between Enterprise and Lewiston, Idaho, has been completed and in her estimation this traffic should be safeguarded in every way possible. She stated emphatically that she approved the Commission's plans to separate the highway and railroad traffic in La Grande.

Henry Warmholz, member of the City Planning Commission, expressed his neutrality in this matter; however, gave as his opinion that if the underpass is constructed it will fill with snow in winter which will be a source of trouble to traffic. He inquired whether or not this project is a proposition of the railroad company to eliminate grade crossing accidents. Chairman Scott replied in the negative stating that the project is being proposed by the Highway Commission in line with its policy to eliminate accidents at railroad crossings; however, the railroad company also desires the improvement.

Thomas Moore stated that he is a property owner but has no personal interests in the proposed improvement. He gave as his thought that the site of the undercrossing is a natural one and that the grade crossing should be eliminated for the benefit and safety of the traveling public.

County Judge U. G. Couch was asked for his opinion. He stated that he is neutral in the matter and preferred not to take a stand either for or against the project. A similar opinion was expressed by Chas. Reynolds representing the La Grande Chamber of Commerce who suggested that if the project is abandoned the monies be reallocated for oiling the Island City-Cove Secondary Highway, if that can be arranged. He was advised that the money set aside for the La Grande project is from federal funds which must be spent within municipalities and it is doubtful if they can be diverted for the construction of highways outside of municipalities.

Messrs. Wallace Case and R. J. Green also spoke in opposition to the improvement.

At this time Chairman Scott called for a vote of those present favoring the proposed improvement. The count of hands showed twelve voting for it. He then called for a showing of hands of those opposed to the improvement which disclosed twenty-seven so voting.

There being no others present who desired to be heard on this subject, Chairman Scott concluded the hearing by stating that the Commission would carefully consider the arguments presented at this meeting and would make a definite decision in regard to the project later. He then asked for an expression of those present as to whether the proposed highway in the Columbia River Gorge between Portland and The Dalles should be constructed as straight as possible or with curves to fit the contours of the country. It was the unanimous opinion of those present that this road should be constructed without curves.

There being no further business to come before the Commission at this time the meeting was adjourned at twelve o'clock noon.

Elgin, Oregon, September 18, 1934

The State Highway Commission met in special session at 2:00 o'clock p. m. in the City Hall in conformance with notice previously given to the Elgin City Council and the provisions of Section 44-120, Oregon Code, 1930, as amended by Chapter 64, Oregon Laws, 1931, to hear objections or remonstrances against its plans to change slightly the route of the Wallowa Lake Highway at the east city limits of Elgin, necessitated by the construction of a new bridge across the Grande Ronde River at this place. Present were:

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

9/19/34

Also present were about fifteen Elgin citizens including H. F. Reed, Mayor; Frank Smith and Dr. Harley Smith.

The meeting was called to order by Chairman Scott after a joint inspection by the Commission and interested citizens of the bridge site. He explained the purpose of the meeting and the law which requires the Commission to hold meetings of this kind. He advised that the Commission has provided in its budget for federal funds an amount of $30,000 for a new bridge at Elgin and approaches thereto but before undertaking the improvement right of way for the change within the city limits must be furnished by the City which must establish a grade line to conform with the Commission's plan and the County must furnish the right of way outside the city boundary. He invited all present to express themselves regarding this proposed improvement.

The Engineer exhibited a map showing the proposed plans and explained that the State requires right of way at least 100 feet in width.

Mayor Reed stated that he was not in a position to state at this time whether or not the City could furnish the right of way but would give the Commission an answer on or before October 1, 1934.

The discussion revealed that the proposed route will pass through a house belonging to a Mr. Ezell which would have to be moved to a new location. Mayor Reed stated that the City did not have the funds to pay for moving this house. He pointed out that the City of Elgin at the request of the Highway Commission paid the cost of moving this house to its present location in order to accommodate the present highway; wherefore, in his estimation if the State wants it moved again, the State should pay the cost thereof. He gave as his thought that the City could raise enough money to buy the right of way if the State will pay the cost of moving the house. The State Highway Engineer recommended the acceptance of Mayor Reed's offer. The Commission took the matter under advisement and instructed the Engineer to provide the City with descriptions of the new right of way required within the city limits.

The County Court of Union County was present and discussed with the Commission the matter of right of way required for this improvement outside of the city limits of Elgin. The County Court agreed to furnish this right of way at county expense, whereupon the Commission instructed the Engineer to provide the County Court with right of way descriptions.

There being no other persons present desiring to be heard, the meeting was adjourned at 2:40 o'clock p. m.

Redmond, Oregon, September 19, 1934

The State Highway Commission met in special session in the dining room of the new Redmond Hotel at 2:00 o'clock p. m. in accordance with notice previously given to the Redmond City Council and the provisions of Section 44-120, Oregon Code, 1930, as amended by Chapter 64, Oregon Laws, 1931, to hear objections or remonstrances against its plans to change the route of The

Dalles-California Highway entering the City of Redmond from the south. Present were:

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

Also present were fifteen local citizens, including Mayor J. R. Roberts, M. A. Lynch, Geo. H. Brewster, and Tom Quigley.

Chairman Scott opened the meeting by explaining its purpose and the law which requires the Commission to hold hearings of this kind. He also briefly outlined the proposed plans for this improvement which provides a change in the highway routing, as follows: Beginning at the intersection of the present highway with the McKenzie Highway at Sixth and H Streets, running thence in a southerly direction crossing the Pilot Butte Canal about two blocks south of the McKenzie Highway junction and following along the west side of said canal to the south city boundary line which it crosses at a point approximately 350 feet east of the present highway, and continues south on new alignment to Bend. He exhibited a map showing the plan of the proposed improvement and invited all present to express themselves with regard thereto.

There followed a general discussion of this matter which revealed the local citizenry unanimously in favor of proposed plans as outlined; whereupon the Commission by unanimous vote adopted the Engineer's plans and the routing of the highway as provided therein.

Chairman Scott stated that the Commission has funds set up for this improvement and will proceed to contract the work as soon as the City acquires the necessary right of way. Mayor Roberts assured the Commission that the City would take care of the right of way matter immediately.

The hearing was concluded at 2:45 o'clock p. m. following which County Judge H. H. DeArmond of Deschutes County appeared before the Commission and requested secondary highway funds with which to purchase powder for use in connection with an SERA road construction project on the Powell Butte Secondary State Highway in Crook County. He explained that SERA funds cannot be used for this purpose and neither Crook County nor Deschutes County has any money available; however, Deschutes County has a credit with the State amounting to about $6,000 unexpended secondary state highway funds, a portion of which they would like to use for the purchase of blasting materials for this job if that can be arranged, notwithstanding that the project is in the adjoining county. He estimated these materials would cost about $1,500. The Commission's Attorney advised that the secondary state highway funds are state funds and may be expended by the Commission at its discretion; also, that in his opinion the Commission has legal authority to spend the funds allocated to Deschutes County in the manner proposed by Judge DeArmond if it so desires. After some discussion and in view of the Attorney's opinion, the Commission

4/19/34

voted unanimously to approve the purchase of powder for this SERA project as requested by Judge DeArmond, and instructed the Engineer to audit claims for such purchases when presented in proper form and to charge them against Deschutes County's share of the secondary highway allotment.

Reconsideration was given by the Commission to the claims of George Van Koten and Mac Nichols, Prineville, who allege through their attorney M. R. Biggs that they lost a number of lambs which became mired in waste road oil deposited on the right of way of the secondary highway north of Prineville. The original claim was for $5.00 per head for 41 lambs lost. Payment of the full amount of this claim was denied by the Commission at the meeting held on July 25; however, the Commission at that time authorized the Engineer to settle with the claimants for $2.50 per lamb. This offer was refused by the claimants who now allege the loss of 70 lambs instead of 41 as first reported. This matter was discussed informally by the Commission with Attorney Biggs this day enroute from Mitchell to Prineville with the result that the Commission offered to pay for seventy lambs lost at the rate of $3.00 a head which offer was accepted by Mr. Biggs. The Commission at this time confirmed the offer made to Mr. Biggs and instructed the Engineer to audit the claim in accordance therewith when it is presented for payment.

There being no further business to come before the Commission at this time the meeting was adjourned at 3:00 o'clock p. m.

Lakeview, Oregon, September 20, 1934

The State Highway Commission met in special session at 2:00 o'clock p. m. in the Circuit Court Room of the Lake County Courthouse in conformance with notice previously given the Lakeview City Council as required by law to hear objections or remonstrances against its plans to reroute the northern entrance of the Fremont Highway into the City of Lakeview. Present were:

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

Also present were eight local citizens, including County Judge Fred Reynolds, Forrest E. Cooper, city attorney, and Dr. H. E. Kelty.

Judge Reynolds called the meeting to order and introduced the members of the Commission.

Chairman Scott explained the purpose of the meeting and the law which requires the Commission to hold hearings of this nature. He called attention to the fact that the Commission held a similar hearing in the City of Lakeview on November 22, 1933 for the purpose of obtaining an expression from local citizens with regard to the routing of this highway into Lakeview over North Main Street, but since that time another route has been proposed, viz: along North Dewey Street, which necessitates another hearing. The Engineer

exhibited a map showing the proposed Dewey Street route which is described, as follows: Commencing at a point on the existing highway route on Main Street near its intersection with Church Street; thence in a northwesterly direction to a point on Dewey Street a short distance north of Western Avenue, the present route of the Fremont Highway; thence following along Dewey Street to its northern end near Moore Street; thence in a northwesterly direction crossing the city boundary line at the north end of West Street; thence continuing in a northwesterly direction to the junction with the present highway at a point about one-half mile north of the city limits of Lakeview. Chairman Scott then invited all present to express themselves either for or against this routing.

Mr. Cooper stated that the people of Lakeview are unanimously in favor of the Dewey Street route and that he has been authorized by the Lakeview City Council to so advise the Commission. He further stated that, with the exception of two small parcels of land, all of the right of way within the city limits has been acquired and paid for. He added that the City has the money to pay for these two tracts but it may be necessary to condemn them; however, the State will not be called upon to pay any of the expense. He pointed out that because of legal requirements it would take at least 90 days for the City to obtain the property by condemnation; wherefore he inquired whether or not the Commission would consent to have the proceedings brought in the name of the State of Oregon which would permit immediate access to the property.

The Engineer advised that immediate possession of the right of way across these two properties is not necessary because in any event it would not be possible to construct across them until next spring which would give the City plenty of time to conduct its own condemnation proceedings.

Chairman Scott advised that all of the right of way must be obtained and deeds turned over to the State before the State will enter into a contract for the construction of the proposed improvement. He further advised that if the City experiences difficulty in getting the right of way and has not obtained it by the time it is required by the State, then the Commission will consider permitting the condemnation proceedings to be carried on in the name of the State subject to the condition that the City will stipulate with the Commission that it (the City) will pay the full expense of such proceedings. Commissioner Aldrich confirmed the Chairman's statement.

County Judge Reynolds stated that Lake County will acquire the right of way needed for this improvement outside of the city limits of Lakeview. He also stated that he anticipated no difficulty in securing deeds to this property within the next few days and that he would see that the deeds are turned over to the State at once without cost.

Dr. Kelty confirmed the statement of Mr. Cooper that there is no opposition in Lakeview to the proposed rerouting of this highway along Dewey Street.

After further discussion, and there being no objection offered, the

Commission by unanimous vote tentatively adopted Dewey Street as the route of entrance of the Fremont Highway into Lakeview, subject to the condition that right of way along this alignment shall be acquired by the City of Lakeview and Lake County without expense to the State. A definite decision with regard thereto was deferred by the Commission until October 1 when it is expected that the City and County will be able to report definitely on the right of way matter.

There being no further business to come before the Commission at this time, the meeting was adjourned at 2:30 o'clock p. m.

Corvallis, Oregon, September 21, 1934

The State Highway Commission met in special session at 3:00 o'clock p. m. in the City Council Chambers in conformance with notice previously given to the Corvallis City Council as required by law to hear objections or remonstrances against its plans to reroute the Corvallis-Newport Highway between Fifth Street and Third Street within the Corvallis city limits. 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 thirty local citizens.

Chairman Scott called the meeting to order by briefly explaining its purpose and the law which requires the Commission to hold a hearing in an incorporated city or town before it can alter or change the route of a state highway within such city or town. He also briefly outlined the plan of the Commission for the improvement of the Corvallis-Newport Highway route in Corvallis and invited all present to express themselves with regard thereto. The Engineer exhibited a map showing the proposed new routing of this highway.

H. A. Stiles, Chairman of the City Street Committee, stated that there is no opposition whatsoever in Corvallis to this proposed improvement. Councilman A. J. Darling confirmed the statement of Mr. Stiles.

Charles Whiteside inquired whether or not the proposed change will affect the present route of the West Side Pacific Highway along Third Street. The State Highway Engineer replied in the negative, stating that the improvement has nothing whatever to do with the routing of the West Side Pacific Highway.

C. H. Woodcock approved the change from the standpoint of tourists who, he stated, become confused in passing through Corvallis because of the many turns in the present highway route. It was his thought that the improvement should be extended to include the block between Third Street and Second Street. J. M. Porter voiced his approval of Mr. Woodcock's statements.

T. H. Cooper stated that he owns property on both Second Street and Third Street and approves the proposed change.

W. M. Ball stated that he lives on Third Street and to his knowledge there is no opposition to the Commission's plans. He suggested that Third Street, the route of the West Side Pacific Highway, should also be improved by widening it ten feet on each side which, in his estimation, could be done very easily without disturbing private property by taking the extra widths off the parking strips. He also suggested that it would be to the best interests of the public if the sharp turns on the West Side Pacific Highway route at North Ninth and Van Buren Streets and at North Third and Van Buren Streets and at other points were flattened. Chairman Scott advised Mr. Ball that the Commission has no available funds to finance the improvements that he suggests; however, these things will be considered in the Commission's future program but it would be up to the City of Corvallis to acquire the extra right of way.

Chairman Scott then inquired whether or not there are any objections to the Commission's plans to reroute the Corvallis-Newport Highway between Fifth Street and Second Street. There being none, he announced that the Commission will adopt the change and the Engineer's plans for the proposed improvement, subject to approval by the Bureau of Public Roads.

The hearing was concluded at 4:00 o'clock p. m., following which the Commission heard delegations and disposed of routine matters.

C. H. Woodcock, Corvallis, again appeared before the Commission and stated that rumors in Corvallis are to the effect that the Commission contemplates rerouting the West Side Pacific Highway through their city from Third Street to Fifth Street. He inquired whether or not the Commission has this in mind and advised that the people of Corvallis do not want that change made, but if the Commission deems a change absolutely necessary, then they prefer that Second Street be designated as the route for this highway rather than Fifth Street because in their opinion Second Street is the logical route and could be improved at much less expense than any other street. He presented a petition signed by 90 property owners of Corvallis in support of his statements.

Chairman Scott advised that the Commission at no time has considered changing the route of the West Side Pacific Highway through Corvallis, notwithstanding rumors to the contrary.

L. R. Rippey, Marshfield, representing the Ocean Dock Terminal & Supply Company of that city, and C. J. Lair, Portland, representing the Golden Gate Portland Cement Company of California, were present with regard to the furnishing of cement to be used in connection with the Oregon Coast Highway bridge projects at Coos Bay and Reedsport. Mr. Rippey was spokesman. Mr. Lair wished the record to show that he was present at this meeting in an unofficial capacity.

Mr. Rippey pointed out that the Commission's contracts for these bridges provide for the use of Oregon cement; also that the prices quoted to the contractors for cement manufactured in Oregon are higher than those for

9/21/34

cement manufactured in the State of California. He asked the Commission to recognize this difference in price and to authorize the use of the California product in these bridges which, he said, would not only result in a saving to the State of Oregon and would be a direct benefit to the Coos Bay dealers in cement but would also greatly benefit Coos Bay harbor because the cement would be shipped by water from California points and the increased tonnage passing through their harbor facilities would be of material aid to them in obtaining additional federal aid for the development of their harbor; whereas, if the Oregon product is used no such benefits would accrue because it would have to be shipped by rail. He further stated that he is particularly interested in this matter at this time because he has a tentative order from Teufel & Carlson, contractors for the Reedsport bridge, to furnish California cement for this structure, which order is contingent upon the Commission's approval of the use of the California product.

The Commission took the attitude that monies being used to finance the construction of these bridges are relief monies intended for the relief of Oregon's unemployed and for the benefit of Oregon industries as a whole, rather than for any particular community, and that Oregon labor and Oregon products should not be sacrificed as they would be if the Commission granted Mr. Rippey's request.

The State Highway Engineer stated that this matter was brought to his attention previously by the contractors and he advised them to state their request in writing; however, they have not yet done so.

After considerable discussion the Commission decided that the proper thing to do would be to try to get the Oregon cement manufacturers to reduce the price of their product to meet the price of the Californian product. Mr. Rippey stated that he would take the matter up with the Oregon manufacturers and would advise the Commission on the following day at its meeting at Newberg of the results obtained. With this understanding the Commission deferred for one day its decision with regard to this matter.

The Commission had under consideration the matter of the purchase of a boat and an outboard motor for use of the Bridge Department in connection with the construction of the bridge across Coos Bay at North Bend. The Engineer stated that the boat is needed badly in order to facilitate the engineering work on this bridge and that the boat and motor could be purchased for the sum of $235.00. The Commission approved the purchase by unanimous vote.

The Engineer reported on the cost to complete the construction of The Dalles-California Highway in Klamath County to the California state line via the alternate routes heretofore considered, one of which extends southeasterly from the town of Merrill and the other southeasterly from the town of Malin. The Merrill route, he said, is 2.4 miles in length, will connect the California line with the California Lava Beds Highway which is now under construction in that state, and will require an expenditure of approximately $65,000 to grade and surface to modern standards. The Malin route, he added, is 2.85 miles in length, has no connection with any state highway in California

and will cost approximately $67,000. He recommended the adoption of the Merrill route, which is desired by the Bureau of Public Roads; however, he suggested that the Commission defer taking definite action thereon pending receipt of information from the California Highway Department with regard to its plans for the California portion of this road and additional information as to whether or not the Lava Beds Highway is an official state route and, if so, do they propose to designate another state highway to the Oregon line southeast of Malin as reported by interested citizens of that town. The Commission took no action on this matter except that the Engineer was instructed to write the California Highway Department for the information desired.

A letter was presented from the Waldport Lions Club requesting the construction of a suitable roadway leading from the Oregon Coast Highway to the ocean beach at the northern end of the sea wall at Waldport. The Engineer recommended that the request be denied because past experience indicates that it would be very costly to maintain such a road; furthermore, there now exists a suitable roadway to the beach at this point. The Commission approved the Engineer's recommendation by unanimous vote.

The Attorney reported that on December 11, 1933 the Commission entered into an agreement with the Burlington Water District whereby the State at state expense was to do certain work in moving the district's water pipes along the Lower Columbia River Highway at Burlington in order to permit highway construction at this place and the district was to reimburse the State for such expense at a later date. This agreement, he said, contained a provision for the payment of interest on the sum advanced by the State but the interest rate was not inserted; in fact, this matter was not discussed at any time during the negotiations, wherefore the Burlington Water District now asks to be relieved from paying this interest. He requested instructions as to what to inform the district and advised that the Commission has legal authority to insist on the payment of this interest charge or can waive it if it so desires. After due consideration of this matter, the Commission voted unanimously to charge the district 4% interest on the amount involved and instructed the Attorney to so inform the Burlington Water District.

A letter was presented from E. W. Moore, Rockaway, requesting the widening of the Oregon Coast Highway in front of his place at Lake Lytle, Tillamook County, or, in the event that such widening work cannot be done in the near future, the privilege of constructing a studio or art museum on the highway right of way pending the completion of such widening work. The Engineer advised that there is no immediate necessity for widening the highway at this point because the present road is straight, is well constructed and is being maintained in first-class condition. He further advised that this matter had the attention of the Commission about a year ago when the request was denied; wherefore, in view of the fact that conditions have not changed since then, he wished again to recommend the denial of the request. The recommendation of the Engineer was approved by the Commission by unanimous vote and the Secretary was instructed to so inform Mr. Moore.

The Engineer reported that a number of options for right of way for the widening of the West Side Pacific Highway through the town of Tigard in

9/21/34

Washington County will expire shortly. He recommended that they be taken up in the near future in order to avoid inconvenience later when this project comes up for construction and requested authority to complete the purchase of the properties of the following owners at an estimated total cost of about $1,800: Bessie Summers, John Schekla, Rudolph Hoffarber, Claude I. Scoffins, E. A. Johnson, D. F. Jerman, Emile Heilman, Perre Morin and Sealy Mattress Company. The Commission approved the Engineer's request by unanimous vote.

A letter was presented from Mr. Fred Rood, President of the Farmington Annual Reunion, Hillsboro, requesting that the new bridge at Farmington on Farmington Secondary Highway in Washington County be named "Harris Bridge" in honor of Philip Harris who, he states, was an early pioneer and the builder of the first bridge across the Tualatin River at this point. Chairman Scott advised that Mr. Harris' granddaughter, Mrs. Elinor Grace Hare, spoke to him about this matter and agreed to purchase a name plate provided the State would install it. It was his thought that it would be satisfactory to accept this offer provided a Highway Department standard name plate were furnished, and provided further that the County Court of Washington County offers no objections to naming the bridge "Harris Bridge". The Commission by unanimous vote approved the Chairman's ideas on this matter; whereupon the Engineer was instructed to contact the Washington County Court and Mrs. Hare with regard thereto.

A letter was presented from Elbert M. Chandler, President of the Oregon-Washington Bridge Company, Olympia, Washington, requesting the Commission to take no action either directly or indirectly toward securing authority from the State Legislature to operate a free interstate ferry across the Columbia River between Biggs, Oregon, and Maryhill, Washington. The Commission took no action on this matter.

The Secretary presented a letter from the Clinton Kelly Community Club, Portland, advising that the members of the club are unanimously in favor of the adoption of Southeast Seventeenth Avenue from Schiller Street north to Division Street and Division Street from Southeast Seventeenth Avenue to Union Avenue as the route of the East Portland-Oregon City Highway in Portland. The Commission authorized the Engineer to count the traffic using this route and to assemble additional data for the preparation of an estimate of cost to construct this route to the required standard; also to render a full report thereon in connection with his report on the other routes now being considered for this highway.

A letter was presented from the Wilson River Lumber Company by Mr. Wells Gilbert, Director, stating that if the Wilson River road is built to the mouth of Jordan Creek in Tillamook County within an agreed length of time, that company will deed to the State of Oregon for park purposes any of its lands that may be selected within one mile of the Wilson River road, subject to the retention of all necessary rights of way, camp sites and other privileges needed in connection with its proposed logging operations and further subject to the marketing of the matured timber on certain areas. The Commission took no action on this communication but ordered it filed in the department's records.

The Attorney reported that all of the requirements of the Commission with regard to the park area along the Upper Columbia Highway in Multnomah County, which is being presented to the State as a gift by George W. Joseph and his mother have been satisfied and that the deed to the property has been received together with an abstract of title showing that the property is free and clear of incumbrances. The Commission thereupon unanimously approved the Attorney's report and accepted the deed in behalf of the State.

The Engineer reported that in connection with the acquisition of right of way for the approach to the bridge over the Umpqua River at Reedsport, the State purchased a lot on which is located a dwelling which should be sold and removed from the right of way in the near future. He advised that he has received a number of private offers for this building, the highest being that of John J. Weiss in the sum of $50. He inquired whether he should accept this offer or should advertise the building for sale in the regular manner. The Commission voted unanimously to advertise for bids for the purchase of this building.

The Engineer requested authority to acquire certain parcels of real property needed for various highway improvements throughout the state. The Commission approved his request and thereupon adopted the following resolution by unanimous vote:

WHEREAS, in connection with the further improvement of the highways hereinafter designated, it is and has been 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 bases of settlement which have 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 bases for settlement for the properties involved, and that the acquisition of the properties 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:

9/21/34

Section, Hwy., and Owner	Purpose	Acres	Approximate Amounts	Agent
Newberg-Middleton Section, West Side Pacific Highway				
Harman, Inez (Correction)	R/W	0.43	Land Gratis plus $15.75	Benson
Meiners Ranch-Pendleton, Pendleton-Cold Springs Highway				
Eggers, H. G. F.	Stock Pile	0.38	at $90 per acre	Swift
Cheshire Section, Siuslaw Highway				
Herbert, J. A.	Stock Pile	0.55	$50 Lump Sum	Parker
City of Corvallis, West Side Pacific Highway				
Corvallis Lumber Co.	Expansion of Maintenance Headquarters 3840 sq. ft.		$250 Lump Sum	McCallister

The Attorney reported that during the early part of September a complaint was filed in his office by state highway employes on the Umpqua River bridge at Reedsport to the effect that the First National Bank of Gardiner charges them a fifteen cent service charge for cashing salary checks; also that he took the matter up with the bank officials who explained that this is a banking code requirement and that up to now they have complied with it without exception; however, in the case of the highway department employes they will modify their rules and will hereafter honor these checks at par value. The Commission approved the Attorney's action.

Consideration was given by the Commission to the following requests for extensions of time within which to complete highway construction projects:

Northwest Roads Co., Contract No. 1515, rock surfacing and bituminous macadam construction on the Emigrant Springs-Summit Section of the Old Oregon Trail in Umatilla County, requested an extension of time from August 31 to September 20, 1934 in which to complete this project. The Engineer advised that the contractor could have completed the work within the time limit specified in the contract but was not allowed to place the final seal coat until the bituminous macadam was properly cured; hence the overrun in time limit. The traveling public has not been inconvenienced by the delay, he said, and the extra engineering expense incurred amounts to only a very small sum. He recommended that the extension requested be granted without penalty. The Engineer's recommendation was approved by the Commission by unanimous vote.

J. C. Compton & Saxton & Looney, Contract No. 1520, construction of bituminous macadam on the Scottsburg-Red Bridge Section of the Umpqua Highway in Douglas County, requested an extension of time from August 31, 1934 to September 15, 1934 in which to complete this project. The Engineer advised that with the exception of some shoulder work the job was completed by the contractors before August 31; further, that the traveling public has not been inconvenienced on account of the delay and the extra engineering cost to the

State is inconsequential. He recommended that the extension requested be granted without penalty. The Commission approved the Engineer's recommendation by unanimous vote.

L. O. Herrold, Contract No. 1541, paving North Salem Section of the Pacific Highway in Marion County, requested an extension of time of one day from July 31, 1934 to August 1, 1934 in which to complete this job, giving as his reason that he was required to do some extra work which was not included in the contract. The Engineer explained that it is necessary for the records to show that the date of completion has been extended in order to meet the federal requirements. He recommended that the extension requested be granted without penalty. The Commission approved the Engineer's recommendation by unanimous vote.

Northwest Roads Co., Contract No. 1603, bituminous macadam construction on the East Pendleton Section of the Old Oregon Trail in Umatilla County, requested an additional extension of time from July 31, 1934 to September 15, 1934 in which to complete this job. The Engineer advised that the contract provided for the completion of this job by June 30, 1934, but the contractor was required to complete the oiling work on his Emigrant Springs-Summit project first which delayed the East Pendleton project. He further advised that the time limit was extended once to July 31, 1934 without penalty, but circumstances developed which prevented completion of the work within the extended period; also that the traveling public has not been inconvenienced by the delay and that the State has incurred but very little extra engineering expense. He recommended that the extension requested be granted without penalty. The Commission approved the Engineer's recommendation by unanimous vote.

Northwest Roads Company, Contract No. 1605, bituminous macadam construction on the La Grande Section of the Wallowa Lake Highway in Union County, requested an additional extension of time from July 31, 1934 to September 15, 1934 in which to complete this project. The Engineer advised that the overrun of the time limit specified for the completion of this job was occasioned by the fact that he ordered the contractor to defer placing the bituminous macadam until he had finished the oiling work required on his Emigrant Springs-Summit project which work he deemed more important because it would eliminate the necessity of maintaining the newly constructed surfacing on that Section which is very difficult and costly. He further advised that the traveling public has not been inconvenienced by the delay and the State has incurred only a very small amount of extra engineering expense thereby. He recommended that the extension requested be granted without penalty. The Engineer's recommendation was approved by the Commission by unanimous vote.

Edlefsen-Weygandt Company, Contract No. 1611, grading and bituminous macadam construction on the Newport Section of the Oregon Coast Highway in Lincoln County, requested an extension of time from August 31 to October 15 in which to complete this project because, they allege, their work was delayed through the failure of this State to furnish right of way and to hasten the removal of buildings from the new right of way. The Engineer advised that the contractors' statement as to the cause of the delay is substantially correct; however, the delay has not inconvenienced the traveling public, neither has

9/21/34

it increased very much the cost to the State for engineering. He recommended that the extension requested be granted without penalty unless the contractors claim extra compensation on account of the alleged delays, in which event he recommended that the contractors be charged the full amount of the extra engineering expense incurred by the State subsequent to the date of completion specified in the contract. The Commission adopted the Engineer's recommendation by unanimous vote.

Barham Bros., Contract No. 1632, construction of a bridge over Kellogg Lake Outlet and a retaining wall at Johnson Creek on the East Portland-Oregon City Highway in Milwaukie, Clackamas County, requested an extension of time from September 15 to October 1 in which to complete this project, giving as their reason that the bridge plans were changed subsequent to the award of the contract necessitating additional time and their work was held up for about a week because of the Portland water front strike. The Engineer advised that the traveling public has not been inconvenienced by the failure of the contractors to complete the job within the specified time, neither has the State incurred any extra engineering expense. He recommended that the extension requested be granted without penalty. The recommendation was approved by the Commission by unanimous vote subject to the condition that the contractors did not present a claim for extra compensation on account of delay.

The Commission adopted a standard policy to be used hereafter in connection with granting of extensions of time in which to complete construction projects, as follows: Requests for extensions of time will be granted by the Commission without penalty when so recommended by the State Highway Engineer provided there is sufficient reason to believe that the contractor will not present a claim for extra compensation for delays for which he alleges the State is responsible including those caused by the failure of the State to provide right of way. In the event that the contractor submits a claim for extra compensation arising from any cause, or if it is reasonable to assume that he will submit such a claim, then and in that event the contractor shall be charged the full amount of the extra engineering expense incurred by the State subsequent to the date of completion specified in the contract or the date to which the contract previously may have been extended without penalty.

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. 1508 with Fred H. Slate, grading Neahkahnie Mountain Section of the Oregon Coast Highway in Tillamook County; completed August 29, 1934;

Contract No. 1515 with Northwest Roads Co., rock surfacing and bituminous macadam construction on Emigrant Springs-Summit Section of the Old Oregon Trail in Umatilla County; completed September 10, 1934;

Contract No. 1516 with Kern & Kibbe, asphaltic concrete

paving on Hillsboro-Beaverton Section of the Tualatin Valley Highway in Washington County; completed August 24, 1934;

Contract No. 1561 with J. A. Lyons, grading and surfacing Cummins Hill Section of the Nehalem Secondary Highway in Washington County; completed August 31, 1934;

Contract No. 1590 with Hart Construction Co., grading, surfacing and oiling Wallowa-Lostine Section of the Wallowa Lake Highway in Wallowa County; completed August 31, 1934;

Contract No. 1603 with Northwest Roads Company, bituminous macadam construction on East Pendleton Section of the Old Oregon Trail in Umatilla County; completed September 10, 1934;

Contract No. 1605 with Northwest Roads Company, bituminous macadam construction on La Grande Section of the Wallowa Lake Highway in Union County; completed September 7, 1934;

Contract No. 1631 with Edlefsen-Weygandt Company, grading, surfacing and oiling Siuslaw River bridge approaches on the Oregon Coast Highway in Lane County; completed September 8, 1934.

The following resolution accepting the above projects was offered and 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. 1508 with Fred H. Slate, grading Neahkahnie Mountain Section of the Oregon Coast Highway in Tillamook County;

Contract No. 1515 with Northwest Roads Co., rock surfacing and bituminous macadam construction on Emigrant Springs-Summit Section of the Old Oregon Trail in Umatilla County;

Contract No. 1516 with Kern & Kibbe, asphaltic concrete paving on Hillsboro-Beaverton Section of the Tualatin Valley Highway in Washington County;

Contract No. 1561 with J. A. Lyons, grading and surfacing Cummins Hill Section of the Nehalem Secondary Highway in Washington County;

Contract No. 1590 with Hart Construction Co., grading, surfacing and oiling Wallowa-Lostine Section of the Wallowa Lake Highway in Wallowa County;

Contract No. 1603 with Northwest Roads Company, bituminous

macadam construction on East Pendleton Section of Old Oregon Trail in Umatilla County;

Contract No. 1605 with Northwest Roads Company, bituminous macadam construction on La Grande Section of the Wallowa Lake Highway in Union County;

Contract No. 1631 with Edlefsen-Weygandt Company, grading, surfacing and oiling Siuslaw River bridge approaches on the Oregon Coast Highway in Lane County.

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 and final payment is hereby authorized.

A letter was presented from the Grants Pass Chamber of Commerce inviting the Commission to be its guest at the annual meeting of the Redwood Empire Association which is to be held in Grants Pass on October 13. The Commission accepted the invitation and it was agreed that Chairman Scott and the Engineer should attend.

The Commission approved the dates of October 1 and October 11 recommended by the Engineer for the next two meetings of the Commission to receive bids on construction projects. The Commission also set Thursday, November 8, for a special meeting to be held in Portland for the purpose of hearing objections or remonstrances against its plans for routing the East Portland-Oregon City Highway north of its present terminus at East Seventeenth and Schiller Streets, Portland. The Secretary was instructed to arrange for this hearing to be held in the Portland City Hall, starting at 10:00 o'clock a. m. on that date. He was also instructed to officially notify the Portland City Council of this hearing as required by statute.

There being no further business to come before the Commission at this time, the meeting was adjourned at 5:30 o'clock p. m.

Newberg, Oregon, September 22, 1934

The State Highway Commission met in special session at 10:00 o'clock a. m. in the City Hall in conformity with notice previously given to the Newberg City Council as required by law to hear objections or remonstrances against its plans for the improvement of the western entrance of the West Side Pacific Highway into the town of Newberg. 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 fifteen local residents including Mayor W. G. Rogers, C. W. Swan, city attorney, S. L. Parrott, C. H. Baynard and County Commissioner W. S. Allen.

Chairman Scott called the meeting to order by explaining its purpose and the law which requires the Commission to hold public hearings of this kind. He briefly outlined the plans for the proposed improvement in Newberg which includes the construction of a new bridge across the Chehalem River just outside of the city limits and the elimination of the sharp turn in the highway at the west end of Main Street. He advised that the total estimated cost of the improvement is approximately $73,000, of which $27,000 is for the bridge, $16,000 for grading and paving within the city limits and the balance, $30,000, for grading and paving outside of the city limits. He further advised that the Commission has already allocated funds to finance this work and will proceed with the improvement as soon as the right of way has been acquired. The right of way within the city limits, he said, will have to be acquired by the City at its expense; that outside of the city limits by the County at county expense, and the improvement will not be made by the State unless and until the right of way has been provided.

The Engineer exhibited a map showing the general plan of the proposed improvement and Chairman Scott then invited all present to express themselves relative thereto.

Mr. Swan stated that the City Council at its last meeting discussed the matter of acquiring right of way for this improvement but took no definite action thereon because they had no estimate of cost on which to base their discussion and were not sure that the State would require the City to purchase it. He further advised that the City has no funds budgeted to buy right of way and there is a question in the minds of the City Council whether the City can raise the necessary funds.

Mayor Rogers verified Mr. Swan's statement but added that they will give the matter further consideration and will let the Commission know definitely by October 1 or October 11 whether or not they can raise the money.

Mr. Parrott asserted that the people of Newberg want this improvement and assured the Commission that the Highway Committee of their Chamber of Commerce will do everything in its power to finance the acquisition of the right of way.

Chairman Scott asked County Commissioner Allen if Yamhill County will acquire the right of way for this improvement outside of the city limits of Newberg. He replied that he could not speak for the County Court but, so far as he was concerned, he would vote for it notwithstanding that the County bought the right of way for the present road.

This concluded the hearing, following which those present were invited to bring before the Commission other highway matters.

Mr. Nate Y. Wiley, Rex, inquired how soon the Commission intends to start the reconstruction of the West Side Pacific Highway in front of his

9/22/34

place at Rex. He said that the new right of way takes most of his front yard and if the Commission is going to use this property soon he wants to know about it so he could relocate his buildings, etc. He was informed that the improvement contemplated in the present highway program does not extend to his place and that his front yard will not be disturbed until next year at the earliest.

Mr. Baynard asked how much money the Commission proposed to expend now for the Rex Hill improvement. He was informed that the Commission has $70,000 set up in its present budget to grade and pave from the county line near the top of Rex Hill northeasterly, toward Portland, to the Southern Pacific railroad undercrossing which will eliminate many sharp turns in the present highway. This plan met with the approval of those present. He was further informed that the Commission contemplates advertising this project for bids to be received at its November meeting, provided the plans are approved by the Bureau of Public Roads and the right of way is acquired.

There being no further inquiries, the Commission went into special session to dispose of several routine matters.

The Engineer requested authority to contract the furnishing of maintenance materials for the Beaver Marsh and Modoc Point Sections of The Dalles-California Highway and for the Keno Section of the Green Springs Highway, all in Klamath County, at an estimated total cost of about $54,000. The Commission granted the request by unanimous vote and instructed him to advertise the project for bids in the regular manner.

The Engineer reported the receipt of a communication from Teufel & Carlson, the contractors who are constructing the Coast Highway bridge across the Umpqua River at Reedsport, stating that the Oregon manufacturers of cement have quoted them a new price for their product which meets the price quoted by the California cement manufacturers; therefore, they are no longer interested in the purchase of California cement and have cancelled their tentative order for same.

In view of the Engineer's report, the Commission considered as a closed subject the matter presented by Mr. Rippey at the meeting held in Corvallis on the previous day.

Consideration was given by the Commission to the matter of salaries paid to state employes engaged in supervision of Coast Highway bridge construction. The Engineer reported that the Government had called attention to the fact that the salaries being paid to the engineers on the Oregon Coast Highway bridges are in violation of the requirements of the Public Works Administration, which requirements as to salaries apply to the employes of the borrower as well as to the employes of the contractor; and, furthermore, apply to these employes regardless of whether or not the borrower expected to include such salaries in its application for grant. The Engineer further reported that some of the engineers, particularly Mr. Raymond Archibald in charge of the Coos Bay bridge, have received offers of larger salaries elsewhere, and that to lose these men in the middle of a construction program

of this kind would seriously cripple the department. He advised that in order to maintain the present organization, it appears essential that some special adjustment be made in the salaries paid to Mr. Archibald, and also to Mr. G. S. Paxson who is in complete charge of construction operations for all five bridge structures. After due deliberation the Commission authorized the Engineer to call this matter orally to the attention of the individual members of the State Board of Control to ascertain whether they are agreeable to increasing the present salaries of these engineers. The Commission also instructed the Attorney to obtain from the legal department of the Public Works Administration, Washington, D. C., its interpretation of the coast bridge agreement with regard to this matter.

There being no further business to come before the Commission at this time, the meeting was adjourned at 11:30 o'clock a. m.

Chairman

State Highway Engineer

Commissioner

Secretary

Commissioner

Portland, Oregon, October 1, 1934

The State Highway Commission met in regular session at 9:00 o'clock a. m. in the auditorium of the Public Service Building. Present were:

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

Commissioner Washburne was unable to be present.

Bids for construction projects, furnishing of use and occupancy insurance for the five Coast Highway bridges, and for the purchase of used equipment and scrap metals were opened and read in accordance with previously published notice, as follows:

BAKER-UNITY HIGHWAY
BRIDGE OVER BURNT RIVER AND APPROACHES

Dunn & Baker	$ 11,877.00

10/1/34

Bridge over Burnt River - Continued

G. I. Stebbins Construction Co.	$ 12,759.00
R. H. Jones	13,668.50

WOODBURN-SANDY SECONDARY HIGHWAY
ROCK CREEK AND EAGLE CREEK SECTIONS - SURFACING

	Rock Creek Sec.	Eagle Creek Sec.
Itschner & Rigdon	$ 9,620.00	4,935.00

EAST PORTLAND-OREGON CITY HIGHWAY
SUBSTRUCTURE AT MILWAUKIE

Shattuck & Neland	7,610.00
Joplin & Eldon	8,184.00
Barham Bros.	9,124.00
Hoffman Construction Co.	9,155.00
S. A. Bingham	9,485.00
O. N. Pierce	9,840.00
Mountain States Construction Co.	12,355.00
The United Contracting Co.	13,177.00
Parker-Schram Co.	13,680.00

WOLF CREEK HIGHWAY
NECANICUM-ELSIE SECTION - REGRADING AND SURFACING

Saxton & Looney	63,285.00
A. T. Dolan	63,716.00
The United Contracting Co.	66,283.00
Chas. H. Hoyt	70,136.00
J. W. & J. R. Hillstrom	73,255.00
A. C. Greenwood Co., Inc.	73,274.00
Earl L. McNutt	75,177.50
Theodore Arenz	79,855.00
Joplin & Eldon	80,556.00
James Borin	81,190.00
E. Hefty	83,111.00
J. A. Lyons	84,440.00
Edlefsen-Weygandt Co.	85,882.50
Homer G. Johnson	92,010.00
Newport Construction Co. & Kern & Kibbe	102,909.00

WOLF CREEK HIGHWAY
RANGER STATION-ELSIE SECTION - GRADING

	Alternate "A"	Alternate "B"
Fred H. Slate	$ 94,181.00	95,381.00
Joplin & Eldon	98,560.00	101,460.00

Ranger Station-Elsie Section, Continued

	Alternate "A"	Alternate "B"
Earl L. McNutt	$ 115,468.00	$118,468.00
J. A. Lyons	117,132.00	118,132.00
Berke Bros., Inc.	123,746.00	128,746.00
James Borin	124,079.50	125,079.50
Kern & Kibbe	124,469.00	126,469.00
Theodore Arenz	124,554.00	136,554.00
A. C. Greenwood Co., Inc.	137,977.00	137,977.00
Colonial Construction Co.	156,027.50	156,027.50

CITY OF ROSEBURG
CONSTRUCTION OF FRAME MAINTENANCE BUILDING

Frank Neave	3,933.00
J. E. Runyan	4,132.09
The Construction Co.	4,155.00
Joplin & Eldon	4,425.00

PENDLETON-JOHN DAY HIGHWAY
FOREST BOUNDARY-LONG CREEK SECTION - SURFACING AND FURNISH CRUSHED ROCK

Wren & Greenough	97,790.00
Itschner & Rigdon	105,070.00
Newport Construction Co. & Kern & Kibbe	108,810.00
Saxton & Looney	109,725.00
March Construction Co.	112,290.00
A. Milne	117,725.00
Dunn & Baker	118,290.00
E. Hefty	119,715.00
Joplin & Eldon	125,770.00
A. C. Greenwood Co., Inc.	129,800.00
Homer G. Johnson	148,315.00
Northwest Roads Co.	151,285.00

WILLAMETTE HIGHWAY
GOLD LAKE TRAIL-ODELL LAKE SECTION - GRADING

Dunn & Baker	123,709.00
G. I. Stebbins Construction Co.	127,585.00
Kern & Kibbe	133,381.00
Myers & Goulter	134,250.00
Fisher Bros.	135,862.00
Colonial Construction Co.	157,395.00
Guthrie-McDougall Co.	157,924.00
E. C. Hall	159,536.00
Earl L. McNutt	170,342.00

FOX HOLLOW SECONDARY HIGHWAY
SPENCER BUTTE SECTION - GRADING AND SURFACING

Earl L. McNutt	12,110.70

10/1/34

Spencer Butte Section, Continued

M. L. O'Neil & Son	$ 12,695.15
E. C. Hall	13,611.50
Slate Construction Co.	13,916.85
Saxton & Looney	14,545.10
Mountain States Construction Co.	15,535.50

PACIFIC HIGHWAY
WIDENING OAK CREEK AND LAKE CREEK BRIDGES

Mountain States Construction Co.	8,116.00
O. N. Pierce	9,490.00
Barham Bros.	9,567.00
Averill & Philpott	9,570.00
C. J. Montag	9,704.00
The Construction Co.	9,858.00
Shattuck & Neland	10,955.00
G. I. Stebbins Construction Co.	11,244.00

WEST SIDE PACIFIC HIGHWAY
PORTLAND-WASHINGTON COUNTY LINE SECTION - PAVING

Jacobsen-Jensen Co.	145,725.80
Edlefsen-Weygandt Co.	148,022.50
Harold Blake	153,430.50
Kern & Kibbe	163,630.25
Theodore Arenz	164,075.50
Northwest Roads Co.	167,181.50
Parker-Schram Co.	171,298.50

WILSON RIVER HIGHWAY
DEADMAN CREEK BROOKS SECTION - GRADING

Jacobsen-Jensen Co.	94,725.10
Berke Bros., Inc.	102,452.00
Colonial Construction Co.	103,500.00
Fred H. Slate	105,974.00
James Borin	108,680.50
Fisher Bros.	118,421.00
J. A. Lyons	123,428.50
Earl L. McNutt	125,201.50
The United Contracting Co.	132,873.00
F. C. Dillard	138,717.50
Joplin & Eldon	139,717.00
A. C. Greenwood Co., Inc.	146,958.00

CITY OF ENTERPRISE
CONSTRUCTION OF FRAME MAINTENANCE BUILDING

Hart Construction Co.	4,521.00

OCT 1 1934

USE AND OCCUPANCY INSURANCE
OREGON COAST HIGHWAY BRIDGES

	Full Coverage	Seven Day Deductible
George F. Newlands	$ 1,674.00	$ 1,314.00
Seeley & Company	2,125.00	1,487.50
Dooly & Company	2,160.00	900.00
State Agents Association	No Bid	900.00

SALE OF USED TRUCKS AND OTHER EQUIPMENT

ALASKA JUNK CO.

Tractors	Amount
30 Caterpillar	$ 15.50
Fordson	20.60
Fordson	20.60
Fordson	20.60

Miscellaneous	Quantity	
15 H. P. Horizontal Boiler	1	10.50
20 H. P. Vertical Boiler	1	10.50
6 H. P. Vertical Boiler	1	10.50
525-gal. round fuel tank	1	1.05
10,000 gal. round tank	1	1.05
1,230-gal. round tank	3	3.15
Gasoline tanks, 5 to 50-gal.	50	52.50
For All Equipment	(Lump Sum)	200.00

MT. SCOTT WRECKING CO.

Fordson Tractor	36.00
Fordson Tractor	36.00
Fordson Tractor	36.00

BUNTING TRACTOR CO.

	Quantity	
30 Caterpillar Tractor		101.00
525-gal. round fuel tank	1	26.00
1,230-gal. round tank	3	78.00

BABLER BROS.

30 Caterpillar Tractor	55.00
Fordson Tractor	55.00
Fordson Tractor	55.00
15 H. P. Horizontal Boiler	110.00

OCT 1 1934

J. WYLIE DALTON

5-ton Artillery Type Tractor	$ 80.00

THE UNITED CONTRACTING CO.

30 Caterpillar Tractor	74.00
Conveyor Frame	25.00
525-gal. round fuel tank	15.00
10,000-gal. round tank	50.00

SALE OF SCRAP METAL, TIRES AND BATTERIES STORED AT LA GRANDE

ALASKA JUNK CO.

Item	Quantity	Unit Bid	Amount
Scrap Bronze	300 lbs.	.036	$ 10.80
Scrap Aluminum	3,000 lbs.	.071	213.00
Scrap Cast Iron	2 tons	.75	1.50
Scrap Steel	40 tons	.75	30.00
13-Plate Scrap Batteries	45 only	.25	11.25
17-Plate Scrap Batteries	18 only	.25	4.50
Large 12-Volt Scrap Batteries	8 only	.25	2.00
Large 24-Volt Scrap Battery	1 only	.25	.25
Old Radiator Cores	16 only	.40	6.40
For All Junk Material		(Lump Sum)	$300.00

MAX TURN

Scrap Bronze	300 lbs.	.035	10.50
Scrap Aluminum	3,000 lbs.	.083	249.00
13-Plate Scrap Batteries	45 only	.34	15.30
17-Plate Scrap Batteries	18 only	.50	9.00
Large 12-Volt Scrap Batteries	8 only	.50	4.00
Large 24-Volt Scrap Battery	1 only	.75	.75
Old Radiator Cores	16 only	1.05	16.80

FAMOUS TIRE CO.

Old Tires	16 only	8.20	131.20

H. SCHWARTZ

All Junk and Equipment	$518.98

Chairman Scott announced that the award of contracts would be made at 5:00 o'clock p. m. this day, in the same room.

Mr. Harvey Wells, representing the Jantzen Beach Park Association, appeared before the Commission in regard to the widening of the Pacific Highway

in front of the Jantzen beach park property at the south end of the Interstate Bridge in Multnomah County. He asked for a definite understanding of this matter, the details of which were discussed at the meeting held on August 31, and requested that right of way stakes be set so that they can proceed with certain plans they have in mind for the improvement of their property. After some discussion the Commission instructed the Attorney to prepare an appropriate form of agreement between the State and the park association covering this matter and to include in such agreement provisions that the park association shall deed to the State certain of its lands in consideration of which the State shall construct retaining walls as may be required to amply protect the swimming pool and duck pond now located in the park and shall also construct a new paved roadway entrance into the park from the highway in view of the fact that the plans for the highway improvement contemplate doing away with the existing entrance roadway.

County Judge D. F. Thompson of Coos County and Mr. R. G. Currier, Lakeside, Oregon, were present and asked for the rocking and oiling of the county road extending from the Oregon Coast Highway to the town of Lakeside in Northern Coos County, a distance of about one mile. Judge Thompson requested the designation and improvement of this road as a secondary state highway and in support thereof presented a resolution from the County Court. He explained that Mr. Currier owns considerable land at this place which is located on Tenmile Lake and that he plans to develop this land at large expense as a tourist camp and high-class summer resort and to advertise the Oregon Coast extensively by radio over one of the big broadcasting stations in Southern California which will result in Oregon receiving some fine publicity at no cost. It was his thought that this free advertising would fully justify the state expenditure to improve the road leading to this resort and urged the Commission to authorize the project which he estimated would cost between $10,000 and $15,000. He further explained that Coos County has no funds with which to cooperate in this improvement.

The Engineer advised that Coos County's share of the secondary highway allotment amounts to about $10,500 annually, whereas the annual maintenance requirements of this county are more than double that amount, the difference being made up from the Multnomah County surplus of secondary highway funds. He estimated that it would cost not less than $10,000 to rock and oil this road as requested.

Chairman Scott pointed out that it is contrary to the established policy of the Commission to add more roads to the secondary highway system under present financial circumstances and if the Commission should do so in the present instance, it would be necessary to take similar action with regard to the applications of other counties. He pointed out that the mileage of secondary highways in Coos County is now greater than can be properly maintained with Coos County's share of the secondary highway allotment and it is now necessary to augment the funds with some of Multnomah County's surplus; furthermore, if the Commission should add this one mile of road to the secondary highway system it would simply mean that additional funds must be taken from the Multnomah County surplus which would be unfair to the other counties. He inquired whether Coos County could raise funds to contribute toward the cost of this expense. Judge Thompson replied that he thought they might be able to raise one third of

10/1/34

the cost. After further discussion and at the request of Judge Thompson the Commission deferred a decision with regard to this matter; however, it was intimated that the project would not be approved.

The County Court of Tillamook County consisting of County Judge H. H. Rosenberg and County Commissioners E. H. Lindsey and F. L. Owens was present regarding the Wilson River Highway. They pointed out that the low bid received by the Commission today for the construction of the Deadman Creek-Brooks Section of this highway was considerably below the amount budgeted for this work and asked that the difference, amounting to approximately $34,000, be used to continue the construction of this highway beyond the limits of the project for which bids were taken today. The Engineer advised that the specifications permit an extension of 25% which will take up the approximate amount of the appropriation.

Judge Rosenberg then inquired when the Commission wishes the County to construct the temporary bridge at Brooks crossing of the Wilson River which the County previously agreed to do pending construction of the permanent structure. He was informed by the Engineer that the bridge should be constructed this winter.

County Commissioner Lindsey inquired when the Commission expects to advertise for bids for the Neahkahnie Mountain project for which $28,000 of federal funds has been appropriated. He was informed by the Engineer that it is planned to receive bids on this project as soon as possible.

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 the auditorium of the Public Service Building with the same members present and participating. Also present were the State Highway Engineer, the Assistant Attorney and the Secretary.

Miss Celia L. Gavin, city attorney, and Sidney Bloom, councilman, The Dalles, appeared before the Commission regarding the improvement of the west entrance of the Columbia River Highway into The Dalles. They stated that the City is not able to finance the right of way required for the route proposed by the Commission on the extension of Second Street and suggested a compromissary route beginning at Second and Lincoln Streets and extending westerly about midway between the Second Street route proposed by the Commission and the route suggested by Dr. Thompson at the meeting held in The Dalles on September 17, the right of way for which, they said, would be very cheap because most of the land would be donated. They gave as their thought that this route is particularly desirable because it would afford a very good connection with Third Street at some future date.

The Engineer stated that the Second Street route will save two-tenths of a mile in distance and 400° of curvature over the present highway. He gave as his thought that the economic importance of present-day motor transport requires the building of highways in the proper location for

permanency. W. H. Lynch, District Engineer of the U. S. Bureau of Public Roads, who was present, confirmed the Engineer's statement.

The matter of cost of right of way was then discussed. Miss Gavin stated that the railroad company wants about $1,000 for its property on the Second Street extension and that the balance of the right of way on this route would cost about $2,000, whereas right of way along the suggested compromissary route could be purchased for not to exceed $500. She advised that these figures are only tentative because they do not have a reliable estimate. After further discussion Chairman Scott and Commissioner Aldrich stated that for the present they favored the adoption of the L-1 route which is the extension of Second Street and connects with the existing highway about one-half mile west of the city limits and is the route recommended by the Engineer; however, they would defer a definite decision pending a further report from Miss Gavin on the matter of right of way cost. Miss Gavin agreed to render this report to the Commission at its meeting to be held on October 11.

A delegation from Yamhill County, consisting of D. L. Gubser, county school superintendent, J. A. McFarlane, E. M. Alderman, G. B. Foster, all of Dayton, and C. M. La Follette, Wheatland, appeared before the Commission regarding the alignment of the Salem-Dayton Secondary State Highway at Mr. Gubser's place located about four miles south of Dayton.

Mr. Gubser was spokesman for the group. He particularly referred to the elimination of two right angle turns in the present highway in the SE¼ of Sec. 4, Township 5 South, Range 3 West of the Willamette Meridian. He gave as his thought that the proper way to eliminate these turns would be to adopt the present route up to the most easterly of the two turns which is just south of his residence and continue it northerly from that point in a straight line to a connection with the existing highway near the north line of said Section 4, eliminating the reverse curve at that point. He opposed the construction of a road along the alignment recently surveyed extending southeasterly from the most westerly of the two turns under discussion. Mr. Gubser filed a petition signed by 64 residents of Yamhill County residing along this road in support of his oral arguments.

The Engineer explained that the surveys heretofore made by the Highway Department are preliminary only and are simply to assemble information required for a full study of the situation; furthermore, it is not proposed to make any improvements on the present road at this point this year so there will be plenty of time to complete the investigations and decide on a permanent route.

Mr. La Follette also spoke in favor of the route suggested by Mr. Gubser.

County Judge M. R. Biggs of Crook County was present and asked the Commission to provide funds for oiling the Ochoco Highway from Prineville easterly to the Ochoco Dam, a distance of about seven miles. The request was denied by the Commission because of lack of funds; however, the Commission by unanimous vote authorized the Engineer to make a survey of this section as soon as

10/1/34

convenient so that engineering data will be available when the project is approved for reconstruction.

Judge Biggs then asked the Commission to cooperate with the County in the performance of some betterment work along the Crooked River Secondary State Highway, including widening work and elimination of dangerous curves in a number of places. He stated that the County has grading equipment available and will pay the cost of the grading work if the State will pay for surfacing the newly graded sections. The Commission denied his request because of lack of funds; however, instructed the Engineer to have someone inspect the road in company with Judge Biggs to ascertain the extent of the improvements that he has in mind.

County Judge Wm. T. Campbell of Morrow County was present and inquired when the Commission expects to advertise for bids for the completion of the Heppner-Spray Secondary Highway. He was informed that the Commission expects to receive bids for this job in the early part of November.

The Engineer at this time recommended that the next two meetings of the Commission for receiving bids be held on November 1 and December 6. The Commission by unanimous vote approved his recommendation.

Judge Campbell then asked that consideration be given to the oiling of the Lexington-Morrow County Line Section of the Lexington-Echo Secondary State Highway. He called attention to the fact that the Umatilla County portion of this road is oiled and that a similar improvement is badly needed in Morrow County. Chairman Scott advised that there are no funds available to finance this work. The Engineer pointed out that Morrow County's share of secondary highway funds is $4,400 annually, whereas there was expended for maintenance of secondary roads in this county this year the sum of $4,800. He recommended that a fact-finding survey be undertaken to determine volume of traffic, cost and economic justification of this improvement. He further recommended that the road be oiled next year if the survey indicates that necessary and if funds can be found with which to finance such work. The Commission approved the Engineer's recommendation by unanimous vote.

Mr. Charles F. Dean, Milwaukie, appeared before the Commission and asked the reconsideration of his claim for reimbursement of expense incurred by him for moving fixtures, machinery and equipment, located in his garage building at Milwaukie, necessitated by the construction of the new highway through that town which claim the Commission previously denied on June 15, 1934. He stated that he had an understanding with representatives of the State Highway Department prior to the remodeling of his garage building, and at the time the agreement between the State and the Gratton Estate was being considered, to the effect that the State would reimburse him for the cost of moving his equipment, etc., when such cost was determined. He further stated that the matter was not covered in the State's agreement with the Gratton Estate simply because the cost of making the changes was unknown and could not be determined until the moving was completed; wherefore, it was arranged that he should present his claim later. He stated his willingness to accept the sum of $125.00 in full settlement, which is $100.00 less than the amount

of his original claim.

The Assistant Attorney stated that he is unaware of any promises made to Mr. Dean with regard to this matter and, to the best of his knowledge and understanding, the agreement between the Commission and the Gratton Estate covered everything concerning the Gratton Estate property including the arrangements between the Gratton Estate and its tenants, of whom Mr. Dean is one. He pointed out that the option secured by the State from the Gratton Estate provides that the Estate shall take care of all claims; therefore, Mr. Dean should look to the Gratton Estate for the payment of his moving expense. Mr. Dean refused to accept this view of the matter and requested permission to call into this conference Mr. M. A. Taylor, Assistant Trust Officer of The First National Bank, Portland, who handles the Gratton Estate matters. The Commission granted the request and a short time later Mr. Taylor appeared. Mr. Taylor stated that it was well understood by The First National Bank and by him that the State's agreement with the Gratton Estate did not include settlement of the items listed in Mr. Dean's claim. He was very emphatic in his statement that the Gratton Estate is not responsible for the payment of this claim. After further discussion of this matter the Commission deferred its decision relative thereto pending receipt of additional information from Attorney Devers who prepared the agreement between the State and the Gratton Estate.

Messrs. Lyman McDonald, Salem, and P. M. Schweitzer, Monmouth, representing the Oregon Rural Letter Carriers' Association, appeared before the Commission by appointment regarding the allocation of the federal funds which are to be used for the improvement of roads over which rural mail is carried. Mr. McDonald was spokesman. He gave as his understanding that the Commission has received communications criticizing its allocation of these funds, one of which is from a man who purports to represent the Oregon Rural Letter Carriers' Association. He asked the Commission to disregard this particular letter because it was unauthorized, authority to intercede for their association in road matters being vested in a committee appointed for such purpose by the association's president, Mr. J. B. Noble of Bend, of which Mr. Schweitzer and he are members. He assured the Commission that the Oregon Rural Letter Carriers' Association is making no demands upon the Commission for funds but simply wishes to know what, if anything, can be done with the available federal funds to improve the remote rural mail routes because in their estimation these roads are entitled to some consideration inasmuch as the law provides that 25% of the appropriation shall be expended on post roads where most needed; furthermore they are of the opinion that that is what Congress had in mind when it accepted the provision for post roads at the instance of the National Association of Rural Mail Carriers. He advised that their association is not attempting to disrupt the state roads program, but they do feel that the State should give some consideration to the improvement of the mail routes.

It was pointed out to Mr. McDonald and Mr. Schweitzer that a very large percentage of the federal monies are now being expended for the improvement of highways which carry rural mail; further, that in the minds of the Commission the federal requirements with regard thereto are being fully complied with. The Engineer called attention to a number of road projects

located in various parts of the state which are being financed with federal funds and when completed will be of great benefit to rural mail carriers. After further discussion Mr. McDonald stated that he was satisfied that the Commission is doing all that it can under the circumstances to improve rural mail routes and that he would so report to the association.

Ralph Staehli, Secretary of the Allied Truck Owners, Inc., headed a delegation of large truck owners and operators which appeared before the Commission regarding the wages paid to truck drivers employed on highway work. Others in the delegation were Kenneth Poorman representing Kenneth Poorman Co.; C. R. Sydman, representing the White Company, and A. R. Phelps, representing the Dump Truck Association. Also present was H. L. Price, Portland, who stated that he represented the small truck interests who are opposed to any change in the present classification of truck drivers. Mr. Staehli was spokesman for the delegation. He stated that under the present rulings of the State Highway Commission, truck drivers who operate trucks of 1½ tons manufacturers' rated capacity, or less, are classified as unskilled laborers and receive $0.50 per hour for their services whereas those who operate trucks of greater rated capacity are classified as skilled laborers and receive $0.75 per hour. He declared that this classification is discriminatory and acts against the owners of the large trucks because they are required to pay their drivers $0.25 per hour more than that paid by the owners of the small trucks, notwithstanding that the small truck may be hauling loads in excess of its rated capacity and just as heavy as that being hauled by the larger truck. He asked the Commission to correct this discrepancy because in his estimation the present classification creates unfair competition and tends to bar many efficient large truck operators from highway work. He suggested that this could be done by reclassifying truck drivers and eliminating the words "manufacturers' rated capacity" from the present classifications.

After some discussion of this matter, the Engineer suggested that Mr. Staehli present his case in writing and if he would do that it would be taken up with the U. S. Bureau of Public Roads which is responsible for the requirements, rules and regulations contained in the State's specifications. Mr. Staehli agreed to do this.

S. S. Montague, representing the Sand and Gravel Code authority, was present with regard to the bid of Jacobsen-Jensen Co., Portland, received by the Commission this day, for the construction of the Deadman Creek-Brooks Section of the Wilson River Highway in Tillamook County. He declared that this contractor has not complied with the Sand and Gravel Code requirements; therefore, is not entitled to the award of the contract notwithstanding that its bid was the low bid received for this work. The Commission took the view that the contractor has complied with the Code requirements; however because of Mr. Montague's objections decided to hold the award of this contract pending advice from the Bureau of Public Roads. The Engineer was instructed to take this matter up with the Bureau of Public Roads immediately and request an early decision.

At 5:00 o'clock p. m. Chairman Scott announced the following awards

of contracts for which bids were received at the morning session, the Commission having previously approved these awards by unanimous vote:

Bridge over Burnt River and approaches thereto on the Baker-Unity Highway near Unity in Baker County. The low bid is that of Dunn & Baker, Klamath Falls, at $11,877.00; the next low bid is that of G. I. Stebbins Construction Co., Klamath Falls, at $12,759.00. The Commission has rejected all bids received for this project and has ordered it readvertised.

Surfacing Rock Creek and Eagle Creek Sections of the Woodburn-Sandy Secondary Highway in Clackamas County. The only bid received for this job is that submitted by Itschner & Rigdon, Barlow, at $9,620.00 for the Rock Creek Section and $4,935.00 for the Eagle Creek Section. This bid being satisfactory to the Commission, the Commission awards the contract to Itschner & Rigdon at their bid prices.

Substructure for the East Portland-Oregon City Highway crossing of the Southern Pacific railroad tracks at Milwaukie, Clackamas County. The low bid is that submitted by Shattuck & Neland, Portland, at $7,610.00; the next low bid is that of Joplin & Eldon, Portland, at $8,184.00. The Commission awards the contract to the low bidders, Shattuck & Neland, at their bid price of $7,610.00.

Necanicum-Elsie Section of the Wolf Creek Highway in Clatsop County, 11.28 miles of regrading and surfacing. The low bid was submitted by Saxton & Looney, Corvallis, at $63,285.00; the next low bid was submitted by A. T. Dolan, Tillamook, at $63,716.00. The Commission awards the contract to the low bidders, Saxton & Looney, at their bid price of $63,285.00.

Ranger Station-Elsie Section of the Wolf Creek Highway in Clatsop County, 2.53 miles of grading. The low bid is that submitted by Fred H. Slate, Multnomah, at $94,181.00 on Alternate "A" and $95,381.00 on Alternate "B". The next low bid is that of Joplin & Eldon, Portland, at $98,560.00 on Alternate "A", and $101,460.00 on Alternate "B". The Commission accepts the low bid of Fred H. Slate and awards the contract to him at his bid price of $94,181.00 on Alternate "A".

Forest Boundary-Long Creek Section of the Pendleton-John Day Highway in Grant County, 17.28 miles of surfacing and furnish crushed rock in stock piles. The low bid is that of Wren & Greenough, Portland, at $97,790.00; the next low bid is that of Itschner & Rigdon, Barlow, at $105,070.00. The Commission awards the contract to Wren & Greenough at their bid price of $97,790.00.

Gold Lake Trail-Odell Lake Section of the Willamette Highway in Klamath County, 2.84 miles of grading. The low bid is that submitted by Dunn & Baker, Klamath Falls, at $123,709.00; the next low bid is that of G. I. Stebbins Construction Co., Klamath Falls, at $127,585.50. The Commission awards the contract to the low bidders, Dunn & Baker, at their bid price of $123,709.00.

Spencer Butte Section of the Fox Hollow Secondary Highway in Lane

County, 1.34 miles of grading and surfacing. The low bid is that submitted by contractor Earl L. McNutt, Eugene, at $12,110.70; the next low bid is that submitted by M. L. O'Neil & Son, Eugene, at $12,693.15. The Commission accepts the bid of Earl L. McNutt, the low bidder, and awards the contract to him at his bid price of $12,110.70.

Widening of Oak Creek and Lake Creek Bridges on the Pacific Highway south of Albany in Linn County. The low bid is that submitted by Mountain States Construction Co., Eugene, at $8,116.00; the next low bid is that submitted by O. N. Pierce, Portland, at $9,490.00. The Commission awards the contract to the low bidder, Mountain States Construction Co., at its bid price of $8,116.00.

Portland-Washington County Line Section of the West Side Pacific Highway in Multnomah County, 3.3 miles of paving. The low bid is that submitted by Jacobsen-Jensen Co., Portland, at $145,725.80. The next low bid is that submitted by Edlefsen-Weygandt Co., Portland, at $148,022.50. The Commission awards the contract to the low bidder, Jacobsen-Jensen Co., at its bid price of $145,725.80.

Deadman Creek-Brooks Section of the Wilson River Highway in Tillamook County, 3.82 miles of grading. The low bid is that submitted by Jacobsen-Jensen Co., Portland, at $94,725.10; the next low bid is that of Berke Bros. Inc., Portland, at $102,452.00. The Code authority for the Sand and Gravel Industry has protested the award of this contract to the low bidder because it is alleged that this contractor has violated the provisions of the Sand and Gravel Code. For this reason the Commission has decided to hold the award of the contract pending the outcome of consultation with the National Code authority in Washington, D. C.

Construction of a frame maintenance building in the City of Roseburg, Douglas County. The low bid is that submitted by Frank Neave, Monroe, at $3,933.00; the next low bid is that of J. E. Runyan, Roseburg, at $4,132.09. The Commission accepts the bid of the low bidder, Frank Neave, at $3,933.00 and awards the contract to him at that figure.

Construction of a frame maintenance building in the City of Enterprise, Wallowa County. The only bid received for this job is that of Hart Construction Co., La Grande, at $4,521.00. The Commission rejects this bid and orders the project readvertised.

Furnish Use and Occupancy Insurance covering the five Oregon Coast Highway bridges which are being financed with Public Works Administration funds. The low bids received for furnishing this insurance were those of Dooly & Company, Portland, representing the General Insurance Company of America, and the Oregon State Agents Association, Portland, representing a number of insurance companies authorized to do insurance business in Oregon, each of which proposed to furnish such insurance containing seven-day deductible clause, for $900.00. Other bids submitted were as follows: George F. Newlands, Portland, representing Monarch Fire Insurance Company of Cleveland, Ohio, $1,314.00; Seeley & Company, Portland, representing Insurance Company of the

State of Pennsylvania, $1,487.50. The Commission has decided to defer the award pending consultation with the officials of the Public Works Administration.

The high bids received by the Commission for the purchase of used trucks, tractors and other equipment stored at La Grande, are as follows:

TRACTORS

J. Wylie Dalton, North Powder	5-ton Artillery Type	$ 80.00
Bunting Tractor Co., La Grande	30 Caterpillar	101.00
Mt. Scott Wrecking Co., Portland	Fordson	36.00
Babler Bros., Portland	Fordson	55.00
Babler Bros., Portland	Fordson	55.00

MISCELLANEOUS

Babler Bros., Portland	15 H. P. Horizontal Boiler	110.00
Alaska Junk Co., Portland	20 H. P. Vertical Boiler	10.50
Alaska Junk Co., Portland	6 H. P. Vertical Boiler	10.50
The United Contracting Co., Portland	Conveyer Frame	25.00
Bunting Tractor Co., La Grande	525-gal. round fuel tank	26.00
The United Contracting Co., Portland	10,000 gal. round tank	50.00
Bunting Tractor Co., La Grande	3-1,230 gal. round tanks	78.00
Alaska Junk Co., Portland	50 gasoline tanks, 5 to 50 gal.	52.50

The Commission refers all of these bids to the Engineer with power to act.

The high bids received for the purchase of scrap metal, tires and batteries stored at La Grande are as follows:

		Unit Bid	Amount
Alaska Junk Co., Portland	300 lbs. Scrap Bronze	$0.036	$ 10.80
Max Turn, La Grande	3,000 lbs. Scrap Aluminum	0.083	249.00
Alaska Junk Co., Portland	2 tons Scrap Cast Iron	0.75	1.50
Alaska Junk Co., Portland	40 tons Scrap Steel	0.75	30.00
Famous Tire Co., Portland	16 tons Old Tires	8.20	131.20
Max Turn, La Grande	45 13-Plate Scrap Batteries	0.34	15.30
Max Turn, La Grande	18 17-Plate Scrap Batteries	0.50	9.00
Max Turn, La Grande	8 Large 12-Volt Scrap Batteries	0.50	4.00
Max Turn, La Grande	16 Old Radiator Cores	1.05	16.80
Max Turn, La Grande	1 Large 24-Volt Scrap Battery	0.75	.75

The Commission has referred all of these bids to the Engineer with power to act.

The Commission adjourned at 5:30 o'clock p. m. to reconvene at 7:30 o'clock p. m. in the Benson Hotel.

The State Highway Commission reconvened at 7:30 o'clock in Room 710, Benson Hotel, present being Leslie M. Scott, Chairman, E. B. Aldrich, Commissioner, R. H. Baldock, State Highway Engineer, J. W. DeSouza, Assistant Attorney, and H. B. Glaisyer, Secretary.

10/1/34

The Commission adopted the following resolutions designating definite routes of state highways through the cities of Elgin, Redmond, Lakeview, Corvallis, and Newberg as a result of public hearings held in those cities during the week of September 17 to 22 inclusive:

WHEREAS, pursuant to notice given as required by Section 44-120, Oregon Code 1930, as amended by Chapter 64, Oregon Laws, 1931, the Highway Commission met in the City Hall of the City of Elgin on September 18, 1934, for the purpose of conducting a hearing provided for in said law with respect to the proposed change in the point or place of entrance of the Wallowa Lake Highway into the said City on the southerly side thereof; and

WHEREAS, said meeting was called to order by Leslie M. Scott, Chairman of the State Highway Commission, who explained to those assembled the purpose of the meeting and 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 a southerly direction, and the Chairman then invited discussion with respect to said matters and extended to all persons present an opportunity to be heard either for or against the said proposed change; and

WHEREAS, after all who evidenced a desire to be heard had entered their names in the record and minutes of the meeting and had declared their approval or disapproval of said proposed change, the Chairman of the Commission announced that said matters would be taken under advisement by the Commission and a decision made and announced at a later date; and

WHEREAS, after due and full consideration of said matters and of the arguments and declarations made both for and against the said proposed change at said public hearing, and the Commission now being fully advised with respect to all of said matters, it is the judgment and opinion of the Commission that the interests of the State at large will be best served by the adoption of said proposed change in route of the highway and the change in point of entrance into said City from the southerly direction, which said change will in the judgment of this Commission make possible a better alignment, and a more serviceable and convenient thoroughfare into, through and out of the said City; and, therefore that the route and alignment of said highway should be altered and modified, and the point of entrance into said City from the westerly direction thereof changed, and the route through said City should be fixed and determined, all as in said notice announced;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and affirmatively voting, as follows:

1. That the route and location of the Wallowa Lake Highway as the same enters the City of Elgin from the southerly direction thereof,

and thence through said City to the easterly limits thereof, shall be and the same hereby is located along a route defined and described as follows, to wit:

Entering the southerly city limits approximately 1350 feet easterly of the south quarter corner of Section 15, Township 1 North, Range 39 East, W. M. and continuing northerly to and along Front Street to "B" Street; thence in an easterly direction along "B" Street to approximately Elm Street; thence on a curve to the left and continuing in a northeasterly direction to the easterly city limits at approximately the intersection of the present highway with the easterly city limits.

2. That the said above described route, location and alignment be and the same hereby is adopted as the route and location of said highway between the termini thereof.

3. That the Engineer be and he hereby is instructed to definitely locate and establish said highway by proper monuments and make proper record thereof in the records of the Highway Commission and proceed with the permanent improvement of said highway along the route herein defined, and in harmony with plans and specifications heretofore by this Commission approved.

WHEREAS, pursuant to notice given as required by Section 44-120, Oregon Code, 1930, as amended by Chapter 64, Oregon Laws, 1931, the Highway Commission met in the Redmond Hotel in the City of Redmond on September 19, 1934, for the purpose of conducting a hearing provided for in said law with respect to the proposed change in the point or place of entrance of the The Dalles-California Highway into the said City on the southerly side thereof.

WHEREAS, said meeting was called to order by Leslie M. Scott, Chairman of the State Highway Commission, who explained to those assembled the purpose of the meeting and 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 a southerly direction, and the Chairman then invited discussion with respect to said matters and extended to all persons present an opportunity to be heard either for or against the said proposed change; and

WHEREAS, after all who evidenced a desire to be heard had entered their names in the record and minutes of the meeting and had declared their approval or disapproval of said proposed change, the Chairman of the Commission announced that said matters would be taken under advisement by the Commission and a decision made and announced at a later date; and

WHEREAS, after due and full consideration of said matters and of the arguments and declarations made both for and against the said proposed change at said public hearing, and the Commission now being fully advised with respect to all of said matters, it is the judgment and opinion of the Commission that the interests of the State at large will be best served by the adoption of the said proposed change in route of the highway and the change in point of entrance into said City from the southerly direction, which said change will in the judgment of this Commission make possible a better alignment, and a more serviceable and convenient thoroughfare into, through and out of said City; and, therefore that the route and alignment of said highway should be altered and modified, and the point of entrance into said City from the southerly direction thereof changed, and the route through the City should be fixed and determined, all as in said notice announced;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and affirmatively voting, as follows:

1. That the route and location of The Dalles-California Highway as the same enters the City of Redmond from a southerly direction thereof, and thence through said City to the northerly limits thereof, shall be and the same hereby is located along a route defined and described as follows, to wit:

Entering the southerly city limits at a point approximately 340 feet westerly from the Oregon Trunk Railway Company's tracks, and continuing in a northeasterly direction along a curve to the left to Sixth and "H" Streets; thence continuing northerly along Sixth Street to the northerly city limits.

2. That the said above described route, location and alignment be and the same hereby is adopted as the route and location of said highway between the termini thereof.

3. That the Engineer be and he hereby is instructed to definitely locate and establish said highway by proper monuments and make proper record thereof in the records of the Highway Commission and proceed with the permanent improvement of said highway along the route herein defined, and in harmony with plans and specifications heretofore by this Commission approved.

WHEREAS, pursuant to notice given as required by Section 44-120, Oregon Code 1930, as amended by Chapter 64, Oregon Laws, 1931, the Highway Commission met in the Lake County Courthouse, City of Lakeview, on September 20, 1934, for the purpose of conducting a hearing provided for in said law with respect to the proposed change in the point or place of entrance of the Fremont Highway into the said City

on the northerly side thereof; and

WHEREAS, said meeting was called to order by Leslie M. Scott, Chairman of the State Highway Commission, who explained to those assembled the purpose of the meeting and 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 a northerly direction, and the Chairman then invited discussion with respect to said matters and extended to all persons present an opportunity to be heard either for or against the said proposed change; and

WHEREAS, after all who evidenced a desire to be heard had entered their names in the record and minutes of the meeting and had declared their approval or disapproval of said proposed change, the Chairman of the Commission announced that said matters would be taken under advisement by the Commission and a decision made and announced at a later date; and

WHEREAS, after due and full consideration of said matters and of the arguments and declarations made both for and against the said proposed change at said public hearing, and the Commission now being fully advised with respect to all of said matters, it is the judgment and opinion of the Commission that the interests of the State at large will be best served by the adoption of said proposed change in route of the highway and the change in point of entrance into said City from the northerly direction, which said change will in the judgment of this Commission make possible a better alignment, and a more serviceable and convenient thoroughfare into, through and out of said City; and, therefore that the route and alignment of said highway should be altered and modified, and the point of entrance into said City from the northerly direction thereof changed, and the route through said City should be fixed and determined, all as in said notice announced;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and affirmatively voting, as follows:

1. That the route and location of the Fremont Highway as the same enters the City of Lakeview from the northerly direction thereof, and thence through said City to the southerly limits thereof, shall be and the same hereby is located along a route defined and described as follows, to wit:

Entering the northerly city limits near West Street and continuing in a southeasterly direction to Dewey Street just north of the intersection of Dewey and Moore Streets; thence southerly along Dewey Street to Western Avenue; thence in a southeasterly direction to Main Street near

10/1/34

the intersection of Main and Church Streets; thence in a southerly direction along Main Street to the southerly city limits.

2. That the said above described route, location and alignment be and the same hereby is adopted as the route and location of said highway between the termini thereof.

3. That the Engineer be and he hereby is instructed to definitely locate and establish said highway by proper monuments and make proper record thereof in the records of the Highway Commission and proceed with the permanent improvement of said highway along the route herein defined, and in harmony with plans and specifications heretofore by this Commission approved.

WHEREAS, pursuant to notice given as required by Section 44-120, Oregon Code 1930, as amended by Chapter 64, Oregon Laws, 1931, the Highway Commission met in the City Council Chambers of the City of Corvallis on September 21, 1934, for the purpose of conducting a hearing provided for in said law with respect to a proposed change in the route of a portion of the Corvallis-Newport Highway through the said City between Fifth Street and Third Street; and

WHEREAS, said meeting was called to order by Leslie M. Scott, Chairman of the State Highway Commission, who explained to those assembled the purpose of the meeting and the proposed change in the location, route, and alignment of the said portion of said highway, and the Chairman then invited discussion with respect to said matters and extended to all persons present an opportunity to be heard either for or against the said proposed change; and

WHEREAS, after all who evidenced a desire to be heard and entered their names in the record and minutes of the meeting and had declared their approval or disapproval of said proposed change, the Chairman of the Commission announced that said matters would be taken under advisement by the Commission and a decision made and announced at a later date; and

WHEREAS, after due and full consideration of said matters and of the arguments and declarations made both for and against the said proposed change at said public hearing, and the Commission now being fully advised with respect to all of said matters, it is the judgment and opinion of the Commission that the interests of the State at large will be best served by the adoption of said proposed change in route of the highway, which said change will in the judgment of this Commission make possible a better alignment, and a more serviceable and convenient thoroughfare into, through and out of said City; and, therefore that the route and alignment of said highway should be altered and modified, and the altered and modified route through said City should be fixed and determined, all as in said notice announced;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and affirmatively voting, as follows:

1. That the route and location of the Corvallis-Newport Highway from where the same enters the City of Corvallis at the westerly limits thereof, and thence through said City to a junction with the West Side Pacific Highway, shall be and the same hereby is located along a route defined and described as follows, to wit:

Entering the westerly city limits near the center of Section 3, Township 12 South, Range 5 West, W. M., and continuing in a northeasterly direction to "B" Street near the intersection of "B" Street and 17th Street; thence in an easterly direction along "B" Street to an intersection with "A" Street at 7th Street; thence southeasterly along "A" Street to the West Side Pacific Highway at the intersection of "A" and 3rd Streets.

2. That the said above described route, location and alignment be and the same hereby is adopted as the route and location of said highway between the termini thereof.

3. That the Engineer be and he hereby is instructed to definitely locate and establish said highway by proper monuments and make proper record thereof in the records of the Highway Commission and proceed with the permanent improvement of said highway along the route herein defined, and in harmony with plans and specifications heretofore by this Commission approved.

WHEREAS, pursuant to notice given as required by Section 44-120, Oregon Code 1930, as amended by Chapter 64, Oregon Laws, 1931, the Highway Commission met in the City Hall of the City of Newberg on September 22, 1934, for the purpose of conducting a hearing provided for in said law with respect to the proposed change in the point or place of entrance of the West Side Pacific Highway into the said City on the westerly side thereof; and

WHEREAS, said meeting was called to order by Leslie M. Scott, Chairman of the State Highway Commission, who explained to those assembled the purpose of the meeting and 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 a westerly direction, and the Chairman then invited discussion with respect to said matters and extended to all persons present an opportunity to be heard either for or against the said proposed change; and

WHEREAS, after all who evidenced a desire to be heard had

10/1/34

entered their names in the record and minutes of the meeting and had declared their approval or disapproval of the said proposed change, the Chairman of the Commission announced that said matters would be taken under advisement by the Commission and a decision made and announced at a later date; and

WHEREAS, after due and full consideration of said matters and of the arguments and declarations made both for and against the said proposed change at said public hearing, and the Commission now being fully advised with respect to all of said matters, it is the judgment and opinion of the Commission that the interests of the State at large will be best served by the adoption of said proposed change in route of the highway and the change in point of entrance into said City from the southerly direction, which said change will in the judgment of this Commission make possible a better alignment, and a more serviceable and convenient thoroughfare into, through and out of said City; and, therefore that the route and alignment of said highway should be altered and modified, and the point of entrance into said City from the westerly direction thereof changed, and the route through said City should be fixed and determined, all as in said notice announced;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and affirmatively voting, as follows:

1. That the route and location of the West Side Pacific Highway as the same enters the City of Newberg from the westerly direction thereof, and thence through said City to the easterly limits thereof, shall be and the same hereby is located along a route defined and described as follows, to wit:

> Entering the westerly city limits approximately 250 feet westerly of the Southern Pacific Company's railway tracks; thence in a general northeasterly direction along a curve to the right to First and Harrison Streets; thence in an easterly direction along First Street to the easterly city limits.

2. That the said above described route, location and alignment be and the same hereby is adopted as the route and location of said highway between the termini thereof.

3. That the Engineer be and he hereby is instructed to definitely locate and establish said highway by proper monuments and make proper record thereof in the records of the Highway Commission and proceed with the permanent improvement of said highway along the route herein defined, and in harmony with plans and specifications heretofore by this Commission approved.

Action with regard to the designation of highway routes through the

cities of The Dalles, Pendleton, and La Grande, where similar public hearings were held, was deferred pending approval of the proposed plans by the city officials.

The Engineer filed with the Commission his report on the various highway routes leading into the John Day Valley as previously ordered by the Commission. The Commission ordered the report filed in the records of the department.

Consideration was given by the Commission to the matter of conducting a survey for a proposed road extending from the town of Starkey in Union County to the town of Ukiah in Umatilla County as requested by the Union County Court and the La Grande Chamber of Commerce. After some discussion the Engineer was instructed to make a reconnaissance survey of this proposed road as soon as that can be done conveniently and to report his findings to the Commission.

The Engineer requested authority to advertise for bids for the furnishing of 6,000 cu. yds. of maintenance materials required for the Mystic Creek-Winston Section of the Coos Bay-Roseburg Highway in Douglas County, estimated to cost $9,540. The Commission approved the request by unanimous vote.

The Engineer also requested authority to contract the construction of a small creosoted pile trestle on the Nehalem Secondary Highway near the town of Banks, Washington County, which is to replace an old concrete culvert that failed during the high water in January of this year. He estimated the trestle would cost about $2,900. The Commission granted his request by unanimous vote.

The Engineer brought up for discussion the matter of constructing a relief opening on the Tualatin Valley Highway near Gaston in Washington County to take care of flood waters from the Tualatin River at that place. He advised that investigation has been made which reveals that the highway grade at this place acts as a dike preventing the flood water to run off naturally and as a result it is retained on the adjacent fields much to the detriment of farmers' crops and it also covers the yards and floods the basements of the people residing in the district. This condition could be remedied, he said, by the construction of a relief opening consisting of pile trestle work which would cost about $5,000. If the work is done this fall, he said, it would have to be paid for with state funds but if the work is deferred until next year it may be possible to finance it with federal funds. He recommended the improvement and requested instructions whether to contract it now or wait until next year and attempt to get it approved as a federal aid project. After some discussion the Commission authorized the improvement, but instructed the Engineer to obtain, if possible, federal money to finance it.

A number of communications were presented requesting the Commission to continue after October 15 the fifteen-minute ferry service on the Oregon Coast Highway which has been in effect during the summer months to accommodate the heavy volume of traffic on this road. The Secretary was instructed to reply that the Commission finds it necessary to decline these requests because in its opinion the cost of this extra service is excessive and is not warranted

by the volume of traffic that would be accommodated.

A letter was presented from Douglas Johnson, Justice of the Peace, Estacada, requesting a survey of the Springwater-Estacada Section of the Woodburn-Mt. Hood Loop Secondary State Highway in Clackamas County to obtain data required by the State Emergency Relief Association to undertake the improvement of this section as an SERA project. The Engineer advised that it would cost about $1,500 to make this survey which is approximately two miles in length. He recommended the approval of an expenditure for this purpose because it will permit the improvement of the road to proper standards at no additional cost to the State and will release a corresponding amount of state secondary funds for expenditure elsewhere. The Commission approved the Engineer's recommendation by unanimous vote.

A letter was presented from Elbert Bede, Secretary, Cottage Grove Chamber of Commerce, in which the Commission was requested to appropriate funds for the purchase of powder and blasting materials to be used in connection with certain flood control work which the City of Cottage Grove is undertaking as an SERA project to remedy flood conditions which prevail in that city during periods of high water in the Coast Fork of the Willamette River which flows through that town. The Engineer advised that an investigation has been made of this matter and it has been found that the City has made no provision to increase the size of the openings of the two bridges which cross the river in their town and in his opinion the control work that the City is performing, which consists of deepening the channel of the river between these bridges, will not be as effective as the City anticipates and it will be reasonable to expect flood conditions to recur as in the past. After some discussion the Commission voted to decline the request for the reason that it is of the belief that it does not have legal authority to expend state funds for this purpose and for the further reason that there is a question as to whether or not the improvement will be of any benefit to the State. The Secretary was instructed to so inform Mr. Bede.

A letter was presented from Kinzua Pine Lumber Company, Kinzua, Oregon, withdrawing its request to construct and operate a small portable sawmill in Shelton State Park located adjacent to the John Day Highway in Wheeler County and requesting in lieu thereof permission to transport timber across the park property from its holdings adjacent thereto. After some discussion the Commission approved the granting of a permit for this purpose subject to the condition that the Parks Engineer shall designate the locations for the hauling roads.

A letter was presented from J. M. Carrico, Gwendolyn, who asks the Commission's advice regarding the matter of furnishing water to the traveling public which uses the John Day Highway past his place and who states that heretofore he has furnished such water free of cost but cannot continue to do so, notwithstanding that is the only watering place in this vicinity, because of present adverse business conditions which preclude him from going to the expense of pumping the water without compensation. The Commission considered this matter out of its jurisdiction and instructed the Secretary to so inform Mr. Carrico and to suggest that he refer the matter to the State

Legislature.

The Commission had under consideration a petition signed by 154 residents and taxpayers of Lane County residing along the Siuslaw Highway who request the oiling of the Siuslaw Highway between Greenleaf Creek and Rainrock, about twenty miles in length. The Engineer advised that this section is in need of improvement, but federal funds cannot be used to finance it unless the road is brought up to modern standards which would cost a large sum of money unavailable at the present time. He recommended an expenditure of about $15,000 of state funds for temporary surfacing which in his opinion would serve the purpose until federal funds become available to make a standard improvement. After some discussion the Commission by unanimous vote approved the Engineer's recommendation.

A letter was presented from the Common Council of City of Burns in which the Commission was requested to authorize the detouring of traffic around one block of the only paved street in their town, two evenings of each week between the hours of seven o'clock and nine o'clock p. m. so as to permit children and others to roller skate on the pavement without fear of danger. The Commission denied the request by unanimous vote because it did not care to assume any responsibility for accidents that might occur by the use of the street for this purpose. The Secretary was instructed to so inform the City Council.

A letter was presented from M. S. Brainard, representing the Gold Beach Chamber of Commerce, transmitting a copy of a letter directed by him to the Secretary of the Interior, Washington, D. C. relative to the establishment of a national park in the valley of the Lower Rogue River in Curry County and soliciting the endorsement of the State Highway Commission in this matter. The Commission declined to take any action because in its opinion it is a matter that is entirely without its field of operation.

The Commission signed amendatory agreements, as follows, extending the time limit for the completion of two of the Oregon Coast Highway bridges, such extensions of time being necessitated on account of conditions and circumstances beyond the control of the parties to the contracts which delayed the commencement of bridge construction operations about three months:

1. Agreement with Teufel & Carlson, extending the time for the completion of the bridge across the Umpqua River between Gardiner and Reedsport, Douglas County, from December 31, 1935 to February 27, 1936;

2. Agreement with Virginia Bridge & Iron Company extending the time limit for the completion of Unit "B" of the Coos Bay bridge construction from May 31, 1936 to September 20, 1936;

3. Agreement with Northwest Roads Company, extending the time limit for the completion of Unit "A" of the Coos Bay bridge construction from February 28, 1935 to June 17, 1935, and extending the time limit for the completion of Units "C" and "D" of this bridge from May 31, 1936 to September 20, 1936.

The Commission signed a Bargain and Sale Deed conveying to R. S. McClaren and Juliette McClaren, his wife, 0.04 acre of land located in the town of Toledo, Lincoln County, in exchange for which Mr. and Mrs. McClaren are deeding to the State additional property which the Commission requires for right of way for the improvement of the Corvallis-Newport Highway in that town.

The Commission also signed a Bargain and Sale Deed conveying to Wm. C. Chamberlain and wife 9.89 acres situate on Bolon Island in the Umpqua River at Reedsport, Douglas County. In this connection the Assistant Attorney explained that this deed simply reconveys to the Chamberlains the property that they deeded to the State for the right of way for the Reedsport-Gardiner Section of the Oregon Coast Highway on the proposed alignment which involved the construction of a trestle and tunnel at the south end of Bolon Island; however, this alignment was subsequently revised to eliminate the tunnel and the land acquired from the Chamberlains is not now needed; hence it is being reconveyed to them in exchange for which Mr. Chamberlain and his wife are deeding to the State other land located on the final adopted alignment of this highway; furthermore, they are deeding to the State, without cost, additional acreage for park purposes.

The Engineer requested authority to acquire certain parcels of real property needed for various highway improvements throughout the state. The Commission granted his request and by unanimous vote adopted the following resolution:

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 bases of settlement which have 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 bases for settlement for the properties involved, and that the acquisition of the properties 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, Highway and Owner	Purpose	Acres	Approximate Amounts	Agent
Bertha, Bertha-Beaverton Highway				
Southern Pacific Co.	R/W	3626 sq.ft.	$300 lump sum	Gardiner
West Salem-Brunks Corner, Salem-Dallas Highway				
Lewis, Wilbur P.	R/W	112 sq.ft.	Gratis	Benson
Dolph-Castle Rock, McMinnville-Tillamook Highway				
Rost, Henry J. (correction)	R/W	0.49	at $25 per A. plus $1126	Benson
Redmond-Bend, The Dalles-California Highway				
Hanson, Ole	R/W	3 1.15	at $100 per A. $15 lump sum plus $423	McCallister
New England Loan Co.	R/W	3.5 1.35	at $75 per A. $10 lump sum, plus $127.50	"
Middleton-Newberg, West Side Pacific Highway				
Cameron, Helen (correction)	R/W	0.116	Gratis, plus $1462.75	Bentley
Green Springs Highway				
Kerns, G. G.	Stock Pile	1.00	4-year lease $60 lump sum	Lytle
Wasco County, Columbia River Highway				
Columbia-Deschutes Power Co.	"	0.78	5-year lease $10 lump sum	"
Payette Spur-Ontario, Old Oregon Trail Highway				
Thayer, Linnie	Stock Pile	0.84	at $50 per A.	Miller
Thayer, Linnie	R/W	0.40	at $50 per A.	"
Clackamas County, Mt. Hood Highway				
U. S. Government	Park Site	120	1-year payment 11-14-34 to 11-14-35, lease, $75.60	Boardman
Lane County, Siuslaw Highway				
U. S. Government	Park Site	206.49	1-year payment 1-1-35 to 1-1-36, lease, $220.20	Boardman

10/1/34

Section, Highway and Owner	Purpose	Acres	Approximate Amounts	Agent
Douglas County, Umpqua Highway				
U. S. Government	Park Site	200	1-year payment 10-11-34 to 10-11-35, lease, $187.25	Boardman
Marion County, Silver Creek Falls				
U. S. Government	Park Site	200	1-year payment 11-26-34 to 11-26-35, lease, $35.00	Boardman
Jackson County, Crater Lake Highway				
U. S. Government	Park Site	320	1-year payment 11-26-34 to 11-26-35, lease, $166.98	Boardman

Parks Engineer S. H. Boardman was present and reported that he has again been approached by Messrs. Collier H. Buffington and John C. Kendall of Gold Beach with regard to their offer to sell to the State for park purposes 200 acres of land located adjacent to Cape Sebastian State Park in Curry County. He advised that the owners want $20 per acre for this land, or a total of $4,000; further, that if the State will not purchase the area it will be necessary for the State to construct a fence along each side of the present roadway leading into the park from the Oregon Coast Highway and to construct similar fences along a road which it is proposed to construct into the park on another location. He explained that the roadways are being constructed by CCC workers at the expense of the Government but the State would have to pay for the fencing at an estimated total cost of about $1,000. He recommended the acceptance of the offer of Messrs. Buffington and Kendall which would eliminate the cost of fence construction. The Commission declined to take any definite action in this matter at the present time but agreed to inspect the premises at the first opportunity.

The Commission had under consideration the letter from the Assistant Attorney regarding the present status of two proposed railroad overcrossings on the Klamath Falls-Midland Section of the Klamath Falls-Weed Secondary Highway in Klamath County in which he advised against the contracting of the grading work adjacent to these crossings until such time as definite orders have been received from the Public Utilities Commissioner authorizing the construction of the proposed overcrossing structure, because of protests filed by the Great Northern Railroad Company and the Southern Pacific Company which are involved. After some discussion the Commission instructed the Engineer to inform the newspapers of the circumstances that control the Commission's actions in this matter which precludes the Commission from proceeding with the grading of this highway unit until the matter of the overcrossing structure has been satisfactorily adjusted.

The attention of the Commission was called to the fact that the annual meeting of the American Association of State Highway Officials is to be held in Santa Fe, New Mexico, on November 12, 13, and 14, and it would be to the State's advantage if the Highway Department were represented at that meeting. After some discussion the Commission authorized the State Highway Engineer and the State Bridge Engineer to attend this meeting at the expense of the State provided this meets with the approval of the Governor.

Consideration was given by the Commission to the following requests for extensions of time within which to complete highway construction projects:

von der Hellen & Pierson, Contract No. 1502, grading Neil Creek-Barron Creek Section of the Pacific Highway in Jackson County, requested an extension of time of thirty days from September 30 to October 30, 1934 in which to complete this project. The Engineer advised that the contractor has completed all of his grading work but still has some finishing work to do — dressing up the slopes and ditches and also some burning of brush, etc. — which cannot be done during the present dry weather. He further advised that the contractor has worked diligently on his job, having had four shifts working daily; that the delay will not inconvenience the traveling public because the section is not on the present traveled route and the extra engineering cost to the State will amount to very little because the Engineer has been engaged on other work. He recommended that the extension requested be granted without penalty. The Commission approved the recommendation by unanimous vote.

Tom Lillebo, Contract No. 1570, construction of bridges over Davis, Roots, Euchre Creeks and Depot Slough on Siletz Secondary Highway in Lincoln County, requested an extension of time from July 31 to September 15, 1934 within which to complete this project, giving as his reason that he encountered difficulty in finding suitable material for the surfacing work required in connection with this job; also that he was required to do additional work not included in the contract. The Engineer advised that the work in connection with all of these bridges was far enough advanced by July 31, the specified completion date, so that they could be used by the general public without inconvenience; further that the contractor had considerable trouble in locating a suitable source of supply for the surfacing which necessitated the moving of his gravel plant; also, between September 1 and September 15 he was required under a special price agreement to remove a certain slide, all of which delayed his progress; however, he completed the job on August 31. He recommended that the extension requested be granted but the contractor be charged the extra engineering costs incurred between July 31 and August 31. The Engineer's recommendation was approved by the Commission by unanimous vote.

J. W. & J. R. Hillstrom, Contract No. 1584, construction of a bridge over South Slough near North Bend on Cape Arago Secondary Highway in Coos County, requested an extension of sixty days from September 30 to November 30, 1934, in which to complete this project, giving as their reason that the work was held up on account of the longshoremen's strike and they were handicapped by reason of the difficulties encountered in obtaining skilled labor through the National Reemployment Service. The Engineer advised that the reasons given

by the contractors for the delay are substantially correct; he further advised that traffic on this road has not been inconvenienced as the old bridge has been kept in service continuously. He recommended that the extension requested be granted without penalty. The Engineer's recommendation was approved by the Commission by unanimous vote.

W. W. McFarland, Contract No. 1613, construction of a bridge over Little Nestucca River on the Little Nestucca Secondary Highway in Tillamook County, requested an extension of time of thirty days from August 31 to October 1, 1934 in which to complete this project, giving as his reason that he was held up on account of right of way difficulties and it was necessary for him to make arrangements with the Sand and Gravel Code authorities to obtain sand and gravel, there being no registered sand and gravel operators in the vicinity of the job. The Engineer advised that the delay caused to the contractor by reason of right of way difficulties is in his estimation sufficient reason for the granting of the extension requested. He recommended that the time of completion for this project be extended to October 1 as requested and that the contractor be not penalized for failure to complete the job within the time limit specified in the contract. The Commission approved the Engineer's recommendation by unanimous vote subject to the condition that the contractor is to be charged for the engineering expense incurred by the State subsequent to the date of completion specified in the contract in the event he submits a claim for extra compensation for right of way delays.

Joplin & Eldon, Contract No. 1614, surfacing and oiling Meiner's Ranch-Pendleton Section of the Pendleton-Cold Springs Highway in Umatilla County, requested an additional extension of time of fifteen days from September 15 to September 30, 1934 in which to complete this job, giving as their reason that weather conditions were such that they were unable to start their oiling work as soon as contemplated and had to discontinue operations during the week of the Pendleton Round-up because of traffic interference. The Engineer advised that the progress of this work has been entirely controlled by the contractors and the job should have been completed on or before September 14 when they were requested to close down their work temporarily on account of the Pendleton Round-up. He recommended that the extension requested be granted but that the contractors be charged for all engineering cost incurred by the State subsequent to September 15. The Commission approved the recommendation of the Engineer by unanimous vote.

Joseph H. Anderson, Contract No. 1623, construction of a bridge over Johnson Creek on the Milwaukie Section of the East Portland-Oregon City Highway in Multnomah County, requested an extension of time from June 15 to September 25, 1934 in which to complete this project. The Engineer advised that the Commission received bids for the construction of this bridge on February 15, 1934, but the contract was not awarded until April 16 because there was some question as to whether or not the structure was properly located in view of the fact that Multnomah County had under contemplation the changing of the channel of Johnson Creek which would affect the bridge location. He gave as his opinion that the contractor is justly entitled to two months' extension of time without penalty and advised that Mr. Anderson accepted the award of the contract with that understanding. He further advised that Mr. Anderson's operations proceeded

with reasonable speed and with the exception of doing some clean-up work he completed the job on August 15. He recommended that the extension requested by Mr. Anderson be granted without penalty. The Commission approved the Engineer's recommendation by unanimous vote subject to the condition that the contractor be charged with the extra engineering expense incurred by the State subsequent to the date of completion specified in the contract in the event that he submits a claim for extra compensation for delays.

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. 1570 with Tom Lillebo, construction of bridges over Davis, Roots, Euchre Creeks and Depot Slough on Siletz Secondary Highway in Lincoln County; completed September 15, 1934;

Contract No. 1600 with Dunn & Baker, surfacing and bituminous macadam on Midland-California Line Section of Klamath Falls-Weed Highway in Klamath County; completed September 15, 1934;

Contract No. 1632 with Barham Bros., construction of bridge over Kellogg Lake Outlet and Johnson Creek Retaining Wall on East Portland-Oregon City Highway in Clackamas County; completed September 15, 1934;

Contract No. 1642 with P. H. Cochran, grading south approach to Coos Bay bridge on Oregon Coast Highway in Coos County; completed September 26, 1934.

The following resolution accepting the above projects was offered and 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. 1570 with Tom Lillebo, construction of bridges over Davis, Roots, Euchre Creeks and Depot Slough on Siletz Secondary Highway in Lincoln County;

Contract No. 1600 with Dunn & Baker, surfacing and bituminous macadam on Midland-California Line Section of Klamath Falls-Weed Highway in Klamath County;

Contract No. 1632 with Barham Bros., construction of bridge over Kellogg Lake Outlet and Johnson Creek Retaining Wall on East Portland-Oregon City Highway in Clackamas County;

Contract No. 1642 with P. H. Cochran, grading south approach to Coos Bay bridge on Oregon Coast Highway in Coos County.

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 and final payment is hereby authorized.

There being no further business to come before the Commission at this time, the meeting was adjourned at 9:00 o'clock p. m.

Chairman

State Highway Engineer

Commissioner

Secretary

Portland, Oregon, October 10, 1934

The State Highway Commission met in special session at 7:30 o'clock p. m. in the Rose Room of the Benson Hotel. Present were:

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

Commissioner Carl G. Washburne arrived at 9:30 o'clock p. m.

Also present by appointment were Ralph H. King, attorney, and Robert G. Dieck, consulting engineer, who conferred with the Commission regarding the claim of Logan Construction Company for extra compensation arising out of its contract with the Commission for the widening of the Albany-Tangent Section of the Pacific Highway in Linn County, being State Highway Contract No. 1424. Also present in the interests of the State Highway Department were the following: H. G. Smith, Construction Engineer, Wm. E. Chandler, Division Engineer, F. D. Eason, Assistant Division Engineer, B. O. Johnson, Resident Engineer, E. Clymer, cost accountant, E. G. Campbell, former right of way buyer, and Mr. ____ Mason, house mover.

Mr. King, speaking in behalf of Logan Construction Company, alleged that this contractor lost considerable money on this job because of the failure of the State to acquire right of way before the job was started which resulted in the disruption of the contractor's program to a very great extent

and required him to move unnecessarily his heavy equipment back and forth on the job; also that the contractor lost further sums of money on account of the failure of the State to have certain buildings moved off the new right of way and to have the pole line companies move their poles, all of which hampered the contractor in his work and necessitated that he perform the work in a different and more costly manner than he contemplated when he submitted his bid, causing him losses for which he feels that the State should reimburse him.

Mr. Dieck exhibited maps and charts to show how the contractor was required to conduct his work because of the failure of the State to do the things alleged by Mr. King. He also exhibited a plat showing in chronological order the events leading up to the acquisition of the right of way from the time options were taken by the State up to the time the deeds were signed.

The State Highway Engineer stated that he has given this matter very careful consideration but is not yet convinced that the State is liable for the contractor's losses; however, he is willing to go into the matter further if the contractor will submit his claims in writing, properly supported, and will recommend the payment of the claims if he can satisfy himself that the contractor is entitled to extra compensation. He called attention to the fact that the Highway Department's specifications are written in conformance with the requirements of the Federal Government which furnished the money to finance this job; also that it was not contemplated that the work would be done as a turnpike section, as an inspection of the job profile will clearly reveal, but rather that the materials were to be hauled long distances; furthermore, it is evident from the way the contractor commenced his operations that he did not intend to do the work as a turnpike section because he did not bring onto the job equipment for that type of work but instead brought mule teams from Eastern Oregon much to the dislike of the Linn County Court which was of the opinion that he should hire the teams from Linn County. He advised that on account of objections of the County Court, the consent of the Bureau of Public Roads was obtained to allow the contractor to use a power shovel on the work which greatly benefited the contractor by enabling him to load materials by machine rather than by hand, thereby reducing the cost of such operations. The matter of conducting the work as a turnpike section, he said, did not come up until the job was completed.

Chairman Scott asked Mr. King whom he represented in this discussion. Mr. King replied that he is attorney-in-fact for the New Amsterdam Casualty Company, surety on the bond furnished by the Logan Construction Company in connection with this job which company has paid practically all of the claims outstanding against the work, but his position with the bonding company is secondary to that of Logan Construction Company at this hearing because the contractor has retained him as its attorney to handle this case as a private endeavor.

Considerable discussion was had concerning the time the contractor started his work after being notified of the award of the contract, the type of equipment he first brought unto the job, weather conditions encountered and other features.

B. O. Johnson who had charge of this job as a resident engineer,

10/10/34

stated that Mr. Logan first talked to him about the work on November 7, 1932 at which time Mr. Logan stated that the basic method of conducting the work would be by teams and that he expected to start operations between November 7 and November 12. He also stated that eventually most of the work was done by use of power shovel and that the contractor did not complain to him at any time because the right of way was not available.

Mr. Clymer produced records which showed that wet weather prevailed during most of the time that the job was under way which precluded the contractor from operating his Caterpillar tractor and grader. He gave as his opinion that the contractor was granted a great concession when he was permitted to use a power shovel because cost records show that with this equipment the excavation work cost him only $0.45 per cu. yd. compared with the unit cost of $0.65 to $0.90 per cu. yd. to other contractors who were engaged in similar highway work located not far from the Logan job during the same period.

Mr. Campbell was emphatic in his statement that the contractor was not handicapped or required to move his equipment unnecessarily because of lack of right of way.

After further discussion the State Highway Engineer explained that no further consideration can be given to this claim unless it is presented in writing and is supported by detailed evidence of the contractor's losses in dollars and cents.

The conference was concluded at 9:00 o'clock p. m. with the understanding that Logan Construction Company would present its claim in the form suggested by the Engineer upon receipt of which another conference would be called to discuss the matter.

Mr. Dieck reappeared before the Commission on the following day in company with Mr. Logan of the Logan Construction Company and it was then decided to hold another conference in the Benson Hotel, Portland, at 9:00 o'clock a. m. on Thursday, October 18. It was agreed that Mr. King, Mr. Dieck and Mr. Logan would all be present at that conference and, in the meantime, the contractor would submit his detailed claim in the form previously requested by the Engineer.

Reconsideration was given by the Commission to the request of the County Court of Coos County and Mr. Roy G. Currier, Lakeside, for designation as a secondary highway and improvement of the county road, one mile in length, extending easterly from the Oregon Coast Highway to the town of Lakeside in the northern part of Coos County. Commissioner Washburne gave his understanding of Mr. Currier's plans for the improvement of his property and for advertising this section of the state of Oregon by radio broadcast from Southern California. The State Highway Engineer stated that the State will receive benefits from this road because Lakeside is the natural unloading point on the railroad for oil, materials and equipment used by the State for the improvement of the Oregon Coast Highway in this vicinity and all of this material has to be moved over this one-mile section of road to reach its

destination. He gave as his thought that the State would be justified in spending some money to improve the road and suggested that the Comission offer to cooperate to the extent of doing the oiling work with state equipment, provided the County will grade and rock the road and will purchase the oil. After some discussion the Commission approved the Engineer's suggestion by unanimous vote and instructed the Secretary to make such offer to the County Court of Coos County.

The Engineer requested authority to purchase a new paving plant at an estimated cost of $10,000 and to expend about $3,600 to modernize one of the Department's paving plants located in Eastern Oregon. He explained that additional facilities are required to carry on the pavement patching work because of the increased mileage of bituminous macadam throughout the state and it would be advantageous to order this equipment now so that the plants will be ready for operation as early as weather will permit in the spring. The Commission by unanimous vote approved the Engineer's request.

The Engineer also requested authority to purchase one modern three-inch self-priming centrifugal pump of 20,000 to 25,000 gallon capacity per hour for the use of the Bridge Department's maintenance crew operating in Eastern Oregon. He estimated that the cost of this pump would not exceed $300. The Commission approved the purchase of this pump by unanimous vote.

Reconsideration was given by the Commission to the claim of Charles F. Dean, Milwaukie, for reimbursement for expense incurred by him in connection with the alteration of the garage building occupied by the Dean Motor Company on Front Street in Milwaukie and for the expense of moving equipment, etc., in this building necessitated by the construction of the East Portland-Oregon City Highway through this town. The Attorney reported additional facts concerning this matter as ordered by the Commission at the previous meeting. After full consideration the Commission confirmed its previous action denying Mr. Dean's request.

A letter was presented from the Tri-County Telephone Company, successors to the Cloverdale Telephone Company, Tillamook, advising that it desires to construct its pole line on the westerly side of the right of way of the Oregon Coast Highway between Cloverdale and Neskowin on the alignment specified in its permit from the Highway Commission dated October 21, 1922 but is unable to do so for the reason that the location specified in the permit is now occupied by the pole line of the Mountain States Power Company; also in which the company asks for instructions as how to proceed because if it is now required to build its pole line on the easterly side of the highway it will be necessary to string its wires across the highway at two different locations as well as across the power lines which will create a hazard, and for the further reasons that the Mountain States Power Company refuses to remove its poles from the westerly side of the highway and the requirements of the State Highway Commission will not permit the construction of two pole lines on either side of the highway.

The Secretary explained that on October 21, 1922 the former State Highway Commission granted the Cloverdale Telephone Company permission to build

its pole line along the westerly side of the highway at this point and on February 25, 1927 granted to the Mountain States Power Company permission to construct its pole line along the easterly side of the highway which would indicate that the telephone company has prior rights to the west side and if the Mountain States Power Company has constructed its poles on that side of the highway it is in violation of the provisions of its permit; further, that investigation reveals that on June 27, 1929 the Cloverdale Telephone Company sold to the Mountain States Power Company for the sum of $100 its rights and interests in the location on the west side of the highway without the consent or approval of the State Highway Commission and, that in accordance with that private arrangement, the power company constructed its pole line on the westerly side of the highway. After due consideration of this matter the Commission instructed the Secretary to order the Mountain States Power Company to remove its poles from the westerly side of the highway and to relocate them on the easterly side of the highway as specified in its permit; also to notify the Mountain States Power Company that the State Highway Commission does not recognize any private arrangement for the location or relocation of poles on state highway rights of way unless such private arrangement has first received the approval of the Commission; therefore, the Commission considers the agreement between the Cloverdale Telephone Company and Mountain States Power Company to be invalid.

A letter was presented from the Carpenters, Pile Drivers and Hoisting Engineers' Unions, Portland, protesting against the classification of their trades and the wages paid to the minor classifications as set forth in the State Highway Commission's contracts. The Commission took this matter under advisement.

The Commission signed an agreement with the City of Roseburg covering the matter of maintenance by the City of Stephens Street (Pacific Highway route) in Roseburg from the south line of Roberts Street to the center of Cass Street, after the improvement of this street, designated as Oregon Project NRM 78-D, has been completed by the State.

The Commission had under consideration the matter of award of the contract for grading the Deadman Creek-Brooks Section of the Wilson River Highway in Tillamook County. The Engineer advised that the Commission took bids for the construction of this project on October 1, Jacobsen-Jensen Co., Portland, being the low bidders at $94,725.10; however, the contract was not awarded at that time due to the fact that objections were offered by the Sand and Gravel Code authorities who claimed that Jacobsen-Jensen Co. had not complied with the Sand and Gravel Code. He further advised that he has now received a copy of a telegram from Thomas H. MacDonald, Chief, Bureau of Public Roads, to Senator Charles L. McNary, to the effect that no valid reason exists for withholding the award of the contract to the low bidder; therefore, the work should go ahead as contemplated. He recommended, in view of this telegram, that the Commission proceed with the award of this contract to the low bidder. The Commission approved the Engineer's recommendation and by unanimous vote awarded this contract to the low bidder, Jacobsen-Jensen Co., on the basis of its bid submitted on October 1.

The Commission by unanimous vote also awarded the contract for furnishing use and occupancy insurance covering the five Coast Highway bridges to the General Insurance Company of America at its bid price of $900.00 submitted on October 1, and by unanimous vote confirmed the Engineer's sale of used trucks, tractors and other old equipment, and scrap metals, tires, and batteries stored at La Grande on the basis of the high bids received therefor at the meeting held on October 1, as follows:

ALASKA JUNK CO.

50 Gasoline Tanks, 5 to 50 gal.	$ 52.50

BUNTING TRACTOR CO.

1 30 Caterpillar	101.00
1 525-gal. round fuel tank	26.00
3 1,230-gal. round tank	78.00

J. WYLIE DALTON

1 5-ton Artillery Type Tractor	80.00

THE UNITED CONTRACTING CO.

1 Conveyor Frame	25.00
1 10,000-gal. round tank	50.00

SCRAP METAL, TIRES AND BATTERIES

ALASKA JUNK CO.

Item	Quantity	Amount
Scrap Bronze	300 lbs.	10.80

MAX TURN

Scrap Aluminum	3,000 lbs.	249.00
13-Plate Scrap Batteries	45	15.30
17-Plate Scrap Batteries	18	9.00
Large 12-Volt Scrap Batteries	8	4.00
Large 24-Volt Scrap Battery	1	.75
Old Radiator Cores	16	16.80

FAMOUS TIRE CO.

Old Tires	16 tons	131.20

The Commission also had under consideration the matter of constructing a maintenance building in the town of Enterprise for which the Commission received only one bid at its meeting held on October 1, which bid was rejected

because it was considered too high. The Engineer suggested that it might be possible to construct this building as an SERA project, the State to furnish materials, supplies, equipment and insurance, and the Federal Government to pay the cost of labor. The Commission approved the Engineer's suggestion by unanimous vote and instructed him to proceed in conformance therewith.

The Engineer requested authority to conduct surveys for widening the tunnels on the Upper Columbia River Highway. The Commission granted the request by unanimous vote.

The Engineer reported that the State Interim Committee, which is making a study of truck and bus matters for presentation to the next Legislature, is in need of certain information which is not readily available but must be obtained from the truck and bus men throughout the state. The Oregon State Motor Association, he said, has offered to obtain this information provided the State will join in the expense thereof which is estimated to cost about $400. He explained that it is proposed to send a questionnaire to each of the truck and bus men, of whom there are about 6,000 in the state, and ascertain how much they pay into the state highway fund under present legal requirements by reason of license fees, gasoline tax, etc. It was his thought that the information would be of considerable value to the State Highway Department and that the expense for obtaining it is justified. He recommended the expenditure of $250 for this purpose. The Commission by unanimous vote approved the recommendation, provided the Attorney advises that the expenditure is legal.

The Commission discussed the matter of the construction of the Toledo Section of the Corvallis-Newport Highway and confirmed its oral instructions previously given to the Engineer to eliminate this project from the list of those for which bids are to be received on October 11 because right of way has not yet been obtained. The Commission also considered the abandonment of this project due to the high cost of right of way. After some discussion the Commission instructed the Attorney to inform the property owners from whom right of way options have been secured that the Commission is considering abandoning this project, and to inquire of those from whom deeds have already been secured whether or not they are willing to accept the return of the deeds. The Commission requested a report on this matter at the next meeting.

The Attorney reported that he has received a wire from Fred Reynolds, County Judge of Lake County, to the effect that the County has not yet secured the right of way for the proposed improvement of the Fremont Highway just north of the town of Lakeview. The Commission instructed the Engineer to defer advertising this project for bids until definite assurance has been received that all of the right of way needed has been acquired, including that within the City of Lakeview.

The Secretary reported that the site for the proposed building in the town of Enterprise has been deeded to the State without cost through the generosity of the owners, Mr. and Mrs. Wm. H. Spence, of Enterprise, the transaction having been consummated through the County Court of Wallowa County. He was instructed by the Commission to thank the donors for this property

by appropriate letter.

The Commission had under consideration the matter of purchase of land from the Gardiner Mill Co. which is needed for right of way for the proposed approach to the new Umpqua River bridge now under construction on the Oregon Coast Highway between Gardiner and Reedsport. The Attorney reported that the Company at one time tentatively agreed to accept the sum of $4,000 for its interest, provided the State would pay the cost of removing from the property a cannery and a dwelling now located thereon, estimated at $4,705; however, the company has since reconsidered the matter and now requires the State to purchase outright the cannery and all its fixtures. He inquired whether or not the Commission wishes him to attempt to reach a settlement with the company on the basis of the tentative agreement or to condemn the property. The Engineer advised that right of way at this point is not needed immediately because the bridge will not be completed for a couple of years; therefore, for the time being traffic could be taken care of very satisfactorily by routing it over a temporary roadway around the cannery which would serve the purpose until the bridge is opened for general public use. The Commission agreed with the Engineer and thereupon instructed the Attorney to discontinue negotiations for this right of way until further advised.

The Engineer requested authority to acquire certain parcels of real property needed for various highway improvements throughout the state. The Commission approved his request and by unanimous vote adopted the following resolution with regard thereto:

WHEREAS, in connection with the further improvement of the highways hereinafter designated, it is and has been 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 bases of settlement which have 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 bases for settlement for the properties involved, and that the acquisition of the properties 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:

10/10/34

Section, Highway and Owner	Purpose	Acres	Approximate Amounts	Agent
Pendleton-Emigrant Hill Section, Old Oregon Trail Highway				
Moll, C. A.	R/W	0.40	Gratis	Williams
Middleton-Newberg Section, West Side Pacific Highway				
Wright, Elmer	R/W	0.468	Land Gratis plus $1635	Parker
Waldo, Walter	"	0.197	at $200 per acre	Parker
Klamath County, The Dalles-California Highway				
Algoma Lumber Co.	Stock Pile	0.345	$20 Lump Sum 1 yr.lease	Lytle
Salem-Brunks Corner, Salem-Dallas Highway				
Brunk, Thos. W.	R/W	0.022	Easement for drain ditch, $20.30 lump sum	Benson
Newport-South Beach Section, Oregon Coast Highway				
City of Newport	R/W	1950 sq.ft.	Gratis	McCallister
" " "	"	1000 " "	"	"
" " "	"	444 " "	"	"
" " "	"	1.26 A.	"	"
" " "	"	2456 sq.ft.	"	"
" " "	"	332 " "	"	"
" " "	"	2100 " "	"	"
" " "	"	3031 " "	"	"
" " "	"	6770 " "	"	"

The Attorney reported that it appears necessary to condemn certain parcels of land needed for right of way for the construction of the Wolf Creek Highway across the properties of Mary Ethel Waterhouse, et al, in Clatsop County. He requested authority to institute condemnation proceedings, if reasonable settlement cannot be made otherwise. The Commission approved the Attorney's request and by unanimous vote adopted the following resolution with regard thereto:

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 the Wolf Creek Highway, otherwise designated as State Highway No. 47, in Clatsop 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 properties of Mary Ethel Waterhouse, Harriet Lowe Breyman, Carolyn Jane May Evenden, Benjamin Ward Waterhouse, David T. Waterhouse, Georgia Loraine Waterhouse, a minor, Frank George Waterhouse, a minor, Richard Clarke Waterhouse, a minor, Mrs. Emily Waterhouse, and John H. Smith and Minnie Smith, husband and wife, hereinafter described, which properties are necessary and are 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 properties are described as follows, to-wit:

Parcel No. 1.

A parcel of land in the southeast quarter ($SE\frac{1}{4}$) of Section 17, Twp. 5 North, Range 8 West, W. M., Clatsop County, Oregon; said parcel being more particularly described as follows:

Beginning at a point on the west line of said southeast quarter ($SE\frac{1}{4}$) of Section 17, said point being North 0° 04' West a distance of 1018 feet, measured along said one-quarter section line, from the south quarter corner of said Section 17; thence North 89° 56' East a distance of 600 feet; thence North 0° 04' West a distance of 400 feet; thence South 89° 56' West a distance of 600 feet to a point on the west line of the southeast quarter ($SE\frac{1}{4}$) of said Section 17; thence South 0° 04' East along said west quarter section line a distance of 400 feet to the point of beginning, containing 5.51 acres.

Parcel No. 1-A.

A strip of land 40.0 feet in width for roadway purposes lying in the southwest quarter ($SW\frac{1}{4}$) of the southeast quarter ($SE\frac{1}{4}$) of Section 17, Twp. 5 North, Range 8 West, W. M. Clatsop County, Oregon; the center line of which is described as follows:

Beginning at a point which is Engineer's center line station 194+67.5 P. C. of the Wolf Creek Highway; said point being North 374.43 feet and East 500.46 feet from the south quarter corner of said Section 17; thence North 22° 46' East a distance of 93.3 feet; thence North 52° 38' 30" West a distance of 258.2 feet; thence North 14° 33' 30" West a distance of 110.6 feet; thence North 16° 49' 30" East a distance of 151.7 feet; thence North 7° 23' 30" East a distance of 150 feet, more or less, to a point in the south line of the foregoing described 5.51-acre tract; containing 0.59 acre, more or less.

Parcel No. 2.

A parcel of land lying in the southeast quarter ($SE\frac{1}{4}$) of the northwest quarter ($NW\frac{1}{4}$) of Section 25, Twp. 5 North, Range 8 West, W. M., Clatsop County, Oregon; said parcel being described as follows:

10/10/34

Beginning at a point which is Engineer's center line station 431+60 of the Wolf Creek Highway; said point also being 545 feet north and 1640 feet east of the west quarter corner of said Section 25; thence at right angles to said highway center line South 12° 29' West a distance of 571 feet, more or less, to a point on the east and west center line of said Section 25; thence east along said east and west center line a distance of 420 feet; thence North 19° 29' East a distance of 455.1 feet to a point on the center line of said highway at Station 456+26.8; thence along said highway center line on a 3820 foot radius curve left (the long chord of which bears North 74° 01' West 466.4 feet) a distance of 466.8 feet to the point of beginning.

The parcel of land to which this description applies contains approximately 5.12 acres, of which 0.53 acre lies within the existing right of way; net new area 4.59 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 the purposes herein stated; and

WHEREAS, the boundaries of said parcels of land heretofore have been ascertained and surveyed;

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 properties 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 Wolf Creek Highway, and the said Highway Commission does hereby further declare that the said properties 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 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 parcels 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 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 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.

The Attorney also reported that it appears necessary to institute condemnation proceedings to acquire the following parcels of land needed for various highway improvements:

Right of way from Hance C. Benson and Dolores Benson, husband and wife, for the improvement of the Tunnel-Dixie Section of the Old Oregon Trail in Baker County;

Right of way from Siuslaw Timber Company and from Jennie S. Yates for the improvement of the Florence-Glenada Section of the Oregon Coast Highway in Lane County;

Right of way from Charlotte M. Harris for the improvement of the Newberg-Middleton Section of the West Side Pacific Highway in Yamhill County.

He requested authority to condemn these properties. The Commission approved the Attorney's request and by unanimous vote adopted the following resolution with regard thereto:

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 to acquire rights of way and to declare the necessity and need for the acquisition thereof, and the advantages to be gained thereby;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. That the State Highway Commission does hereby find and declare that it is necessary and will be of advantage to the State of Oregon and there is need that the State acquire for right of way purposes in connection with the permanent location, construction, improvement, and maintenance of the following section or sections of the state highway system of the State of Oregon, to-wit:

Tunnel-Dixie Section of the Old Oregon Trail Highway
Florence-Glenada Section of Oregon Coast Highway
Newberg-Middleton Section of West Side Pacific Highway

land and property owned by or in possession of the following parties and/or persons, to-wit:

Hance C. Benson and Dolores Benson, husband and wife,
Siuslaw Timber Company
Jennie S. Yates
Charlotte M. Harris

as their respective interests may appear, and this Commission does

hereby declare further that the said property or properties are necessary, are needful, and the acquisition thereof will be of advantage to the State of Oregon for right of way purposes in order to make it possible for the State Highway Commission to properly locate, construct, and maintain said portion or portions of the said state highway system in accordance with standards adopted by this Commission relative to curvature, grades, alignment, drainage, and factors of safety.

2. That the State Highway Engineer be and he hereby is instructed and directed to properly survey the parcel or parcels of land required for such right of way purposes and prepare proper and adequate descriptions thereof, which descriptions shall be employed in the preparation of a deed or deeds or other instrument or instruments necessary to complete the acquisition of the said property or properties or which descriptions may be used in the preparation of a complaint in the event that condemnation proceedings are necessary.

3. That the boundaries of the said parcel or parcels of land, as defined and determined by the said survey made by the said Highway Engineer, along the route or location adopted by the Highway Commission, shall be and the same hereby are adopted and the lands defined therein are hereby declared to be and the same are included within the rights of way of the said portion or portions of the said state highway system and hereby are declared to be necessary for the proper location, improvement, construction, and maintenance of the said portion or portions of the state highway system.

4. That I. H. Van Winkle, Attorney General of the State of Oregon, and J. M. Devers, Assistant Attorney General and Attorney for the State Highway Commission, be and they are hereby requested, authorized, and directed to attempt to agree with the owner or owners and/or with the tenants or persons in possession, if there be any, of said parcel or parcels of land with respect to the compensation to be paid for the taking of the same and the damage, if there be any, and in the event that no satisfactory agreement or agreements can be reached, then it is hereby further resolved that the Attorney General of the State of Oregon, and J. M. Devers, Assistant Attorney General and Attorney for the State Highway Commission, be and they hereby are requested to commence and prosecute to a final determination such suit or action, or suits or actions, as may be necessary and appropriate to acquire title to the said premises and all rights therein for the purposes herein stated.

5. That this resolution be entered in full in the minutes and records of this Commission.

The Engineer reported that in connection with the construction of the proposed ship channel for deep-sea vessels entering the locks at Bonneville Dam there will, no doubt, be considerable dredged material which could be used to very good advantage in building the new highway up the Columbia River Gorge and if the Federal Government could be prevailed upon to deposit

this material on the highway grade, the cost to the State to construct this road would be greatly reduced. He estimated the saving to the State would amount to about $280,000. He suggested that Congress should be petitioned to include in its Bill, covering the matter of construction of the ship channel, a provision for the depositing of the dredged material in the highway fill. He also suggested that it would be very helpful if the Commissioners would solicit personally the support of the Oregon senators and representatives in Congress. After some discussion of this matter the Commission approved the Engineer's suggestion by unanimous vote and decided to contact Senator Steiwer on the following day if possible.

The Secretary presented a letter from Hon. Willard L. Marks, Albany, chairman of the committee appointed by the Commission on May 16 to recommend a name for the bridge recently constructed by the Commission across the Calapooya River on the Halsey-Sweet Home Secondary Highway in Linn County, stating that this committee desires to recommend that this bridge be named "Wm. Matlock Bridge" as petitioned by citizens of Linn County residing in that vicinity. The Commission accepted and approved the recommendation and instructed the Engineer to see that an appropriate name plate is placed on the bridge structure, the cost thereof (except that of installing the plate) to be paid by the petitioners. The Secretary was instructed to thank the members of the committee for their recommendations in this regard.

A letter was presented from Ed. W. Miller, Manager of the Oregon Coast Highway Association, in behalf of Mrs. Ada Cox, Florence, stating that Mrs. Cox contemplates the construction of a modern and commodious hotel at the south end of the Siuslaw River bridge, now under construction, and wishes to acquire the old highway right of way at this point, which will be abandoned when the bridge is completed, and additional ground between this old right of way and the new highway right of way on which to construct this building. The Commission denied the request by unanimous vote, the property in question being needed for other purposes.

The Engineer reported that there exists a truss bridge across Elk Creek at Mile Post 32.4 of the Tiller-Trail Highway in Douglas County which is showing signs of decay and should be posted with a reduced load limit. He recommended that the Commission adopt an order limiting the weight of loads to five tons that may be transported over this bridge. The Commission approved the Engineer's recommendation and by unanimous vote adopted the following resolution with regard thereto:

WHEREAS, the road known as Tiller-Trail road or highway in Douglas and Jackson Counties, Oregon, has been duly designated and declared to be and is a secondary state highway 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, on the said secondary state highway there is located a certain bridge structure known as Elk Creek Bridge No. 230-32.4 which, in the judgment of the State Highway Commission, is incapable of safely carrying the traffic to which it is being subjected, and in

order to protect said bridge structure against damage and injury and in order to safeguard traffic over said bridge structure, 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 structure and of the traffic which uses the said bridge structure that the maximum weight 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 structure 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 structure above referred to and hereinafter designated is incapable of safely sustaining or supporting a total gross load in excess of that specified 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 said Elk Creek bridge structure, No. 230-32.4 located on the Tiller-Trail Secondary State Highway in Douglas County, Oregon, shall not exceed five (5) tons. 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 five (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 tenth day of October, 1934, 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 structure 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.

The Commission signed an amendatory agreement with the contractors, General Construction Co. and Gilpin Construction Co., extending the time for the completion of the bridge across Yaquina Bay at Newport, Lincoln County, from May 31, 1936 to August 28, 1936, such extension being necessary on account of the fact that the contractors were not permitted to commence the construction of this bridge for three months after bids were

taken, pending completion of negotiations with the Public Works Administration with regard to the financing of this structure.

A letter was presented from Millen F. Kneeland, Portland, requesting permission to construct a trail or footpath across state property from the Oregon Coast Highway to the beach at Depoe Bay bridge in Lincoln County. The Commission referred the matter to the Parks Engineer for investigation and report.

A letter was presented from the California Highway Department regarding the proposed connection of state highways of Oregon and California at the state line southeast of the town of Merrill in Klamath County, in which it is stated that California has no designated state highway extending to the Oregon state line in this vicinity; also, that in their estimation, when such highway is designated, it would be proper to designate a route to connect with the Oregon highway at a point approximately 2½ miles southeast of the town of Merrill rather than southeast of the town of Malin. The Commission instructed the Secretary to send copies of the letter to Malin Post No. 134, American Legion and the Malin Commercial Club, which organizations have petitioned the Commission to construct this highway southeast of Malin.

The Commission had under consideration a letter from General A. J. Gooch, San Francisco, stating that he has been notified by the Forest Service to move his summer home located at Odell Lake because of its proximity to the Willamette Highway at this point and further stating that he believes the State Highway Department should pay the cost of moving this house, or build him a new summer home if it cannot be moved without falling some trees, inasmuch as he built his summer home before there was any thought of a highway in this location. The Commission denied the request and instructed the Secretary to inform General Gooch to present his claim to the U. S. Forest Service.

A letter was presented from Jos. H. Albert, Salem, pointing out that there are many timber areas adjacent to state highway rights of way in Oregon and suggesting that the Commission spend some of its funds to acquire strips of this timber to preserve the natural scenic beauties for the benefit of posterity. The Commission instructed the Secretary to inform Mr. Albert what the State is now doing along the lines he suggests.

The Commission had under consideration the matter of improving the sight distance at a sharp curve on the Old Oregon Trail where this highway intersects the county road at Nolin, Umatilla County, as requested by the Nolin school directors. The Engineer advised that an investigation has been made which indicates that it would cost about $400 to do this work which includes 600 cu. yds. of excavation and the construction of a non-skid oil surface. He further advised that the County Court of Umatilla County has offered to pay one-half of the cost of the work. He recommended that the work be authorized on the basis of the State paying one-half of the cost and the County the balance. The Commission approved the Engineer's recommendation by unanimous vote.

The Commission also had under consideration the claim of Mrs. Bernal Coles, Haines, in the sum of $10 for ten chickens which she alleges were killed

when they became mired in waste road oil on the highway right of way. After some discussion the Commission approved payment to Mrs. Coles of twenty-five cents per chicken, or a total of $2.50.

A letter was presented from Robert W. Sawyer, Bend, commenting on the Engineer's report on the highway routes entering the John Day Valley and giving his opinion that the Engineer has reached the correct conclusion in this matter. The Commission ordered the letter filed in the department's records.

A letter was presented from H. A. Edwards, Payette, Idaho, complaining of the hazard to the traveling public caused by airplanes landing on the landing field near the Old Oregon Trail at Ontario. The Commission was of the opinion that it has no jurisdiction in this matter and instructed the Secretary to so inform Mr. Edwards.

The Engineer brought up for discussion the matter of continuing U. S. Coast and Geodetic Survey work which was started last year as a CWA project. He stated that the Government has about $100,000 for this work which it is proposed to undertake as an SERA project, but it will require state expenditure of about $3,000 for supervision. He further stated that the work will be of great value to the State Highway Department, also to other state departments and the counties and, in addition, will furnish employment for about 300 Oregon engineers who are now idle. He recommended that the expenditure be approved. The Commission after due deliberation deferred its decision with regard to this matter until the next meeting and instructed the Engineer to render a report at that time to show in detail how much benefit the Highway Department will receive from such surveys.

The Engineer requested authority for N. M. Finkbiner, Engineer of Materials, to attend, at state expense, the meeting of highway officials of the western states at Sacramento, California, on November 6 and 7 to discuss matters pertaining to specifications for road oil. The Commission approved the request by unanimous vote provided the Governor also consents.

Reconsideration was given by the Commission to the request of Bullis & Rees for an additional extension of time to September 30, 1934 in which to complete their contract for the construction of the Bummer Creek-Lobster Mountain Section of Secondary State Highway No. 201 in Benton County, Contract No. 1485. The Engineer advised that this contract was awarded on August 24, 1933 and it was specified in the contract that the job should be completed on November 15, 1933; however, because of adverse weather conditions, only about 50% of the work was performed up to that time when the contractors were required to close down the work until the following spring. He further advised that the time limit for the completion of the job was extended once by the Commission to July 31, 1934 without penalty, but the contractors failed to finish the work by that time because they were required to do some extra work consisting of the removal of a large slide. The delay, he said, has not greatly inconvenienced the public because only a comparatively small amount of traffic uses the road; neither has the State incurred a great amount of extra expense for engineering. He recommended in view of the circumstances

that the time limit again be extended to September 30, 1934 without penalty. The Commission approved the Engineer's recommendation by unanimous vote.

The Commission also considered the following requests for extensions of time in which to complete highway construction projects:

J. C. Compton and Saxton & Looney, Contract No. 1520, construction of bituminous macadam on the Scottsburg-Red Bridge Section of the Umpqua Highway in Douglas County, requested an additional extension of time to September 25, 1934 within which to complete this job. The Engineer advised that August 31 was the date specified in the contract for the completion of this job but the time was extended by the Commission to September 15 without penalty to allow the contractors time to place shoulder gravel and to construct ditches. The extended period, he added, was not sufficient to enable the contractors to finish the work; wherefore, it is now necessary to give them ten days' additional time. He further advised that the traveling public has not been inconvenienced by the delay because the oiled surface was completed and in use within the time limit specified in the contract; also that the State has incurred only a small amount of extra engineering expense. He recommended that the extension requested be granted without penalty. The Commission approved the Engineer's recommendation by unanimous vote.

C. J. Montag, Contract No. 1610, construction of a bridge over South Fork of Coquille River on the Powers Secondary State Highway near Powers, Coos County, requested an extension of time of 40 days from September 30 to November 10 in which to complete this job, giving as his reason that he was unable to obtain delivery of steel because of the longshoremen's strike, and interference with his operations by the Coos Bay Lumber Company. The Engineer recommended that the extension requested be granted without penalty inasmuch as the delay has not inconvenienced the traveling public to any great extent and the State has incurred but very little extra engineering cost. The Commission approved the Engineer's recommendation by unanimous vote.

E. C. Hall, Contract No. 1616, widening and construction of bituminous macadam on Danebo Road-Eugene Section of the Eugene-Veneta Road in Lane County, requested an additional extension of time of six days to September 20 in which to complete this project. The Engineer advised that the completion date was previously extended from August 31 to September 14 without penalty to allow the contractor time in which to complete shoulder construction, clean out the ditches and to construct two private road approaches; however, this work took a longer period of time than was expected, hence the necessity for extending the time limit six days. He recommended that the extension requested be granted without penalty. The Commission approved the Engineer's request by unanimous vote.

E. C. Hall, Contract No. 1633, grading and bituminous macadam construction on Agate-Little Butte Creek Section of Crater Lake Highway in Jackson County, requested an extension of time of 15 days from September 30 to October 15 within which to complete this project. The Engineer advised that the contractor completed this job within the specified time limit with

10/10/34

the exception of finishing the shoulder construction and cleaning out the ditches. He also advised that the traveling public has not been inconvenienced by this slight delay, neither has the State's expense for engineering been increased. He recommended that the extension requested be granted without penalty. The Commission approved the Engineer's recommendation 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. 1487 with Fred H. Slate, grading North Fork-Humbug Mountain Section of the Wolf Creek Highway in Clatsop County; completed September 30, 1934;

Contract No. 1488 with Fisher Bros., grading Odell Lake Section of the Willamette Highway in Klamath County; completed September 29, 1934;

Contract No. 1520 with J. C. Compton and Saxton & Looney, bituminous macadam construction on the Scottsburg-Red Bridge Section of the Umpqua Highway in Douglas County; completed September 25, 1934;

Contract No. 1607 with Hoffman Construction Co., remodeling and widening the bridge over the O.-W. R. R. & N. Co. tracks between Northeast Jonesmore Street and Northeast Halsey Street in Multnomah County; completed August 23, 1934;

Contract No. 1611 with Edlefsen-Weygandt Co., grading and bituminous macadam construction on the Newport Section of the Oregon Coast Highway in Lincoln County; completed September 15, 1934;

Contract No. 1614 with Joplin & Eldon, surfacing and oiling Meiner's Ranch-Pendleton Section of the Pendleton-Cold Springs Highway in Umatilla County; completed September 29, 1934;

Contract No. 1616 with E. C. Hall, widening and bituminous macadam construction on the Danebo Road-Eugene Section of Eugene-Veneta Road in Lane County; completed September 20, 1934;

Contract No. 1633 with E. C. Hall, grading and bituminous macadam construction on the Agate-Little Butte Creek Section of the Crater Lake Highway in Jackson County; completed October 1, 1934;

Contract No. 1643 with Sig Ash, construction of a highway department maintenance building at Grants Pass in Josephine County; completed August 24, 1934.

The following resolution accepting the above projects was offered and 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. 1487 with Fred H. Slate, grading North Fork-Humbug Mountain Section of the Wolf Creek Highway in Clatsop County;

Contract No. 1488 with Fisher Bros., grading Odell Lake Section of the Willamette Highway in Klamath County;

Contract No. 1520 with J. C. Compton and Saxton & Looney, bituminous macadam construction on the Scottsburg-Red Bridge Section of the Umpqua Highway in Douglas County;

Contract No. 1607 with Hoffman Construction Co., remodeling and widening the bridge over the O.-W. R. R. & N. Co. tracks between Northeast Jonesmore Street and Northeast Halsey Street in Multnomah County;

Contract No. 1611 with Edlefsen-Weygandt Co., grading and bituminous macadam construction on the Newport Section of the Oregon Coast Highway in Lincoln County;

Contract No. 1614 with Joplin & Eldon, surfacing and oiling Meiner's Ranch-Pendleton Section of the Pendleton-Cold Springs Highway in Umatilla County;

Contract No. 1616 with E. C. Hall, widening and bituminous macadam construction on the Danebo Road-Eugene Section of the Eugene-Veneta Road in Lane County;

Contract No. 1633 with E. C. Hall, grading and bituminous macadam construction on the Agate-Little Butte Creek Section of the Crater Lake Highway in Jackson County;

Contract No. 1643 with Sig Ash, construction of a highway department maintenance building at Grants Pass in Josephine County.

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.

There being no further business to dispose of at this time, the Commission adjourned at 11:00 o'clock p. m. to reconvene at 9:00 o'clock the following morning in the auditorium of the Public Service Building.

Portland, Oregon, October 11, 1934

The State Highway Commission met in regular session at 9:00 o'clock a. m. in the auditorium of the Public Service 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

Bids for construction projects, sale of buildings, used equipment and scrap metals, tires, etc., were opened and read in conformance with previously published notice, as follows:

OLD OREGON TRAIL
TUNNEL-DIXIE SECTION - GRADING

J. A. Terteling & Sons	$ 46,473.00
O. N. Pierce & M. L. O'Neil & Son	54,694.00
Morrison-Knudsen Co.	55,726.00
Max J. Kuney Company	55,941.00
Theo. Arenz	57,462.00
Clifton & Applegate	57,571.00
Kern & Kibbe	61,238.50
Colonial Construction Co.	62,094.00
Myers & Goulter	63,120.00
Joplin & Eldon	70,151.00
F. C. Dillard	70,513.00
Earl L. McNutt	71,527.50
Siems Spokane Co.	84,358.00

OLD OREGON TRAIL
BRIDGE OVER BURNT RIVER

J. A. Terteling & Sons	13,264.50
Colonial Construction Co.	13,617.50
C. J. Montag	14,150.00
R. H. Jones	14,817.00
Clifton & Applegate	15,500.50
Barham Bros.	15,516.00
O. N. Pierce	15,638.00
Dunn & Baker	15,721.50
Joplin & Eldon	16,268.50
Morrison-Knudsen Co.	18,165.00

CONSTRUCTION OF MAINTENANCE BUILDING - PISTOL RIVER

Sig Ash	3,662.00
E. W. McCall	3,806.09
Mateer & Wustholz	3,844.10

Maintenance Building - Pistol River, Continued

James Wright & George Stafford	$ 3,989.61
R. J. Hillstrom	4,856.00

CENTRAL OREGON HIGHWAY
NIGGER FLAT-STINKINGWATER MOUNTAIN SECTION - GRADING

Morrison-Knudsen Co.	147,800.00
Joplin & Eldon	148,758.00
Max J. Kuney Company	151,700.00
Myers & Goulter	157,255.00
A. C. Greenwood Co., Inc.	157,859.00
Kern & Kibbe	163,218.00
Dunn & Baker	171,272.50
Earl L. McNutt	173,622.50

WARM SPRINGS HIGHWAY
DESCHUTES RIVER-AGENCY PLAINS SECTION - GRADING

J. A. Lyons	87,913.00
Colonial Construction Co.	94,362.50
Earl L. McNutt	94,575.00
Theo. Arenz	98,357.00
E. Hefty	98,628.25
Von der Hellen & Pierson	99,622.00
Clifton & Applegate	99,818.00
Kern & Kibbe	100,505.00
Myers & Goulter	102,146.00
Berke Bros.	106,916.50
Fisher Bros.	107,835.00
Alex Besoloff	108,192.00
James Borin	109,222.00
Dunn & Baker	118,415.00
A. C. Greenwood Co., Inc.	120,141.00
Chas. H. Leonard	124,431.00
Siems Spokane Co.	136,335.00
Joplin & Eldon	138,225.00
Parker-Schram Co.	138,539.50

SANTIAM HIGHWAY
LOWER SHEEP CREEK SECTION - GRADING

G. I. Stebbins Construction Co.	44,445.00
Berke Bros., Inc.	45,315.00
Haskin & Brooks Construction Co.	46,168.00
Myers & Goulter	46,965.00
The United Contracting Co.	47,112.75
Fisher Bros.	47,885.00
James Borin	48,755.00
Saxton & Looney	49,883.00

10/11/34

Lower Sheep Creek Section - Continued

Coos Bay Construction Co.	$ 50,244.00
Slate Construction Co.	51,779.00
E. L. Gates	53,262.50
Earl L. McNutt	59,793.10

I.-O.-N. HIGHWAY
BLUE MOUNTAIN PASS SECTION - GRADING

Dunn & Baker	39,907.00

SWIFT SECONDARY HIGHWAY
SWIFT SECTION - GRADING AND PAVING

Parker-Schram Co.	49,897.00
Harold Blake	51,522.50
Kern & Kibbe	53,708.00
Northwest Roads Co.	53,998.50
F. J. Kernan	55,537.00
Jacobsen-Jensen Co.	55,958.60
Theo. Arenz	56,701.50
Edlefsen-Weygandt Co.	57,918.50
The United Contracting Co.	58,738.00

WEST SIDE PACIFIC HIGHWAY
BRIDGE OVER OREGON ELECTRIC RAILROAD TRACKS SOUTH OF PORTLAND

C. J. Montag	26,932.50
Joplin & Eldon	27,898.00
Barham Bros.	28,695.00
Mountain States Construction Co.	28,895.00
Hoffman Construction Co.	29,780.00
Averill & Philpott	29,882.50
S. A. Bingham	30,967.50
Settergren Bros.	32,505.50
The United Contracting Co.	34,605.00
Shattuck & Neland	36,350.00

JOHN DAY HIGHWAY
KINZUA JUNCTION-SERVICE CREEK SECTION - CRUSHED ROCK SURFACING

Joslin & McAllister	19,620.00
H. C. Rogers	20,160.00
Chas. H. Hoyt	20,500.00
Itschner & Rigdon	21,600.00
Saxton & Looney	21,750.00
The United Contracting Co.	22,620.00
Earl L. McNutt	23,380.00
Newport Construction Co.	23,600.00
J. W. & J. R. Hillstrom	24,200.00

OCT 11 1934

Kinzua Junction-Service Creek Section, Continued

Schmeer, Williams & Gentemann	$ 24,780.00
E. Hefty	27,800.00
Joplin & Eldon	27,980.00
Northwest Roads Co.	28,040.00
E. C. Hall	29,000.00
Portland Sand & Gravel Co.	29,560.00
Dunn & Baker	31,800.00
A. T. Dolan	33,820.00
R. I. Stuart & Son	35,720.00

SALE OF BUILDINGS AT REEDSPORT

E. L. Settle, Oakland	75.00

SALE OF USED TRUCKS, TRACTORS, ETC., STORED AT COQUILLE

T. J. EVANS, KLAMATH FALLS

Liberty Truck	$ 20.00
Liberty Truck	50.00
Pierce Arrow Truck	7.50
Fordson Tractor	40.00
2½ Ton Holt Used Motor	7.50
300 Short Handle "D" Shovels	51.50

SAM D. BORNSTEIN, PORTLAND

For All Junk and Equipment	98.99

MARSHFIELD BARGAIN HOUSE, MARSHFIELD

2½ Ton Holt Used Motor	8.50
* 30 Short Handle "D" Shovels	10.80

H. MAIZELS, SALEM

Liberty Truck	11.11
Liberty Truck	11.21
Liberty Truck	11.31
Pierce Arrow	11.41
300 Short Handle "D" Shovels	19.50

MT. SCOTT AUTO & TRUCK WRECKING CO., PORTLAND

Liberty Truck	8.00
Liberty Truck	8.00
Liberty Truck	8.00
Pierce Arrow	8.00

* Alternate Bid (300) $75.00

OCT 11 1934

10/11/34

2½ Ton Holt Used Motor		$ 36.00
Used Parts for Fordson Tractor		15.00
5 Vertical Hydraulic Hoists		22.00

SALE OF SCRAP METAL, TIRES AND BATTERIES STORED AT COQUILLE

MARSHFIELD BARGAIN HOUSE, MARSHFIELD

Item	Quantity	Unit Bid	Amount
Scrap Cast Iron	1 ton	$ 4.00	$ 4.00
Scrap Bronze	500 lbs.	.03-3/4	18.75
Scrap Aluminum	300 lbs.	.07-1/4	21.75
13-Plate Scrap Batteries	39	.32	12.48
15-Plate Scrap Batteries	6	.36	2.16
19-Plate Scrap Battery	1	.41	.41
32-Volt Scrap Lighting Batteries	16	.21	3.36
Old Radiator Cores	12	.88	10.56

FAMOUS TIRE CO., PORTLAND

Scrap Tires	3 tons	6.00	18.00

H. MAIZELS, SALEM

Scrap Bronze	500 lbs.	.03 11/100	15.55
Scrap Aluminum	300 lbs.	.07 11/100	21.33
Old Radiator Cores	12	.71	8.52

Chairman Scott announced that the award of contracts would be made at 3:30 o'clock p. m. in the same room.

County Judge J. M. King of Jefferson County was present regarding the award of the contract for the construction of the Deschutes River-Agency Plains Section of the Warm Springs Highway for which bids were opened at this meeting. He was advised that the Commission has received a satisfactory bid for this project but has decided to defer the award of the contract until all matters pertaining to the acquisition of right of way have been satisfactorily settled, including the obtainment of mortgage releases. Judge King stated that he would take care of this matter immediately.

Lewis A. McArthur, Portland, appeared before the Commission regarding the U. S. Coast & Geodetic Survey work which it is proposed to undertake as an SERA project. He was informed that the Commission has deferred its decision pending a detailed report of the Engineer as to the direct benefits that the State Highway Department will receive from such survey, which report is to be rendered at the next meeting.

At the request of the Commission, H. G. Benson, right of way buyer, discussed with the Commission the matter of payment of severance damages in connection with right of way settlements. The matter was discussed at

considerable length, but no definite action was taken thereon.

C. H. Baynard, Newberg, was present and reported to the Commission that the Newberg City Council has taken action with regard to the acquisition of right of way required for the proposed improvement of the West Side Pacific Highway at the west city limits of Newberg and expects to have this right of way procured within the next few days so that the Commission can proceed with the letting of the contract for this work.

The Secretary presented a bid of Alaska Junk Company, Portland, for the purchase of used equipment and scrap metals offered for sale this day by the Commission which bid was delivered at 11:30 o'clock a. m., whereas the Commission's call for bids stated that bids would be received at 9:00 o'clock a. m. The Commission declared the bid out of order in view of the fact that it was not presented at the proper hour and instructed the Secretary to return it to the bidder.

The Commission adjourned at 11:45 o'clock a. m. to reconvene at 1:30 p. m. in the same room.

The State Highway Commission reconvened at 1:30 o'clock p. m. in the auditorium of the Public Service Building, with all members, the State Highway Engineer, the Assistant Attorney and the Secretary present.

County Judge U. G. Couch of Union County was present regarding the allocation of funds heretofore budgeted by the Commission for the improvement of Wallowa Lake Highway in the City of La Grande involving the construction of this highway under the tracks of the O.-W. R. R. & N. Co. He suggested, in the event that the Commission abandons this project, that these monies be expended for the improvement of the secondary highway extending from Island City to Cove. He was informed that it would not be possible to grant his request due to the fact that the monies provided for the La Grande improvement are federal funds which must be expended within municipalities, and the Island City-Cove road is not eligible for such funds.

County Judge J. M. King of Jefferson County reappeared before the Commission with regard to the acquisition of right of way for the Deschutes River-Agency Plains Section of the Warm Springs Highway. He stated that Jefferson County has no district attorney at present and inquired whether or not the Commission would be willing to loan its Attorney to the County to condemn this right of way, if that is necessary. The Commission instructed the Assistant Attorney to confer with Judge King with regard to this matter and advise him how to proceed with the condemnation proceedings. The Assistant Attorney was also instructed to prepare a form of agreement with Jefferson County whereby the County assigns to the State a certain amount of its share of the state motor vehicle funds to reimburse the State for expense that the State may incur in connection with the acquisition of this right of way, including expense of condemnation suits, if it develops that the State must advance the cost thereof.

The Commission had under consideration the matter of conducting a

survey for the reconstruction of the Columbia River Highway between Hood River and The Dalles. After some discussion the Commission authorized the Engineer to conduct a reconnaissance survey between these points. The Commission also authorized the Engineer to advertise for bids for the making of an aerial photographic survey of the Columbia River Gorge between Portland and The Dalles.

The Commission discussed the matter of acquisition of right of way required for the improvement of the West Side Pacific Highway across the property of Mrs. Eva Inez North in the vicinity of Middleton. It appeared to the Commission that the purchase price provided for in the adoption taken for this property is exorbitant; therefore, it was decided that an attempt should be made to get Mrs. North to agree to a lesser amount. The Assistant Attorney was instructed to assign Mr. Bentley, right of way buyer, to carry on these negotiations.

The Commission ordered that hereafter all right of way buyers, as a preliminary to all negotiations for purchase of right of way, shall investigate the county records and ascertain the assessed value of the property being acquired which value is to be used as a basis for negotiating that purchase.

Mr. Robert G. Dieck, consulting engineer, Portland, and Mr. John Logan, representing Logan Construction Company, appeared before the Commission at this time with further reference to the claim of the Logan Construction Company for extra compensation arising out of its contract with the Commission for the construction of the Albany-Tangent Section of the Pacific Highway. After a lengthy discussion of this matter, Mr. Dieck agreed to submit a detailed claim in writing within the next day or two. It was also agreed that this matter would be reconsidered at a special conference to be held at 9:00 o'clock a. m. on Thursday, October 18, in the Benson Hotel, Portland, at which Mr. Logan, Mr. King and Mr. Dieck are to be present.

At 3:30 o'clock p. m. Chairman Scott announced the following awards of contracts for which bids were received at the morning session, the awards having previously been approved by the Commission by unanimous vote:

Tunnel-Dixie Section of the Old Oregon Trail in Baker County, 1.28 miles of grading. The low bid is that submitted by J. A. Terteling & Sons, Boise, Idaho, at $46,473.00; the next low bid is that submitted by O. N. Pierce & M. L. O'Neil & Son, Portland, at $54,694.00. The Commission awards this contract to J. A. Terteling & Sons at their bid price of $46,473.00.

Bridge over Burnt River on the Old Oregon Trail near Dixie in Baker County. The low bid is that submitted by J. A. Terteling & Sons, Boise, at $13,264.50; the next low bid is that submitted by Colonial Construction Co., Spokane, at $13,617.50. The Commission awards this contract to the low bidders, J. A. Terteling & Sons, at their bid price of $13,264.50.

Construction of a frame maintenance building on state property at Pistol River in Curry County. The low bid is that received from Sig Ash,

Medford, at $3,662.00; the next low bid is that submitted by E. W. McCall, Klamath Falls, at $3,806.09. The Commission awards this contract to the low bidder, Sig Ash, at his bid price of $3,662.00.

Nigger Flat-Stinkingwater Mountain Section of the Central Oregon Highway in Harney County, 3.43 miles of grading. The low bid is that of Morrison-Knudsen Co., Boise, at $147,800.00; the next low bid is that of Joplin & Eldon, Portland, at $148,758.00. The Commission holds the award of this contract pending the approval by the Bureau of Public Roads of the federal lands highway program and refers the bids to the State Highway Engineer with power to act when notification of such approval has been received.

Deschutes River-Agency Plains Section of the Warm Springs Highway in Jefferson County, 4.89 miles of grading. The low bid is that submitted by J. A. Lyons, Portland, at $87,913.00; the next low bid is that of Colonial Construction Co., Spokane, at $94,362.50. The Commission holds the award of this contract pending acquisition of right of way and refers all bids to the State Highway Engineer with power to act as soon as right of way matters have been satisfactorily settled.

Lower Sheep Creek Section of the Santiam Highway in Linn County, 0.71 mile of grading. The low bid is that submitted by G. I. Stebbins Construction Co., Klamath Falls, at $44,445.00; the next low bid is that submitted by Berke Bros., Inc., Portland, at $45,315.00. The Commission awards the contract to the low bidder, G. I. Stebbins Construction Co., at its bid price of $44,445.00.

Blue Mountain Pass Section of the I.-O.-N. Highway in Malheur County, 5.86 miles of grading. The only bid received for this job is that submitted by Dunn & Baker, Klamath Falls, at $39,807.00. The Commission has rejected this bid and has ordered the project readvertised.

Swift Section of Swift Secondary Highway in Multnomah County, 1.42 miles of grading and paving work. The low bid is that submitted by Parker-Schram Co., Portland, at $49,897.00; the next low bid is that submitted by Harold Blake, Portland, at $51,522.50. The Commission awards this contract to the low bidder, Parker-Schram Co., at its bid price of $49,897.00.

Bridge over Oregon Electric railroad tracks on the West Side Pacific Highway south of Portland in Multnomah County. The low bid is that of C. J. Montag, Portland, at $26,932.50; the next low bid is that of Joplin & Eldon, Portland, at $27,898.00. The Commission awards the contract to the low bidder, C. J. Montag, at his bid price of $26,932.50.

Kinzua Junction-Service Creek Section of the John Day Highway in Wheeler County, 14.0 miles of crushed rock surfacing. The low bid is that submitted by Joslin & McAllister, Spokane, at $19,620.00; the next low bid is that submitted by H. C. Rogers, Yakima, at $20,160.00. The Commission awards this contract to the low bidders, Joslin & McAllister, at their bid price of $19,620.00.

Sale of buildings located on the highway right of way in the town

of Reedsport, Douglas County. The only offer received for the purchase of these buildings was that submitted by E. L. Settle, Oakland, at $75.00. The Commission refers this offer to the State Highway Engineer with power to act.

Sale of used trucks, tractors and other equipment stored at Coquille. The high bids received for the purchase of this equipment are as follows:

TRUCKS

H. Maizels	1 Liberty	$ 11.11
T. J. Evans	1 Liberty	20.00
T. J. Evans	1 Liberty	50.00
H. Maizels	1 Pierce Arrow	11.41

TRACTORS AND OTHER EQUIPMENT

T. J. Evans	1 Fordson tractor	$ 40.00
Mt. Scott Auto & Truck Wrecking Co.	1 2½-Ton Holt Used Motor	36.00
Mt. Scott Auto & Truck Wrecking Co.	All used parts for Fordson tractor	15.00
Mt. Scott Auto & Truck Wrecking Co.	5 Vertical Hydraulic Hoists	22.00
Marshfield Bargain House	300 Short Handle "D" Shovels	75.00

The Commission refers the bids to the State Highway Engineer with power to act.

Sale of scrap metal, tires, and batteries located at the Highway Department Shops at Coquille. The high bids received for the purchase of this material are as follows:

	Item	Unit Bid	Amount
Marshfield Bargain House	1 ton scrap cast iron	$4.00	$ 4.00
Famous Tire Co.	3 tons scrap tires	6.00	18.00
Marshfield Bargain House	500 lbs. scrap bronze	.03-3/4	18.75
Marshfield Bargain House	300 lbs. scrap aluminum	.07-1/4	21.75
Marshfield Bargain House	39 13-Plate Scrap Batteries	.32	12.48
Marshfield Bargain House	6 15-Plate Scrap Batteries	.36	2.16
Marshfield Bargain House	1 19-Plate Scrap Battery	.41	.41
Marshfield Bargain House	16 32-Volt Scrap Lighting Batteries	.21	3.36
Marshfield Bargain House	12 Old Radiator Cores	.88	10.56

The Commission has referred all bids for this material to the State Highway Engineer with power to act.

There being no further business to come before the Commission at this time the meeting was adjourned at 4:00 o'clock p. m.

Chairman

State Highway Engineer

Commissioner

Secretary

Commissioner

OCT 11 1934

PART 3

OF

VOLUME XIX

MINUTES OF OREGON STATE HIGHWAY COMMISSION

COVERING PERIOD

F R O M

OCTOBER 31, 1934

T O

MARCH 31, 1935

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OREGON STATE HIGHWAY COMMISSION

Leslie M. Scott, Portland, Chairman
E. B. Aldrich, Pendleton, Commissioner
Carl G. Washburne, Eugene, Commissioner

- - - -

R. H. Baldock, State Highway Engineer
H. B. Glaisyer, Secretary

- - - -

HEADQUARTERS AND GENERAL OFFICE OF DEPARTMENT

LOCATED AT SALEM, OREGON

TABLE OF CONTENTS

Page	Date 1934	Subject
5237	Oct. 31	Toledo Section. Advisability of abandoning project discussed. Delegation present from Toledo.
5241	Nov. 1	Bids received:
5242		Bridge over Burnt River and approaches;
		South Fork-Bummer Creek Section, grading;
		Church Section, grading and surfacing;
		Unit No. 4, Redmond-Bend Section, grading;
5243		Mystic Creek-Winston Rock Production Project;
		Barron Creek-Torrent Creek Section, grading;
		Unit No. 2, McCallister Section, grading;
		Klamath Rock Production Project;
5244		Blue Mountain Pass Section, grading;
		Hardman-Chapen Creek Section, grading and surfacing;
		McNary-Oak Point Section, grading and oil mat surface treatment;
5245		Yamhill River-Salt Creek Section, grading and surfacing and oil mat surface treatment;
		Hayden Gulch-West Forest Boundary Section, grading and construction of two reinforced concrete bridges;
		Ferry service at Wilsonville.
		Bids returned to bidders:
		Yamhill River-Salt Creek Section, Homer G. Johnson;
5246		South Fork-Bummer Creek Section, E. C. Hall;
		Church Section, J. W. & J. R. Hillstrom;
		Mystic Creek-Winston Section, J. W. & J. R. Hillstrom.
		Minutes; 15 sets approved.
		Awards confirmed:
		Deschutes River-Agency Plains Section, grading;
		Nigger Flat-Stinkingwater Mountain Section, grading.
		Sale of building in Reedsport to E. L. Settle confirmed.
5247		Sale of used trucks, tractors, scrap metal, etc. at Coquille confirmed.
		U. S. Coast & Geodetic Survey, authority granted to cooperate on SERA project.
		Clackamas County. Confirmation of oral authority to advertise for bids for furnishing ferry service at Wilsonville.
		Logan Construction Company. Settlement of claim for extra compensation on Albany-Tangent Section.
5248		Trailers (10-ton, solid-tired), authority granted to reconstruct 14.
		Portland Traction Company, franchise ordered prepared covering street car tracks on Interstate Bridge.
5249		Delake. Authority granted to erect town markers.
		Tillamook County. Agreement to pay $2,500 as state cooperation in connection with SERA project from Mills Bridge west.
		The Dalles. Resolution covering adoption of route for western entrance.

Page	Date 1934	Subject
5251	Nov. 1	Willamette Highway. Reduced load limit ordered between Oak Ridge and west end of Black Canyon Section; highway east of Oak Ridge closed to vehicular traffic.
5253		Klamath County. Request for rescinding order prohibiting hauling logs on state highways on Saturday afternoons, Sundays and holidays.
		Nestucca Highway Improvement District. Indebtedness; payment deferred.
		McMinnville-Tillamook Highway; contract for furnishing maintenance materials in stock piles authorized.
5254		Fruit trees on right of way, disposal of crops.
		Klamath County market road designations:
		Portion of Altamont-Dixon Road;
		Airport-Ager Road;
5255		Through Pelican City;
		Dehlinger Lane.
		Malheur County. McDermitt-North Secondary Highway, resolution designating extension.
		Malloy's Ranch-Idaho state line section to be designated secondary highway upon receipt of formal request.
5257		Multnomah County. Footbridge across Tanner Creek near Bonneville requested.
		Mountain States Power Co. Protest against relocation of poles along Oretown-Meda Junction Section; relocation required.
		Coe McKenna. Claim for services as witness and appraiser in right of way suit approved.
		Tom Knight. Claim for automobile damages caused by collision with tree across Tiller-Trail Road; settlement offered.
		Carl McNutt. Claim for reimbursement for expense of removing trees fallen across Siletz Sec. Highway denied.
5258		Elgin. House on new alignment of Wallowa Lake Highway, purchase authorized.
		Reedsport. Consideration of acquisition of right of way for Umpqua Highway.
		Newberg. Right of way for West Side Pacific Highway; ordinance not satisfactory to Commission.
		Acquisition of real property for right of way, quarry sites, etc., resolution covering various highways.
5261		Park matters:
		Medford American Legion, 40-acre tract on Crater Lake Highway, acquisition of State's interest desired.
		Cape Arago State Park; fishermen's headquarters established, recommendation of L. J. Simpson asked.
		Silver Falls State Park. Parks Engineer authorized to spend state funds for materials for improvements.
		Decision deferred as to purchase of 100-acre tract adjacent to Silver Falls State Park.
		Rocky Creek State Park. Negotiations authorized to acquire small tract reserved by owner.
5262	Nov. 1	Park matters - continued
		Cape Sebastian Park. Decision deferred with regard to purchase of 200-acre addition.
		Tract adjoining Siletz Secondary State Highway, petition to Secretary of Interior signed.
		Bradley Park. Agreement with B. J. and Marion Lindeman covering concession privileges.
		Mrs. Mabel Stevens. Permit to maintain dwelling within right of way of Columbia River Highway near Holbrook.
		Clackamas County. Request for oiling Woodburn-Mt. Hood Loop Secondary Highway between Market Road No. 10 and Molalla, and Cascade Secondary Highway north from Marquam.
5263		Oregon State Hotel Association. Letter requesting improvement of Pacific Highway from Salem to California line.
		Marion County. Petition for oiling secondary highway from foot of hill south of Cottage Farm to Aumsville.
		Greater Union of Clackamas County Clubs, resolution requesting completion of East Portland-Oregon City Highway pavement for four lanes of traffic between Oregon City and Milwaukie.
		Coos Bay. Extra ferry service to be furnished every Saturday night subject to certain provisions.
		La Grande. Letter asking alterations in plans for undercrossing; referred to Engineer for report.
		Sumpter Valley Dredging Company, permit to transport steel girder from McEwen to Sumpter.
5264		Douglas County. Sale of old bridge at Winston approved.
		Extensions of time:
		L. O. Herrold, Brunks Corner-West Salem Section;
		J. J. Badraun, bridge over Calapooya River near Holley;
		Edlefsen-Weygandt Co., So. Unit, Portland-Milwaukie Section;
5265		Harold Blake, Halsey Street-Clinton Street Section.
		Contracts completed and accepted:
		Bummer Creek-Lobster Mountain Section, Frank M. Bullis & H. I. Rees;
		Neil Creek-Barron Creek Section, von der Hellen & Pierson;
		Stinkingwater Mountain-Drinkwater Pass Section, Joplin & Eldon;
		Bridge over South Umpqua River, Joplin & Eldon;
5266		Newberg-McMinnville Section, Harold Blake;
		Bridge over Calapooya River near Holley, J. J. Badraun;
		Bridge over East Fork of Hood River, R. H. Jones;
		Bridge over Little Nestucca River near Dolph, W. W. McFarland;
		Bridge over Johnson Creek near Milwaukie, Joseph H. Anderson.
5267		Meetings scheduled for December 20 and January 10.
		Awards announced:
		Bridge over Burnt River and approaches thereto;
		South Fork-Bummer Creek Section, grading;
5268		Church Section, grading and surfacing;

Page	Date 1934	Subject
5268	Nov. 1	Awards - continued Unit No. 4, Redmond-Bend Section, grading; Mystic Creek-Winston Rock Production Project, furnishing crushed gravel in stock piles; Barron Creek-Torrent Creek Section, grading; Unit No. 2, McCallister Section, grading; Klamath Rock Production Project, furnishing crushed rock;
5269		Blue Mountain Pass Section, grading; Hardman-Chapen Creek Section, grading and surfacing; McNary-Oak Point Section, grading and oil mat surface treatment; Yamhill River-Salt Creek Section, grading, surfacing and oil mat surface treatment; Hayden-Gulch-West Forest Boundary Section, grading and bridges; Furnish ferry service across Willamette River at Wilsonville.
5270		Wasco County. Tygh Valley-Sherars Bridge Secondary Highway, request for improvement of section granted.
	Nov. 8	Portland. Hearing re routing East Portland-Oregon City Highway northerly from present terminus at S. E. 17th Ave. and Schiller Street.
5276		Wallowa County. Delegation asks for completion of Enterprise-Flora Highway and reconstruction of road around Wallowa Lake. Corvallis-Newport Highway. Dr. Kauffman and Mr. Gaither appeared re improvement through Toledo.
5277		Toledo project reinstated in current construction program. La Grande Undercrossing. Report of Engineer on cost to change plans. Commission does not approve change.
5278		Tanner Creek bridge sidewalk. Construction ordered, cost $400. Weston-Elgin Forest project. Program letter signed with Bureau of Public Roads and Regional Forester. I.-O.-N. Highway. Engineer to advertise for bids for construction of Idaho Line-Malloy's Ranch Section. Log Hauling during Saturday afternoons in Klamath County. Permission granted for 30-day period. Engineer to report findings.
5279		Bulldozer, Engineer authorized to purchase one. Right of way for Umpqua Highway in Reedsport. Assistant Attorney to ascertain cost to acquire city and county interests. C. M. Rasmussen, payment approved for right of way for Redmond-Bend Section of The Dalles-California Highway. Newberg, City of. Agreement signed re right of way for West Side Pacific Highway in Newberg.
5280		Jantzen Beach Park Association. Commission agreeable to changing clause in agreement re right of way for Pacific Highway. Rocky Creek Park, Lincoln County. Attorney authorized to offer $1,000 for 2.27-acre tract. If not accepted, he is to condemn. Right of way. Resolution adopted for acquisition of land.
5281		Salem-Dallas Highway. Harold Elbert and Albert J. Krueger property ordered condemned.
5282		Pelican Bay Lumber Company quarry site lease signed. Corvallis-Newport Highway, Toledo Section. Quitclaim Deeds signed reconveying property.
5283	Nov. 8.	Logan Construction Co. Agreement signed re claim for extra compensation arising out of its contract with the State. Columbia River Highway embankment. Engineer's report regarding use of dredged material from Bonneville Dam. Dunne, Senator Joe E. Re accusations made against Engineer.
5284		Awards of Contracts considered: F. C. Dillard, Church Section of Cape Blanco Secondary; Kern & Kibbe, Beaver Marsh Section, Klamath County; R. I. Stuart & Sons, Modoc Point and Keno Sections; Theodore Arenz, Yamhill River-Salt Creek Section; Theodore Arenz, McNary-Oak Point Section
5285		McNutt, Earl L. Protest against award of McNary-Oak Point Section contract to Theo. Arenz. Commission made no change.
5286	Dec. 5	Coos County. Improvement of county road from Coast Highway to Lakeside requested. Decision deferred until next day.
5287		Cape Arago Secondary Highway. North Bend and County Court request designation and maintenance of 3-mile extension. National Hospital Association. Group insurance discussed for employes; Commission agreeable to deducting premiums from pay rolls. Corvallis-Newport Highway, Toledo. Dr. Kauffman appeared re improvement.
5288		Engineer authorized to advertise the Toledo project. City of Toledo advises that it has passed ordinance establishing grade line for this improvement. Emigrant Springs Park. Fencing of sheep trail authorized. Parks. L. J. Simpson's gift of 5½-acre tract adjoining Cape Arago Park accepted by Commission. Wolf Creek. Engineer's report re cruise of timber between Necanicum and Elsie. No action taken by Commission.
5289		Lighthouse at Newport. Reconditioning work approved, $150. CCC Camps. Parks Engineer makes report thereon. Condemnation suit ordered. George S. Fitzpatrick property, Lincoln County (for Rocky Creek Park).
5291		Buffington, Collier H. and Kendall, John C. property at Gold Beach. Attorney authorized to acquire land by condemnation. Interstate Bridge. Street car tracks of Portland Traction Company. Report of Attorney; franchise to be prepared.
5292		Right of Way. West Side Pacific Highway, near Newberg - F. T. Bennett. If settlement cannot be reached, Attorney is to condemn property. Lindstrom & Feigenson, et al, claim for loss caused by delay, Alsea Bay Bridge construction, discussed. Letter written.
5293	Dec. 6.	Proposals opened and read, as follows: Golden Avenue-Johnson Avenue Unit; Bolon Island Section, grading; Roseburg Section, widening and resurfacing; Clinton Street-Foster Road Section, paving;
5294		Bridge over Yamhill River;

Page	Date 1934	Subject
5294	Dec. 6	Proposals opened and read, as follows:(Continued) Holdman-Meiner's Ranch Section.
		Pendleton-John Day Highway. Canyon City and John Day ask for improvement between Little Beech Creek and John Day.
5295		Forest Highway Funds, 1935. Conference to be held December 20 with Bureau of Public Roads and U. S. Forest Service.
		Minutes of meetings of October 1, and 10 and 11, approved.
		Right of way for Umpqua Highway through Reedsport. Report of Attorney. No action taken by Commission.
		Lighthouse, Yaquina Bay reservation in Newport. Deed from United States of America accepted by Commission.
		Right of way through Gold Hill from S. P. Matter referred to Attorney for further investigation and report.
		Barbur Boulevard. Proposal of Portland City Planning Commission to place in Zone 1 the land bordering along this boulevard. Proposal endorsed by Commission.
5296		Right of way adjacent to Columbia River Highway at Crown Point. Additional land is not to be acquired.
		Right of way. Resolution authorizing acquisition of right of way for various highway improvements.
5298		Herrold, Epsie E. Commission signed deed conveying to her land in Polk County.
5299		Right of way. Smith River Grange opposes the planting of obnoxious plants and shrubs along highway rights of way.
		Award of contracts made on Nov. 8. Engineer reports that right of way matters have been disposed of and contractors have been notified to start work.
		Log hauling in Klamath County. Permission permits hauling on Saturday afternoons, Sundays and holidays until further notice.
		Revetment work at confluence of Wilson River and Dougherty Slough. Commission will pay 50% of repair cost, if Tillamook County will assume balance of cost.
		West Side Pacific Highway. Widening project through Newberg deferred.
5300		Agreements signed, as follows:
		Lake County re right of way for Warner Secondary Highway.
		Tillamook County, re SERA project on Wilson River Highway.
		G. I. Stebbins Construction Co., re claim for extra compensation, State Highway Contract No. 1557.
		City of Marshfield, maintenance of highway route.
		Multnomah County, maintenance of E½ of SE 82nd Avenue.
		Morrow County; construction of timber cattle passes.
		Schooner Creek Bridge near Taft. Request for sidewalk referred to Engineer.
		Currier, R. G. Request to erect Neon sign over Oregon Coast Highway, near Lakeside, denied.
5301		West Coast Power Company. Request for construction of power pole line along Columbia River Highway near Bonneville denied.

Page	Date 1934	Subject
5301	Dec. 6	Columbia River Highway. Request of Bonneville American Legion for sidewalk between Moffat Creek and Viewpoint referred to Engineer to determine if project can be financed with CCC funds.
		John Day Highway. Association's request for extension of contract, to include Kinzua Junction-Fossil Section, denied.
		Klamath Falls-Weed Highway south of Klamath Falls. Erection of fog posts and painting of center line stripe ordered.
		Dr. Fred F. Thompson's request to erect service station partly on Columbia River Highway in The Dalles, denied.
5302		Old Oregon Trail, North Powder-Haines Section. Engineer to advertise for bids for furnishing maintenance materials.
		Vouchers, disposition of old duplicate copies. Matter referred to Attorney for advice.
		Van Vleet, Geo. R. Releasing him from further liability re damage done to bridge near Jewell.
		Snow removal. Offer of F. G. Brown to remove snow from Klamath Lake Secondary Highway declined.
5303		Klamath Falls-Weed Highway. Letter from Klamath County Chamber of Commerce urging early completion of highway.
		Molalla Electric Company. Commission declined to pay for easement which power company obtained from S. P. for maintaining its poles on railroad right of way.
		International North and South Hi-way U. S. No. 95 Ass'n submits copy of its constitution and by-laws.
		North Bend asks Commission to convey site of ferry landing to City when Coos Bay bridge is completed. No action taken.
5304		La Grande City project (undercrossing) abandoned by Commission as it cannot meet demands of City.
		Oregon Coast Highway bridges. Resolution authorizing extra work and fixing compensation therefor.
5306		General Insurance Company of America. Secretary reports that Insurance Commissioner has suspended the certificate of authorization and license because of alleged violations.
		Malheur County. Designating county road, 2.4 miles, as Malloy Ranch-Idaho Line Secondary Highway. Resolution adopted.
5308		Tualatin Valley Highway through Hillsboro. Five blocks to be improved if funds can be found to pay extra cost.
		Extensions of Time:
		S. H. Newell & Co., - grading Jackson Creek-McDermitt Sec.
		S. H. Newell & Co., - grading Blue Mountain Pass-Jackson Creek Section.
		Settergren Bros. - viaduct at Bybee Blvd. and bridge over Crystal Springs Creek in Portland.
5309		Collins Concrete Pipe Co. - guard fence and sight posts.
		Contracts completed and accepted:
		Harold Blake; Contract No. 1514.
		S. H. Newell & Co.; Contract No. 1539.
		S. H. Newell & Co., Contract No. 1612.
		Parker-Schram Co., Contract No. 1624.

Page	Date 1934	Subject
5309	Dec. 6	Contracts Completed and Accepted: (Continued) G. M. & P. M. Parker - Pacific-McKenzie Highway Junction Landscaping Project. Collins Concrete Pipe Co. - guard fence and sight post construction project. Earl L. McNutt - Spencer Butte Section.
5311		Next meeting set for January 24, 1935. Awards of contracts announced, as follows: Golden Avenue-Johnson Avenue Unit, Marshfield Section; Bolon Island Section, Oregon Coast Highway; Roseburg Section, Pacific Highway; Clinton St.-Foster Road Section, 82nd Avenue; Bridge over Yamhill River on Dallas-Coast Secondary Hwy;
5312		Holdman-Meiner's Ranch Section, Pendleton-Cold Springs Hwy. Coos County. Decison re improvement of county road from Coast Highway to Lakeside deferred. R. H. Jones' final estimate, Contract No. 1419. Payment approved if surety company consents. Railroad grade crossings, elimination of. Engineer authorized to make surveys and assemble data in connection with Government's proposed program for elimination of such crossings. Columbia River Highway. Abandoned section through The Dalles will not be maintained by State. (Re inquiry of The Dalles).
5313		W. A. Langdon, Walla Walla, offers to sell rights to gravel pit near Blalock. Letter referred to Engineer.
5314	Dec. 20	Bids for construction projects, opened and read, to-wit: Third St.-Fifteenth St. Unit, Corvallis Section; Pittsburg-Vernonia Section, Nehalem Secondary Highway; Trehorn-Buxton Section, Nehalem Secondary Highway;
5315		South Ashland Section, Pacific Highway; North Medford Section, Pacific Highway; Evelyn Avenue-"L" Street Unit, Grants Pass Section; White Rock-Lakeview Section, Fremont Highway; Fremont Junction Section, Warner Secondary Highway; Bridge over Tualatin River Overflow; Bridge over Dairy Creek.
5316		Bid of John Gardner to be returned. Wallowa County. Delegation asks that county road from Joseph to Wallowa Lake be designated and improved as secondary highway. Enterprise-Flora Highway improvement desired most by delegation. Wallowa Lake Road. County to make application for SERA funds for improving this road.
5317		Old Oregon Trail Association requests improvements to Old Oregon Trail and the Columbia River Highway from Portland to Ontario.
5318		Central Oregon Highway. Malheur County requests construction of 6-mile section west from Juntura. John Day Highway. Grant County requests reconstruction of highway between Mt. Vernon and Dayville.

Page	Date 1934	Subject
5318	Dec. 20	Kimberly-Monument Secondary Highway. Extension thereof requested to include North Fork of John Day River at Monument so existing bridge can be reconstructed. No action taken. Heppner-Spray Secondary Highway. County Court asks for completion of line revision, north of Hardman. Decision deferred.
5319		Lexington-Echo Secondary State Highway. Oiling of Morrow County Section considered. Forest Highway program for 1936 formulated. List given.
5320		Awards of contracts announced: Third Street-Fifteenth Street Unit, Corvallis Section; Pittsburg-Vernonia Section, Nehalem Secondary Highway;
5321		Trehorn-Buxton Section of Nehalem Secondary Highway; South Ashland Section of Pacific Highway; North Medford Section of Pacific Highway; Evelyn Avenue-"L" Street Unit of Grants Pass Section; White Rock-Lakeview Section of Fremont Highway and Fremont Junction Section of Warner Secondary Highway; Bridge over Tualatin River Overflow and bridge over Dairy Creek, Washington County. Ochoco Highway. County Court asks that sharp curves on Mountain Section be eliminated. Matter referred to Engineer.
5322		Condemnation proceedings, Marian M. Holliday and W. D. Miller; quarry site on Klamath Falls-Weed Highway. Resolution adopted.
5324		Agreements signed: Parker-Schram Co., providing for change in specifications of Contract No. 1624. Shattuck & Neland, disposing of claim arising out of Contract No. 1591. Special meeting set for December 31, 1934.
5325	Dec. 31	Corvallis-Newport Highway. Dr. Kauffman presents check to complete Toledo's share of cost of right of way. Toledo project ordered advertised. Meeting scheduled for January 24, 1935, postponed to January 31. Pole lines. Double cross arm construction discussed by Commission and Mr. Wakeman of P. E. P. Co.
5326		P. E. P. Co. requests permission to cut tree on West Side Pacific Highway near Onion Flat Bridge. Investigation to be made. Portland Traction Company. W. H. Lines discusses maintenance of street car tracks on Interstate Bridge. Attorney ordered to prepare franchise.
5327		Molalla Electric Company; reconsideration given to bill for easement from S. P. Payment denied. May place wires underground, thus eliminating necessity of poles. Parks. Lease of submarginal lands adjoining Silver Falls State Park. Secretary instructed to write to National Park Service.
5328		Foot paths. Report of Engineer re construction between Moffat Creek and Viewpoint, near Bonneville.

Page	Date 1934	Subject
5329	Dec. 31	Survey of Cape Lookout Road, Tillamook County, authorized, if state funds can be expended therefor legally.
		Wolf Creek Highway. Reconsideration given to acquisition of timber. Action again deferred.
		Trees on highway rights of way. Policy adopted re removal of trees that might prove to be hazardous to traffic.
		W. A. Langdon to be advised that State does not need his gravel pit located near Blalock.
		Cal Ray. Disposal of his application for permission to use a portion of old bridge across South Slough, Cape Arago Secondary Highway.
5330		Newport, City of; claim of $227.98 for repairs to its pile driver which was damaged by State's contractor, denied.
		Awards of contracts confirmed, as follows:
		Kern & Kibbe, Clinton St.-Foster Road Section, 82nd Ave.
		Jacobsen-Jensen Co., Third St.-Fifteenth St. Unit, Corvallis;
		Jacobsen-Jensen Co., North Medford Section;
		Jacobsen-Jensen Co., Evelyn Avenue-"L" St. Unit, Grants Pass;
		A. T. Dolan, Pittsburg-Vernonia Section, Nehalem Secondary Highway;
		Mountain States Construction Co., South Ashland Section.
		R. I. Stuart & Sons. Award of contracts for Roseburg and Marshfield projects discussed. (Violation of National Code for crushed rock and gravel industry)
5331		Oregon Coast Highway. Survey authorized for property location between Port Orford and Euchre Creek. Acquisition of right of way also authorized.
		Bituminous road materials. Code of fair competition discussed, but no action taken.
5332		Crushed rock, sand and gravel Code. "Permissive area" along Columbia River discussed, which will increase cost of road building. Attorney to intercede in behalf of State.
		Agreements signed, as follows:
		City of Corvallis, re maintenance of project;
		City of Ashland, maintenance of South Ashland Section;
		City of Medford, maintenance of Medford Section;
		City of Portland, maintenance of portion of SE 82nd St., etc.
		City of Grants Pass, maintenance of Grants Pass Section;
		City of Baker, maintenance of Old Oregon Trail;
5333		National Hospital Association re group insurance.
		Walter F. MacPherson's claim for overtime denied.
		Snow removal. Request of Deschutes Lumber Company to keep four-mile section of Willamette Highway and 1½-mile section of county road open during winter referred to Engineer with power to act.
		Siuslaw Highway. Junction City Service Club requests improvement of Cheshire-Mapleton Section. Improvement deferred.
5334		Railroad highway grade crossing eliminations. Construction of grade separation structures along Pacific Highway between Junction City and Eugene discussed. No action taken.

Page	Date 1934	Subject
5334	Dec. 31	Lincoln County. Sidewalk on Schooner Creek bridge near Taft; construction approved.
		Coos County. Fill across Pony Slough; riprapping authorized.
		Waldport. Sidewalk construction and painting of safety lanes requested; safety lanes approved.
5335		Tigard. Improvement of shoulders requested.
		Grant County. Request of Mary M. Davis for designation of secondary highway through Ritter denied.
		Lake County. Request for reconstruction of Camas Prairie Section of Warner Secondary Highway denied.
		Delake Street Improvement Ass'n. Request for state cooperation in SERA drainage project declined.
		Troutdale maintenance headquarters. Petition protesting location denied.
5336		Pendleton. Resolution designating new route of Old Oregon Trail through city.
5337		Right of Way. Resolution authorizing condemnation of Frank H. Hilton, et ux, property.
5339		Resolution authorizing Engineer to acquire land for highway improvements.
5342		Signs. Lakeview 20-30 Club authorized to erect small signs directing attention to historical locations.
		Snow removal. Agreement with F. G. Brown on Klamath Lake Secondary Highway.
		Timber on right of way of Salmon River Highway; negotiations with Miami Corporation for purchase authorized.
5343		Gardiner Mill Company. Right of way for north approach to Umpqua River Bridge discussed.
5344		Resolution to clarify misunderstanding with regard to signing checks covering payments for Coast Highway bridge construction.
5345		The Dalles. Right of way, offer of Dr. F. F. Thompson rejected and condemnation authorized.
		American Association of State Highway Officials. Payment of annual dues authorized.
		Vouchers. Matter of disposal of old duplicates referred to Legislature.
5346		Gold Hill. Attorney's report on acquisition of right of way from Southern Pacific Co.
		Federal aid highway funds, tentative list of projects ordered.
		Hebo-Dolph Section, McMinnville-Tillamook Highway. State asked to advance payment for leveling course to be given credit by the Bureau of Public Roads later.
5347		Klamath Falls-Weed Highway grade separations; construction and cooperation discussed.
		Oregon Society of Democratic Engineers endorsing proposed reconstruction of Joseph-Wallowa Section.
5348		Lakeview City Council opposed to diversion of highway funds to cities and towns.

Page	Date	Subject
	1934	
5348	Dec. 31	Secretary of State's records relative to motor vehicle classification and gasoline tax refunds; loan requested.
		Extensions of time:
		E. H. Itschner & E. L. Rigdon, Rock Creek and Eagle Creek Sections;
		Hoffman Construction Co., Ashland Undercrossing Section;
5349		Morrison-Knudsen Co., Stinkingwater Mountain Section;
		L. O. Herrold, Brunks Corner-West Salem Section;
		Theodore Arenz, Mill City-Gates Section;
		Chester T. Lackey, Ontario Section;
5350		C. J. Montag, bridge over S. Fork of Coquille River;
		Settergren Bros., bridge over Bybee Boulevard.
		Contracts completed and accepted:
		Bridges over Vermont and Newbury Street Gulches, Hoffman Construction Co.;
		Brunks Corner-West Salem Section, L. O. Herrold;
		Bridge over S. Fork of Coquille River, C. J. Montag;
		Bridge over Bybee Boulevard, Settergren Bros.
	1935	
5352	Jan. 18	Ashland. Reconstruction of Pacific Highway from Normal School to Neil Creek requested.
		Physicians & Surgeons Hospital Association, matter of group insurance presented.
5353		Tentative program for anticipated 1935 construction funds discussed.
		W. F. MacPherson, claim for overtime. Conference with Labor Commissioner.
5354		Trees. Policy adopted as to cutting by pole line companies.
		Pole lines on rights of way; bill to be presented to Legislature modifying present statute.
		Pendleton. Notified to complete purchase of right of way for reconstruction of west entrance of Old Oregon Trail into city.
		Newberg. Notified to close options for right of way.
		Pendleton. Right of way across State Hospital grounds; Board of Control lacks authority to transfer property.
5355		Trucks. Authority to trade in 26 light trucks and 5 pickup trucks and purchase 6 additional.
		Load limit reduction:
		Old Oregon Trail, Pendleton-Meacham Section;
		John Day Highway, Prairie City-Unity Section.
5357		Cannon Beach road. Improvement for benefit of log haulers requested. Investigation and report ordered relative to closing road to log hauling.
		Sherman County. Request for improvement of Buck Hollow Hill Section of Tygh Valley-Sherman Secondary Highway denied.
		Jackson County. Petition for resurfacing Little Butte Creek Secondary Highway denied.
		Umpqua Highway. Scottsburg-Reedsport Section, resurfacing suggested by Bureau of Public Roads. Decision deferred.

Page	Date	Subject
	1935	
5357	Jan. 18	Canyon City-Burns Highway. Improvement requested by Bureau of Public Roads. Decision deferred.
		Siuslaw Highway, Cheshire-Mapleton Section. Reconstruction suggested by Bureau of Public Roads. Decision deferred.
5358		Roseburg Section and Marshfield Section. Awards to R.I. Stuart & Sons rescinded account of Code violation.
		Inez DeLashmutt. Claims for damages because of construction near Glencullen denied.
		A. W. Hytinan. Claim for damages to truck caused by failure of retaining wall ordered paid.
		Umpqua Highway Improvement District. Bill to dissolve to be introduced. Funds to be turned over to State Highway Com.
5359		Seaside. Request for repair and improvement of Oregon Coast Highway route through city.
		Foster Road. Extension to Mt. Hood Highway urged by various organizations.
		California. Agreement covering appropriation of material from State of Oregon's gravel pit at Rough and Ready Creek.
		Hadley Vibrating Paver. Agreement with H. M. Hadley for experimental section of pavement signed.
5360		Southern Pacific Co. Agreement signed providing for reconstruction of section of Springfield-Cottage Grove Sec. Hwy.
		Gardiner Mill Company. Right of way negotiations to be continued.
		Park site on Siletz Secondary Highway. Report on status of acquisition from Department of Interior.
		Salmon River Highway, timber purchased to be confined to 80-foot right of way.
5361		Right of way, Middleton-Newberg Section:
		Frances and George Rupprecht and Chas. Bruce.
5362		Corvallis Lumber Co.; bargain and sale deed signed for small portion of maintenance site.
		L. J. Whitaker. Offer to purchase house on property acquired for right of way between Rex Hill and Middleton accepted.
		Rex Hill-Newberg Section. Attorney authorized to secure options for right of way.
5363		Astoria-Seaside Section. Additional right of way; purchase from D. E. Pearce deferred.
		Acquisition of real property for right of way, quarry sites, etc. resolution covering various highways.
5364		Astoria. Improvement of state highway route in vicinity of 23d St. and Franklin Ave.; state cooperation requested.
5365		Applegate River bridge; permission granted to attach plaque dedicating bridge to pioneers.
		Cascade Locks. Request for inclusion of water pipe installation in highway contract denied.
5366		Extensions of time:
		Theodore Arenz, Mill City-Gates Section;
		Mountain States Const. Co., Oak Creek and Lake Creek bridges.

Page	Date 1935	Subject
5366	Jan. 18	Contracts completed and accepted: Stinkingwater Mountain Section, Morrison-Knudsen Company; Mill City-Gates Section, Theodore Arenz; Railroad bridge over E. Portland-Oregon City Highway, Parker-Schram Company;
5367		Ashland Undercrossing Section, Hoffman Construction Company; Remodeling and widening bridges over Oak Creek and Lake Creek, Mountain States Construction Company.
5368	Jan. 31	Bids received: North Powder-Haines Rock Prod. Project; East Rainier Section, grading and paving;
5369		Bridge over Southern Pacific Tracks at North Bend; Bridges over Applegate River and Grays Creek; Murphy-Grays Creek Section, grading, surfacing and oil mat surface treatment; Toledo Section, grading, surfacing and penetration type bituminous macadam;
5370		Bridge over Rhea Creek and approaches; Bridge over Columbia Slough, Vancouver Avenue; Grand Ronde-Sheridan Rock Production Project; State Hospital-Ash Street Unit, Pendleton Section, grading, surfacing, oiling and bituminous macadam; Bridge over Grande Ronde River at Elgin;
5371		Elgin Section, grading and surfacing; Second Street-Seventh Street Unit, Forest Grove Section, pavement resurfacing; Range Street-5th Street Unit, Hillsboro Section, pavement widening and resurfacing; Votaw Unit, Multnomah County Line-Newberg Section, grading and paving; Sale of used paving plant.
5372		Foster Road extension to Mt. Hood Highway, designation and construction as secondary highway requested by delegation. Morrow County. Sale of old bridge over Rhea Creek to County approved. Bonneville vicinity; petition for improvements referred to Engineer for investigation as to possibility of using CCC labor. Cascade Locks. Columbia River Highway improvement requested by delegation.
5373		Improvement in front of school property discussed. Inquiry by Mr. Laber re plans and specifications for proposed improvement. Pipe line installation on revised alignment discussed.
5374		Washington and Columbia Counties. Designation and improvement as secondary highway of road from Middleton to Rainier asked.
5375		Astoria. City Manager present re improvement of state highway at 23d St. and Franklin Ave. Agreement as to cooperation. Yamhill County. Delegation requesting survey and reconstruction between McMinnville and Valley Junction.

Page	Date 1935	Subject
5376	Jan. 31	Oregon City. Delegation present regarding route through city. Letter from Mayor indorsing Canyon route. Yamhill County. Bellevue-Hopewell Secondary Highway; delegation requesting funds for elimination of two hills.
5377		Adrien Voisin, sculptor. Matter of relief plaques or figures on Oregon Coast Highway bridges. Announcement of awards: North Powder-Haines Rock Production Project; East Rainier Section, grading and paving; Bridge over Southern Pacific tracks at North Bend; Bridges over Applegate River and Grays Creek;
5378		Murphy-Grays Creek Section, grading, surfacing and oil mat surface treatment; Toledo Section, grading, surfacing and penetration type bituminous macadam; Concrete bridge over Rhea Creek; Bridge over Columbia Slough on Vancouver Avenue; Grand Ronde-Sheridan Rock Production Project; State Hospital-Ash Street Unit, Pendleton Section, grading and surfacing, oil mat surface treatment and bituminous macadam; Bridge over Grande Ronde River at Elgin;
5379		Elgin Section, grading and surfacing; Range Street-5th Street Unit, Hillsboro Section, pavement widening and resurfacing; Second Street-Seventh Street Unit, Forest Grove Section, pavement resurfacing; Votaw Unit, Multnomah County Line-Newberg Section, grading and paving; Sale of used paving plant at Salem shops. R. I. Stuart & Sons. Attorney present re award of Roseburg and Marshfield Sections rescinded because of code violation.
5380		Reopening of case recommended by Engineer. Minutes of October 31, November 1, November 8, December 5 and 6, December 20 and December 31, 1934 approved. Portland General Electric Co.'s request to remove tree from right of way at Onion Flat refused.
5381		Log hauling on Cannon Beach Road; logs to be limited to 30 feet. Load limit reductions: The Dalles-California Highway from Maupin to Bend; Dairy-Bonanza Highway from Dairy to Bonanza; Wapinitia Highway from Mt. Hood Highway to The Dalles-California Highway; Ochoco Highway from Redmond to Prineville; Klamath Lake Secondary Highway from Klamath Falls north 15 miles; Woodburn-Mt. Hood Loop Secondary Highway from Sandy to Molalla; Mt. Hood Highway from Sandy to Wapinitia Highway.

Page	Date 1935	Subject
5383	Jan. 31	Wages and salaries of state highway employes on Coast bridges; increase authorized by Board of Control.
		Willamette Highway, request of Deschutes Lumber Company for snow removal declined.
		Curry County. Secondary highways requested: Chetco Market Road, Squaw Valley Market Road. Denied.
5384		Pole line construction on public roads and highways; approval of bill prepared by Attorney.
		Gardiner Mill Company. Right of way and moving of cannery building; report of Attorney; further negotiations ordered.
		Frazier & Samuel, claim for rock crushing plant near Cloverdale removed by state highway forces.
5385		Agreements signed:
		Forest Grove, maintenance of Pacific Avenue between 7th and 2nd Streets;
		Hillsboro, maintenance of Base Line Street from 5th Street to Range Street;
		Pendleton, maintenance of Old Oregon Trail between Eastern Oregon State Hospital and Court Street;
		Multnomah County, maintenance of bridge over Columbia Slough on extension of North Vancouver Avenue;
		F. G. Brown, snow removal Klamath Lake Secondary Highway between Crystal schoolhouse and Rogue River Nat'l For. Bdry.;
5386		Estate of W. H. Bair, right of way in Canby;
		Hayden Island Amusement Co. and Port. Elec. Power Co., additional right of way, Pacific Highway between Oregon Slough and Columbia River.
		Filing system; installation discussed.
		Penalizing contractors; previous order rescinded.
		Physicians & Surgeons Hospital Association; proposition reconsidered; no action.
		Reallocation of federal funds previously allocated to projects now eliminated from present program; taken under advisement.
		Kinzua Lumber Company. Permission granted to haul logs across Shelton State Park at additional locations.
5387		Columbia County. Matter of loan to county of survey data pertaining to Scappoose-Pittsburg-Vernonia Road discussed.
		Sam Likens. Permission requested to remove gravel from North Beach at Newport.
		Paisley Commercial Club asking endorsement of road from Lakeview-Burns Highway near Alkali Lake through Paisley to Klamath Falls-Lakeview Highway near Bly; declined.
		Acquisition of real property for right of way, quarries, etc., resolution covering various highways.
5388		Extensions of time:
		J. W. & J. R. Hillstrom, bridge over South Slough;
5389		Parker-Schram Company, railroad bridge over E. Portland-Oregon City Highway;
		Harold Blake, Union Avenue-Columbia Boulevard Section;

Page	Date 1935	Subject
5389	Jan. 31	Shattuck & Neland, Milwaukie Undercrossing Section.
		Contracts completed and accepted:
		Bridge over South Slough, J. W. & J. R. Hillstrom;
		Halsey Street-Clinton Street Section, Harold Blake;
		Union Avenue-Columbia Boulevard Section, Harold Blake.
5390		Next regular meeting February 28; special meeting February 11.
5391	Feb. 11	Pole line companies seeking modification of laws limiting length of loads. Policy adopted by Commission.
5392		LaGrande Undercrossing; matter of construction discussed with Sam Murray.
5393		J. L. Torrens. Right of way matter at Newport discussed; Chairman, Attorney and Resident Engineer to view property.
5394		Lane County. Removal of section of Springfield-Cottage Grove Secondary Highway from secondary system and substitution of road west from Eugene; not authorized under law.
		P. L. Frazier. Claim for rock crushing plant dismantled by highway forces; counterclaim by State; agreement.
5395		Estacada. Delegation asking about location of secondary highway through town.
		Columbia County. Request for survey data on Scappoose-Pittsburg-Vernonia Road denied.
		R. I. Stuart & Sons. Matter of code violation involving Marshfield and Roseburg projects reconsidered; readvertisement deferred.
5396		Gardiner Mill Company. Right of way for north approach to Umpqua River bridge; further negotiation authorized.
		Award:
		State Hospital-Ash Street Unit, Pendleton Section, grading, surfacing and bituminous macadam.
		Load limit reduction ordered:
		The Dalles-California Highway from Bend to Klamath Falls;
		Fremont Highway from junction with The Dalles-California Highway to Silver Lake Post Office.
5398		Log hauling in Lake County permitted on Saturday afternoons, Sundays and holidays.
		Filing system; action deferred.
		Timber purchase along Salmon River Highway discussed.
		Hearing at The Dalles re deepening of Columbia River channel between Vancouver and Bonneville; Commission to be represented.
		S Cape Arago Secondary Highway, reconnaissance survey authorized.
5399		Umatilla County, Bingham Springs Secondary Highway, cooperation on SERA project discussed.
		California Highway Commission; telegram quoting resolution re highway projects in public works program.
5400		Beacon light on Interstate Bridge at Vancouver; Superintendent of Lighthouses permitted to install.

Page	Date 1935	Subject
5400	Feb. 11	Weston-Elgin Secondary State Highway. Snow removal; request denied.
		Coquille. Maintenance of city streets by State Highway Commission discontinued; bridge inspection to be continued.
		Silver Falls Secondary State Highway, oiling urged by Mrs. Clyde Ramsby. Request denied.
		East Portland-Oregon City Highway. Alternate route suggested by City of West Linn.
		Columbia River Highway, Portland-The Dalles; right of way options to be taken with and without dockage privileges.
5401		Grant County. Request for funds for secondary highway between Monument and Kimberly denied.
		Klamath County Chamber of Commerce; letter with reference to tolls on Coast Highway bridges.
		L. M. Lepper. Letters requesting improvement of Denver Avenue and Interstate Avenue, Portland.
		Umpqua Highway Improvement District; County Court to expend delinquent taxes after district is dissolved.
		Inez DeLashmutt. Claim for alleged damages to property on Bertha-Beaverton Highway considered. Attorney to continue negotiations.
5402		Acquisition of real property for right of way, quarries, etc., resolution covering various highways.
5403		Right of way agreement signed: August Riechel, moving house on Pacific Highway at Woodburn.
		Wallowa County. Pipe line permit for irrigation canal across Wallowa Lake Highway granted.
5404		Portland General Electric Company to be required to provide right of way on private property just west of Newberg.
		Designation of location for pole line on Sec. Highway No. 160 in Clackamas County south of Kaylor discussed.
		S. H. Boardman to attend conference in Washington, D. C. at Government expense; allowed $50 from state funds to inspect some public parks in East.
5405	Feb. 21	Oregon Coast Highway bridges. Toll-free operation discussed; transfer of loan monies as grant for Columbia River Highway proposed.
5406		Minutes of January 18 approved.
		Traffic line paint; requisition authorized.
		Klamath Lake Secondary Highway. Survey of 3-mile section authorized for SERA clearing project.
		Unity. Oiling through town authorized.
		Cascade Locks. Request for extension of improvement denied.
5407		Complaint regarding filling of hole in front of buildings; form of agreement ordered prepared.
		La Grande. Settlement of indebtedness discussed.
		Timber strips along Salmon River Highway; action deferred on acquisition.
5408		Columbia River Highway, improvements in vicinity of Bonneville; engineer's report re use of men from Benson Park CCC Camp.

Page	Date 1935	Subject
5408	Feb. 21	Lincoln County. Oregon Coast Highway; location survey from Newport to Taft authorized.
		Bend. Discussion of matter of constructing office building; SERA project authorized.
5409		Highway maps to be distributed free.
		Silver Falls State Park. Engineer authorized to conduct negotiations for purchase of 10-acre tract to secure spring for water supply.
		National Hospital Association. Modified agreement signed.
		C. H., Lillian May and C. C. Ferris; agreement signed relative to right of way in Gilliam County, Columbia River Highway.
		Pendleton-John Day Highway. Resolution from Mt. Vernon Grange relative to making connection at Mt. Vernon.
5410		Bend Chamber of Commerce. Letter urging completion of reconstruction over Siskiyou Mountains before spending money for reconstruction between Junction City and Eugene.
		Klamath County. Petition requesting removal of Dairy-Bonanza Highway from primary system and designation as secondary highway together with road from Bonanza north. Denied.
		Gardiner Mill Company. Right of way for north approach to Umpqua River bridge; resolution covering condemnation.
5412		Cornelius O'Donovan; letter urging reconstruction of Fourth Avenue, Portland, to connect Barbur Blvd. and Lower Columbia River Highway.
		Silver Creek Falls Secondary Highway; requests for oiling denied.
		Alaska-Pan-American Highway. Commission asked to endorse movement for designation through Washington, Oregon, Idaho, Utah and Arizona.
		Sam Liken. Report on application to remove sand from North Beach at Newport; matter closed.
		Acquisition of real property for right of way, quarries, etc., resolution covering various highways.
5414	Feb. 27	Gardiner Mill Company. Settlement for right of way at north approach of Umpqua bridge; agreement ordered prepared.
5415		J. A. Lyons. Settlement of claim for extra compensation on Deschutes River-Agency Plains contract.
		Swift Section. Contractor permitted to construct dredged fill; agreement ordered prepared.
		Cascade Locks. W. N. Keeler present regarding reconstruction of Columbia River Highway through town.
5416		Definite decision on project deferred.
		Federal aid funds. Conference regarding reallocation of funds previously apportioned to projects since tentatively removed from construction program:
		Eugene Project, Sixth Street pavement resurfacing;
		Portland Project, 17th Street-Ross Island Bridge;
		La Grande Undercrossing Project.
		Klamath Falls-Weed Highway. Completion discussed with W. H. Lynch; order to be secured re grade separation matter.
		Filing system. Bids considered.

Page	Date 1935	Subject
5418	Feb. 27	Mechanical accounting equipment; installation approved.
		Shop Building No. 2, Salem; reshingling and raising authorized.
		Equipment, purchase authorized: 6 asphalt kettles, 15 mowing machines, 3 underslung truck graders.
		Motor truck scales, purchase of ten authorized.
5419		R. I. Stuart & Sons; confirmation of order rescinding award of Marshfield and Roseburg projects.
		Marshfield and Roseburg projects; readvertisement ordered.
		Load limit reduction cancelled:
		Sandy-Molalla Section, Woodburn-Mt. Hood Loop Sec. Hwy.
5420		Estacada. Engineer's report of inspection of prospective school sites in connection with route for Woodburn-Mt. Hood Loop Sec. Highway.
		Grants Pass Chamber of Commerce. Proposed erection of archway discussed.
		Grant County. Kimberly-Monument Secondary Highway, request for improvements denied.
		NePage McKenny Company. Inquiry re private liability insurance on electrical work on Coast Highway bridges.
5421		Towing service for stalled vehicles on Mt. Hood and Wapinitia Highways; assistance to be rendered in cases of emergency only or when stalled truck creates hazard.
		Mrs. F. G. Cowing. Complaint that property near Corbett is being damaged by crumbling of highway cut slope.
5422		Huntington. Engineer authorized to move sidewalk and round off top of slope adjoining highway just east of post office.
		Clackamas Community Club; resolution opposing reconstruction of 82d Street Road from Pope Hill to Parkplace.
		Drain. Inquiry from Drain Planning Commission as to plans for rerouting Pacific Highway through Drain.
		"Yocom Bridge"; name requested for bridge across Yamhill River on Dallas-Coast Secondary Highway at junction with McMinnville-Tillamook Highway.
		Siletz River Sec. Highway; surfacing of unsurfaced portion requested by Taft-Nelscott Chamber of Commerce.
5423		L. M. Brandenburg. Letter to Gov. Martin objecting to spending money for construction of super highways.
		Agreements signed:
		City of Dallas; maintenance from bridge to intersection of Salem-Dallas and secondary highways;
		City of Baker; maintenance of Old Oregon Trail from 10th and Broadway to Broadway and Main and from Main and Bridge Streets to Powder River bridge;
		City of Dalles City; maintenance of Columbia River Highway from west city limits to point near intersection of Second and Lincoln Streets;
		City of Dalles City; maintenance of bridge over Mill Creek;
		City of Pendleton; maintenance of bridge over Umatilla River;

Page	Date 1935	Subject
5423	Feb. 27	Agreements signed - continued
		City of Astoria; maintenance of Oregon Coast Highway from Florence and Taylor Avenues to Erie and Taylor Avenues;
		City of Newberg; maintenance of West Side Pacific Highway from Harrison Street to west city limits;
5424		County Court of Marion County; maintenance of South 12th Street Market Road from south city limits of Salem to Pacific Highway.
		Coos County. Tract adjoining Cape Arago State Park presented to State by Lela G. Simpson and L. J. Simpson.
		Lincoln County. Bargain and Sale deed signed conveying to Clarence Bateman property in Toledo exchanged for other property needed for Corvallis-Newport Highway.
		Pendleton. State Hospital-Ash Street Unit; amended resolution authorizing condemnation of Frank H. Hilton property.
5426		Acquisition of real property for right of way, quarries, etc., resolution covering various highways.
5427		Extension of time:
		C. J. Montag, bridge over O. E. tracks on West Side Pacific Highway, Multnomah County.
5428		Next two meetings March 28 and April 11.
	Feb. 28	Bids received:
		Tenth Street-Powder River Unit, Baker Section, pavement resurfacing;
		North Powder-Haines Rock Production Project;
		Bridge over Milk Creek;
5429		Florence Avenue-Erie Avenue Unit, Astoria Section, grading, paving and resurfacing;
		Gold Hill Section, grading and paving;
		Elmira Section, resurfacing and oiling;
		Fifteenth Street-Sixth Street Unit, Junction City Section, pavement widening;
		Salem-Pringle Creek Section, resurfacing and bituminous macadam;
5430		Rickreall Creek-Coast Junction Unit, Dallas Section, grading, surfacing and bituminous macadam;
		Necarney Creek Section, grading;
		Bridge over Umatilla River;
		Bridge over Mill Creek, The Dalles;
5431		West Entrance of The Dalles Section, grading, surfacing and bituminous macadam;
		Two culverts over Cedar Creek, West Side Pacific Highway;
		Pile trestle over Chehalem Creek;
		Newberg-Chehalem Creek Section, grading and paving;
5432		Sale of ferryboat hull at Wilsonville;
		Portland-Milwaukie Landscaping Project.
5433		Bids returned unread because bonds not signed:
		Eugene Sand & Gravel Co., Elmira Section;
		J. F. Johnston, pile trestle over Chehalem Creek.

Page	Date 1935	Subject
5433	Feb. 28	Bids for nursery stock returned unread because not accompanied by certified checks: Portland Wholesale Company; Milton Nursery Company.
		Cascade Locks Section; improvement ordered. Delegation present.
5434		Tillamook County. Little Nestucca Secondary Highway; surfacing of newly graded section ordered.
		Pacific Highway. Delegation from Southern Oregon urging modernization and an attempt to secure federal grant monies.
5435		Rainier. Delegation present regarding right of way for proposed improvement.
5436		Klamath County. The Dalles-California Highway; reconstruction from Modoc Point through Chiloquin and Kirk requested. Section proposed as SERA project. Designation and improvement of Sprague River county road as secondary highway requested. Klamath Lake Secondary highway, survey requested.
		Oregon City. Routing of East Portland-Oregon City Highway; delegation present representing two factions.
5437		Mt. Angel delegation requesting improvements to secondary highway between Woodburn and Mt. Angel; asking for new bridge over Pudding River.
5438		Awards announced: Tenth Street-Powder River Unit, Baker Section, pavement resurfacing; North Powder-Haines Rock Production Project; Bridge over Milk Creek at Mulino; Florence Avenue-Erie Avenue Unit, Astoria Section, grading, paving and pavement widening and resurfacing; Gold Hill Section, grading, paving and pavement widening and resurfacing; Elmira Section, resurfacing and oiling, and furnishing crushed material in stock piles; Fifteenth Street-Sixth Street Unit, Junction City Section, pavement widening;
5439		Salem-Pringle Creek Section, oil mat surface treatment, surfacing and penetration type bituminous macadam; Rickreall Creek-Coast Junction Unit, Dallas Section, pavement widening and resurfacing and grading, surfacing and bit. macadam; Necarney Creek Section, grading; Bridge over Umatilla River in Pendleton; Bridge over Mill Creek in The Dalles; West Entrance of The Dalles Section, grading, surfacing and bituminous macadam; Two culverts over Cedar Creek on Votaw Unit;
5440		Composite pile trestle over Chehalem Creek; Newberg-Chehalem Creek Section, grading and paving; Sale of one used ferryboat hull stored at Wilsonville; Nursery stock for Portland-Milwaukie Section.

Page	Date 1935	Subject
5441	Feb. 28	E. G. Whipple. Discussion of hauling long poles and piling; previous order modified and rules adopted.
5442	Mar. 28	Bids received: Empire-Pigeon Point Section, grading, surfacing and oil mat surface treatment, furnishing crushed material;
5443		Marshfield Section, Golden Avenue-Johnson Avenue Unit, pavement widening and resurfacing; Redmond Section, pavement construction; Roseburg Section, pavement widening and resurfacing; Cascade Locks Section, grading and bituminous macadam; Malloy Ranch-Idaho State Line Section, grading; Bridge over Sucker Creek;
5444		Ash Street-Jefferson Street Unit, Fourth Avenue, Portland, pavement resurfacing; Bridge over Nelson Creek.
		Douglas County. Delegation requesting reconstruction of Turkey Hill Section, Pacific Highway.
		Florence. Request for construction of wye connection at junction of Siuslaw and Oregon Coast Highways; inclusion in 1935 program authorized.
5445		Minutes of January 31, February 11 and February 21 approved. Salary and wage adjustments, instructions requested. Loan monies for Coast Highway; transfer to Columbia River Highway discussed; application ordered prepared and submitted to PWA. Awards confirmed: Rickreall Creek-Coast Junction Unit, Dallas Section, grading, surfacing and paving;
5446		Salem-Pringle Creek Section, resurfacing and bit. macadam; Mill Creek bridge in The Dalles; West Entrance of The Dalles Section, grading, surfacing and bitumonous macadam; Furnish nursery stock on Portland-Milwaukie Section.
5447		Mill Creek bridge in The Dalles; contract cancelled and Engineer authorized to call for bids for timber structure.
		Wallowa County. Delegation asking for surfacing and oiling of portion of Wallowa Lake Highway and extension of Enterprise-Flora Highway to state line.
5449		Jefferson County. Judge Cook requesting adoption of connection of Warm Springs Highway with The Dalles-California Highway in town of Madras.
		Umatilla County. Request of Kenworth Motor Truck Co. for lifting of reduced load limit on Pendleton-Meacham Section denied.
5450		Foster Road extension to Mt. Hood Highway urged by delegation.
5452		Crook County. Improvement of Ochoco Highway and paving or oiling of some streets in Prineville requested. Awards announced: Empire-Pigeon Point Section, grading, surfacing, oiling and furnishing crushed materials;

Page	Date 1935	Subject
5452	Mar. 28	Awards announced - continued
		Golden Avenue-Johnson Avenue Unit, Marshfield Section, pavement widening and resurfacing;
5453		Redmond Section, pavement construction;
		Roseburg Section, pavement widening and resurfacing;
		Cascade Locks Section, grading and bituminous macadam;
		Malloy Ranch-Idaho State Line Section, grading;
		Bridge over Sucker Creek;
		Ash Street-Jefferson Street Unit, Fourth Avenue, Portland, pavement resurfacing;
		Bridge over Nelson Creek.
5454		Curry County. Letter from L. D. Lindsley to Gov. Martin requesting improvement of county road up Chetco River.
		Astoria. Improvement of Franklin Avenue-Commercial Street revision; form of agreement with city ordered prepared.
		Clackamas County. Bridge across Willamette River at Wilsonville requested by Tualatin Grange No. 111.
		Harney County. Rerouting of Central Oregon Highway east of Burns; petition presented.
5455		Canyon City-Burns Highway. Reconstruction of certain parts requested; request denied.
		Wasco County. Engineer authorized to advertise for bids for stock piling maintenance materials from Maupin south 20 mi.
		Multnomah County. Reallocation of federal funds previously set up for 17th Street-Ross Island Bridge Section considered.
5456		Jacksonville. Mining operations under secondary highway route; Attorney instructed to serve notice that Commission will assume no responsibility.
		Structural steel for railway grade separation projects, report of manner and method of purchasing and erecting; policy
5457		adopted.
		Malin Irrigation District. Request for state cooperation in construction of system of drainage along Dalles-Cal. Highway denied.
		Jackson County. Resolution abandoning section of old Pacific Highway just north of Ashland.
5460		Long Air Service. Request for permission to use ocean beach area as landing field denied.
		Sunset Inn, Gold Beach. Permission to encroach on right of way with sign denied.
		Guy cables across Salmon River Highway right of way, permit denied Schofield Logging Company.
5461		Old Oregon Trail Lumber Co. granted permission to transport logs over Union-Medical Sprs. Sec. Hwys. Saturday afternoons, Sundays and holidays.
		Crown Willamette Paper Co. granted permission to transport logs over Nehalem Sec. Hwy. just east of Olney during Saturday afternoons up to July 1, 1935 and during Memorial Day, 1935.

Page	Date 1935	Subject
5461	Mar. 28	Communications from L. M. Lepper, East Side Commercial Club: Requesting widening and paving E. 82d St. between Foster Road and Clackamas County Line;
		Paving Vancouver Ave. from Union Ave. to Columbia Blvd.;
		Requesting equal consideration for Wolf Creek Highway and Eastern Oregon highways in allocation of funds.
		Douglas County. Resolution from Evergreen Grange opposing reconstruction of Pacific Highway between Kelley's Corner and Shady Point.
		Clackamas County. Petition requesting widening and improvement of 82d St. Sec. Hwy. from Mult. Co. Line to Ore. City.
5462		Baker County Chamber of Commerce endorsing improvement of Old Oregon Trail between North Powder and Union.
		Eugene Chamber of Commerce. Resolution recommending rebuilding Pacific Highway on present route through city and completion of study for permanent location.
		Joseph Woerndle. Request for private roadway approach from Tualatin Valley Highway to his farm near Beaverton denied.
		Union and Umatilla Counties. Request by private interests for construction of forest highway from Starkey to Ukiah.
		Paisley Commercial Club. Requesting improvements to Fremont Highway.
		Fort Stevens Military Reservation. Request for warning signs referred to Bureau of Public Roads.
5463		Lincoln County Court offers to donate strip of land between Pacific Ocean and Oregon Coast Highway at Seal Rocks for park.
		Portland General Electric Company. Request for permission to place poles on right of way west of Newberg; S. P. Co. not willing to grant permission.
		Fred Caughell. Request to purchase small parcel of state-owned property in Port Orford denied.
		Recreational areas. Purchase of those leased from Government suggested by Attorney.
		La Grande. Resolution covering condemnation of right of way for Wallowa Lake Highway.
5466		Baker County. Resolution authorizing condemnation of right of way on Gales-Tunnel Section of Old Oregon Trail.
5467		W. W. Holden. Disposal of warrant tendered in payment for right of way secured in condemnation suit, Union County.
5468		Curry County. Suggestion of A. A. Loeb, Portland, that State purchase several parcels of land adjacent to Ore. Coast Hwy.
		Agreements signed:
		Harold Blake, disposing of claim for extra compensation on Halsey Street-Clinton Street contract;
		Mountain States Power Company, electrical energy for lighting and operating Isthmus Slough drawbridge;
		City of Pendleton and O-W. R. & N. Co., rearrangement of tracks in and adjoining Pendleton;
		City of Pendleton and O.-W. R. & N. Co., grade crossing on Court Street;

Page	Date 1935	Subject
5468	Mar. 28	Agreements signed - continued City of Pendleton, maintenance by City of bridge across Nelson Creek on Cold Sprs. Hwy. wye connection with Old Oregon Trail; C. M. Rasmussen, construction operation and maintenance of irrigation ditches, Deschutes County;
5469		Physicians & Surgeons Hospital Association, group insurance. Bargain and Sale Deeds signed: Archdiocese of Portland, property in Jones Addition to Toledo; United States of America, lot in Newport; P. E. P. Co. Exchange covering right of way in Milwaukie; P. E. P. Co. Exchange covering right of way in Milwaukie. Resolution authorizing acquisition of real property for right of way, quarry sites, etc. on various highways.
5473		E. G. Gudhart, Eagle Creek. Attorney instructed to continue right of way negotiations on basis of acquiring entire holdings.
5474		Troutdale-Cascade Locks; matter of acquiring right of way for proposed water-grade highway; attorney instructed to close options for three properties and secure options for remainder. State Fish Commission. Negotiations for rock for improvement through Cascade Locks. Lindstrom & Feigenson. Claim of State Industrial Accident Commission in connection with Clackamas River bridge.
5475		Wallace Bridge. Request that new bridge be named "Yocom Bridge" denied. Clackamas County Court. Offer to purchase motor from old Wilsonville ferry accepted. J. L. Mickalson, deceased; letter from attorney re salary check. Harold Schroeder. Claim for expenses resulting from accident to car at Salt Creek bridge ordered paid.
5476		Hydraulic presses; purchase of two authorized. Automobiles; fifteen old ones to be traded in on fifteen new ones of Ford and Chevrolet type. Tillamook County. Commission urged to take over as secondary highway county road extending from near Wheeler to connection with Neahkahnie Mountain Road near Manzanita. Eugene Carpenters and Joiners Union. Protest against employment of relief labor on maintenance building under construction in Eugene as SERA project.
5477		Umpqua Highway. Negotiations for acquisition of scenic areas between highway and river between Reedsport and Scottsburg authorized. Public Service Building auditorium, payment approved. West Linn. Parking at west end of Willamette River bridge; regulation discussed. Communications presented: Lower Columbia Associated Chambers of Commerce, improvements to Columbia River Highway;

Page	Date 1935	Subject
5477	Mar. 28	Communications presented- continued Judge Potter, Sherman County, requesting Kent-Shaniko Section and Grass Valley-Sherars Sec. Highway;
5478		Judge Reynolds, Lake County, urging early completion of Fremont Highway; La Grande Chamber of Commerce, urging completion of Lewiston-Enterprise road in Wallowa County. Extensions of time: Averill & Philpott, bridge over Burnt River; Teufel & Carlson, bridge over Umpqua River. Contracts completed and accepted: Rock Creek and Eagle Creek Sections, Itschner & Rigdon; Kinzua Junction-Service Creek Section, Joslin & McAllister;
5479		Mystic Creek-Winston Section, A. S. Wallace; South Ashland Section, Mountain States Construction Company.

Portland, Oregon, October 31, 1934

The State Highway Commission met in special session at 7:00 o'clock p. m. in Room 210, Congress Hotel, to hear a delegation from the town of Toledo, Lincoln County, regarding the matter of construction of the Toledo Section of the Corvallis-Newport Highway. 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

Representing the U. S. Bureau of Public Roads were W. H. Lynch, District Engineer, and Tom Davis, Senior Highway Engineer.

Prior to the appearance of the Toledo delegation the Engineer discussed with the Commission the advisability of abandoning the Toledo project because of the high cost of right of way involved and reallocating elsewhere the Federal highway funds budgeted for this improvement. He estimated that the right of way would cost the State about $35,000 of state funds and suggested, if the Commission preferred, that this amount could be expended for the improvement of the existing highway east from Toledo toward Pioneer Mountain by widening some of the sharp curves and by rocking and oiling so far as the funds would permit which he thought would be about three miles.

The Commission reserved its decision in this matter pending the appearance of the delegation which was then called in.

Present were: L. A. Hawthorne, Chairman; John E. Cooter, State Representative; Dean Johnson, Vice-President and Manager of the Pacific Spruce Corporation; Dr. H. R. Kauffman, ex-mayor; W. R. Tindall, Mayor; G. B. McCluskey, City Attorney; ___ Waterbury, attorney; H. Farrington, Port Commissioner, ex-councilman and storekeeper; A. A. McKay, hardware merchant; L. G. English, District Attorney; P. C. Jorgenson, owner of the Toledo Creamery, and about twenty others.

Chairman Scott stated briefly the reasons why the Commission has seen fit to eliminate the Toledo project from its list for which bids are to be received on the following day. He advised that in the Commission's opinion the prices demanded by the property owners for right of way are exorbitant and under the circumstances the Commission does not feel that it is justified in proceeding with the proposed improvement as planned but is considering the advisability of spending the federal monies elsewhere and undertaking a compromissary project for Toledo. He then invited the members of the delegation to express themselves with regard thereto.

Mr. Hawthorne acted as spokesman for the group and introduced the speakers.

10/31/34

Mr. Cooter stated that the City of Toledo and Lincoln County are satisfied with the alignment proposed by the Commission for this improvement and it is not a question of where the highway is to be located. All that they are asking for, he said, is a good road through the town of Toledo and they want it now. He reviewed the history of this project which, he said, dates back to the year 1920 when the City spent $1,000 for right of way on the present route at the request of the former State Highway Commission and pointed out that since then the City, also at the instance of the former Highway Commission, voted bonds in the sum of $16,000 for the purchase of additional right of way to better the present highway alignment of which bonds in the sum of $8,500 have been sold and the monies derived therefrom used for the purpose intended. He also advised that in addition to these expenditures the City spent $2,750 to widen the right of way across the Bogart property which is one of those entering into the present controversy. He gave as his opinion that under the circumstances the demands of the City of Toledo are fully justified and that the City is entitled to the present proposed improvement.

Mr. Johnson stated that the town of Toledo is one of the most important industrial points along the coast south of the Columbia River and that there is no other highway along the coast that is more important from a business standpoint than the Corvallis-Newport Highway through Toledo, which is the county seat of Lincoln County. He briefly reviewed the history of the construction of the Corvallis-Newport Highway, stating that the construction of this road was commenced at the Corvallis end and when it reached a point on Pioneer Mountain, located six or seven miles east of Toledo, the work was stopped and as a result the road between Pioneer Mountain and Toledo is the worst highway in the State of Oregon with many sharp curves and very inadequate surfacing, which makes it very dangerous to travel, especially during the winter months. He urged the Commission to complete this section and to continue the improvement through the town of Toledo so that this highway will be comparable with other highways throughout the state.

Dr. Kauffman alleged that if there is any road that measures up to the federal and state requirements, it is the Corvallis-Newport Highway, and he urged its improvement through Toledo at the earliest possible moment. He declared that the City of Toledo entered into its agreement with the State Highway Commission for the improvement of the Toledo Section in good faith and the City has lived up to its part of the agreement and now wants the State to do likewise; furthermore, the City and Lincoln County are entitled to the improvement because of expenditures heretofore made for right of way which, he said, are second to no other county in the state.

Mayor Tindall concurred in the remarks of the two speakers and added what they desire is a good road and they want it now, and any place where the Commission sees fit to locate the road will be satisfactory to the citizens of Toledo.

Chairman Scott at this time announced that the Commission has under consideration with the Engineer the improvement of both the Toledo Section and the section outside of Toledo toward Pioneer Mountain to

ascertain what can be done. He again pointed out that according to available figures the right of way for the Toledo project will cost about $35,000 and that the construction work will cost about $40,000, making a total of $75,000 for the improvement of 0.06 mile involved. He gave as his thought that this expenditure is not justified by the small amount of traffic that uses this road. He pointed out that the Commission must consider many other roads throughout the state which are in just as bad condition as the Corvallis-Newport Highway and the Commission must judge the improvements by their relative needs and must act in accordance with the rules and regulations promulgated by the Federal Government which has provided the funds for construction. He named a number of other highways which carry more traffic than the Corvallis-Newport Highway according to traffic census and are equally in need of repairs.

The matter of maintenance of the present Corvallis-Newport Highway was brought up for discussion. Mr. Cooter stated that the State does very little maintenance work on this road because there is not much rock there to maintain. The Engineer replied that Mr. Cooter's statement is partially correct; however, that can be accounted for because of the characteristics of the foundation which does not require much new rock except in some of the worst places where suitable rock is shipped in each year. He pointed out that the present surfacing is not in bad condition and will not require costly maintenance this winter; in fact, there are other roads where the per-mile cost of maintenance will be much greater because of foundation conditions.

Dr. Kauffman then suggested a compromissary type of improvement. Several suggestions were made in this regard but none was approved.

Mr. Waterbury spoke about the right of way cost. He declared that the people of Toledo do not agree with the Commission that the right of way cost is too high and cited a number of instances where property owners have been offered by prospective buyers amounts far in excess of the offers made by the State.

Mr. Farrington stated that he was a member of the city council during the years 1926 and 1928 when the City entered into the agreement with the former State Highway Commission with regard to the improvement in Toledo and at that time the Commission agreed to construct the road provided the City would acquire the right of way. The City, he said, acted in good faith and voted bonds for that purpose, some of which were sold because they thought that they were going to get a good road. He further stated that the people of Toledo are wondering now why the State Highway Commission has seen fit to abandon this project, at least temporarily, and rumors are that there is a political reason back of the Commission's action which might eventually result in the road being taken away from Toledo altogether.

Chairman Scott assured the delegation that politics have not entered into this matter, the facts being that the Commission has worked hard to keep highway department matters out of politics. He inquired as to the source of the rumors and of what they consist. Mr. Farrington replied that the rumors are not serious but simply consist of idle gossip at street corners because people are wondering why they do not get this road which has been promised them

10/31/34

for such a long time. The statement was corroborated by Mr. McKay. He added that the people feel that they have not been fairly treated in this matter.

Mr. English inquired what the Commission has in mind for Toledo in the event that the present proposed project is not undertaken. Chairman Scott stated that the Commission has considered oiling the present road, but is not definitely committed to such an improvement.

The Engineer explained that the Commission has given some consideration to widening, graveling and oiling the present road in Toledo which is estimated to cost about $10,000; however, federal aid cannot be obtained for such an improvement because it is not on approved alignment; furthermore, the bad turns would not be eliminated and the probabilities are that traffic accidents would be more frequent because the oiled surface would have a tendency to speed up traffic.

Mr. Cooter then suggested that the Commission continue the improvement of the highway west of Pioneer Mountain a portion of which, he said, has already been graded to highway standards and is ready for surfacing.

Mr. Jorgensen spoke in favor of this improvement from the standpoint of truck traffic. He declared that at the present time his creamery trucks are penalized $0.20 per hundred pounds of freight because of present road conditions. He also spoke for the improvement from the standpoint of traffic accidents. He voiced his objection to any construction that is not on a permanent basis.

The hearing was concluded at 10:15 o'clock p. m., following which the Commission discussed this matter privately. Due to difference in opinion of some of the members of the delegation with regard to the suggested improvement of the present road, the Commission decided to recall the delegation and ascertain definitely whether or not they would be satisfied with a temporary improvement of the present road now or would prefer to wait until the State's finances will permit the reconstruction of the entire project to modern standards. Word was taken to the delegation, which elected Mr. Cooter, Mr. English and Mr. Johnson to express its views to the Commission with regard to this matter.

Commissioner Washburne made the following statement to the delegation: "The Highway Commission has been advised that there are many people in Toledo who object to the Commission's new alignment because of the highway grade and the necessity of moving buildings. The Engineer estimates that it will cost approximately $320,000 to modernize the highway between Pioneer Mountain and Toledo and an additional $80,000 to improve the city portion of this project, including the cost of right of way. The Commission has no funds available at the present time to undertake an improvement of this kind; wherefore, the Commission would like an expression from the people of Toledo whether or not they would prefer to have the State spend $35,000 of state money, which is the estimated cost of acquiring the right of way in Toledo, to construct a non-skid wearing surface on about a three-mile section of this

road outside of the city limits of Toledo and to make other improvements so far as these funds will permit, or would they rather forego the temporary improvement and take a chance on securing the major project when the Commission's finances improve.

Mr. Johnson stated that they discussed this matter and will not be satisfied with any improvement that is not on a permanent alignment, neither will they be satisfied with a permanent improvement on a temporary alignment, but they want a location which will be permanent and will be eligible for federal funds.

Mr. English stated that they do not want to leave the impression with the Commission that they are trying to force the Commission to purchase property in Toledo on any particular alignment because they will be perfectly satisfied with any alignment that the State selects as permanent.

In order to get a clear understanding of this matter, W. H. Lynch, District Engineer of the Bureau of Public Roads, inquired if the people of Toledo will be satisfied to have the State spend about $35,000 of state monies for oiling the present road within the city limits of Toledo and as far outside as that amount will go without any regard to the federal funds.

Mr. Cooter explained that they want both state money and federal money expended on the alignment which meets the federal requirements. Mr. Johnson stated that in his estimation the oiling of the present road is only a temporary proposition and would not be satisfactory.

After further discussion, Chairman Scott thanked the delegation for its appearance and advised that the Commission will study the matter further and will render its decision later.

The meeting was adjourned at midnight.

Portland, Oregon, November 1, 1934

The State Highway Commission met in regular session at 9:00 o'clock a. m. in the auditorium of the Public Service 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

Bids for construction projects and for the furnishing of ferry service across the Willamette River at Wilsonville on the Beaverton-Aurora Secondary Highway were opened and read in conformance with previously published notice, as follows:

11/1/34

BAKER-UNITY HIGHWAY
BRIDGE OVER BURNT RIVER AND APPROACHES

Averill & Philpott	$ 11,186.00
R. H. Jones	11,428.50
R. F. Nichol	11,778.00

ALSEA-DEADWOOD SECONDARY HIGHWAY
SOUTH FORK-BUMMER CREEK SECTION - GRADING

D. L. Ashton	23,243.00
F. C. Dillard	24,165.00
O. N. Pierce, M. L. O'Neil & Son	25,127.00
Earl L. McNutt	25,670.00
The United Contracting Co.	25,782.00
Haskin & Brooks Construction Co.	26,439.00
Edlefsen-Weygandt Co.	26,977.50
Joplin & Eldon	28,268.00
Schmitt Construction Co.	28,701.50
Kern & Kibbe	28,871.00
Fisher Bros.	29,222.00
Berke Bros., Inc.	29,403.00
Chas. H. Leonard	29,632.00
Saxton & Looney	30,436.00
Johnston, Hanson & Johnston	32,658.00
Slate Construction Co.	34,252.00
Itschner & Rigdon	36,676.50

CAPE BLANCO SECONDARY HIGHWAY
CHURCH SECTION - GRADING AND SURFACING

F. C. Dillard	9,471.00
Louis Johnson	9,805.00
Coos Bay Construction Co.	10,552.50
D. L. Ashton	11,378.00
Schmitt Construction Co.	15,115.50
Earl L. McNutt	16,146.00

THE DALLES-CALIFORNIA HIGHWAY
UNIT NO. 4, REDMOND-BEND SECTION - GRADING

Berke Bros., Inc.	59,282.00
Myers & Goulter	59,724.00
Kern & Kibbe	61,343.00
Dunn & Baker	61,960.50
Fisher Bros.	67,231.50
Chas. H. Leonard	69,527.50
Coos Bay Construction Co.	69,574.00
E. C. Hall	72,074.50
E. Hefty	75,534.00
Joplin & Eldon	75,822.00

Unit No. 4, Redmond-Bend Section, Continued

The United Contracting Co.	$ 76,493.50
Homer G. Johnson	79,759.50
E. L. Gates	85,701.50
Earl L. McNutt	91,142.50

COOS BAY-ROSEBURG HIGHWAY
MYSTIC CREEK-WINSTON ROCK PRODUCTION PROJECT

A. S. Wallace	9,000.00
A. T. Dolan	9,720.00
Chas. T. Hoyt	11,190.00
Schmeer & Williams	12,720.00
Northwest Roads Co.	14,700.00
Homer G. Johnson	15,600.00

PACIFIC HIGHWAY
BARRON CREEK-TORRENT CREEK SECTION - GRADING

Berke Bros., Inc.	93,980.00
Guy F. Atkinson Co.	104,755.00
Kern & Kibbe	105,410.00
A. C. Greenwood Co., Inc.	109,386.00
Colonial Construction Co.	109,490.00
E. L. Gates	111,585.00
E. C. Hall	111,586.00
Myers & Goulter	115,915.00
Joplin & Eldon	121,468.00
Dunn & Baker	125,365.00
Winston Bros., Co.	125,500.00
F. C. Dillard	126,470.00
Theo. Arenz	131,450.00
Earl L. McNutt	136,935.00
Guthrie-McDougall Co.	147,275.00
The United Contracting Co.	158,645.00

LITTLE BUTTE SECONDARY HIGHWAY
UNIT No. 2, McCALLISTER SECTION - GRADING

D. L. Ashton	9,179.50
Edward F. Webber	9,544.50
R. I. Stuart & Sons	9,769.00
Schmitt Construction Co.	11,040.00
Earl L. McNutt	11,571.00

THE DALLES-CALIFORNIA HIGHWAY
KLAMATH ROCK PRODUCTION PROJECT

	Project "A"	Project "B"	Project "C"
Newport Construction Co. & Kern & Kibbe	$20,700.00	$11,500.00	$11,500.00

Klamath Rock Production Project, Continued

	Project "A"	Project "B"	Project "C"
R. I. Stuart & Sons (Will reduce total bid $500 if awarded all 3 projects)	$21,600.00	$ 9,250.00	$ 9,750.00
H. C. Rogers	23,315.00	11,750.00	12,500.00
A. S. Wallace	24,300.00	11,750.00	16,500.00
Schmeer & Williams	28,530.00	- - - - -	- - - - -
Dunn & Baker	28,630.00	10,880.00	11,100.00
Homer G. Johnson	31,500.00	14,250.00	17,500.00

I.-O.-N. HIGHWAY
BLUE MOUNTAIN PASS SECTION - GRADING

O. N. Pierce, M. L. O'Neil & Son	35,342.00
Joplin & Eldon	36,993.00
Dunn & Baker	38,547.00
J. A. Terteling & Sons	46,386.00
Earl L. McNutt	49,270.00

HEPPNER-SPRAY SECONDARY HIGHWAY
HARDMAN-CHAPEN CREEK SECTION - GRADING AND SURFACING

Fisher Bros.	32,866.00
Joplin & Eldon	35,022.00
Saxton & Looney	36,166.00
Berke Bros., Inc.	36,573.00
Theo. Arenz	37,295.00
Earl L. McNutt	37,730.00
Itschner & Rigdon	38,030.00
Haskin & Brooks Construction Co.	38,847.60
Coos Bay Construction Co.	39,330.00
Schmitt Construction Co.	41,421.00
Clifton & Applegate	42,767.50
E. C. Hall	43,737.50
E. Hefty	44,814.00
Kern & Kibbe	45,036.00
The United Contracting Co.	48,772.50
F. C. Dillard	48,870.00

INDEPENDENCE SECONDARY HIGHWAY
McNARY-OAK POINT SECTION - GRADING AND OIL MAT SURFACE TREATMENT

	Road Oil	Tar
Earl L. McNutt	$ 30,062.00	$ - - - - -
Theo. Arenz (Will reduce bid $2,000 if also awarded Yamhill River-Salt Creek project)	31,933.50	31,983.50
The United Contracting Co.	33,689.50	33,875.50
Northwest Roads Co.	34,867.00	34,882.00
Harold Blake	36,289.00	- - - - -

McNary-Oak Point Section, continued

	Road Oil	Tar
Edlefsen-Weygandt Co.	$ 36,824.00	$37,104.00
Newport Construction Co.	41,096.00	41,646.00

DALLAS-COAST SECONDARY HIGHWAY
YAMHILL RIVER-SALT CREEK SECTION
GRADING AND SURFACING AND OIL MAT SURFACE TREATMENT

	Road Oil	Tar
Theo. Arenz	81,994.00	82,229.00
Earl L. McNutt	83,950.50	- - - - -
Harold Blake	89,616.50	- - - - -
Joplin & Eldon	89,889.00	90,399.00
E. C. Hall	91,794.00	- - - - -
Edlefsen-Weygandt Co.	92,248.00	93,308.00
F. C. Dillard	96,297.50	96,437.50
The United Contracting Co.	96,311.90	96,641.90
A. T. Dolan	97,276.00	97,312.00
Fisher Bros.	98,921.00	99,981.00
Newport Construction Co. & Kern & Kibbe	99,455.00	101,105.00
E. Hefty	105,995.00	106,805.00

LITTLE SHEEP CREEK SECONDARY HIGHWAY
HAYDEN GULCH-WEST FOREST BOUNDARY SECTION
GRADING AND CONSTRUCTION OF TWO REINFORCED CONCRETE BRIDGES

Colonial Construction Co.	62,510.00
Geo. F. Price	66,054.00
Myers & Goulter	68,550.00
Clifton & Applegate	74,420.50
E. Hefty	77,188.00
Earl L. McNutt	77,922.00
F. C. Dillard	78,008.00
Kern & Kibbe	94,384.00

BEAVERTON-AURORA SECONDARY HIGHWAY
FURNISH FERRY SERVICE ACROSS THE WILLAMETTE RIVER AT WILSONVILLE

	Two Year Period
Maryhill Ferry Co.	15,940.00
C. T. Smith	20,174.80

Chairman Scott announced that the award of contracts would be made at 5:00 o'clock p. m. in the same room.

The Secretary was instructed by the Commission to return the bid submitted by contractor Homer G. Johnson for surfacing and oiling the Yamhill River-Salt Creek Section of Dallas-Coast Secondary Highway in Polk County

because Mr. Johnson had overlooked signing the certificate of compliance as required by the federal rules and regulations, this being a federal aid project. He was also instructed to return the bid submitted by contractor E. C. Hall for the grading of the South Fork-Bummer Creek Section of the Alsea-Deadwood Secondary Highway in Benton County for the reason that Mr. Hall failed to sign the proposal agreement, and to return to contractors J. W. & J. R. Hillstrom their bids submitted for the construction of the Church Section of the Cape Blanco Secondary Highway in Curry County and for furnishing rock for the Mystic Creek-Winston Section of the Coos Bay-Roseburg Highway in Douglas County because these bids were received too late to be considered.

The Commission adjourned at 12:00 o'clock noon to reconvene at 1:00 o'clock p. m. in the Congress Hotel, and at 3:00 o'clock p. m. in the auditorium of the Public Service Building.

The State Highway Commission reconvened at 1:00 o'clock p. m. in Room 210, Congress Hotel, with all members, State Highway Engineer, the Attorney and the Secretary present.

The Commission by unanimous vote approved the minutes of the meetings held on April 25, 26 and 27, May 16 and 17, May 23, June 6 and 7, June 15 and 16, June 23, July 2 and 3, July 9, July 12, July 25, July 30, August 16 and 17, August 24, August 31, and September 17 to 22.

The Engineer reported the receipt of an opinion from the Attorney to the effect that in his opinion there is no legal reason for not awarding the contract for grading the Deschutes River-Agency Plains Section of the Warm Springs Highway in Jefferson County, notwithstanding that there are some unsatisfied mortgages outstanding against certain portions of the right of way; whereupon on October 16 he awarded this contract to contractor J. A. Lyons, who submitted the low bid therefor on October 11, at $87,913.00, in conformance with authority previously given him by the Commission. The Commission by unanimous vote confirmed the award of this contract to J. A. Lyons on the basis of his bid submitted on October 11.

The Engineer also reported that on October 18 he received information from the Bureau of Public Roads that the federal lands program for Oregon has been approved; whereupon in conformance with authority previously granted him by the Commission, he immediately awarded to Morrison-Knudsen Co., Boise, Idaho, the contract for grading the Nigger Flat-Stinkingwater Mountain Section of the Central Oregon Highway in Harney County, the bid of this company being the low bid received by the Commission on October 11 for this project. The Commission confirmed the award of this contract to Morrison-Knudsen Co., at its bid price of $147,800.00.

The Engineer also reported the sale of the house located on the highway right of way in Reedsport to E. L. Settle, Drain, who submitted the high bid therefor in the sum of $75.00 on October 11, he having previously investigated and found this bid to be satisfactory. The Commission by unanimous vote confirmed the sale of this building to Mr. Settle at $75.00.

The Engineer further reported the sale of used trucks, tractors and other equipment, scrap metal, tires and batteries stored at Coquille to the high bidders who submitted bids therefor on October 11, as follows:

T. J. EVANS

Liberty Truck	$ 20.00
Liberty Truck	50.00
Fordson Tractor	40.00

MARSHFIELD BARGAIN HOUSE

300 Short Handle "D" Shovels	75.00
Scrap Cast Iron (1 ton)	4.00
Scrap Bronze (500 lbs.)	18.75
Scrap Aluminum (300 lbs.)	21.75
13-Plate Scrap Batteries (39 only)	12.48
15-Plate Scrap Batteries (6 only)	2.16
19-Plate Scrap Battery (1 only)	.41
32-Volt Scrap Lighting Batteries (16 only)	3.36
Old Radiator Cores (12 only)	10.56

MT. SCOTT AUTO & TRUCK WRECKING CO.

2½ Ton Holt Used Motor	36.00
Vertical Hydraulic Hoists (5)	22.00

FAMOUS TIRE CO.

3 Tons Scrap Tires	18.00

The Commission by unanimous vote confirmed the sales as made by the Engineer.

The Commission had under consideration the matter of cooperating with the Federal Government in the continuance of the U. S. Coast & Geodetic Survey work in the State of Oregon which was commenced last year. As instructed by the Commission at the previous meeting, the Engineer reported on the benefits that the State Highway Department will receive from these surveys and advised that it is proposed to undertake them as an SERA project in connection with which the State will be required to pay the cost of supervision estimated at $2,600. He recommended that an expenditure of that amount be authorized. After some discussion the Commission by unanimous vote approved the Engineer's recommendation.

The Commission also had under consideration the matter of improving the ferry service across the Willamette River on the Beaverton-Aurora Secondary Highway at Wilsonville in Clackamas County. The Commission confirmed its oral authority previously granted the Engineer to advertise for bids for furnishing ferry service at this point.

The Engineer reported the results of the conference with Logan

11/1/34

Construction Company, represented by John Logan, Ralph H. King, attorney, and Robert G. Dieck, consulting engineer, held on October 18 with regard to the claim of the Logan Construction Company for extra compensation out of its contract with the State for the construction of the Albany-Tangent Section of the Pacific Highway in Linn County, being State Highway Contract No. 1424. He stated that the company's original claim was for an extra payment of $6,957.55, which amount they alleged they lost by reason of the failure of the State to furnish right of way and to cause certain houses and pole lines to be removed from the new right of way; however, as a result of this conference they have agreed to accept the sum of $1,000 as payment in full. The Commission by unanimous vote confirmed this settlement with Logan Construction Company.

The Engineer requested authority to reconstruct fourteen of the department's 10-ton solid-tired trailers, involving the installation on each trailer of twelve pneumatic-tired wheels, air brakes, and lengthening each trailer to 15 feet. He estimated that it would cost about $1,100 to reconstruct each trailer, or a total of about $15,400, of which amount approximately $5,600 will be for labor performed in the Salem Shops by men now on the department's pay roll. After some discussion the Commission by unanimous vote approved the Engineer's request.

The Commission had under discussion the matter of maintenance of the street car tracks of the Portland Traction Company on the Interstate Bridge between Portland and Vancouver.

The Attorney advised that originally this bridge was a toll bridge owned by Multnomah County, Oregon, and Clarke County, Washington, but in 1929 it was taken over by the States of Oregon and Washington and the toll was removed. He further advised that the traction company originally had a franchise from Multnomah County for the occupancy and use of this bridge by its street cars; however, the franchise expired under its terms on December 31, 1921 and, so far as he has been able to ascertain, has not been extended, neither has the new franchise been granted, which indicates that there is no franchise in existence at the present time and that the traction company is simply operating under the old agreement which he understood contained a provision that the County must maintain rails and other facilities on the bridge for the operation of the street cars. He further advised that it is his opinion that the State did not assume the maintenance of the street car tracks when it took over this bridge structure, which is borne out by the fact that the agreement between the States of Oregon and Washington with regard to this structure contains no obligation on the part of the States to maintain the tracks or other street car facilities. He gave as his thought that the maintenance of the street car facilities should be disposed of by definite action of the two states, inasmuch as accidents have heretofore happened and other accidents may happen in the future which will be charged to defective rails or other imperfect street car facilities, so that the matter of responsibility can be definitely determined, and he suggested that a definite franchise or agreement be worked out between the States of Oregon and Washington and the Portland Traction Company covering the rights and obligations of the traction company. After some discussion of this matter the

Commission approved the Attorney's suggestion and instructed him to prepare a form of franchise or agreement in accordance therewith.

The Engineer reported that the people of Delake, represented by H. A. Hostetler, are desirous of placing some town markers either of wood, cobblestones or brick, on the right of way of the Oregon Coast Highway between the towns of Delake and Ocean Lake in Lincoln County. He requested instructions from the Commission whether or not to permit these markers to be placed on the highway right of way in view of the policy of the Commission with regard to such matters. After some discussion the Commission decided unanimously to grant the request of the people of Delake provided they will agree to erect markers of a design that meets with the Commission's approval and will maintain them at no cost to the State and will place them in locations satisfactory to the Engineer; and further provided that they will remove the markers from the highway right of way immediately upon receipt of notice so to do from the Commission.

The Commission had under consideration the matter of payment to Tillamook County of the sum of $2,500 as state cooperation in connection with an SERA road construction project on the Wilson River Highway from Mills Bridge westerly a distance of one mile. This matter was brought up by the Engineer because there is a question as to the exact amount that the Commission is obligated to pay to the County for this work to fulfill its agreement with the County. It appears that the original oral agreement provided that the State's obligation should be limited to $2,500 for the payment of truck hire and materials only, whereas the County takes another view and has billed the State also for other expense including a portion of the labor cost and rental of county equipment. After some discussion the Commission finally decided to pay $2,500, inasmuch as that was the amount the Commission had in mind when it entered into the oral agreement with the County. The Engineer was authorized to approve Tillamook County's invoice for that amount.

The matter of adoption of a definite route for the western entrance of the Columbia River Highway into the City of The Dalles had the attention of the Commission. After due deliberation the Commission decided on the "L" line which closely parallels the O.-W. R. R. & N. Company's tracks, as recommended by the Engineer. The following resolution with regard thereto was adopted by the unanimous vote of the Commission:

> WHEREAS, pursuant to notice given as required by Section 44-120, Oregon Code 1930, as amended by Chapter 64, Oregon Laws, 1931, the Highway Commission met in the City Hall of The Dalles on September 17, 1934, for the purpose of conducting a hearing provided for in said law with respect to the proposed change in the point or place of entrance of the Columbia River Highway into the said City on the westerly side thereof; and
>
> WHEREAS, said meeting was called to order by Leslie M. Scott, Chairman of the State Highway Commission, who explained to those assembled the purpose of the meeting and 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 a westerly direction, and the Chairman then invited discussion with respect to said matters and extended to all persons present an opportunity to be heard either for or against the said proposed change; and

WHEREAS, after all who evidenced a desire to be heard had entered their names in the record and minutes of the meeting and had declared their approval or disapproval of said proposed change, the Chairman of the Commission announced that said matters would be taken under advisement by the Commission and a decision made and announced at a later date; and

WHEREAS, after due and full consideration of said matters and of the arguments and declarations made both for and against the said proposed change at said public hearing, and the Commission now being fully advised with respect to all of said matters, it is the judgment and opinion of the Commission that the interests of the State at large will be best served by the adoption of said proposed change in route of the highway and the change in point of entrance into said City from the westerly direction, which said change will in the judgment of this Commission make possible a better alignment, a more serviceable and convenient thoroughfare into, through and out of said City; and, therefore that the route and alignment of said highway should be altered and modified, and the point of entrance into said City from the westerly direction thereof changed, and the route through said City should be fixed and determined, all as in said notice announced;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and affirmatively voting, as follows:

1. That the route and location of the Columbia River Highway as the same enters the City of The Dalles from the westerly direction thereof, and thence through said City to the easterly limits thereof, shall be and the same hereby is located along a route defined and described as follows, to wit:

> Beginning at a point on the Columbia River Highway as now located, which point is approximately 180 feet distant from the O.-W. R. R. & N. Company's tracks and 2900 feet northwesterly from the westerly city limits, and running thence southeasterly to a point where the old county road intersects the city boundary limits near the Shell Oil Company's plant; thence continuing in a southeasterly direction to the intersection of Second Street with Lincoln Street, which point coincides with the Columbia River Highway as now routed through the City of The Dalles; thence along Second Street to Taylor Street; thence in an easterly direction to a connection with the Columbia River Highway, which connection point is beyond the easterly city limits of The Dalles.

2. That the said above described route, location and alignment be and the same hereby is adopted as the route and location of said highway between the termini thereof.

3. That the Engineer be and he hereby is instructed to definitely locate and establish said highway by proper monuments and make proper record thereof in the records of the Highway Commission and proceed with the permanent improvement of said highway along the route herein defined, and in harmony with plans and specifications heretofore by this Commission approved.

The Secretary was instructed to advise Dr. Fred F. Thompson, Mayor of The Dalles, of the action taken.

A letter was presented from W. H. Lynch, District Engineer, Bureau of Public Roads, requesting the Commission to order a reduced load limit of five tons for the Willamette Highway between Oak Ridge and the west end of the Black Canyon Section in Lane County on which a new oil surface was recently constructed, and further requesting that this highway east of Oak Ridge be closed to the hauling of loads weighing more than 1,000 pounds so as to prevent the hauling of heavy loads this winter on the new highway grade which has not yet been surfaced. The Engineer gave as his thought that it would be satisfactory to limit the weight of loads that may be hauled over the Oak Ridge-Black Canyon Section to 50% of the statutory load limit and he so recommended. He also recommended that the Willamette Highway east of Oak Ridge be closed to all types of vehicular traffic. The Commission approved the Engineer's recommendations and by unanimous vote adopted the following resolution in conformance therewith:

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:

WILLAMETTE HIGHWAY

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 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.

The maximum weights which shall apply to the WILLAMETTE HIGHWAY, from Oakridge westerly to Lawler in Lane 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; 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.

Also, the said WILLAMETTE HIGHWAY easterly from Oakridge, along the newly constructed highway grade shall be and is closed to any and all traffic and such traffic is hereby strictly prohibited from using said section of said highway until it is again opened by order of the State Highway Commission.

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.

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 Lane County, and that a certified copy of this order be furnished the Superintendent of the Department of State Police for his information.

A petition was presented signed by forty residents of Klamath Falls and Klamath County who are familiar with the lumber industry, in which the Commission is requested to rescind its order prohibiting the hauling of logs over state highways during Saturday afternoons, Sundays and holidays so far as that concerns the highways of Klamath County. The Engineer pointed out that the Commission's previous order is state-wide in character and if the petition of the Klamath County residents is approved, it will be necessary to take similar action on applications of parties engaged in the same business in other counties which would defeat the purpose for which the order was made. He suggested that it might be satisfactory to modify the order somewhat to permit the hauling of logs on the days requested over highways where traffic is light, but that the order so far as it pertains to heavy traffic roads be continued in effect to eliminate the hazard that such hauling creates to other traffic over week-ends and holidays. The Commission indicated its desire to cooperate with the log haulers of Klamath County so far as it is possible, but not to the detriment of other traffic, and after some discussion it was decided to defer definite action on the petition until the attidue of the Klamath County Chamber of Commerce with regard thereto has been ascertained. The Secretary was instructed to obtain the recommendations of the Klamath County Chamber of Commerce for consideration at the next meeting.

The matter of indebtedness of the Nestucca Highway Improvement District to the State for expenses incurred by the State in connection with the survey of the Bear Creek-Haskins Creek Section of the Big Nestucca Road had the attention of the Commission. The Secretary reported that the District owes the State a balance of $1,314.62 and that the District has signified its willingness to pay immediately $500.00 on this account, but requests until next spring to pay the remainder because it wishes to use its money to buy blasting materials and supplies for use in connection with a CCC road construction project which the Forestry Department is undertaking on this road. After some discussion the Commission agreed to the deferment of the payment of this claim until next spring, provided the District will pay immediately the sum of $500.00 on its account. The Secretary was instructed to so advise the District.

The Engineer requested authority to contract the furnishing of 6,000 cu. yds. of maintenance materials in stock piles for use on the McMinnville-Tillamook Highway, as follows: 3,000 cu. yds. at Grand Ronde; 1,500 cu. yds. at Willamina, and 1,500 cu. yds. at Sheridan. He estimated the cost of furnishing this material at $15,000. The Engineer's request was approved by the

Commission by unanimous vote.

The Commission was requested by the Engineer to establish a policy with regard to the disposal of fruit from trees growing on highway rights of way. He advised that frequently the Commission purchases right of way through orchards and as far as possible these trees are left standing after the highway has been constructed. The question arises, he said, as to the proper disposal of the crops -- should the former owner of the trees be permitted to harvest them for his own benefit, or should they be disposed of in some other manner. The Attorney advised that the trees and the fruit are the property of the State, and the State can dispose of the crops as it sees fit. He suggested that perhaps arrangements could be made with the abutting property owner to cultivate and care for the trees for a share of the crop. After some discussion, the Attorney's suggestion was approved by the Commission and the Engineer was authorized to enter into agreements with such abutting property owners whereby said property owners shall take care of such trees and shall harvest the crop, one-half of which they may retain for their own personal benefit, but shall deliver to the State Highway Commission the balance for distribution to state institutions.

The Secretary presented three resolutions from Klamath County designating the following described county roads as market roads and requesting the State Highway Commission to approve such designations in accordance with the statutory requirements:

1. Market Road No. 20, being a portion of the Altamont-Dixon Road, sometimes called Summers Lane, described as follows:

Beginning at the south boundary of The Dalles-California Highway, 2,600 ft. north of the section corner common to Secs. 2, 3, 10 and 11, T. 39 S., R. 9 E., W. M.; thence along the section line between said Secs. 2 and 3, 10 and 11, and 14 and 15, with a diversion around the hill opposite the county infirmary property to the northeast corner of the SE¼ of the SE¼ of said Sec. 15, T. 39 S., R. 9 E., W. M., a distance of approximately 1.75 miles; and

All of that road known as the Airport-Ager Road, described as follows:

Beginning at the northeast corner of the SE¼ of the SE¼ of Sec. 15, T. 39 S., R. 9 E., W. M.; thence south along the section line between Secs. 14 and 15, a distance of one-fourth mile; thence S. 89° 26' west, a distance of one-fourth mile; thence S. 0° 24' W. a distance three miles to the northwest corner of the NE¼ of the NE¼ of Sec. 3, T. 40 S., R. 9 E., W. M.; thence S. 89° 43' E. a distance of one-fourth mile to the section line between Secs. 2 and 3 of said Township and Range;

thence south along said section line to the southerly boundary of said Secs. 2 and 3, a distance of one mile to a connection with Market Road No. 7 (sometimes called the Spring Lake Market Road) a total distance of approximately 4.75 miles.

2. Market Road No. 21, described as follows:

Beginning at a point approximately 240 feet north of the southeast corner of the SW¼ of the SW¼ of Sec. 20, T. 38 S., R. 9 E., W. M., which point is the southerly intersection of the old state highway through Pelican City and the new state highway constructed in 1931; thence northwesterly through Pelican City along the route of the old state highway a distance of approximately two miles through Secs. 20, 19 and 18 of said Township and Range to the northerly intersection of the old state highway with the new state highway immediately eastward of the overhead crossing over the Southern Pacific railroad in Sec. 18, T. 38 S., R. 9 E., W. M.

3. Market Road No. 7-A, known as Dehlinger Lane, described as follows:

Beginning at the southwest corner of Sec. 6, T. 40 S., R. 10 E., W. M.; thence east along the section line between Secs. 6 and 7 and 5 and 8, a distance of approximately 1.8 miles.

The Engineer explained that the designation of these roads as market roads does not commit the State to any expenditure, but the Commission's approval is necessary simply to satisfy the legal requirements. He recommended that the County's request be given favorable consideration. Motion was thereupon made that the county roads described in the resolution be declared to be market roads. The motion carried by the unanimous vote of the Commission.

The Engineer reported that there is included in the Commission's program for federal lands funds the construction of an additional section of the I.-O.-N. Highway in Malheur County extending northerly from the end of the work completed this year a distance of about six miles, a portion of which is located across privately-owned lands. He explained that federal lands monies cannot be used to finance road construction across private properties; wherefore, if the Commission wishes to undertake this project, it will be necessary to extend the McDermitt-North Secondary State Highway to include this section so as to legalize the expenditure of state funds for construction where needed. He recommended that this be done. The Secretary presented a resolution adopted by the Malheur County Court requesting such designation as required by statute. After due consideration the Commission approved the Engineer's recommendation and by unanimous vote adopted the following resolution with regard thereto upon motion of Commissioner Aldrich which was duly seconded by Commissioner Washburne:

11/1/34

WHEREAS, under the provisions of Chapter 248, Laws of 1951, the State Highway Commission, by mutual agreement with the respective county courts of the several counties of the state, is authorized and empowered to select, locate and designate a system of secondary state highways, which highways shall be selected from the market roads or other county roads, or available locations or routes of the several counties; and

WHEREAS, the State Highway Commission, by mutual agreement with the County Court of Malheur County, has selected the county road hereinafter named, and it is the purpose of the Commission to officially and regularly designate and adopt said county road as a highway to constitute, together with other highways which have heretofore been added and which may hereafter from time to time be added, a part of the system of secondary state highways of Malheur County under the provisions of said act;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission, all members being present and affirmatively voting and participating, as follows:

That the following named county road in Malheur County, be and the said county road is hereby selected, designated, established, adopted, and approved as a secondary state highway and shall be and is hereby designated as a part of the secondary state highway system, to wit:

> Beginning at the north end of the present designated secondary highway, approximately 20 miles north of McDermitt, and extending in a northerly direction a distance of approximately six miles.

That said county road shall be, and it hereby is qualified for improvement under the provisions of Chapter 248, Oregon Laws 1931 and amendments thereof;

That the Engineer be, and he hereby is authorized to make proper surveys with respect to the physical location upon the ground of the said county road and properly file in the records of the Commission all of said data;

That this resolution be entered in the minutes of the Commission and a duly certified copy thereof mailed to the County Court of Malheur County.

The Engineer also reported that a similar condition exists at the eastern end of this highway and in order to finance the construction of the section between Idaho state line and Malloy's Ranch, for which the Commission has already budgeted federal lands funds, it will be necessary, also, to designate as a secondary state highway that particular section because it is located partly across privately-owned lands. He recommended that the

Commission so designate this section inasmuch as the State of Idaho has programmed federal lands funds to construct a portion of this road in that state extending from the state line easterly. After due consideration the Commission approved the Engineer's recommendation and stated its willingness to designate this section as a secondary state highway as soon as Malheur County has filed its formal request for such designation as required by law.

The Engineer was instructed to request the County Court of Malheur County to file such formal request in the form of a resolution as soon as possible.

A letter was presented from Don D. Orput, Public Relations Director, U. S. War Department, in which the Commission was requested to construct a foot bridge across Tanner Creek on the Upper Columbia River Highway near Bonneville for the benefit and safety of school children who are required to use this highway going to and from school. The Commission referred this matter to the Engineer for investigation and report at the next meeting.

The Secretary presented a letter from the Mountain States Power Company protesting the relocation of its poles along the Oretown-Meda Junction Section of the Oregon Coast Highway in Tillamook County, as ordered by the Commission on October 10, because of the cost involved and because of certain arrangements which they have with the Cloverdale Telephone Company for the occupancy of the west side of the highway, which arrangements, they allege, were made with the knowledge and approval of a representative of the State Highway Department. After some discussion of this matter, the Commission instructed the Secretary to advise the company that the Commission requires the company to relocate its poles on the easterly side of the highway in conformance with the provisions of its permit and the previous order of this Commission.

The Commission approved for payment the claim of Coe McKenna, Portland, in the sum of $100 for services rendered by him as a witness and appraiser in connection with the Commission's condemnation suit for the acquisition of right of way for the East Portland-Oregon City Highway at Milwaukie, Clackamas County.

Reconsideration was given by the Commission to the claim of Tom Knight, Canyonville, for reimbursement for the cost of repairing his automobile which, he alleges, was damaged in collision with a tree that fell across the Tiller-Trail Road in Douglas County as a result of fires left burning by Highway Department maintenance employes. The Attorney explained that this claim, which amounts to $111.05, was denied by the Commission on August 16, 1934, but it has been resubmitted by Mr. Knight's attorneys. He suggested that it might be best to settle the claim, there being some question as to the State's responsibility in the case. After some discussion the Commission approved the Attorney's suggestion and authorized him to offer the claimant the sum of $75.00 as settlement.

The Commission had for disposal the claim of Carl McNutt, Hoquiam, Washington, for reimbursement in the sum of $6.00 for expense incurred by him

for removing some trees which fell across the Siletz Secondary Highway in Lincoln County during a recent storm, blocking traffic on this road. The Commission denied the claim.

The matter of removal of the dwelling located on the new alignment of the Wallowa Lake Highway in the easterly part of the town of Elgin, Union County, had the attention of the Commission. The Engineer advised that this building is an old two-story affair and the owner insists that it either be moved a distance of about eight blocks to another lot owned by him, or be purchased outright by the State. He further advised that the owner is willing to sell the house for $200 and will agree to dismantle or move it at his own expense provided the State will let him retain title to it. He doubted that the building could be moved without falling to pieces and recommended that the offer to purchase the house for $200 be accepted, which would relieve the State from the moving expense and from liability for damages that might result. The Commission by unanimous vote approved the purchase of the house at $200, as recommended by the Engineer, provided that the owner will remove it from the highway right of way.

The Commission had under consideration the matter of acquisition of right of way for the Umpqua Highway in the town of Reedsport. The Engineer advised that it is not absolutely necessary to acquire this right of way immediately because the Commission has no work planned for this highway in Reedsport for the next couple of years; however, the matter is being brought to the Commission's attention at this time for the reason that the City has secured title to a number of the lots, across which the highway is routed, for nonpayment of city assessments, and it was his thought that it might be possible to acquire the City's interests now at little or no expense, whereas, if the matter were deferred and the City disposed of its interests to private parties, the cost to the State for the right of way would be greatly increased. He requested instructions. After some discussion the Commission referred this matter to the Attorney for a detailed cost report to be presented at the next meeting.

The Attorney reported the receipt of a copy of an ordinance adopted by the City of Newberg relative to the acquisition of right of way for the proposed improvement of the West Side Pacific Highway in that town. He explained that the ordinance is satisfactory in all respects, except that the City has limited its obligation for right of way to $5,000 and expects the State to pay the difference. He estimated that the right of way will cost approximately $4,000 which would indicate that the limit set by the City is sufficiently high to purchase all of it; however, there is no definite assurance that the estimated amounts will not be exceeded. After some discussion the Commission instructed the Attorney to notify the Newberg City Council that the Commission is not satisfied with the ordinance as written and that the Commission requires the City to modify its ordinance by removing therefrom the limitations as to the amount of its contribution and, until that is done, the Commission will hold up the proposed improvement.

The Engineer requested authority to acquire certain parcels of real property needed for various highway improvements throughout the state.

The Commission approved the Engineer's request and by unanimous vote adopted the following resolution with regard thereto:

WHEREAS, in connection with the further improvement of the highways hereinafter designated, it is and has been 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 bases of settlement which have 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 bases for settlement for the properties involved, and that the acquisition of the properties 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, Highway and Owner	Purpose	Acres	Approximate Amounts	Agent
<u>Redmond-Bend Section-The Dalles-California Highway</u>				
Huntsberry, Mollie B.	R/W	5.35	at $10 per A.	McCallister
Phillips, Floyd	"	0.02	Land $2.50 plus $2.50	"
Hill, Charles S.	"	7.78	4.50 A. at $100 per A.	
		3.28	A. at $10 per A. plus $203	"
<u>Neal Creek-Cougar Creek, Pacific Highway</u>				
Russell, Nellie (Correction)	R/W	23.10	at $20 per A.	Benson
<u>Muddy Creek-North Powder River Section, Haines-Anthony Secondary #411</u>				
Withycombe, Mabel E.	Snow Fence	1.00	$125 Lump Sum	Williams
<u>Coquille Bridge, Oregon Coast Highway</u>				
McAdams, W. L.	R/W	0.028	$5.60 Lump Sum	Parker

11/1/34

Section, Highway and Owner	Purpose	Acres	Approximate Amounts	Agent
McKenzie Bridge-McKenzie Highway				
Hall, George T.	Stock Pile	0.52	$150 Lump Sum	Parker
Deadman Creek-Red Bridge, Wilson River Highway				
Siskey, Pearl Hughey	Stock Pile	1.00	$1.00 Nominal	Gray
Enterprise Section, Wallowa Lake Highway				
City of Enterprise	Maintenance Site	14400 sq. ft.	Gratis	Williams
Wallowa County	" "	7200 sq. ft.	Gratis	"
Portland-Washington County Line, West Side Pacific Highway				
Goodwin, Susan I.	Gravel Pit	2.00	$300 per acre	Gardiner
Dead Ox Flat, Old Oregon Trail				
Graff, Louise A.	R/W	0.45	$67.50 Lump Sum	Williams
Portland-Middleton Section, West Side Pacific Highway				
Kenneman, Lena	R/W	0.049	at $1000 per A.	Bentley
Butler, F. J.	"	0.037	at $1000 per A.	"
Hoffarber, Rudolph	"	0.124	at $1000 per A. plus $125	"
Delake Section, Oregon Coast Highway				
Roher, Newton E.	R/W	5090 sq. ft.	$509 Lump Sum	DeSouza
Newport Section, Oregon Coast Highway				
Wilson, Kenneth	R/W	4500 sq. ft.	$500 Lump Sum	Parker
U. S. Coast Guard	Park		$1000 Lump Sum less $500 paid Wilson	McCallister
Milwaukie Section, East Portland-Oregon City Highway				
Perry, W. B.	R/W Easement	125 sq. ft.	Land $20 plus $30	Bentley
Umpqua Highway, Douglas County				
Hancock, Edward	R/W	1.02	Land $75 plus $50	Parker
Clatsop County, Oregon Coast Highway				
Johansen, Sophie L.	R/W	0.06	$71 Lump Sum	Devers

Parks Engineer S. H. Boardman was present regarding several state park matters. He reported that Medford Post No. 15, American Legion, desires to acquire the State's interest in a forty-acre tract of land situate adjacent to the Crater Lake Highway in Jackson County which they plan to improve as a CCC project for the benefit of tourists. He explained that this tract is a part of a 160-acre tract which the Commission has under lease as a recreational area from the U. S. Government and suggested that the State's interest be not relinquished unless the American Legion will agree to purchase it outright to insure that it will be preserved for recreational purposes as originally intended. In the discussion of this matter it was brought out that the Recreational Act, under the provisions of which the State of Oregon is leasing this area from the Government, limits the benefits of that Act to states, counties and municipalities; therefore, it would not be possible for the American Legion to acquire it unless it would do so in the name of either Jackson County or possibly the City of Medford. The Parks Engineer was instructed by the Commission to convey this information to the American Legion Post of Medford and to advise them that the Highway Commission is willing to relinquish its rights in favor of either Jackson County or the City of Medford for the purposes intended, provided the County or the City will acquire the property by purchase rather than by lease so as to insure its preservation as a recreational area.

The Parks Engineer also reported that a number of fishermen have established headquarters in Cape Arago State Park, Coos County, and are conducting their fishing operations from this place. He inquired whether the Commission wished him to evict these men from the premises or allow them to remain there temporarily so long as they do not desecrate the park in any way. It was the opinion of the Commission that inasmuch as this park was a gift to the State from Mr. L. J. Simpson, he should be consulted with regard to this matter; accordingly the Parks Engineer was instructed to confer with Mr. Simpson and to report Mr. Simpson's recommendations.

The Parks Engineer requested authority to expend approximately $300 of state funds for the purchase of materials and supplies to be used for certain improvements in Silver Creek Falls State Park, consisting of guard fence construction, etc., which the City of Salem proposes to undertake as an SERA project. After some discussion the Commission approved the Parks Engineer's request by unanimous vote.

In connection with the Silver Creek Falls State Park matter, the Parks Engineer inquired whether or not the Commission has made any definite decision with regard to the purchase of the 100-acre tract adjacent to the present park which the owner, J. A. Strom, has offered to sell to the State for the sum of $5,000. He recommended that the offer be accepted if the Commission has funds available. The Commission again deferred its decision in this matter.

The Parks Engineer also brought up for discussion the matter of enlarging Rocky Creek State Park in Lincoln County. He explained that the present park contains 55.8 acres and completely surrounds a small tract of 2.27 acres which the owner reserved for his own use at the time he sold the balance to the State; also that this small area lies in about the center of the state

park and fronts on the highway which makes it valuable for commercial purposes and undoubtedly will be used for such purpose unless the State acquires it. He recommended that it be purchased at this time in order to complete this park and to prevent its being commercialized by private interests. After some discussion the Commission by unanimous vote authorized the Engineer to negotiate for the purchase of this tract and ascertain if it can be acquired for a reasonable sum.

Reconsideration was given by the Commission to the matter of purchasing a 200-acre addition to Cape Sebastian State Park in Curry County which has been offered to the State by the owners, Collier H. Buffington and John C. Kendall, for $20 per acre. The Commission again deferred its decision with regard to this matter; however, instructed the Attorney to contact the owners and ascertain whether they will reduce their price.

The Parks Engineer asked the Commission to approve the filing of a petition directed to the Secretary of the Interior, under the provisions of the Recreational Act of June 14, 1926, for the acquisition of a small tract of government-owned land, containing 6.1 acres, situate adjacent to the Siletz Secondary Highway in Lincoln County. He explained that this tract, which is described as Lot 4, Section 7, Township 9 South, Range 10 West of the Willamette Meridian, fronts on the Siletz River and will make a valuable addition to the state park system; further, that a homestead entry filing was made on this land by a Mrs. Gladys Jones who has not completed the homestead requirements and is about to relinquish her interests. It was his thought that the State should acquire this property because of its recreational value so as to preserve it for public benefit. Immediate action by the Commission, he said, was necessary because he understood that private parties are seeking to acquire the land. After some discussion the Commission approved the Parks Engineer's recommendation and thereupon signed the petition requesting the Secretary of Interior to authorize an appraisal of the property in order that a proper charge may be determined and fixed in case acquisition is completed either by purchase or lease.

The Commission signed a three-year lease agreement with B. J. Lindeman and Marion Lindeman, husband and wife, covering the matter of concession at Bradley Park, Clatsop County, whereby the Lindemans for the concession privileges agree to pay to the State an annual rental of $120 and to act as caretakers of the park.

The Commission signed an agreement with Mrs. Mabel Stevens granting to her a revocable permit to maintain a dwelling and its appurtenances within the right of way of the Lower Columbia River Highway near Holbrook, Multnomah County, until the State Highway Commission requires the use of the full width of the right of way at this location.

A letter was presented from the County Court of Clackamas County requesting the oiling of the Woodburn-Mt. Hood Loop Secondary Highway between Market Road No. 10 and the City of Molalla, and the oiling of Cascade Secondary Highway north from the town of Marquam. The Secretary was instructed to advise the County Court that the Commission has no funds

available at this time to make these improvements, but will bear the projects in mind for future consideration.

A letter was presented from the Oregon State Hotel Association requesting that the Pacific Highway be improved from the City of Salem south to the California line. Chairman Scott stated that he has replied to this communication.

A petition was presented signed by 96 citizens of Marion County in which the Commission was requested to oil the newly-graveled secondary highway beginning at the foot of the hills south of the Cottage Farm near Salem and extending to the old paved road at Aumsville, Marion County. The Secretary was instructed to inform the petitioners that the Commission has no funds available at this time for this improvement but will bear this project in mind for future consideration.

A resolution was presented from the Greater Union of Clackamas County Clubs, Portland, in which the Commission is requested to complete the East Portland-Oregon City Highway pavement for four lanes of traffic between Oregon City and Milwaukie as soon as practicable. The Secretary was instructed to advise the organization that the Commission has this project in mind for construction as soon as funds become available for this purpose but can make no promises at the present time.

A resolution was presented from the North Bayside Grange No. 691, Coos County, requesting ferry service across Coos Bay at one o'clock every Saturday night to accommodate people who desire to attend public dances and other entertainments given at the grange hall, and offering to pay the cost of such extra service. The Engineer advised that it will cost about $9 per day to furnish this extra service; also, that there is a question whether the State could operate this ferry for hire without changing the State's status under the U. S. Steamboat regulations. After some discussion the Commission voted unanimously to furnish the extra service requested, provided the grange will pay the cost thereof every three months in advance and provided further that the State's status under the U. S. Steamboat regulations will not be altered by reason thereof. The Secretary was instructed to so advise the grange.

A letter was presented from the City Manager of La Grande stating that in the minds of the La Grande City Commissioners, the plans proposed by the State Highway Commission to reconstruct the Wallowa Lake Highway under the O.-W. R. R. & N. Company's tracks are unsatisfactory for the reason that the roadway under the tracks is insufficient in width and no provision has been made for pedestrians through the undercrossing or for traffic entering the highway from Cove Avenue and North Spruce Street; also stating that if the Commission will alter its plans to include these suggestions, the City will approve the project and will vote bonds to provide funds to take care of the City's obligation in connection therewith. The Commission referred this matter to the Engineer for report at the next meeting on the cost involved to make the alterations requested by the City.

The Commission had under consideration the application of the Sumpter

Valley Dredging Company, Portland, for permission to transport a steel girder, 80 feet long and weighing 32 tons, over the Sumpter Valley Secondary Highway from McEwen to Sumpter, the length and weight being in excess of the legal limits. After some discussion the Commission voted unanimously to grant this request, provided the girder is moved on sleds during the time the highway is frozen solid and covered with snow. The Commission authorized the Secretary to issue a permit in accordance with this action.

The Engineer reported the receipt of an offer from Douglas County to purchase for the sum of $500 the old bridge across the Umpqua River on the Pacific Highway at Winston, Douglas County. He gave as his thought that the offer is fair and recommended that it be accepted. The Commission by unanimous vote approved the sale of this old bridge to the Douglas County Court for the sum of $500 as recommended by the Engineer.

Consideration was given by the Commission to the following requests for extensions of time within which to complete highway construction projects:

L. O. Herrold, Contract No. 1572, grading and bituminous macadam on the Brunks Corner-West Salem Section of the Salem-Dallas Highway in Polk County, requested an extension of time from September 30 to October 30 in which to complete this project. The Engineer advised that the necessity for this extension is to give the contractor time to finish the shoulder construction and to complete a retaining wall and additional sidewalks in West Salem, the bituminous macadam work having been completed prior to the expiration of the time limit specified in the contract. He further advised that the traveling public has not been inconvenienced by the delay; neither has the State incurred any great amount of extra engineering expense. He recommended that the extension be granted without penalty. The Commission approved the Engineer's recommendation by unanimous vote subject to the standard condition that the contractor be charged the full amount of the engineering expense incurred subsequent to the date of completion specified in the contract if he submits a claim for extra compensation.

J. J. Badraun, Contract No. 1586, construction of a bridge over the Calapooya River on the Halsey-Sweet Home Secondary Highway near Holley, Linn County, requested an extension of time from August 31 to September 10 in which to complete this project, giving as his reason that he was required to furnish extra maintenance materials in stock piles and to do some extra clearing and burning work. The Engineer advised that the contractor overran the time limit specified in the contract by only ten days; further that the traveling public has not been inconvenienced; neither has the State incurred any extra engineering expense. He recommended that the extension requested be granted without penalty. The Commission approved the Engineer's recommendation by unanimous vote, subject to the standard condition that the contractor be charged the full amount of the engineering expense incurred subsequent to the date of completion specified in the contract if he submits a claim for extra compensation.

Edlefsen-Weygandt Co., Contract No. 1609, grading and paving the

South Unit of the Portland-Milwaukie Section of the East Portland-Oregon City Highway in Clackamas County, requested an extension of time of sixty days from September 30 to November 30 in which to complete this project, giving as their reason that their work was delayed by the noncompletion of the Estacada Electric Railway overhead structure and the fact that the Southern Pacific overhead crossing in Milwaukie had not been removed to permit them to do the paving work at this point. The Engineer advised that the contractors' statement as to the cause of their delay is substantially correct. He recommended that the extension requested be granted without penalty. The Commission approved the Engineer's recommendation by unanimous vote, subject to the standard condition that the contractors be charged the full amount of the engineering expense incurred subsequent to the date of completion specified in the contract if they submit a claim for extra compensation.

Harold Blake, Contract No. 1637, paving Halsey Street-Clinton Street Section of Eighty-second Avenue, Portland, in Multnomah County, requested an extension of time from October 31 to November 30 in which to complete this project, giving as his reason that he was unable to expedite this job because of lack of right of way which made it necessary for him to defer construction along several sections which unexpectedly caused the job to run into the rainy season. The Engineer advised that the contractor's delay has not inconvenienced the traveling public to any great extent, neither has the State incurred any great amount of extra engineering expense. He recommended that the extension requested be granted without penalty provided the contractor does not submit a claim for extra compensation; otherwise that he be charged the extra engineering cost incurred subsequent to the date of completion specified in the contract according to standard practice. The Commission by unanimous vote approved the Engineer's recommendation.

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. 1485 with Frank M. Bullis & H. I. Rees, surfacing Bummer Creek-Lobster Mountain Section of the Alsea-Deadwood Secondary Highway No. 201 in Benton County; completed September 25, 1934;

Contract No. 1502 with von der Hellen & Pierson, grading Neil Creek-Barron Creek Section of the Pacific Highway in Jackson County; completed October 13, 1934;

Contract No. 1521 with Joplin & Eldon, grading Stinkingwater Mountain-Drinkwater Pass Section of the Central Oregon Highway in Harney County; completed October 15, 1934;

Contract No. 1535 with Joplin & Eldon, construction of a bridge over the South Umpqua River near Roseburg on the Pacific Highway in Douglas County; completed October 19, 1934;

11/1/34

Contract No. 1576 with Harold Blake, regrading and paving Newberg-McMinnville Section of the West Side Pacific Highway in Yamhill County; completed October 15, 1934;

Contract No. 1586 with J. J. Badraun, construction of a bridge over the Calapooya River near Holley on Halsey-Sweet Home Secondary Highway in Linn County; completed September 10, 1934;

Contract No. 1608 with R. H. Jones, construction of a bridge over East Fork of Hood River on Hood River Secondary Highway in Hood River County; completed September 29, 1934;

Contract No. 1613 with W. W. McFarland, construction of a bridge over Little Nestucca River near Dolph on Little Nestucca Secondary Highway in Tillamook County; completed September 29, 1934;

Contract No. 1623 with Joseph H. Anderson, construction of a bridge over Johnson Creek near Milwaukie on East Portland-Oregon City Highway in Multnomah County; completed September 21, 1934;

The following resolution accepting the above projects was offered and 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. 1485 with Frank M. Bullis & H. I. Rees, surfacing Bummer Creek-Lobster Mountain Section of the Alsea-Deadwood Secondary Highway No. 201 in Benton County;

Contract No. 1502 with von der Hellen & Pierson, grading Neil Creek-Barron Creek Section of the Pacific Highway in Jackson County;

Contract No. 1521 with Joplin & Eldon, grading Stinkingwater Mountain-Drinkwater Pass Section of the Central Oregon Highway in Harney County;

Contract No. 1535 with Joplin & Eldon, construction of a bridge over the South Umpqua River near Roseburg on the Pacific Highway in Douglas County;

Contract No. 1576 with Harold Blake, regrading and paving Newberg-McMinnville Section of the West Side Pacific Highway in Yamhill County;

Contract No. 1586 with J. J. Badraun, construction of a bridge over the Calapooya River near Holley on Halsey-Sweet Home

Secondary Highway in Linn County;

Contract No. 1608 with R. H. Jones, construction of a bridge over East Fork of Hood River on Hood River Secondary Highway in Hood River County;

Contract No. 1613 with W. W. McFarland, construction of a bridge over Little Nestucca River near Dolph on Little Nestucca Secondary Highway in Tillamook County;

Contract No. 1623 with Joseph H. Anderson, construction of a bridge over Johnson Creek near Milwaukie on East Portland-Oregon City Highway in Multnomah County;

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 and final payment is hereby authorized.

The Commission had under consideration the dates for the next two meetings following the one scheduled for December 6. The Engineer recommended that these meetings be scheduled for December 20 and January 10, 1935. The Commission approved the Engineer's recommendation and instructed the Secretary to arrange to hold these meetings in the auditorium of the Public Service Building, Portland, on those dates commencing at nine o'clock in the morning.

At 3:00 o'clock p. m. the Commission returned to the auditorium of the Public Service Building to hear delegations. There being no delegations present, the Commission adjourned until 5:00 o'clock p. m.

The Commission reconvened at 5:00 o'clock p. m. in the auditorium of the Public Service Building, with all members, the State Highway Engineer, the Attorney and the Secretary present.

Chairman Scott announced the following awards of contracts for which bids were opened at the morning session, the Commission having previously approved these awards by unanimous vote:

Bridge over Burnt River and approaches thereto on the Baker-Unity Highway in Baker County; the low bid is that submitted by Averill & Philpott, Portland, at $11,186.00; the next low bid is that submitted by R. H. Jones, Baker, at $11,428.50. The Commission awards the contract to the low bidders, Averill & Philpott, at their bid price of $11,186.00.

South Fork-Bummer Creek Section of the Alsea-Deadwood Secondary Highway in Benton County, 2.31 miles of grading. The low bid is that submitted by D. L. Ashton, Lebanon, at $23,243.00; the next low bid is that submitted by F. C. Dillard, Medford, at $24,165.00. The Commission awards this contract to the low bidder, D. L. Ashton, at his bid price of $23,243.00.

Church Section of Cape Blanco Secondary Highway in Curry County, 0.42 mile of grading and surfacing. The low bid is that submitted by F. C. Dillard, Medford, at $9,471.00; the next low bid is that submitted by Louis Johnson, Portland, at $9,805.00. The Commission defers the award of this contract because right of way has not been acquired, and refers all bids to the Engineer with power to act.

Unit No. 4, Redmond-Bend Section of The Dalles-California Highway in Deschutes County, 6.62 miles of grading. The low bid is that submitted by Berke Bros. Inc., Portland, at $59,282.00; the next low bid is that of Myers & Goulter, Seattle, at $59,724.00. The Commission awards the contract to the low bidder, Berke Bros. Inc., at its bid price of $59,282.00.

Mystic Creek-Winston Rock Production Project on the Coos Bay-Roseburg Highway in Douglas County, furnishing approximately 6,000 cu. yds. crushed gravel in stock piles. The low bid is that submitted by A. S. Wallace, Roseburg, at $9,000.00; the next low bidder is A. T. Dolan, Tillamook, at $9,720.00. The Commission awards the contract to the low bidder, A. S. Wallace, at his bid price of $9,000.00.

Barron Creek-Torrent Creek Section of the Pacific Highway in Jackson County, 0.40 mile of grading. The low bid is that of Berke Bros. Inc., Portland, at $93,990.00; the next low bidder is Guy F. Atkinson Co., Portland, at $104,755.00. The Commission awards this contract to the low bidder, Berke Bros. Inc., at its bid price of $93,990.00.

Unit No. 2, McCallister Section of Little Butte Secondary Highway in Jackson County, 0.97 mile of grading. The low bid is that submitted by D. L. Ashton, Lebanon, at $9,179.50; the next low bid is that submitted by Edward F. Webber, Medford, at $9,544.50; the third low bidders are R. I. Stuart & Sons, Medford, at $9,769.00. The Commission awards the contract to the second low bidder, Edward F. Webber, at his bid price of $9,544.50, for the reason that the low bidder, D. L. Ashton, has been awarded another project and he qualified his bid by stating that he would accept only one job at this letting.

Klamath Rock Production Project on The Dalles-California Highway and Green Springs Highway in Klamath County, furnishing approximately 19,000 cu. yds. crushed rock in stock piles. The low bid submitted for Project "A" (Beaver Marsh Section) is that of Newport Construction Co. and Kern & Kibbe, Portland, as a joint venture, their bid being in the sum of $20,700.00; the next low bid is that submitted by R. I. Stuart & Sons, Medford, at $21,600.00, subject to a reduction of $500.00 if they are awarded all three projects. The low bids submitted for Projects "B" and "C" (Modoc Point and Keno Sections) are those submitted by R. I. Stuart & Sons, Medford, at $9,250.00 for Project "B" and $9,750.00 for Project "C". The next low bids for Projects "B" and "C" are those submitted by Newport Construction Co. and Kern & Kibbe, as a joint venture, at $11,500.00 for Project "B" and $11,500.00 for Project "C". The Commission has deferred the award of these contracts pending the acquisition of right of way and

quarry sites, and has referred all bids to the Engineer with power to act.

Blue Mountain Pass Section of the I.-O.-N. Highway in Malheur County, 5.86 miles of grading. The low bid is that submitted by O. N. Pierce and M. L. O'Neil & Son, Portland, at $35,342.00; the next low bid is that submitted by Joplin & Eldon, Portland, at $36,993.00. The Commission awards this contract to the low bidders, O. N. Pierce, M. L. O'Neil & Son, at their bid price of $35,342.00.

Hardman-Chapen Creek Section of the Heppner-Spray Secondary Highway in Morrow County, 3.1 miles grading and 6.2 miles surfacing. The low bidders are Fisher Bros., Oregon City, at $32,866.00; the next low bidders are Joplin & Eldon, Portland, at $35,022.00. The Commission awards this contract to the low bidders, Fisher Bros., at their bid price of $32,866.00.

McNary-Oak Point Section of Independence Secondary Highway in Polk County, 2.12 miles grading and 3.0 miles oil mat surface treatment. The low bid is that submitted by Earl L. McNutt, Eugene, at $30,062.00 based on the use of road oil; Mr. McNutt did not submit a bid based on the use of tar. The next low bid is that of Theo. Arenz, Portland, at $31,933.50 based on the use of road oil, and $31,983.50 based on the use of tar. Mr. Arenz qualified his bid by stating that he would reduce his price in the lump sum of $2,000 if he were also awarded the contract for the construction of the Yamhill River-Salt Creek project in Polk County, for which bids were received at this letting. The Commission has deferred the award of this contract pending acquisition of right of way and has referred all bids therefor to the Engineer with power to act.

Yamhill River-Salt Creek Section of the Dallas-Coast Secondary Highway in Polk County, 3.9 miles of grading and surfacing, and 7.8 miles oil mat surface treatment. The low bid is that submitted by Theo. Arenz, Portland, at $81,994.00 based on the use of road oil, and $82,229.00 based on the use of tar. The next low bid is that submitted by Earl L. McNutt, Eugene, at $83,950.50 based on the use of road oil; Mr. McNutt did not submit a bid based on the use of tar. The Commission has deferred the award of this contract pending acquisition of right of way and has referred all bids received therefor to the Engineer with power to act.

Hayden Gulch-West Forest Boundary Section of Little Sheep Creek Secondary Highway in Wallowa County, 5.96 miles grading and construction of two reinforced concrete bridges. The low bid is that submitted by Colonial Construction Co., Spokane, at $62,510.00; the next low bid is that of Geo. F. Price, Dayton, Washington, at $66,054.00. The Commission awards the contract to the low bidder, Colonial Construction Co., at its bid price of $62,510.00.

Furnish ferry service across the Willamette River on the Beaverton-Aurora Secondary Highway in Clackamas County for a two-year period ending November 15, 1936. The low bid submitted is that of Maryhill Ferry Co., Maryhill, Washington, at $15,940.00, based on furnishing a 15-car boat in lieu of an 8-car boat as specified, and conditioned further on being allowed to start service on December 15, or as soon prior thereto as its boat can be conditioned.

The next low bid is that submitted by C. T. Smith, The Dalles, at $20,174.80. The Commission awards the contract to the low bidder, Maryhill Ferry Co., at its bid price of $15,940.00.

Mr. Christ Fauerso, County Engineer, and Mace Fulton, County Commissioner, Wasco County, appeared before the Commission at this time with regard to the Tygh Valley-Sherars Bridge Secondary Highway. Mr. Fauerso gave as their understanding that an amount of $4,700 remains unexpended of Wasco County's share of the secondary highway fund allotment which they would like to have expended for the improvement of a section of this road if that can be arranged. The State Highway Engineer advised that Mr. Fauerso's statement as to the unexpended balance is correct and recommended that their request be approved. The Commission by unanimous vote approved the Engineer's recommendation and instructed him to prepare plans for a project to take up the amount available and to advertise it for bids to be received at the earliest possible time.

There being no further business to come before the Commission at this time the meeting was adjourned at 5:20 o'clock p. m.

Chairman

State Highway Engineer

Commissioner

Secretary

Commissioner

Portland, Oregon, November 8, 1934

The State Highway Commission met in special session at 10:00 o'clock a. m. in the Portland City Council Chambers, City Hall, in accordance with notice previously given to the Portland City Commissioners, to hear objections to or remonstrances against the Commission's plans for routing the East Portland-Oregon City Highway northerly from its present terminus in Portland at Southeast Seventeenth Avenue and Schiller Streets. Present were:

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

NOV 8 1934

Commissioner Carl G. Washburne telephoned that he could not be present.

Representing the City of Portland were Mayor Joseph K. Carson, Jr.; City Commissioners Ormond R. Bean, R. E. Riley and J. E. Bennett; City Engineer L. G. Apperson and City Attorney Frank S. Grant. There were also present about sixty interested local citizens.

Chairman Scott opened the meeting by explaining its purpose. He advised that this hearing is not required by law because the proposed improvement does not involve a change in a highway route, but the meeting was called for the purpose of obtaining expressions from interested citizens with regard to the selection of a route for an entirely new highway which now terminates at Southeast Seventeenth Avenue and Schiller Street. He pointed out that there are two main routes which have received most serious consideration by the State Highway Commission, one of which extends along the bluff between Milwaukie Avenue and the Willamette River, and the other along East Seventeenth Avenue from Schiller Street to Powell Boulevard at which point it diverges; one branch following along Powell Boulevard to Union Avenue, another closely paralleling the Southern Pacific railroad tracks, and the third continuing along Seventeenth Street to Division Street. He advised that the engineers have made field investigations and actual surveys of each route under consideration and that from the information assembled, maps and estimates of cost of each have been prepared under the direction of the State Highway Engineer. He called attention to the maps and charts on exhibition at this hearing and asked their careful examination, particularly the chart representing traffic flow conditions. He then quoted figures from the Engineer's report as to the cost to construct each route, as follows:

ITEM	"L-3" Line Bluff Route 1.98 Mile	"S" Line 17th St.& Powell Blvd. 2.14 Mi.	"R" Line 17th St.& Division St. 2.08 Mi.	"A" Line 17th St.& along S.P. Railroad 2.25 Mi.	"W" Line Between Bluff Rt.& Willamette River 2.01 Mi.
Grading and Paving	275,900	$ 274,600	$ 298,500	$ 265,900	$ 478,000
Milwaukie Undercrossing	51,200				51,200
S.P."K" Line Overcrossing	58,800				
Half Viaduct	105,100				
S. P. Main Line Overcrossing	110,000	110,000			
S.P."K" Line Undercrossing (17th)		84,800	84,800	84,800	
Powell & S.P.Undercrossing			397,900	397,900	
S.P.Main Line Overcrossing					280,000
Moving P.E.P. Car Track	45,000	58,000	65,000	25,000	40,000
S.P."K" Line Reconstruction					47,600
Trans Lines Reconstruction					30,000
Right of way	206,800	166,700	232,700	296,800	187,870
TOTALS	$.852,800	$ 694,100	$1,078,900	$1,070,400	$1,114,670

NOV 8 1934

11/6/34

Chairman Scott then invited all present to express their views and preferences as to the alternate routes and especially requested the speakers to state whether or not they owned property along any of the routes or had any particular preferences of a personal nature.

Mr. James Rinella stated that he owns a garage business at the corner of East Seventeenth and Division Streets and that he represents a delegation which desires the highway routed along East Seventeenth Street to Division. He declared that East Seventeenth Street is the route originally proposed for this highway, and that the people are more interested in this route than in any other that has been proposed; further that East Seventeenth Street would be the least expensive to construct and would cost the taxpayers less money for right of way because there are no large buildings along the route to interfere with widening operations, and the right of way would be comparatively cheap. He predicted that Division Street will be widened eventually as a main traffic artery; therefore, the logical thing to do would be to designate East Seventeenth Street as a state highway connection thereto because that is the shortest possible route between these thoroughfares and, in addition, will afford a fine connection at some future date for a highway extending north of Division Street through Ladd's Addition.

Chairman Scott asked Mr. Rinella for an expression of his views regarding the street car tracks on East Seventeenth Street and the crossing of the Southern Pacific railroad tracks at Powell Boulevard. Mr. Rinella replied that the street car tracks are used very little; in fact are only used when street cars are sent to the Brooklyn car shops for repairs. Concerning the crossing of the Southern Pacific Company's tracks at Powell Street, he declared that in his estimation it would be satisfactory to depress the highway under the railroad tracks at this point.

Mr. A. D. Barbur also spoke in favor of the Seventeenth and Division Street route along which he stated he has no property or business interests. He stated that as far as street car tracks are concerned, there are also such facilities on Grand Avenue; further, that the street car company has many times considered terminating its Bridge Transfer car line at Milwaukie and Powell because it feels that the duplicate service now rendered the district south of that point by its street cars and busses is not justified, and the only reason that the company has not removed its tracks is because of the agitation against it by the people of the district. It was his thought that the street car situation is one that should not be considered in this matter because in his opinion it is not a permanent proposition. Concerning the crossing of the Southern Pacific at Seventeenth and Powell, he stated that undoubtedly this problem will automatically solve itself with the removal of the Southern Pacific Company's tracks to a new location along the water front on right of way which the company acquired a long time ago with that idea in mind. He advocated the Seventeenth and Division Street route also from the standpoint of benefits that East Portland property located west of East Seventeenth Street would receive; if the highway is routed on East Seventeenth, he said, it would have a tendency to develop that property. He spoke against the adoption of the Union Avenue route from the standpoint of traffic congestion, stating that at the present time Union Avenue is the most heavily-

traveled street in East Portland and it would be a fallacy to add to that congestion, if possible to avoid it; furthermore, the extra right of way required would cost about $60,000 more along Union Avenue than along East Seventeenth Street.

Mr. A. L. Barbur stated that he owns property at Seventeenth and Division Streets and favors the adoption of the Seventeenth Street route as proposed by Mr. Rinella. He gave as his thought that expressions as to property and business interests of the advocates of the various routes are not necessary in this discussion. He endorsed the Seventeenth Street route from the standpoint of traffic which, he said, would be kept away from the congested areas if it is routed along Seventeenth Street. He declared that modern highways are now designed for rapid transportation away from traffic congestion, including both pedestrian and vehicular, and away from car tracks, and advised that in his opinion that Seventeenth Street should be selected and should be continued across East Portland to a connection with Columbia Boulevard via Ladd's Addition and following along Northeast Sixteenth Street.

Mrs. George J. Kelly stated that she owns a home at the corner of Grand Avenue and King Street in the Manhattan District which will be taken by the highway if it is routed along the bluff. She advised that she purposely built her home in that district in order to be in a quiet place and away from traffic; therefore, she is opposed to any route that will bring the highway with its accompanying traffic noises near her home. She also stated that she represents other residents in the Manhattan District who are opposed to the adoption of the Bluff route and think that the Seventeenth Street route is best.

Mr. Fred C. King, representing the Ladd's Addition Community Club, spoke in favor of the East Seventeenth route along which, he stated, he owns property. He also stated that the Ladd's Addition Community Club voted unanimously in favor of the Seventeenth Street route because in their estimation it will solve the traffic problem and will be much cheaper to construct. He declared that the Seventeenth Street property owners were given to understand at one time that the highway would be routed along Seventeenth Street to Division, thence along Division past the Ford Motor Company's plant at Eleventh Street; therefore, in his estimation it would be an injustice to these people if the highway were now routed along some other location. He also mentioned that the Southern Pacific Company has planned to rebuild its tracks along the river front where it owns a right of way, which would eliminate the railroad problem; however, if the railroad company refuses to make this change, then the highway should be constructed under the railroad where they cross which would remove that hazard. He gave as his thought that the proper routing would be along Seventeenth Street to Powell Boulevard; thence along Powell to Eighth; thence in a northwesterly direction to a connection with Union Avenue at Southeast Lincoln Street. He stated that he is an old resident of this district and knows personally that the present site of the Inman Poulsen Lumber Company's yards was at one time a gulch that has since been filled in with sawdust which, in his estimation, would provide a very weak foundation for the highway viaduct that the Commission proposes to construct across this property if the Union Avenue route is adopted; furthermore, the adoption of the Union Avenue route would

necessitate traffic to pass through an industrial district which, in his opinion, is contrary to modern ideas of routing traffic; therefore, he is opposed to the selection of that route.

Mr. G. B. Trotter stated that he is also an old resident of this district and owns property at East Eleventh and Powell Streets. He said that he is not particularly desirous of having the highway run in front of his door, but he believed the route suggested by Mr. King is best because in his estimation it will be the cheapest route to construct, will be on a water grade and will also have the advantage of intersecting Grand Avenue and East Seventh Street, which are now both improved, and will provide good future cross-city connections. He opposed the selection of the Bluff route and the route which passes in front of the Ford Company's plant because, in his estimation, the extra expense involved to construct those routes is unjustified.

Mr. G. H. Huthman stated that he owns property at Grand Avenue and East Seventeenth Streets and is opposed to the adoption of the Bluff route because of its high cost and the unstable foundation for the proposed viaduct across the Inman Poulsen Lumber Company's yards. It was his thought that the highway should be routed along East Seventeenth Street to Powell; thence along Powell to about Eighth or Ninth Street; thence on an angle to a connection with Union Avenue.

Mr. Theron Houser, Secretary of the City Planning Commission, was asked to give his views on the subject. He stated that he has not been authorized by the City Planning Commission to speak at this meeting, but he wished to state that the Planning Commission recognizes the Bartholomew report on this matter in which both the Seventeenth Street and Bluff routes are shown and are endorsed as being a part of the scientific or technical plan for future streets in the City of Portland and desirable as arterial highway connections. He further stated that the Planning Commission inspected the Bluff route in company with the State Highway Engineer and concluded after the inspection that the Bluff route provided the best entrance for the East Portland-Oregon City Highway into East Portland from the standpoint of traffic because, among other reasons, it will avoid many street intersections where most of the traffic accidents occur. He declared that to consider the East Seventeenth Street route and the Bluff route on a comparable basis will require that plans for the East Seventeenth improvement be extended across East Portland to a connection with Columbia Boulevard, as suggested by Mr. Barbur and as advocated in the Cheney report and in the City Planning Commission's report of 1927 and in the old Bennett plan, and that such comparison will show that the cost to improve East Seventeenth Street to Columbia Boulevard will be much more than the extra cost to construct the proposed Bluff route and that the results obtained will be about the same. He pointed out that the Bluff route will afford a very good future connection with East Seventh Street which is now a through-traffic street and gave as his thought that the elimination of the street car track hazard alone fully justifies the extra cost for right of way along the Bluff route.

Mrs. S. Humphrey stated that she resides on Grand Avenue and is very

much opposed to the adoption of the Bluff route. She endorsed the Seventeenth Street route.

Mr. W. Seaton spoke in favor of the East Seventeenth Street route from the standpoint of less costly right of way. He declared that they were once informed that the highway would be located on Seventeenth Street; therefore, should be constructed along that street at least as far as Powell Boulevard from which point there are several alternate routes available.

Mayor Carson at this time wished to correct any misunderstanding that the Portland City Council has at any time definitely stated that the highway would be routed along any particular street. He advised that at no time since he has been Mayor of the City of Portland has the Council taken any definite action in this matter nor has it stated to anyone that a definite route had been selected, because the Council knew that the route selected would have to meet with the approval of the State Highway Commission and the U. S. Bureau of Public Roads before federal funds could be expended thereon.

Chairman Scott confirmed Mayor Carson's statement with regard to the approval of the road by the State Highway Commission and the Bureau of Public Roads and the expenditure of federal funds. He advised that the State Highway Commission is not in favor of the East Seventeenth Street route; neither does that route meet with the approval of the Bureau of Public Roads. He pointed out that the project is not simply of local concern but is one in which the people of the whole State of Oregon and of the United States are interested and their interests must be considered because the funds to finance the improvement are federal funds.

Mr. L. M. Lepper, representing the East Side Commercial Club, Portland, stated that the matter of routing this highway had their consideration several years ago when Mr. J. C. Ainsworth was chairman of the State Highway Commission. At that time, he said, an inspection of the route was made and Seventeenth Street was agreed upon; however, the Government was not involved and it was thought that the City of Portland would have to bear the entire expense. He pointed out a number of advantages that would accrue by the adoption of the Bluff route, including one-half mile of river view between Center Street and Ross Island bridge where Portland's skyscrapers may be seen to good advantage without interference. He also pointed out that the Bluff route will avoid 32 street intersections which must be crossed if the Seventeenth Street route is selected; also, that if the highway is routed on Seventeenth to Division Street, thence to Union Avenue, 98 buildings and garages will have to be moved, compared with the moving of about 58 if the highway is routed on Seventeenth to Powell Boulevard, and cutting into five or six manufacturing plants if it is routed parallel with the present Southern Pacific railroad tracks. He advised that the State Highway Commission and the Government in deciding this matter must consider it from the economic standpoint as well as from the standpoint of providing the least obstructions to traffic so as to get the best route from every standpoint. It was his thought that the adoption of the route suggested by Mr. King may prove to be the solution of this problem.

Chairman Scott concluded the hearing by stating that the State Highway

Commission will not decide this matter today because immediate action is not now required, the people of Portland having voted down the proposition of issuing bonds to finance the cost of the right of way and for the further reason that the state and the federal government cannot undertake this proposed improvement until the right of way is furnished by the city. He also advised that the members of the Commission will give careful consideration to the arguments presented at this hearing and, with the engineers, will study further the plans for this project and will revise them as may be determined advisable for the best interests of the people of the State of Oregon but not on the basis of benefits that might accrue to local interests only. He also advised that, on account of the fact that the City of Portland is unable to purchase the right of way at this time, it will be necessary for the Commission to re-allocate the funds set up for this project to other projects which do not involve the reconstruction of city streets unless such city streets form extensions of federal highway routes.

Following the conclusion of the hearing at 12:00 o'clock noon, Mr. Charles A. Bingaman, Joseph, Oregon, appeared before the Commission regarding two highway matters in Wallowa County, viz: complete the Enterprise-Flora Highway to the Washington state line as soon as possible, and reconstruct the present road around Wallowa Lake to Wallowa Lake Park. Commissioner Aldrich advised Mr. Bingaman that the condition of the Commission's finances precludes the Commission from undertaking these improvements now; however, the Commission will bear these projects in mind and will give them due consideration when conditions improve. He pointed out that these roads are neither on the state nor federal highway system; therefore, are not eligible for state or government funds and it is contrary to the Commission's present policy to add new roads to such systems while funds are not available to construct them. He suggested that Mr. Bingaman contact Mr. C. J. Buck, Regional Forester, with regard to the improvement of the Wallowa Lake road as a Forest development project and if that cannot be accomplished, to present the matter to the Wallowa County Court which has jurisdiction thereover, it being a county road.

The Commission adjourned at 12:15 o'clock p. m. to reconvene at 2:00 o'clock p. m. in the Benson Hotel.

The State Highway Commission reconvened at 2:00 o'clock p. m. in the Rose Room, Benson Hotel, with the same Commissioners, State Highway Engineer, the Attorney and the Secretary present.

Dr. H. R. Kauffman and Mr. F. Gaither, Toledo, appeared before the Commission regarding the improvement of the Corvallis-Newport Highway through the town of Toledo. Dr. Kauffman presented a petition signed by 79 citizens of the town of Toledo requesting the State Highway Commission to construct immediately a highway through Toledo as a part of the Newport-Corvallis Highway along and over such routes and under such specifications as will meet with the requirements of the U. S. Bureau of Public Roads. He explained that this petition represents the sentiment of the majority of the citizens of Toledo, has been signed by all of the present city officials and, with one exception, by all of those who were recently elected for the ensuing year and

by all of the county officials who reside in Toledo, with one exception. He further stated that the signatures represent the industrial, business and professional interests of Toledo 100%. The matter was discussed at some length from the standpoint of acquisition of right of way.

The Commission's Attorney advised that if the State's condemnation suits for right of way had resulted favorably for the State it would have meant a saving to the State of about $4,000.

Dr. Kauffman advised that the City has on hand right of way bonds in the sum of $7,500, par value, which the City is willing to contribute toward the cost of right of way; also, that some of the property owners are willing to take city bonds in lieu of cash for their property and that he believes the City can sell the remaining bonds for cash to pay the balance of its share of the cost of the right of way.

After some discussion the Commission voted unanimously to reinstate the Toledo project in its current construction program and to contract the work at the earliest possible time, subject to the following conditions:

1. The Commission agrees to expend state funds, not to exceed $24,500 for right of way, provided the City shall convert into cash the $7,500 of City bonds heretofore authorized by the people of Toledo for the acquisition of right of way for this improvement, which bonds have heretofore been offered to the State Highway Commission to be applied toward the payment of right of way cost, and shall pay said cash of $7,500 to the Commission to be used for the purchase of right of way.

2. The City shall carry on negotiations to reduce the cost of right of way through the Bogart and Jacobsen properties below the amount fixed by the jury in the State's condemnation suits for right of way across these properties so that the said purchase price shall not exceed a total of $5,000 for each property, or $10,000 for both properties.

3. The City of Toledo shall by ordinance, or other legal requirement, adopt the grade line and other plans and specifications fixed by the State Highway Commission for the proposed improvement prior to the awarding of the contract, so as to bring said improvement within the authority of the State Highway Commission as defined in the proviso in Section 1, Chapter 88, General Laws of 1931.

Dr. Kauffman and Mr. Gaither signified their acceptance of the Commission's proposition and asked that it be confirmed by letter. The Commission agreed to this request and instructed the Attorney and Secretary to write such letter.

The Engineer reported on the extra cost to construct the proposed Wallowa Lake Highway railroad undercrossing in La Grande in accordance with the desires of the La Grande City Commission. He estimated the cost to construct this

undercrossing, in conformance with the original plans, at $90,000, and that to widen the structure, to provide a 40-foot roadway and two 7-ft. sidewalks as desired by the City, would cost an additional amount of $40,000; further, to depress Cove and Spruce Streets to provide for traffic to enter the Wallowa Lake Highway from those streets would cost an additional $70,000, which would bring the total cost of the project to $200,000, compared with $90,000 budgeted by the Commission for this work. He advised that in his opinion the extra cost is not justified. After some discussion the Commission instructed the Secretary to advise the La Grande City Commission that the State Highway Commission will renew its original proposal for this project, but cannot alter the plans as they have requested; furthermore, the State Highway Commission desires a Yes or No answer as soon as possible with regard to its original proposal.

The Engineer reported on the cost to construct a sidewalk on Tanner Creek bridge on the Columbia River Highway near Bonneville as requested by the U. S. War Department. He estimated that it would cost $400 to construct the sidewalk, 3 feet wide, on one side of the bridge. He recommended the expenditure due to the fact that the present bridge is only 20 feet wide, which is entirely too narrow to accommodate with safety both vehicular and pedestrian traffic. After some discussion the Commission by unanimous vote approved an expenditure of $400 for this purpose.

The Commission signed a program letter with the District Engineer, Bureau of Public Roads, and the Regional Forester, revising the previous program adopted for the improvement of the Weston-Elgin Forest Highway project to include the reconstruction of a portion heretofore constructed, involving the realignment of about 1,100 feet, but necessitating no increase in funds.

The Engineer reported that the State of Idaho is calling for bids on November 16 for the grading of a section of the I.-O.-N. Highway from the head of Squaw Creek to the Oregon state line, a distance of approximately 10 miles. In view of this undertaking by the State of Idaho, he requested authority to advertise for bids for the construction of a section of this highway in Oregon, commencing at the Idaho state line and extending westerly to Malloy's Ranch, a distance of approximately 2.4 miles, funds for which have already been provided in the Commission's federal lands highway program. The Commission by unanimous vote approved the Engineer's request.

The Commission had under reconsideration the petition from Klamath County residents requesting the Commission to modify its previous order regarding log hauling on state highways and to permit such hauling on those highways within the borders of Klamath County during Saturday afternoons, Sundays, and holidays. The Secretary reported that as instructed by the Commission at the previous meeting he requested an expression from the Klamath County Chamber of Commerce regarding this matter and received a reply recommending that favorable consideration be given to the petition. After some discussion the Commission decided to grant the permission as a temporary expedient for a period of thirty days so as to ascertain whether or not logging operations during the restricted periods will create an undue hazard to other traffic. In the event that such trial indicates that the hauling is unduly

hazardous and is contrary to public safety, then the Commission will cancel immediately the temporary privilege. The Secretary was instructed by the Commission to convey this information to the petitioners. The Engineer was instructed by the Commission to assign an engineer to observe carefully the logging operations during the trial period and report his findings thereon at the meeting of the Commission which is scheduled to be held on December 6.

The Engineer requested authority to purchase one bulldozer to be used in connection with maintenance operations in Eastern Oregon at an estimated cost of about $1,800. The Commission approved his request by unanimous vote.

The Assistant Attorney reported on the matter of acquisition of right of way for the Umpqua Highway in the town of Reedsport as instructed at the previous meeting. He advised that the City of Reedsport has acquired title to a number of lots, across which the highway is routed, for nonpayment of city assessments, and he believed that the State could acquire these lots from the City by paying the assessment costs; also, that Douglas County is preparing to acquire tax title to other lots against which there are tax liens, and will turn the lots over to the State free of cost when its title is complete. The Engineer advised that it is not absolutely necessary to acquire this right of way now because present plans do not include the construction of this section until the Umpqua River bridge is finished; however, it might be advisable to do so if the City and County interests can be obtained at little expense so as to eliminate any possibility of the lots being sold to private parties who might demand considerably more for them than the amount of the present liens. After some discussion the Commission instructed the Assistant Attorney to examine further into this matter and ascertain the amount of the unpaid assessments and taxes against each lot and to report to the Commission at its next meeting approximately how much it would cost to acquire the city and county interests.

The Engineer reported that further investigation has been made of the matter of acquiring right of way for the Redmond-Bend Section of The Dalles-California Highway across the property of C. M. Rasmussen in Deschutes County involving the construction of a cattle pass, which reveals that there is insufficient vertical clearance for a cattle pass structure under the highway at the location that would benefit Mr. Rasmussen and it would be impracticable to depress it under the highway very much because this is in an irrigated district and, undoubtedly, at certain times in the year the pass could not be used on account of water standing in the depression; furthermore, the cost to raise the grade line of the highway to permit a cattle pass without any depression would be prohibitive. He recommended that settlement be made with Mr. Rasmussen on the basis of the report made at the previous meeting which was $100 per acre plus $987 to cover severance damages and loss of trees. After some discussion the Commission approved the Engineer's recommendation by unanimous vote.

The Attorney reported that as instructed by the Commission at the previous meeting, he contacted the Newberg city officials with regard to their ordinance providing for the acquisition of right of way for the proposed improvement of the West Side Pacific Highway in that town and that the City has now agreed to pay the entire cost of this right of way notwithstanding that the city ordinance recently adopted appropriated only $5,000 for such purpose. The

11/8/34

Commission thereupon signed an agreement with the City of Newberg covering this matter.

The matter of acquiring additional right of way from the Jantzen Beach Park Association for the improvement of the Pacific Highway at the south end of the Interstate Bridge between Portland and Vancouver had the attention of the Commission. The Attorney advised that as previously instructed by the Commission he prepared and forwarded to the park association a form of agreement covering this matter, but the association officials object to the clause contained therein which provides that the highway improvement need not be undertaken for five years, it being their contention that the time limit should not be longer than two years. After some discussion the Commission instructed the Attorney to notify the park association that the Commission is agreeable to changing this clause to read that the Commission will give the Jantzen Beach Park Association a definite answer within the next two years as to whether or not it will undertake this proposed improvement.

The Attorney reported on the matter of the acquisition of the 2.27 acre tract of land at Rocky Creek Park in Lincoln County. He stated that as instructed by the Commission at the previous meeting he has contacted the owners of this property who state that they have beeen offered $3,500 for this tract and will not sell for less. He gave as his thought that the property is not worth more than $1,000 and requested instructions as to how to proceed. After some discussion the Commission authorized the Attorney to offer the owners $1,000 for this tract and to condemn the property if they do not accept.

The Engineer requested authority to acquire certain parcels of real property needed for various state highway improvements throughout the State. The Commission granted the request and by unanimous vote adopted the following resolution with regard thereto:

WHEREAS, in connection with the further improvement of the highways hereinafter designated, it is and has been 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 bases of settlement which have 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 bases for settlement for the properties involved, and that the acquisition of the properties 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
Bertha-Beaverton Highway, Bertha Section				
Slavin, Emma E.	R/W		1/3 interest in 26,843 sq. ft. at 1.2 cents per sq. ft.	Bentley
Gilham, James L.	"		1/3 interest in 26,843 sq. ft. at 1.2 cents per sq. ft.	"
Prince, Mary	"		1/3 interest in 26,843 sq. ft. at 1.2 cents per sq. ft.	"
Midland-Green Springs, Klamath Falls-Weed Highway				
Heavlin, V. C.	Quarry Site	1.65	$100 Lump Sum	McCallister
Ager, Chas.	"	10.00	at $10 per acre	"
Beaver Marsh-The Dalles-California Highway				
Pelican Bay Lumber Co.	Quarry Site	5.00	$50 Lump Sum, 1 yr. lease	"
Forest Boundary-Long Creek, Pendleton-John Day Highway				
First Inland National Bank of Pendleton	Quarry Site	2.18	at $10 per A. plus $41	Benson
Redmond-Bend Section, The Dalles-California Highway				
Rasmussen, C. M.	R/W	4.13	at $100 per A. plus $987	McCallister

The Attorney reported that it appears necessary to condemn right of way for the improvement of the Salem-Dallas Highway across property owned by Harold Elbert and Albert J. Krueger between West Salem and Brunks Corner. He requested authority to institute condemnation proceedings if further negotiations reveal that necessary. The Commission approved the Attorney's request and by unanimous vote adopted the following resolution with regard thereto:

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 to acquire rights of way and to declare the necessity and need for the acquisition thereof, and the advantages to be gained thereby;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission, as follows:

1. That the State Highway Commission does hereby find and declare that it is necessary and will be of advantage to the State of Oregon and there is need that the State acquire for right of way purposes in connection with the permanent location, construction, improvement, and maintenance of the following section or sections of the state highway system of the State of Oregon, to wit:

West Salem-Brunks Corner Section of the Salem-Dallas Highway

land and property owned by or in possession of the following parties and/or persons, to wit:

Harold Elbert
Albert J. Krueger and Emma J. Krueger

as their respective interests may appear, and this Commission does hereby declare further that the said property or properties are necessary, are needful, and the acquisition thereof will be of advantage to the State of Oregon for right of way purposes in order to make it possible for the State Highway Commission to properly locate, construct, and maintain said portion or portions of the said state highway system in accordance with standards adopted by this Commission relative to curvature, grades, alignment, drainage, and factors of safety.

2. That the State Highway Engineer be and he hereby is instructed and directed to properly survey the parcel or parcels of land required for such right of way purposes and prepare proper and adequate descriptions thereof, which descriptions shall be employed in the preparation of a deed or deeds or other instrument or instruments necessary to complete the acquisition of the said property or properties or which descriptions may be used in the preparation of a complaint in the event that condemnation proceedings are necessary.

3. That the boundaries of the said parcel or parcels of land, as defined and determined by the said survey made by the said Highway Engineer, along the route or location adopted by the Highway Commission, shall be and the same hereby are adopted and the lands defined therein are hereby declared to be and the same are included within the rights of way of the said portion or portions of the said state highway system and hereby are declared to be necessary for the proper location, improvement, construction, and maintenance of the said portion or portions of the state highway system.

4. That I. H. Van Winkle, Attorney General of the State of Oregon, and J. M. Devers, Assistant Attorney General and Attorney for the State Highway Commission, be and they are hereby requested, authorized, and directed to attempt to agree with the owner or owners and/or with the tenants or persons in possession, if there be any,

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

5. That this resolution be entered in full in the minutes and records of this Commission.

The Commission signed an agreement with the Pelican Bay Lumber Company covering the matter of lease of a quarry site located on the property of this company, about one mile east of Mile Post 210.8 of The Dalles-California Highway, which quarry is needed for the Beaver Marsh Section Rock Production Project in Klamath County; consideration $50.

The Attorney presented for the Commission's consideration a number of Quitclaim Deeds reconveying to the former owners certain properties recently acquired by the Commission for right of way for the Toledo Section of the Corvallis-Newport Highway. The Commission signed the deeds but instructed the Attorney not to deliver them to the grantees until a definite decision has been made with regard to the proposed Toledo improvement because in the event the Commission decides to proceed with this improvement the State will desire to retain the properties.

The Commission signed an agreement with Logan Construction Co., disposing of its claim for extra compensation arising out of its contract with the State for the widening of the Albany-Tangent Section of the Pacific Highway in Linn County, being State Highway Contract No. 1424, said settlement being in the sum of $1,000 as complete and final settlement of all the contractor's claims arising out of that work.

The Engineer reported the receipt of a letter from Senator Frederick Steiwer in which he advises that the plan to use the dredged material from the proposed ship channel leading to the Bonneville Dam has received the approval of Brigadier-General C. B. Pillsbury, Acting Chief of Engineers, who states that he will recommend in his report to Congress that this material be placed in the proposed Columbia River Highway embankment, with the understanding that the State of Oregon will pay the extra cost to so place this material. The Secretary was instructed to thank Senator Steiwer for his interest and efforts in this matter.

The Engineer reported that Senator Joe E. Dunne, who was the Republican nominee for Governor at the last general election, has made certain statements and accusations against him to the effect that he, during his highway inspection trips throughout the state, used his influence in behalf of the Democratic nominee for Governor and that he has affidavits to that effect. The Engineer emphatically denied the accusations which, he said, are entirely unfounded and not based on fact, and stated that at no time has he

volunteered any information or spoken in behalf of any of the candidates for any office, that being strictly at variance with the policy of the present State Highway Commission and of all former Commissions. After some discussion of this matter, the Commission invited Senator Dunne by telephone to come before the Commission with the evidence supporting his accusations. Senator Dunne refused to appear before the Commission and also refused to divulge any evidence in his possession or to confer with Chairman Scott personally with regard thereto.

The Commission had under consideration the award of the following contracts for which bids were received at the meeting held on November 1, the awards being held at that time pending acquisition of right of way:

1. Church Section of Cape Blanco Secondary Highway in Curry County, 0.42 mile of grading and surfacing. The Commission awarded this contract to F. C. Dillard, Medford, the low bidder, at his bid price of $9,471.00, and instructed the Engineer to notify the contractor of this award as soon as the right of way matter has been definitely and satisfactorily disposed of.

2. Klamath Rock Production Project in Klamath County, furnish approximately 19,000 cu. yds. crushed rock in stock piles for the Beaver Marsh and Modoc Point Sections of The Dalles-California Highway and for the Keno Section of the Green Springs Highway. The Commission awarded the contract for furnishing rock for the Beaver Marsh Section to the low bidders, Newport Construction Co. & Kern & Kibbe, at their bid price of $20,700.00; the contract for furnishing rock for the Modoc Point and Keno Sections was awarded by the Commission to R. I. Stuart & Sons, Medford, who submitted the low bid therefor at $9,250.00 and $9,750.00. These awards were made by the Commission subject to the condition that the contractors would not be notified of the awards until the right of way and quarry site matters have been satisfactorily terminated and until a letter has been received from R. I. Stuart & Sons that they are willing to accept the contracts on the basis of using only one quarry site, whereas the use of two was originally contemplated and that they would waive any claim for damages.

3. Yamhill River-Salt Creek Section of the Dallas-Coast Secondary Highway in Polk County, 3.9 miles of grading and surfacing and 7.8 miles of oil mat surface treatment. The Commission awarded this contract to Theodore Arenz, Portland, the low bidder, at his bid price of $81,994.00 using road oil, but ordered that the contractor be not notified of this award until right of way matters have been satisfactorily terminated.

4. McNary-Oak Point Section of the Independence Secondary Highway in Polk County, 2.12 miles of grading and 3.0 miles of oil mat surface treatment. The Commission awarded this contract

to the second low bidder, Theodore Arenz, Portland, at his bid price of $31,933.50 less a lump sum reduction of $2,000 for being awarded also the Yamhill River-Salt Creek contract, the amount of the reduced bid, $29,933.50, being lower than that submitted by contractor Earl L. McNutt whose bid was low, considering this project by itself; however, the Commission ordered that notice of the award be not given to the contractor until the right of way matters have been satisfactorily disposed of. In this connection the Secretary presented a letter from contractor Arenz stating that if the Commission sees fit to award him these two contracts now, he will accept the awards and will agree to defer the commencement of construction operations on both until notified by the Commission to proceed. The Commission took no action on this communication.

The Commission also considered in connection with this matter a protest from contractor Earl L. McNutt against the award of the McNary-Oak Point contract to Mr. Arenz because, in his opinion, it was not in order for Mr. Arenz to qualify his bid by offering to reduce the bid price in a lump sum of $2,000 if awarded both projects, inasmuch as the State did not call for bids to be submitted on that basis. The Attorney advised that any contractor has the right and privilege to qualify his bid, as did Mr. Arenz in this instance, and there is no legal obstacle to prevent the Commission from recognizing the qualification and from awarding the contracts accordingly. Mr. Tom Davis, Senior Highway Engineer, U. S. Bureau of Public Roads, was present and stated that the Bureau of Public Roads will offer no objection to the award of both contracts in question to contractor Theodore Arenz on the basis of his qualified bid for the McNary-Oak Point project, notwithstanding the objections of contractor Earl L. McNutt, but they desire a letter from the Commission's Attorney stating that Mr. Arenz' bid for the McNary-Oak Point project is regular and is a valid bid and that the State Highway Commission has the authority to accept such bid and to award both contracts to Mr. Arenz. Thereupon the Commission voted unanimously to abide by the awards previously made and instructed the Attorney to write the letter requested by Mr. Davis.

There being no further business to come before the meeting, the Commission adjourned at 5:00 o'clock p. m.

Chairman

State Highway Engineer

Commissioner

Secretary

Portland, Oregon, December 5, 1934

The State Highway Commission met in special session at 7:30 o'clock p. m. in Room 202, 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

County Judge D. F. Thompson of Coos County, and George R. Mitchell, Lakeside, appeared before the Commission regarding the improvement of the county road extending easterly from the Oregon Coast Highway to the town of Lakeside in Northern Coos County. Judge Thompson reiterated arguments previously presented for this improvement. He advised that the Coos County Court has budgeted an amount of $2,500 to cooperate with the Commission in this work and stated figures, supported by a county audit, to show how much money Coos County has expended for state highway construction and to show the County's present indebtedness for road purposes, which, according to the audit amounts to $539,200. He gave as his thought that Coos County has been very liberal in its cooperation with the State in construction of highways, and for this reason the State Highway Commission should improve the one mile of road leading to Lakeside, estimated to cost not more than $10,000, in view of the fact that the County has no funds available to do the work on its own account. He filed with the Commission a petition from the Coos County Court urging the Commission to cooperate in the improvement of this road.

Chairman Scott gave figures to show that the State has been very liberal in the expenditures of state funds for the construction of roads in Coos County and added that the Commission has tentatively programmed for next year's construction in that County the sum of $290,000 exclusive of the coast highway bridge construction. He again pointed out that the annual cost of maintaining the secondary highway system in Coos County is far in excess of the secondary highway funds available for that County, which precludes the Commission from designating this one-mile road as a secondary state highway which would have to be done if state funds are to be used to improve it.

Mr. Mitchell spoke for the improvement from the standpoint of benefits that the State of Oregon will receive from the radio advertising that Mr. Currier, the principal property owner at Lakeside, proposes to undertake during the coming summer. He advised that Mr. Currier has spent a large sum of money for developing the Lakeside resort and gave as his thought that because of this expenditure the State should cooperate by improving this short section of road.

The Engineer advised that it would cost about $15,000 to improve this road to standard requirements; however, a very good improvement could

be made for about $7,000.00.

The Attorney advised that in his opinion the Commission would be justified in expending state funds for this improvement by reason of the fact that the materials used by the highway department to maintain the Oregon Coast Highway in this vicinity must be transported over this road from Lakeside which is the nearest railroad shipping point.

Judge Thompson then offered in behalf of Coos County to cooperate in the improvement to the extent of $5,500, provided the State will spend a like amount.

After further discussion the Commission deferred its decision with regard thereto until the following day when Judge Thompson was to reappear. The matter was again discussed by the Commission after Judge Thompson left the meeting and it was decided to defer definite action thereon until next spring inasmuch as the proposed oiling work cannot be done until that time.

Judge Thompson also filed with the Commission a letter from the City of North Bend and a resolution adopted by the County Court of Coos County wherein the Commission was requested to designate and maintain as a secondary state highway an extension of Cape Arago Secondary State Highway easterly from its terminus in the town of Empire, approximately three miles, to include what is known as Pony Slough fill.

Messrs. W. J. Page and A. J. Mihalcik, representing the National Hospital Association, appeared before the Commission with regard to furnishing group insurance for highway department employes. They explained that this insurance would not take the place of the insurance provided by the State Industrial Accident Commission, but would be supplemental thereto and would cover illness and injury to employes when not engaged in their regular highway duties; also, that the cost of this insurance would be $2.00 per month for each employe insured, less the amount of the insured's contribution to the State Industrial Accident Commission for state insurance, the premiums to be collected by the State Highway Department monthly by making proper deductions from its pay rolls, and forwarded to the hospital association. They further explained that in order to secure the benefits of this plan it would be necessary to organize the employes in groups of twenty or more. The Commission indicated that it did not care to assume any responsibility in this matter but would not object to the hospital association canvassing its employes and organizing groups on its own account, provided that could be done without interfering with the employe's work. The Commission also indicated that it would arrange to make the necessary deductions from its monthly pay rolls to pay the insurance premium if requested to do so by the employes.

Dr. H. R. Kauffman, Toledo, was present and reported to the Commission that the City of Toledo has satisfactorily disposed of its right of way bonds and everything is in readiness, so far as the City is concerned, for the Commission to proceed with the construction of the Toledo Section of the Corvallis-Newport Highway as originally proposed. He stated that the City has cash on hand in the sum of $2,500 from the sale of bonds and has made

arrangements to sell for cash an additional amount of $3,500 as soon as the Commission orders such sale; also that the City will retain the remaining bonds, amounting to $1,500, which will be credited to liens outstanding against some of the property which is needed for right of way purposes, thereby reducing by that amount the State's obligation for such purpose.

After some discussion, and upon assurance of the Attorney that the proposition is legal, the Commission approved the arrangement made by the City of Toledo and thereupon authorized the Engineer to advertise the Toledo project for bids to be received at the meeting to be held in January, 1935, provided the City of Toledo will pay to the Commission on or before December 15 cash from the sale of the bonds in the amount of $6,000.

Dr. Kauffman presented to the Commission a letter from Charles B. Arthur, City Recorder of the City of Toledo, advising that the City Council has passed its ordinance establishing a grade line for this improvement in conformance with the Engineer's plans.

Parks Engineer S. H. Boardman was present and reported on a number of park matters. He called attention to the fact that Emigrant Springs Park is located on the route taken by sheep men of Umatilla County who transfer their flocks from and to the winter and summer ranges and that the sheep in passing through the park devour a considerable amount of vegetation growing therein, which detracts greatly from the beauty of the park especially near the highway. He suggested that this could be avoided by the construction of a sheep trail, about 75 feet wide, along the outer edge of the park consisting of fences which would confine the sheep and would preserve the remainder of the park area from damage. He gave as his thought that the Government would approve such construction as a CCC project, provided the State will purchase the fencing materials, estimated to cost $1,000. The Engineer recommended an expenditure of $1,000 for this purpose provided the Commission has the legal right to prohibit sheep from the use of the highway. The Attorney gave as his opinion that the Commission has such legal right. After some discussion the Commission by unanimous vote approved the recommendation of the Engineer.

The Parks Engineer also reported that L. J. Simpson, Empire, has offered to present to the State of Oregon a 5½-acre tract of land adjoining Cape Arago State Park in Coos County, provided the State will clean up the area and develop it by constructing trails, etc. He advised that this area has a frontage on the Pacific Ocean, about one-half mile long, and will make a valuable addition to the present park; also that he has a CCC project outlined for this park which should satisfy Mr. Simpson's requirements. He recommended the acceptance of Mr. Simpson's offer. The Commission approved the Parks Engineer's recommendation by unanimous vote, provided the area is free and clear of incumbrance.

The Parks Engineer also reported the result of a cruise of the timber along the Wolf Creek Highway between Necanicum and Elsie, Clatsop County, which cruise discloses, he said, that there are 25,000,000 ft. of timber along this section within a strip 1,000 feet wide, measured 500 feet

on each side of the highway center line, exclusive of that within the highway right of way. He estimated that this timber could be purchased for about $50,000 at current prices. The Commission took no action on this matter.

The Parks Engineer requested instructions with regard to the preservation of the old lighthouse and tower located on the former U. S. Coast Guard Station property at Newport which the Commission recently acquired from the Federal Government. He stated that the lighthouse has a historical background and, in his opinion, should be renovated and preserved for public benefit. He estimated that such reconditioning work would cost approximately $150. After some discussion the Commission by unanimous vote approved an expenditure for this purpose and referred the matter to the Parks Engineer with power to act.

The Parks Engineer also reported briefly as follows on the accomplishments of the Civil Conservation Corps workers under his supervision:

He stated that there are now five CCC camps in operation at the following points, viz: Ecola State Park at Cannon Beach; Newport State Park; Coos Head State Park; Port Orford, and Gold Beach. These are known as winter camps of the 4th period and will terminate April 1, 1935, when it is anticipated that seven new camps of the 5th period will be organized, some of which will be continuations of the old camps to complete work already started; also that there are 200 men employed in each camp, and in addition thereto each camp has supervising officers, as follows: 1 superintendent; 8 foremen; 15 local men, skilled in forestry and various trades; 1 landscape architect and engineer; 1 United States army captain with 3 assistants, one of whom is an army doctor and one an educational director; further, that the work program of each camp consists of road construction, trail building, forest clean-up, construction of fire guards, water systems, latrines, caretaker and lodge buildings, trail bridges, landscaping and reforestation, and the location of property lines. He advised that this development work is not absolutely confined to the immediate vicinity of the camps but may be undertaken at other locations that can be conveniently reached from the main camp. For instance, men from the camp located at Gold Beach are doing development work in six state parks and, in addition, are performing some 30 miles of wayside clearing work between Gold Beach and Brookings in Curry County.

The Parks Engineer further stated that there are about 1,100 men now employed on CCC projects in 21 different parks, involving the development of about 4,000 acres; that the plans for the work are prepared in the camps and are submitted to the Department of the Interior, National Park Service, Washington, D. C. for final approval and that the work is financed entirely with federal funds appropriated under the Administration's Relief Program. He gave figures to show the amounts being expended by the Government for this work, and advised that he is now preparing a complete report of these activities which will be presented to the Commission in the near future.

Reconsideration was given by the Commission to the matter of purchase of the 2.27-acre tract of land, situate adjacent to the Oregon Coast Highway at

Rocky Creek, Lincoln County, which tract is privately owned and is surrounded by the state park at this place. The Attorney reported that as previously authorized by the Commission he offered the owners $1,000 for this property but they have refused the offer and demand instead an amount in excess of $3,500 which he believes is entirely too high. The Parks Engineer again recommended the purchase of this tract in order to complete the state park. After some discussion the Commission instructed the Attorney to negotiate further with the owners and, if he cannot arrive at a reasonable settlement with them, to acquire the property by condemnation. The following resolution with regard thereto was adopted by the Commission by unanimous vote:

WHEREAS, by the terms and provisions of Chapter 201, General Laws of Oregon, 1925, and other laws of the State of Oregon, the State Highway Commission is authorized and empowered to acquire land or ground necessary for the development, maintenance, and operation of parks, parking places, automobile camps, camp sites, public squares, recreation grounds or resorts and land for the preservation of trees or timber growing thereon; and

WHEREAS, in the judgment and opinion of the State Highway Commission it will be for the convenience of and is for the best interest of the general public that there be acquired for public purposes, to-wit: for the purpose of developing and maintaining a park, parking place, automobile camp, recreation ground and/or resort, and for the purpose of making it possible for the Highway Commission to preserve the timber growing thereon, the following described parcel of land, to-wit:

George S. Fitzpatrick:

A parcel of land lying in Lot 1 of Section 19, Twp. 9 South, Range 11 West, W. M., Lincoln County, Oregon; said parcel being more particularly described as follows:

Beginning at a point which is the intersection of the easterly right of way line of the Oregon Coast Highway and the north line of said Section 19; said point being 51.5 feet east of the center line of said highway at Engineer's Station 101+28.7; said point also being 485 feet west of the northeast corner of said Section 19, Twp. 9 South, Range 11 West; thence South 13° 52' West along said right of way line a distance of 167.2 feet; thence on a 427.5 foot radius curve left (the long chord of which bears South 11° 40' West) a distance of 32.8 feet to a point which is 50 feet distant from (when measured at right angles to) the center line of said highway at Engineer's Station 99+36.9; thence East a distance of 533.5 feet to a point on the east line of said Section 19; thence North along said east line a distance of 194.2 feet to the northeast corner of said Section 19; thence west along the north line of said Section 19 a distance of 485 feet to the point of beginning, containing 2.27 acres;

and

WHEREAS, in the opinion and judgment of the State Highway Commission

it is necessary that title to the said parcel of land be procured for the purposes herein stated;

NOW, THEREFORE, BE IT RESOLVED that the said parcel or tract of land be and the same hereby is declared by this resolution to be necessary for the purposes herein stated; and

BE IT FURTHER RESOLVED that title to the said parcel or tract of land be acquired by the State of Oregon for the purposes herein stated.

BE IT FURTHER RESOLVED that the best interests and convenience of the general public require that title to the said tract of land be acquired for the purpose of developing and maintaining the same for park, parking place, automobile camp, recreation grounds and resort purposes, and for the purpose of preserving the timber growing thereon and making the said parcel of tract of land generally available for the use and enjoyment of the general public.

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

The Attorney reported that as previously instructed by the Commission he has interviewed Mr. Collier H. Buffington and Mr. John C. Kendall, Gold Beach, with regard to the purchase of a 200-acre addition to Cape Sebastian Park in Curry County and these men, who are the owners of the property, are not disposed to sell to the State for less than the amount of their original offer which is $4,000. After some discussion the Commission declined to deal on that basis and authorized the Attorney to acquire this property by condemnation.

The Attorney reported on the matter of the proposed agreement with the Portland Traction Company covering the maintenance of its street car tracks and other facilities on the Interstate Bridge between Portland and Vancouver and the operation of its street cars thereover. He stated that he took this matter up with the company whose vice-president has replied that the company is willing to enter into a franchise agreement for a definite term of years, provided that the company would not be required to pay a fee of more than $0.125 per car per crossing and provided further that the State Highway Commission will agree to maintain the street car tracks and overhead facilities in a satisfactory and safe condition on the bridge structure and also on the bridge approaches. He gave as his opinion that the street car tracks and other

12/5/34

facilities could not be maintained satisfactorily for $0.125 per car per crossing and recommended against entering into a franchise agreement containing provision for the State to maintain them because in the event of accidents occurring by reason of faulty rails, or otherwise, the Commission might be held responsible. After some discussion the Commission instructed the Attorney to notify the Portland Traction Company at once that it is operating its street cars across the Interstate Bridge without franchise and that the State of Oregon will not be responsible for any accidents that may result therefrom either to persons or property. The Attorney was also instructed by the Commission to consult with the highway officials of the State of Washington and to prepare a form of franchise covering this matter, incorporating therein provisions for the best interests of both states; further, to present such franchise to the officials of the Portland Traction Company for acceptance with notification that the Commission will hereafter charge the company a fee of $0.25 per car per crossing until it accepts and signs the franchise as written.

The Attorney requested instructions with regard to the acquisition of right of way and a quarry site from a Mr. F. T. Bennett, Walla Walla, Washington, needed for the improvement of the West Side Pacific Highway near the city limits of Newberg. He explained that there are seven acres in Mr. Bennett's tract, of which the State requires 2.34 acres; further, that the owner does not want to sell a part of the tract but insists on the State purchasing all of it for which he asks the sum of $3,500. He placed a value of about $1,500 for the entire tract and stated that the portion required by the State is worth not more than $750. After some discussion the Commission instructed the Attorney to negotiate further with the owner for the purchase of the acreage actually required by the State, and if he is unable to arrive at a satisfactory settlement, to condemn the property.

The Commission had under consideration a letter received from Lindstrom & Feigenson, Parker & Banfield & T. H. Banfield, contractors, who are constructing the bridge across Alsea Bay on the Oregon Coast Highway in Lincoln County, in which they state that the Commission's order of November 16, 1934, to suspend temporarily work on piers #8 and #10 of the Alsea Bay bridge, has caused them to shut down practically all of their operations on this project; wherefore, they expect the State Highway Department to compensate them for all loss caused by such delay. The Engineer advised that on November 16 he ordered the contractors to suspend temporarily their work on piers #8 and #10 because of foundation difficulties; however, on November 28 they were instructed to proceed with the work on pier #8 and on December 3 they were notified to proceed with the construction of the other piers and were given full and complete instruction with regard to details. He further advised that he did not believe that the contractors have suffered any great amount of loss, if any, on account of this delay; however, if the contractors can show that they have suffered loss by reason thereof, then they should be compensated for such loss; in any event, the entire matter should be disposed of at once so as to avoid misunderstandings later. He read a letter which he had prepared in reply to the contractors' communication which letter was approved by the

Commission subject to slight alterations which are to be made after consultation with the Attorney and the Bridge Engineer.

The Commission adjourned at 11:00 o'clock p. m. to reconvene at 9:00 o'clock a. m. the following day in the auditorium of the Public Service Building.

Portland, Oregon, December 6, 1934

The State Highway Commission met in regular session at 9:00 o'clock a. m. in the auditorium, Public Service Building, with all members, the State Highway Engineer, the Attorney and the Secretary present.

Bids for highway construction projects were opened and read in conformance with previously published notice, as follows:

OREGON COAST HIGHWAY
GOLDEN AVENUE-JOHNSON AVENUE UNIT
MARSHFIELD SECTION - PAVEMENT WIDENING AND RESURFACING

R. I. Stuart & Sons	$ 12,150.00
Mountain States Construction Co.	12,443.00
The United Contracting Co.	13,508.00
J. C. Compton	14,462.50
Northwest Roads Company	Bid not considered

OREGON COAST HIGHWAY
BOLON ISLAND SECTION - GRADING

Haskin & Brooks Construction Co.	40,364.00
Chas. H. Leonard	43,585.00
Earl L. McNutt	44,825.00
F. C. Dillard	53,595.00
E. C. Hall	55,875.00
Kern & Kibbe	61,404.00
A. C. Greenwood Co., Inc.	70,950.00

PACIFIC HIGHWAY
ROSEBURG SECTION - PAVEMENT WIDENING AND RESURFACING

R. I. Stuart & Sons	26,914.00
The United Contracting Co.	28,173.00
E. C. Hall	28,798.00
Mountain States Construction Co.	28,829.50
Northwest Roads Co.	29,877.00
J. C. Compton	31,982.20

EIGHTY-SECOND AVENUE
CLINTON STREET-FOSTER ROAD SECTION - PAVING

Kern & Kibbe	92,504.50

Continued on next page

12/10/34

Clinton Street-Foster Road Section - Paving - Continued

Jacobsen-Jensen Co.	$ 93,890.00
Harold Blake	95,430.50
Edlefsen-Weygandt Co.	95,928.00
Theodore Arenz	96,404.00
Parker-Schram Co.	107,925.50

DALLAS-COAST SECONDARY HIGHWAY
BRIDGE OVER YAMHILL RIVER

Averill & Philpott	21,153.60
Barham Bros.	21,260.00
R. H. Jones	21,631.00
Joplin & Eldon	22,325.20
J. F. Johnston	22,636.00
C. J. Montag	22,713.00
Mountain States Construction Co.	22,731.00
H. J. Settergren	23,235.40
Tom Lillebo	23,556.00
J. W. & J. R. Hillstrom	23,818.00
Portland Bridge Co.	23,999.00
Geo. Waale & Co.	24,104.00
Shattuck & Neland	25,718.00
Northwest Roads Co.	26,542.00

PENDLETON-COLD SPRINGS HIGHWAY
HOLDMAN-MEINER'S RANCH SECTION
GRADE WIDENING, SURFACING AND OIL MAT SURFACE TREATMENT

	Using Tar	Using Road Oil
Newport Construction Co.	$ 36,571.50	36,918.30
Joplin & Eldon	40,905.00	40,831.00
Joslin & McAllister	41,001.50	41,128.00
Babler Bros.	41,750.00	41,800.00
Saxton & Looney	- - - - -	42,287.50
Northwest Roads Co.	43,669.00	43,876.00

Chairman Scott announced that the Commission would make the award of contracts at 3:00 o'clock p. m. in the same room.

The Commission adjourned at 10:00 o'clock a. m. to reconvene immediately in the Congress Hotel to dispose of routine matters.

The State Highway Commission reconvened at 10:20 o'clock a. m. in Room 210, Congress Hotel, with all members present and participating.

Mayor Orin L. Patterson of Canyon City and Mayor Chas. M. Casady of John Day appeared before the Commission and asked for the construction of the eight-mile section of the Pendleton-John Day Highway between Little

Beech Creek and John Day. They were informed that the Commission has no funds at the present time for this improvement and that it is the belief of the Commission that the first monies that become available for this district should be spent for the reconstruction of the John Day Highway.

W. H. Lynch, District Engineer, Bureau of Public Roads, was present and requested the Commission to confer with representatives of the Bureau of Public Roads and U. S. Forest Service as soon as possible for the purpose of programming the 1935 forest highway funds. It was agreed that this conference should be held on December 20, the date of the Commission's next scheduled meeting.

The Commission by unanimous vote approved the minutes of the meetings held on October 1, and 10 and 11, 1934.

The Assistant Attorney reported on the matter of right of way for the Umpqua Highway through the town of Reedsport which was referred to him at the previous meeting. He stated that he has made certain investigations and finds that Douglas County intends in the near future to foreclose properties on which it holds tax liens and when the foreclosure proceedings are completed, the County will deed to the State without cost the land required for right of way for the Umpqua Highway revision. In view of the Assistant Attorney's report, the Commission decided to go no further in obtaining this right of way at the present time.

The Secretary presented a deed from the United States of America conveying to the State of Oregon, through the State Highway Commission, for public highways and park purposes, the unused portion of the Yaquina Bay lighthouse reservation in Newport, Lincoln County. The Commission accepted the deed and instructed the Secretary to acknowledge this gift with thanks.

The Commission had under consideration the matter of acquiring additional right of way from the Southern Pacific Company for widening the Pacific Highway through the town of Gold Hill, Jackson County. The Engineer advised that the Southern Pacific Company is asking $0.067 per sq. ft. for its property which is considerably higher than that previously paid by the Commission for similar property in that vicinity, and at that rate would cost the State $2,327. He inquired whether or not the Commission wished to pay this amount or would prefer to condemn the property. The Attorney recommended that the property be condemned. After some discussion the Commission referred this matter to the Attorney for further investigation and report.

The Commission discussed the proposal of the Portland City Planning Commission to place in Zone 1 the land bordering along Barbur Boulevard (West Side Pacific Highway) in South Portland. The Engineer explained that it would be to the advantage of the State to have this property in Zone 1 because it will prevent the erection of advertising signs and billboards thereon which is very undesirable in view of the fact that this is a major state highway route and the State is spending considerable sums for landscaping work to improve its appearance. He gave as his thought that the Commission should endorse the proposal of the City Planning Commission and suggested that a letter to that effect

12/6/34

be directed to that Commission. The Commission approved the Engineer's suggestion and instructed the Secretary to write such letter.

The Commission had under consideration the matter of acquiring additional property adjacent to the Columbia River Highway at Crown Point as proposed by Mr. Chester Moores, Portland. The Engineer advised that he has investigated this proposition and finds that Multnomah County and the City of Portland own most of the land at this location and that the property in which Mr. Moores is interested consists of certain lots owned jointly by W. A. Johnson, Ed Dimick and A. B. Cross, for whom Mr. Moores is acting as agent. He further advised that there exists on one of the lots, on the opposite side of the highway from the Columbia River, a small restaurant, store and service station which do not interfere in any way with the view of the Columbia Gorge from the highway; and there are no buildings on the lots on the opposite side of the highway. He gave as his thought that the Vista House circle affords the best view of the Columbia River Gorge from the highway and, inasmuch as there is ample space for parking cars within this circle, there is now no good reason for acquiring additional property at this place. He recommended that Mr. Moores' proposal be declined. After some discussion the Commission approved the Engineer's recommendation and instructed the Secretary to inform Mr. Moores that the State is not now interested in acquiring additional right of way at this point.

The Engineer requested authority to acquire certain parcels of real property needed for various highway improvements throughout the state; the Commission granted his request and by unanimous vote adopted the following resolution with regard thereto:

WHEREAS, in connection with the further improvement of the highways hereinafter designated, it is and has been 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 bases of settlement which have 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 bases for settlement for the properties involved, and that the acquisition of the properties 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	Agents
Chehalem Creek Bridge, West Side Pacific Highway				
Fanno, A. R.	R/W	0.188	$12 Lump Sum	Benson
Heirs of Maria Hammett	"	0.192	$150 per acre	"
Baker Section, Old Oregon Trail Highway				
City of Baker	Stock Pile	3,525 sq. ft. and 36,875 "	" gratis 2 yr. lease	Williams
Whiterock-Lakeview Section, Fremont Highway				
Shepard, Richard	Easement for road	0.76	$10 Lump Sum	McCallister
Kelley, Anna	R/W	0.62	$50 " "	"
Kelty, H. E.	"	0.182	Gratis	"
Western Cities Co.	"	0.25	Gratis	"
Western Cities Co.	Quarry Site	3.94	$100 Lump Sum	"
Western Cities Co.	Road Easement	0.64	$10 " "	"
Redmond-Bend Section, The Dalles-California Highway				
Sisk, Mary E.	R/W	1.51	at $10 per A. plus $43	McCallister
State Land Board	"	1.78	$10 Lump Sum	"
Barton, F. M. & W. K.	"	1.5	at $10 per A. plus $15	"
Jackson, Christina W.	"	2.65	at $10 per A. plus $75	"
World War Veterans' State Aid Commission	"	3.67	at $100 per A. plus $70	"
Holman, Ella L.	"	3.24	at $10 per A. plus $87.50	"
Portland-Middleton Section, West Side Pacific Highway				
Johnson, Emil A.	R/W	0.057	$57 Lump Sum	Bentley
Johnson, Emil A.	"	0.16	$160 " "	"
Johnson, Emil A.	"	0.002	$2 " "	"
Johnson, Emil A.	"	0.061	$61 " "	"
Johnson, Emil A.	"	0.028	$28 " "	"
Cushman Section, Siuslaw Highway				
Bester, J. A.	Stock Pile Site	0.366 A.	Gratis in exchange for 0.373 A. of excess right of way	Benson

Section, Hwy., and Owner	Purpose	Acres	Approximate Amounts	Agent
Middleton-Newberg Section, West Side Pacific Highway				
North, Eva I.	R/W	1.78	at $300 per A. plus $796.75	Benson
Elgin Section, Wallowa Lake Highway				
Chandler, Mary E. et al	R/W	0.92	$1 Lump Sum	Williams
Wasco County, Columbia River Highway				
Marsh, W. A.	Stock Pile	0.78	at $20 per yr. 4 year lease	Lytle
Dayton Junction-Lafayette, West Side Pacific Highway				
Caughlin, T. P. & J. M.	R/W	0.60	at $200 per A. plus $75	Rose
Tigard Section, West Side Pacific Highway				
Summers, Bessie	R/W	0.22	Land $25 plus $1120	Bentley
Eugene Section, Pacific Highway				
Wilkins, Varian	Maintenance Site	78679 sq. ft.	$725 Lump Sum	Benson
Josephine County, Pacific Highway				
Hughel, Nile	R/W	0.04	$10 Lump Sum	Collier
Holdman-Meiner's Ranch Section, Pendleton-Cold Springs Highway				
Harp, R. L.	Quarry Site	2.12	$75 Lump Sum	Williams
Lakeview-State Line, Fremont Highway				
Vincent, James	Stock Pile	0.5	$75 Lump Sum	McCallister
Florence-Glenada Section, Oregon Coast Highway				
Yates, Jennie S.	R/W	690 sq. ft.	$100 Lump Sum	DeSouza

The Commission signed a Bargain and Sale Deed conveying to Epsie E. Herrold 2.013 acres of land situate in the NE¼ of the SE¼ of Sec. 29, T. 7 S., R. 3 W., W. M., Polk County, together with an easement for a hauling road across state-owned property from said land to the right of way of the Salem-Dallas Highway. Consideration involved $500, which is to be deducted from the final payment to L. O. Herrold in connection with his contract with the State Highway Commission for the construction of the West Salem-Brunks Corner Section of the Salem-Dallas Highway, and Mr. Herrold is to give to the State a Quitclaim Deed to an additional tract of land containing 2.97 acres.

A letter was presented from Smith River Grange, Reedsport, opposing the planting of obnoxious plants and shrubs, such as Scotch broom, along state highway rights of way. The Secretary was instructed to reply that the plans of the Commission for landscaping work do not include the planting of Scotch broom, or other shrubbery of similar nature.

The Engineer called attention to the fact that on November 8 the Commission awarded certain contracts for highway construction work and authorized him to order the contractors to proceed with their operations under such contracts as soon as the right of way matters have been satisfactorily adjusted. He reported that the right of way matters have been disposed of and that the contractors concerned have been notified to start work. The Commission approved the Engineer's report.

The matter of hauling logs on state highways in Klamath County during Saturday afternoons, Sundays and holidays had the attention of the Commission. The Engineer reported that in accordance with the Commission's instructions, log haulers in Klamath County for the past thirty days have been permitted to haul logs during the restricted periods and their operations have been closely observed by engineers of the Highway Department to ascertain whether they interfered with or created an undue hazard to other traffic. Observations reveal, he said, that such logging operations do not interfere with other traffic and, in his opinion, which he said is concurred in by the State Police officers stationed at Klamath Falls, logging operators should be permitted to truck logs over state highways in Klamath County without restriction as to days of the week. In view of the Engineer's report the Commission voted unanimously to modify its previous orders with respect to the hauling of logs on state highways so as to permit such hauling over the state highways within the borders of Klamath County during Saturday afternoons, Sundays and holidays, which modification shall remain in effect until the Commission determines that the restrictions should be restored for the public welfare.

The Engineer brought up for discussion the necessity for revetment work at the confluence of Wilson River and Dougherty Slough, about 2½ miles north of Tillamook City, for the protection of the Oregon Coast Highway. He advised that an investigation of this matter has been made which reveals there is now a revetment in place but is badly in need of repair. He gave as his thought that inasmuch as this revetment is of considerable importance to the highway, the State should participate in the cost of the repair work to the extent of paying 50% of such cost, but not to exceed $1,000, the State's contribution to be contingent upon Tillamook County assuming the balance of such expense and upon the work being done by the County to the satisfaction of the State and under the supervision of one of the engineers of the State Highway Department, and he so recommended. After some discussion the Commission by unanimous vote approved the Engineer's recommendation and authorized him to make such offer to the Tillamook County Court.

The Engineer reported on the cost to widen the reinforced concrete viaduct on the West Side Pacific Highway at Newberg as previously requested by the Commission. He stated that it would cost about $21,000 to widen this structure for 24-ft. roadway and to provide two sidewalks 3' 6" in width. The

12/6/34

Commission decided to defer this project until additional federal funds become available.

The Commission signed agreements, as follows:

Agreement with Lake County providing for the purchase of right of way for the improvement of the Warner Secondary Highway No. 431 across the property of Wm. Pfranz and wife, whereby the purchase price of $1,750 is to be advanced by the State and the County agrees to reimburse the State later by assigning to the State a like amount from Lake County's share of the motor vehicle license fund which is to be distributed to the counties by the Secretary of State on December 15, 1934.

Agreement with Tillamook County providing for state cooperation in the sum of $2,500 in connection with an SERA road construction project on the Wilson River Highway west from Mills Bridge, a distance of one mile.

Agreement with G. I. Stebbins Construction Company disposing of the company's claim for extra compensation arising out of its contract with the State Highway Commission for the construction of a bridge over U. S. R. S. Canal on The Dalles-California Highway about eight miles south of Klamath Falls in Klamath County.

Agreement with the City of Marshfield providing for maintenance by the City of Broadway Street (Oregon Coast Highway route) in Marshfield from the north line of Golden Avenue to the south line of Johnson Avenue, which street is to be improved by the Commission as U. S. Public Works Project No. NRM 141-F.

Agreement with Multnomah County providing for maintenance by the County of the east half of Southeast Eighty-second Avenue, Portland, between Clinton Street and Boise Street, which portion of Southeast Eighty-second Avenue lies outside of the Portland city limits and is to be constructed by the State as a U. S. Public Works Project, No. NRM 199-F.

Agreement with Morrow County providing for the construction of timber cattle passes in lieu of culverts on the Hardman-Chapen Creek Section of Heppner-Spray Secondary Highway, the cost thereof in excess of the cost of the culverts to be paid in advance by Morrow County.

A petition was presented from Taft-Nelscott Chamber of Commerce requesting the construction of a sidewalk on the Schooner Creek bridge, near Taft, for the benefit of school children and other pedestrians. The Commission referred this petition to the Engineer for report at the next meeting on the cost involved.

Consideration was given by the Commission to a letter from R. G.

Currier, Lakeside, requesting permission to erect and maintain a Neon sign over the Oregon Coast Highway at its junction with the county road leading to the town of Lakeside. The Commission denied the request as a matter of policy.

The Commission discussed the matter of granting to the West Coast Power Company a permit authorizing the construction of its power pole line along the right of way of the Columbia River Highway in the vicinity of Bonneville. The Commission denied the request upon recommendation of the Engineer and instructed the Secretary to inform the company that it will be necessary to find another location for its poles.

A letter was presented from Bonneville Post, American Legion, requesting sidewalk construction along the Columbia River Highway between Moffat Creek and Viewpoint for the benefit of local pedestrian traffic in the vicinity of Bonneville Dam. The Commission declined to undertake this improvement with state funds but referred the matter to the Engineer to determine whether or not it can be financed as a CCC project.

A letter was presented from the John Day Highway Improvement Association pointing out that the amount of the Commission's contract for the resurfacing of the John Day Highway in Wheeler County between Kinzua Junction and Servicecreek is less than the amount budgeted by the Commission for this work and requesting that the surplus amount be used to extend this contract from Kinzua Junction to Fossil. The Attorney advised that the Commission is prohibited by law to extend a contract in an amount exceeding $2,000. The Engineer advised that the difference in the contract price and the amount budgeted by the Commission for this work is approximately $5,000 which is too small an amount to contract by itself economically. In view of the advice of the Attorney and the Engineer, the Commission declined the request and instructed the Secretary to so advise the association, giving the reasons for the action taken.

Chairman Scott brought up for discussion the matter of providing improvements along the newly constructed portion of the Klamath Falls-Weed Highway south of Klamath Falls for the prevention of traffic accidents, a number of which have recently occurred. The Engineer advised that the road is wide and straight at the point where the accidents occurred and they could have been avoided if the drivers had taken ordinary precaution. He pointed out that investigation reveals that the people involved in these accidents were pleasure seekers returning during early morning hours from parties held in a road house located just across the California line and, evidently, the drivers of the automobiles were intoxicated which would account for the fact that they could not keep on the road. He gave as his thought that erection of fog posts and painting a center line stripe on the pavement would satisfactorily take care of this matter, and he requested authority to expend state funds for this purpose. After some discussion the Commission by unanimous vote approved the Engineer's request.

A letter was presented from Dr. Fred F. Thompson, The Dalles, pointing out that the proposed new western entrance of the Columbia River Highway into The Dalles will necessitate changing the entrance into his auto camp, in which he has an investment of more than $30,000, from the south side to the north side

and unless it is made usable and attractive, his investment will be jeopardized; also in which he requests permission to erect a modern service station partly on the new highway right of way at the point where his private road joins the highway because, if he erects this station on his own property, it would be obscured from public view by reason of rock projections on the highway right of way on both sides of such approach road. The Attorney advised that Dr. Thompson has offered to give to the State without cost a right of way 100 feet wide across his property and will forward the deed at once provided he is permitted to use a portion of the property for his service station until the State needs the full width, at which time he will remove it. The Engineer pointed out that the Commission heretofore has required full width right of way along all newly constructed sections; however, if the Commission so desired in this particular instance it could demand a lesser width at this particular point in order to accommodate Dr. Thompson, which would eliminate the necessity of granting Dr. Thompson a permit to occupy any portion of the highway right of way which is contrary to the Commission's established policy. W. H. Lynch, District Engineer, Bureau of Public Roads, gave as his opinion that either granting Dr. Thompson the privilege of erecting his service station on the highway right of way or requiring a lesser width right of way would establish a bad precedent. After some discussion the Commission denied Dr. Thompson's request as a matter of policy and instructed the Secretary to so inform Dr. Thompson.

The Engineer requested authority to advertise for bids for the furnishing of approximately 4,000 cu. yds. of maintenance materials for the North Powder-Haines Section of the Old Oregon Trail in Union County, estimated to cost $10,000. The Commission granted his request by unanimous vote.

The Engineer requested instructions with regard to the disposal of the duplicate copies of old vouchers on file in the highway department offices. He explained that reference is very seldom made to vouchers after they are ten years old and to hold them any longer would require more space and additional filing cases that are needed for other purposes; further, that the original copies of these vouchers are carried indefinitely in the office of the Secretary of State and are available at any time for reference. He recommended that all vouchers ten years old, or more, be destroyed. The Commission deferred its decision in this matter pending advice from the Attorney as to whether or not there are any legal restrictions to disposing of the vouchers as recommended by the Engineer.

The Commission had under consideration the matter of releasing Mr. George R. Van Vleet from further liability in connection with repairs to a secondary state highway bridge near Jewell, Clatsop County, which he damaged on May 24 of this year and which he has repaired at a total cost of $25.35. In this connection the Secretary presented a letter from the Bridge Engineer to the effect that the repairs have been made satisfactorily and suggesting that the release be granted. After due consideration the Commission authorized the Secretary to execute the release presented by the U. S. Fidelity & Guaranty Company which wrote Mr. Van Vleet's liability insurance.

A letter was presented from F. G. Brown, Crystal, Oregon, pointing

out the necessity of keeping the Klamath Lake Secondary Highway clear of snow from the Crystal schoolhouse north, a distance of about eight miles, and offering to do this work with his own equipment and labor for the sum of $2 per hour. The Engineer advised that the State Highway Department does not have suitable equipment to do this work; therefore, if the Commission desires to keep the road open it would be desirable to work out an agreement with Mr. Brown along the line he suggests; however, he gave as his thought that the expense involved is not justified by the volume of traffic that would use this road. The Commission voted unanimously to decline Mr. Brown's offer.

A letter was presented from Earl C. Reynolds, Secretary of the Klamath County Chamber of Commerce offering suggestions for the early completion of the Klamath Falls-Weed Highway. The Engineer advised that progress on this project has been held up on account of controversy between the State and the railroad company involving the matter of construction of certain railroad grade separation structures included in the project and the department is powerless to proceed until Congress has taken definite action with regard to the Administration's proposed railroad highway grade elimination program. The Commission ordered that Mr. Reynolds be so advised.

A letter was presented from Molalla Electric Company requesting the Commission to assume the cost of an easement from the Southern Pacific Company permitting the Molalla Electric Company to maintain three of its poles on the railroad company's right of way at Barlow, Clackamas County, the charge being $1.20 per year or $15.00 for a permanent easement. The Engineer explained that when the Pacific Highway was improved at Barlow, additional right of way, ten feet wide, was required from the Southern Pacific Company, and the company consented to deed this property to the State provided the State would deed to the railroad company a ten-foot strip along the section occupied by the poles of the Molalla Electric Company which strip the State did not necessarily need. He further advised that the electric company reconstructed its pole line along the entire section to fit the highway improvement with the exception of the three poles now in question which could not be moved nearer the highway because it would place them too close to the highway pavement; also that through the efforts of the state highway department the Southern Pacific Company was prevailed upon to grant the Molalla Electric Company an easement to retain these poles in their present location, but it was not intended that the State should assume the cost of such easement. He recommended that the request be denied. The Commission approved his recommendation and the Secretary was instructed to so inform the company.

A letter was presented from W. J. Pinney, Secretary of the Commercial Club, Ontario, bringing to the Commission's attention a newly formed organization, known as the International North and South Hi-way U. S. No. 95 Association, which has for its purpose the promotion of travel along the north and South Highway in Idaho to a connection with the I.-O.-N. Highway entering Oregon near Jordan Valley in Malheur County, and transmitting to the Commission a copy of the constitution and by-laws of that organization. The Commission ordered the communication filed in the proper records.

A letter was presented from the City of North Bend stating that they

12/6/34

have been informed that it is the desire of the State Highway Commission to convey to the City the site of the present ferry landing on the south side of Coos Bay when the bridge now under construction there is completed; also in which they express their appreciation of the Commission's attitude in this regard and their willingness to accept the site when the Commission has no further use for it. After some discussion the Secretary was instructed to advise the City of North Bend that they have been misinformed in this matter because the Commission has made no such offer to turn the property over to the City; however, the Commission will be pleased to give the matter consideration when the bridge is completed and opened to travel.

The Secretary reported the receipt of another letter from the La Grande City Commission reiterating that they will not agree to the original proposal of the State Highway Commission for reconstructing the Wallowa Lake Highway under the tracks of the O.-W. R. R. & N. Company in the City of La Grande, unless provision is made for a roadway forty feet wide with a seven-foot sidewalk on each side, and for regrading the approaches from Cove Avenue and North Spruce Street. In view of this communication the Commission decided to abandon this project and instructed the Engineer to investigate other projects to which to reallocate the funds previously set up for the La Grande improvement. The Secretary was instructed by the Commission to inform the La Grande City Commission in accordance therewith and to state that this action is necessitated because of the demands of the City of La Grande which the Commission cannot meet.

The matter of performance of extra work and fixing a compensation to be paid therefor in connection with the construction of the five bridges on the Oregon Coast Highway had the attention of the Commission. The following resolution with regard thereto was adopted by the Commission by unanimous vote upon motion of Commissioner Washburne, which was duly seconded by Commissioner Aldrich:

WHEREAS, the State of Oregon has entered into agreements for the construction of five bridges on the Oregon Coast Highway, one such bridge to be over each of the following bodies of water, namely; Yaquina Bay, Alsea Bay, Siuslaw River, Umpqua River and Coos Bay; and

WHEREAS, said contracts for the respective bridges were with the following names, firms or corporations, to wit:

Yaquina Bay Bridge - The Gilpin Construction Company and General Construction Company (Joint Venture), Contract No. 1635.

Alsea Bay Bridge - Lindstrom & Feigenson, Parker & Banfield, and T. H. Banfield, (Joint Venture), Contract No. 1620.

Siuslaw River Bridge - Mercer-Fraser Company, Contract No. 1641

Umpqua River Bridge - Teufel & Carlson, Contract No. 1640.

Coos Bay Bridge - (Units "A", "C", and "D"), Northwest Roads Company, Contract No. 1625; (Unit "B") - Virginia Bridge & Iron Company, Contract No. 1626.

And WHEREAS, each of said agreements contains among other provisions, the following:

"1006, Extra Work: The right is reserved, without impairing the contract, to order the performance of such work, of a class not contemplated in the proposal, as may be considered necessary to complete fully and satisfactorily the structures included in the contract. Such extra work shall be done by the contractor and he shall be compensated as provided herein."

"1058, Payment for Extra Work: In the event of any extra work being ordered by the Engineer of a class not covered by the prices submitted in the proposal, the basis of payment for the same shall be agreed upon in writing between the parties to the contract before such work is done, or where such method of payment can not be agreed upon prior to beginning the work the Engineer may order the contractor to do such work on a 'force account' basis.

"All work done on a 'force account' basis will be paid for in full in the following manner:"

Then follows a schedule of prices and matters related thereto.

And, WHEREAS, in the opinion of the State Engineer of Oregon for the Public Works Administration said provisions are not broad enough to authorize the State Highway Engineer to order or require the contractors to perform extra work and fix the compensation therefor (where no compensation or price unit is found in the contract); and

WHEREAS, this Commission desires to clarify and construe for the purpose of said contracts the said provisions relative to extra work;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and affirmatively participating, as follows:

1. That under and pursuant to the foregoing provisions, which provisions are incorporated in each of the contracts for the construction of the several Oregon Coast Highway Bridges and which said contracts for the purpose of this resolution are designated as State Highway Contracts Nos. 1635, 1620, 1641, 1640 and 1625 and 1626, respectively. R. H. Baldock as State Highway

12/6/34

Engineer, either acting himself or through his legally appointed first Assistant, C. B. McCullough, be and he hereby is authorized and instructed to order and require each of said contractors, whenever in his judgment and opinion the conditions and circumstances warrant and good workmanship and good engineering practice require the doing thereof, to do and perform any extra work or procure any additional material or materials required or necessary in the Engineer's opinion for the proper and efficient construction of said bridges and each and all of them.

2. Any extra work orders heretofore given by either said R. H. Baldock or his first Assistant, C. B. McCullough, hereby are ratified and approved.

3. That when such work has been performed to the satisfaction of the Engineer or materials have been purchased and approved by the Engineer, he shall prepare and submit to this Commission for approval proper vouchers for the payment of such claims.

4. A copy of this resolution shall be entered in the minutes of the Commission, a copy attached to each of the original contract agreements on file in the office of the State Highway Commission in Salem, Oregon, and sufficient copies furnished to C. C. Hockley, State Engineer for the Public Works Administration, for attachment to the triplicate copies of said agreements heretofore delivered to him.

The Secretary presented a newspaper clipping advising that the State Insurance Commissioner of Oregon has suspended the certificate of authorization and license of the General Insurance Company of America to operate an insurance business in the state of Oregon because of four alleged violations of the Oregon statutes. He pointed out that this company occasionally writes bonds in connection with Oregon highway contracts and, in addition thereto, has furnished the use and occupancy insurance in connection with the Oregon Coast Highway bridges. He further stated that he has been assured by the Insurance Commissioner that the suspension of this company from doing business in the state of Oregon does not affect the standing of the company nor its bonds and policies heretofore written. The Commission took no action on this matter.

The Secretary presented a resolution from the County Court of Malheur County requesting the designation as a secondary state highway of a short section of the I.-O.-N. Highway in Malheur County immediately adjacent to the Idaho state line, described as follows:

> Beginning at a point on the Jordan Valley Secondary Highway, approximately 19 miles north of Jordan Valley, at Malloy's Ranch; thence northeasterly a distance of 2.4 miles to the Oregon-Idaho state line.

The Engineer recommended the approval of this resolution and the designation of this road as a secondary state highway in order to legalize the expenditure of state funds thereon in conjunction with federal lands

funds which cannot be used to finance the construction of portions across privately-owned lands. The Commission approved the Engineer's recommendation and by unanimous vote adopted the following resolution designating this road as a secondary state highway upon motion of Commissioner Aldrich, which was duly seconded by Commissioner Washburne:

> WHEREAS, under the provisions of Chapter 248, Laws of 1931, the State Highway Commission, by mutual agreement with the respective county courts of the several counties of the state, is authorized and empowered to select, locate and designate a system of secondary state highways, which highways shall be selected from the market roads or other county roads, or available locations or routes of the several counties; and
>
> WHEREAS, the State Highway Commission, by mutual agreement with the County Court of Malheur County, has selected the county road hereinafter named, and it is the purpose of the Commission to officially and regularly designate and adopt said county road as a highway to constitute, together with other highways which have heretofore been added and which may hereafter from time to time be added, a part of the system of secondary state highways of Malheur County under the provisions of said act;
>
> NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission, all members being present and affirmatively voting and participating, as follows:

That the following named county road in Malheur County, be and the said county road is hereby selected, designated, established, adopted, and approved as a secondary state highway and shall be and is hereby designated as a part of the secondary state highway system, to wit:

> Beginning at a point on the Jordan Valley Secondary Highway approximately 19 miles north of Jordan Valley, at Malloy's Ranch; thence northeasterly a distance of approximately 2.4 miles to the Oregon-Idaho state line.

That said county road shall be, and it hereby is qualified for improvement under the provisions of said Chapter 248, Oregon Laws 1931 and amendments thereof;

That the Engineer be, and he hereby is authorized to make proper surveys with respect to the physical location upon the ground of the said county road and properly file in the records of the Commission all of said data;

That this resolution be entered in the minutes of the Commission and a duly certified copy thereof mailed to the County Court of Malheur County.

12/6/34

The Commission had under consideration the matter of improving the Tualatin Valley Highway through the town of Hillsboro, Washington County. The Engineer advised that funds budgeted for this improvement are not sufficient to reconstruct the five blocks included in the original plan; therefore, it will be necessary to shorten the work to two blocks, unless savings accrue in the contracting of other municipal improvements. He further advised that the benefits desired would not be realized by shortening the work and he recommended that additional funds be provided to continue the work in conformity with the original plans. The Commission voted unanimously to improve the five blocks as originally intended if funds can be found to pay the extra cost.

Consideration was given by the Commission to the following requests for extensions of time in which to complete State Highway Commission contracts:

S. H. Newell & Co., Contract No. 1539, grading Jackson Creek-McDermitt Section of the I.-O.-N. Highway in Malheur County, requested an additional extension of time from September 1 to November 10, 1934 in which to complete this project, giving as their reason that they encountered unexpectedly solid rock excavation in one of the large cuts which made it necessary for them to move additional equipment on the job and to do certain blasting work which was not contemplated. The Engineer advised that this is the third extension of time that these contractors have requested, those previously having been granted by the Commission without penalty; also, that in his opinion the contractors' failure to complete the project within the specified time was occasioned by lack of sufficient equipment. The delay, he said, has not inconvenienced public travel on the road; however, it has increased considerably the engineering expense. He recommended that the extension requested be granted without penalty in view of the fact that the contractors lost heavily on this job. The Commission approved the Engineer's recommendation by unanimous vote.

S. H. Newell & Co., Contract No. 1612, grading Blue Mountain Pass-Jackson Creek Section of the I.-O.-N. Highway in Malheur County, requested an additional extension of time from October 1 to November 10, 1934 in which to complete this project, giving as their reason that they unexpectedly encountered solid rock excavation which necessitated moving additional equipment and carrying on blasting operations. The Engineer advised that in his estimation the principal reason for the failure of the contractors to complete this job within the specified time limit was that they did not have sufficient equipment to do the work properly; he recommended that the extension requested be granted without penalty in view of the fact that the contractors lost a large sum of money on this job which was completed by the bonding company. The Commission approved the Engineer's recommendation by unanimous vote.

Settergren Bros., Contract No. 1627, construction of a concrete viaduct at Bybee Boulevard and a concrete slab bridge over Crystal Springs Creek, both on the East Portland-Oregon City Highway in the City of Portland, requested an extension of time from September 15 to October 30 in

which to complete this contract. The Engineer advised that the contractors completed the principal part of the contract prior to September 15, the date specified for its completion, but required a few days' additional time to do some finishing work and to clean up the premises. The delay, he said, has not inconvenienced the traveling public, nor has it interfered with operations of the grading and paving contractor; furthermore, it has not increased the State's expense for engineering supervision. He recommended that the extension requested be granted without penalty. His recommendation was approved by the unanimous vote of the Commission.

Collins Concrete Pipe Co., Contract No. 1644, construction of guard fence and sight posts on the Deschutes River-John Day River Section of the Columbia River Highway in Sherman County, requested an extension of time from October 31 to November 30, 1934 in which to complete this project, giving as their reason that some of the lumber delivered to the job did not meet the State's specifications, and it was necessary to obtain a reshipment of such material, causing delays. The Engineer advised that the reason given by the contractors for the delay is substantially correct, the facts being that it was necessary to reject a considerable quantity of the railing material because of defects with the result that the specified time limit expired before the job was completed. The delay, he said, has not inconvenienced the traveling public; neither has it increased the State's expense for engineering supervision. He recommended that the extension requested be granted without penalty. The Commission approved the Engineer's recommendation 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. 1514 with Harold Blake, paving and surfacing Sheridan Street-Portland City Limits Section of the West Side Pacific Highway in Multnomah County; completed October 26, 1934;

Contract No. 1539 with S. H. Newell & Co., grading Jackson Creek-McDermitt Section of the I.-O.-N. Highway in Malheur County; completed October 10, 1934;

Contract No. 1612 with S. H. Newell & Co., grading Blue Mountain Pass-Jackson Creek Section of the I.-O.-N. Highway in Malheur County; completed October 31, 1934;

Contract No. 1624 with Parker-Schram Co., grading and paving of North Unit, Portland-Milwaukie Section of the East Portland-Oregon City Highway in Multnomah and Clackamas Counties; completed November 15, 1934;

Contract No. 1634 with G. M. & P. M. Parker, Pacific-McKenzie Highway Junction Landscaping Project in Lane County; completed November 17, 1934;

12/6/34

Contract No. 1644 with Collins Concrete Pipe Company, guard fence and sight post construction project on Deschutes River-John Day River Section of the Columbia River Highway in Sherman County; completed November 27, 1934;

Contract No. 1653 with Earl L. McNutt, grading and surfacing of Spencer Butte Section of the Fox Hollow Secondary State Highway in Lane County; completed November 11, 1934.

The following resolution accepting the above projects was offered and 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. 1514 with Harold Blake, paving and surfacing Sheridan Street-Portland City Limits Section of the West Side Pacific Highway in Multnomah County;

Contract No. 1539 with S. H. Newell & Co., grading Jackson Creek-McDermitt Section of the I.-O.-N. Highway in Malheur County;

Contract No. 1612 with S. H. Newell & Co., grading Blue Mountain Pass-Jackson Creek Section of the I.-O.-N. Highway in Malheur County;

Contract No. 1624 with Parker-Schram Co., grading and paving of North Unit, Portland-Milwaukie Section of the East Portland-Oregon City Highway in Multnomah and Clackamas Counties;

Contract No. 1634 with G. M. & P. M. Parker, Pacific-McKenzie Highway Junction Landscaping Project in Lane County;

Contract No. 1644 with Collins Concrete Pipe Company, guard fence and sight post construction project on Deschutes River-John Day River Section of the Columbia River Highway in Sherman County;

Contract No. 1653 with Earl L. McNutt, grading and surfacing of Spencer Butte Section of the Fox Hollow Secondary State Highway in Lane County;

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 and final payment is hereby authorized.

The Commission canceled the meeting scheduled to be held on January 10, 1935, and set January 24 as the date for the first regular meeting after the one scheduled for December 20. The Secretary was instructed to arrange to hold this meeting in the Public Service Building Auditorium, Portland, if possible.

The Commission adjourned at 12:15 o'clock p. m. to reconvene at 3:00 o'clock p. m. as previously announced.

The State Highway Commission reconvened at 3:00 o'clock p. m. in the auditorium, Public Service Building, with all Commissioners present and participating.

Chairman Scott announced the following awards of contracts for which bids were received at the morning session, the Commission having approved these awards previously by unanimous vote:

Golden Avenue-Johnson Avenue Unit, Marshfield Section of the Oregon Coast Highway in Coos County, 0.34 mile of pavement widening and resurfacing. The low bidders are R. I. Stuart & Sons, Medford, at $12,150.00; the next low bidder is Mountain States Construction Co., Eugene, at $12,443.00. The Commission awards this contract to the low bidders, R. I. Stuart & Sons, at their bid price of $12,150.00.

Bolon Island Section of the Oregon Coast Highway in Douglas County, 0.39 mile of grading. The low bid is that submitted by Haskin & Brooks Construction Co., La Center, Washington, at $40,364.00; the next low bid is that submitted by Chas. H. Leonard, Albany, at $43,585.00. The Commission has accepted the low bid of Haskin & Brooks Construction Co., and has awarded the contract to that concern at its bid price of $40,364.00.

Roseburg Section of the Pacific Highway in Douglas County, 0.61 mile of pavement widening and resurfacing. The low bid is that of R. I. Stuart & Sons, Medford, at $26,914.00; the next low bid is that of The United Contracting Co., Portland, at $28,173.00. The Commission awards the contract to the low bidders, R. I. Stuart & Sons, at their bid price of $26,914.00.

Clinton Street-Foster Road Section of Eighty-second Avenue in Multnomah County, 1.41 miles of paving. The low bid is that submitted by Kern & Kibbe, Portland, at $92,504.50; the next low bid is that submitted by Jacobsen-Jensen Co., Portland, at $93,890.00. The Commission holds the award of this contract pending execution of the required maintenance agreement by the City of Portland and has referred all bids received therefor to the Engineer with power to act when the agreement has been signed.

Construction of a bridge over the Yamhill River on the Dallas-Coast

12/6/34

Secondary Highway at its junction with the McMinnville-Tillamook Highway in Polk County. The low bid is that submitted by Averill & Philpott, Portland, at $21,153.60; the next low bid is that of Barham Bros., Salem, at $21,260.00. The Commission awards this contract to the low bidders, Averill & Philpott, at their bid price of $21,153.60.

Holdman-Meiner's Ranch Section of the Pendleton-Cold Springs Highway in Umatilla County, 5.58 miles of grade widening, surfacing and oil mat surface treatment. The low bid is that submitted by Newport Construction Co., Portland, at $36,571.50 based on the use of tar, and $36,-918.30 based on the use of road oil. The next low bid is that submitted by Joplin & Eldon, Portland, at $40,831.00 based on the use of road oil, and $40,905.00 based on the use of tar. The Commission has awarded this contract to the low bidder, Newport Construction Co., at its bid price of $36,571.50 based on the use of tar.

Judge D. F. Thompson of Coos County failed to keep his tentative appointment with the Commission as proposed on the previous evening; nevertheless, the Commission discussed the matter of improving the county road extending from the Oregon Coast Highway to the town of Lakeside in Northern Coos County and decided to defer a definite decision with regard thereto until later inasmuch as the proposed oiling work cannot be done until weather conditions are favorable next spring.

Contractor R. H. Jones appeared before the Commission at this time regarding payment of the final estimate in connection with his Contract No. 1419 for the construction of three bridges over Burnt River on the Old Oregon Trail in Baker County. He stated that this job was completed and accepted in June 1933, but final payment in the sum of $720.27 has been held up by the surety company. He inquired if there is not some way that this money can be released to him. The Secretary explained that the surety company has requested that final payment for this job be held pending settlement of several outstanding claims, the total of which amount to less than $100. Mr. Jones then stated that he would pay all of the claims, except one for royalty on gravel which, he said, he did not feel that he should be required to pay until ordered to do so by the Court because it is unjust. After some discussion the Commission approved payment of the final amount due Mr. Jones in connection with this contract provided the surety company will consent thereto in writing.

W. H. Lynch, District Engineer of Bureau of Public Roads, asked the Commission to authorize surveys to assemble detailed data required in connection with the Government's proposed program for the elimination of railroad highway grade crossings. He advised that this information is desired by the Administration officials in Washington at the earliest possible date. The Commission approved Mr. Lynch's request and authorized the Engineer to make surveys as may be required to furnish Mr. Lynch with the needed information.

A letter was presented from Miss Celia L. Gavin, City Attorney of The Dalles, inquiring as to whether or not the Highway Commission will

keep open and maintain the present road, known as the Columbia River Highway, leading into The Dalles from the west, after the proposed entrance has been completed. The Secretary was instructed to reply that the Commission will not assume the responsibility to maintain the section of the old highway that will be abandoned by the new construction work; moreover, when the Commission approved the project to provide a new entrance for the highway into The Dalles, it assumed that the City would take over and maintain that portion of the old road lying within the city limits and that the County would take over and maintain that portion lying outside of the city limits up to the point where the new road joins the old one; therefore, the City and County should make provision for maintenance of their respective sections of the old highway. The Secretary was also instructed to convey this information to the County Court of Wasco County and to secure from both the City and County statements releasing the State from maintenance of the sections of the old highway involved in this relocation.

A letter was presented from W. A. Langdon, Walla Walla, Washington, offering to sell to the State Highway Commission the rights to the gravel pit located on his property near Blalock, Oregon, which he assumed could be used to good advantage by the State for road construction purposes. The Commission referred this letter to the Engineer for investigation and report at the next meeting.

There being no further business to come before the Commission at this time, the meeting was adjourned at 4:00 o'clock p. m.

Chairman

Commissioner

State Highway Engineer

Commissioner

Secretary

Portland, Oregon, December 20, 1934

The State Highway Commission met in regular session at 9:00 o'clock a. m. in the auditorium of the Public Service Building. Present were:

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

Commissioner Aldrich was unable to be present on account of illness.

Bids for the construction of highway projects were opened and read in conformance with previously published notice, as follows:

CORVALLIS-NEWPORT HIGHWAY
THIRD STREET-FIFTEENTH STREET UNIT, CORVALLIS SECTION
PAVING AND RESURFACING

Jacobsen-Jensen Co.	$ 11,902.50
The United Contracting Co.	13,463.00
Mountain States Construction Co.	13,696.00
Steve Keller	13,973.50
Northwest Roads Co.	14,300.00
F. C. Dillard, Medford	18,948.50

NEHALEM SECONDARY HIGHWAY
PITTSBURG-VERNONIA SECTION
RESURFACING AND BITUMINOUS MACADAM

	Road Oil	Tar
A. T. Dolan	$ 20,525.00	21,305.00
E. H. Itschner & E. L. Rigdon	21,275.00	21,368.00
H. G. Johnson	21,915.00	22,975.00
Joplin & Eldon	21,990.00	21,792.00
Harold Blake	22,564.00	22,444.00
Saxton & Looney	24,535.00	- - - - -
The United Contracting Co.	24,819.00	24,681.00

NEHALEM SECONDARY HIGHWAY
TREHORN-BUXTON SECTION
RESURFACING AND FURNISHING CRUSHED ROCK OR GRAVEL

Edlefsen-Weygandt Co.	38,153.50
Harold Blake	41,415.00
Saxton & Looney	41,640.00
A. T. Dolan	41,955.00
The United Contracting Co.	42,507.00

E. H. Itschner & E. L. Rigdon	$42,564.00
Johnston, Hanson & Johnston	43,794.00
Joplin & Eldon	46,023.00
H. G. Johnson	48,432.50

PACIFIC HIGHWAY
SOUTH ASHLAND SECTION
PAVEMENT WIDENING AND RESURFACING

Mountain States Construction Co.	9,346.00
The United Contracting Co.	10,135.00
Jacobsen-Jensen Company	10,146.00

PACIFIC HIGHWAY
NORTH MEDFORD SECTION - RESURFACING

Jacobsen-Jensen Co.	18,312.50
The United Contracting Co.	18,986.40
Northwest Roads Co.	20,217.00
Mountain States Construction Co.	21,535.50
Harold Blake	22,419.00
J. C. Compton	22,975.00

PACIFIC HIGHWAY
EVELYN AVENUE-"L" STREET UNIT
GRANTS PASS SECTION - PAVEMENT RESURFACING

Jacobsen-Jensen Co.	18,437.50
The United Contracting Co.	19,116.00
Northwest Roads Company	20,060.00
Mountain States Construction Co.	21,682.50
J. C. Compton	22,125.00
Harold Blake	23,010.00

FREMONT HIGHWAY - WHITE ROCK-LAKEVIEW SECTION
WARNER SECONDARY HIGHWAY - FREMONT JUNCTION SECTION
GRADING, SURFACING, BITUMINOUS MACADAM
AND FURNISH CRUSHED ROCK

Dunn & Baker	86,099.50
Joplin & Eldon	87,916.80
Northwest Roads Co.	89,826.30
Babler Bros.	91,048.00
A. Milne	93,594.00
J. C. Compton & E. L. Hall	95,321.00

TUALATIN VALLEY HIGHWAY - BRIDGE OVER TUALATIN RIVER OVERFLOW
NEHALEM SECONDARY HIGHWAY - BRIDGE OVER DAIRY CREEK

R. H. Jones	5,944.50
Louis Johnson	6,017.00
Averill & Philpott	6,121.00

Continued on next page

12/20/34

Bridge over Tualatin River Overflow and bridge over Dairy Creek, Cont'd

J. F. Johnston	$ 6,160.00
E. W. McCall	6,269.40
H. J. Settergren	6,380.50
Wm. C. Schmitt	6,579.00
Joplin & Eldon	6,638.50
Barham Bros.	6,675.60
Chas. H. Leonard	6,830.00
Pierce & Reed	6,845.00
W. W. McFarland	8,357.50

The Commission instructed the Secretary to return to contractor John Gardner, Klamath Falls, his bid for paving the South Ashland Section of the Pacific Highway in Jackson County and explain to him that the Commission could not consider his bid for the reason that the total amount thereof is in excess of $10,000 and he has not complied with the state law which requires that a contractor who submits a bid for a public improvement estimated to cost $10,000, or more, shall file with the proper official a sworn statement showing that he is fully qualified to perform such work.

Chairman Scott announced that the award of contracts would be made at 2:30 o'clock p. m. in the same room.

A delegation from Wallowa County, consisting of County Judge Edgar Marvin, County Commissioners Ernest F. Johnson and S. A. Blevans, Mrs. Ed Eben, Joseph, President of the Joseph Woman's Club, Charles A. Bingaman, Joseph, and about 15 others, was present and urged the Commission to designate as a primary or secondary state highway, the county road extending from the town of Joseph to the head of Wallowa Lake, a distance of about seven miles, and to provide funds for the early improvement of this road. They urged this improvement from the standpoint of providing a good road to Wallowa Lake which they alleged is one of the outstanding scenic spots and tourist attractions of the Inland Empire district and is now approachable only over a very poor county road that the County is financially unable to repair.

Mr. Marshall Dana, Portland, recommended the incorporation of this road in the state highway system and its improvement as a state highway as soon as the State Highway Commission can finance the work, however, not in preference to other work which by inference is now a responsibility of the State Highway Commission.

Mr. Walter W. R. May, Manager of the Portland Chamber of Commerce, speaking unofficially, stated that Wallowa Lake is one of Oregon's attractions that the Portland Chamber of Commerce is trying to sell to tourists, and the improvement of the road leading to the lake will help materially. He added that investigation reveals that at the present time only about three per cent of the tourists go to Wallowa Lake because of bad road conditions.

Mr. Lewis A. McArthur, Vice-President, Pacific Power & Light Company, Portland, also endorsed this road project.

Chairman Scott advised that according to the Engineer's estimate it will cost about $100,000 to properly reconstruct this road. He pointed out that the Wallowa Lake Highway between the towns of Elgin and Joseph is badly in need of reconditioning, which work is estimated to cost approximately $450,-000, but cannot be undertaken at this time because there are no funds available. He also advised that it is contrary to the Commission's established policy to add more roads to the state highway system while there are no funds available for construction purposes. He called attention to the fact that the Commission has been petitioned by Wallowa County interests to complete the construction of the Flora-Enterprise Highway to the Washington state line and inquired which of the improvements under consideration the delegation most desired. The delegation voted unanimously in favor of the Enterprise-Flora Highway improvement. Chairman Scott then stated that the Commission in allocating future funds will give the same consideration to Wallowa County as it has in the past and, while no definite promise can be made at this time, no doubt a certain amount will be appropriated for the improvement of the highways in that county.

The State Highway Engineer estimated that the present road to Wallowa Lake can be maintained in good condition for an expenditure of about $750 annually. He suggested that it might be possible at this time to do the work as an SERA project and recommended that the County Court make application for SERA funds for such purpose. After further discussion, the delegation approved the Engineer's suggestion and decided to act in conformance therewith. County Judge Marvin offered full cooperation from the Wallowa County Court.

Mrs. Eben filed with the Commission several petitions bearing the names of ___ people who desire the improvement of this road. The petitions were returned to Mrs. Eben for use in connection with the filing of an application for SERA funds, with the understanding that they would be turned over to the Highway Commission later.

A delegation representing the Old Oregon Trail Association, consisting of Charles H. Reynolds, President, La Grande, Senator Fred E. Kiddle, Island City; County Judge Clive Cheshire and Commissioners J. O. Hales and Wm. Meiners of Umatilla County; County Judge F. L. Phipps of Wasco County; County Judge David F. Graham of Malheur County; Fred Kerr, representing the Baker Chamber of Commerce, and Russell M. Colwell, Vice-President, First National Bank, Portland, appeared before the Commission with regard to improvements to the Old Oregon Trail and the Columbia River Highway from Portland to Ontario. Senator Kiddle stated the object of their association and outlined briefly the various projects on this road which they desire completed as soon as money is available.

Regarding the improvement of the Columbia River Highway between Portland and The Dalles, Senator Kiddle stated that they have been unable to find in Eastern Oregon any support for the retention of the present route and they are prompted by a number of reasons to suggest and recommend that the Commission proceed with its plans for the construction of the proposed water level highway between these points. He also stated that the time element is valuable to them and that from the commercial standpoint the new road as planned has unlimited possibilities. He declared that many producers in Eastern Oregon are

deterred from marketing their produce in Portland because of the hardships of transporting this produce over the Columbia River Highway as constructed at present.

Chairman Scott advised that the Commission appreciates the needs and desires of the people of Eastern Oregon for the improvement of the Old Oregon Trail, but the matter of undertaking these improvements is dependent entirely upon funds available and the distribution of such funds throughout the state. He further advised that the Commission will give due consideration to the various projects along this highway at the proper time and as funds permit.

County Judge David F. Graham of Malheur County requested funds for the construction of a six-mile section of the Central Oregon Highway west from the town of Juntura to connect with the newly constructed Chimney Creek Section. He was informed by the Engineer that the Highway Commission must first complete the construction of a section in the vicinity of Buchanan and must also build a section of the I.-O.-N. Highway in conformance with its agreement with the States of Idaho and Nevada.

County Judge P. A. Retrum, Commissioner F. B. French, Commissioner-elect John Porter, and County Engineer L. E. Lucas, of Grant County, appeared before the Commission and asked for the reconstruction of the John Day Highway between Mt. Vernon and Dayville. They declared that the improvement of this section is the most urgent necessity on the primary highway system in Grant County. Chairman Scott advised that the Commission has this project in mind and wants to undertake it as soon as monies become available for such purpose, but can make no definite commitments now.

County Engineer Lucas brought up the matter of reconstruction of the bridge over the North Fork of the John Day River at Monument which bridge is now posted for ten-ton maximum load. He asked the Commission to extend the Kimberly-Monument Secondary Highway to include this bridge structure and to appropriate funds to build either a new bridge at this location or to repair the present one. The Commission denied the request because there are no funds now available to rebuild the bridge and for the further reason that it is contrary to the established policy of the Commission to increase the mileage of secondary state highways while there is such a large mileage of incompleted roads on the present system. The State Highway Engineer advised that the serviceability of the Kimberly-Monument Secondary State Highway depends in a large measure upon this bridge. He gave as his thought that the Commission should keep this project in mind when allocating future funds from Federal sources, if such funds can be used on secondary highways.

County Commissioners Geo. N. Peck and Frank S. Parker, and County Engineer H. Tamblyn of Morrow County, were present and asked for funds to complete the construction of a line revision in the Heppner-Spray Secondary State Highway, a short distance north of the town of Hardman. The Engineer advised that in 1932 the County commenced the construction of this revision which was financed with secondary highway funds, but was not finished because the County ran out of money. He estimated the cost to complete the work at

about $1,050. He pointed out that the entire Hardman Hill grade should be widened and otherwise improved when funds become available for such purpose and expressed his doubt as to the wisdom of undertaking the small project now asked by the Morrow County in view of the fact that it is only a small portion of a major project that eventually must be constructed. After some discussion of this matter, the Commission decided to defer its decision with regard thereto until it has time to inspect the project on the ground.

The delegation also inquired as to the plans of the Commission for oiling the Morrow County Section of the Lexington-Echo Secondary State Highway. They were advised that the Commission has this project in mind when funds become available but can make no promises now.

The Commission adjourned at 12:20 o'clock p. m. to reconvene at 1:30 o'clock p. m. in the Congress Hotel for a conference with representatives of the U. S. Bureau of Public Roads and U. S. Forest Service.

The State Highway Commission reconvened at 1:30 o'clock p. m. in Room 210, Congress Hotel, with the same members present and participating; also present were R. H. Baldock, State Highway Engineer, J. M. Devers, Attorney, and H. B. Glaisyer, Secretary.

The Commission conferred with the following officials of the U. S. Bureau of Public Roads and U. S. Forest Service to formulate a program for the funds available for expenditure on the Oregon Forest Highway system for the fiscal year 1936, amounting to $1,010,000: W. H. Lynch, District Engineer; Tom Davis; F. E. Andrews; A. F. Benedict and H. D. Farmer, Senior Highway Engineers, representing the Bureau of Public Roads; C. J. Buck, Regional Forester, and James Frankland, Regional Engineer, representing the Forest Service.

After a lengthy discussion of this matter it was agreed to recommend the following program for such funds:

Funds Available:

Fiscal Year 1936 Apportionment		$ 967,688
Savings from F. Y. 1935 FHEC Funds		110,000
" " F. Y. 1934 NR "		80,000
		$1,157,688

Deductions:

10% for Admin. & Equip	$ 96,768	
Contingent	50,920	$ 147,688
Available for Programming		$1,010,000

Project No.	Project	Length	Allocation	Remarks
FHEC-1-A3,B1	McMinnville-Tillamook	4.4	$ 30,000	Oil Surfacing
FHEC-2-A3,B4,C3	Salmon River	13.7	175,000	Reconstruction
FHEC-16-G1,N) FHEC-16-E3)	Tiller-Trail	2.5	100,000	Grad. & Advance Clearing Bridge
FHEC-21-I) FHEC-21-E3,F3,G1)	Willamette	16.0	225,000 (85,000 Coop)	Grad., Tunnel & Adv. Clearing, Surfacing

12/20/34

Project No.	Project	Length	Allocation	Remarks
FHEC-23-G2,I1,J	Santiam	7.0	$ 125,000	Grad., Subgrade Reinforcement & Advance Clearing
FHEC-24-F2	North Santiam	3.0	125,000	Grading & Bridge
FHEC-28-A	Columbia River	1.0	150,000	Grading and Tunnel
NR-35-A3	John Day-Burns	2.0	80,000	Reconstr. Grading & Advance Clearing
	Total		$1,010,000	

It was also mutually agreed that the following projects, listed in the order of their priority, should be recommended for any additional forest highway funds that may be made available to Oregon:

Project No.	Project	Length	Amount	Remarks
FHEC-39-A2	Little Sheep Creek	8.6	$ 50,000	Surfacing
FHEC-4-A2,B1	Siletz	5.6	35,000	Surfacing
FHEC-21-H1,J	Willamette	2.0	180,000	Grading
FHEC-23-K	Santiam	16.0	175,000	Grading or Surfacing
FHEC-24-E3,F3) FHEC-24-E4)	North Santiam	3.3	175,000	Grading Bridge
FHEC-35-A4	John Day-Burns	2.0	100,000	Reconstr. Grading
FHEC-46-B	Cascade Lakes	3.0	35,000	Grading

The Commission adjourned at 2:45 o'clock p. m. to reconvene immediately in the auditorium of the Public Service Building as announced by Chairman Scott during the morning session.

The State Highway Commission reconvened at 3:00 o'clock p. m. in the auditorium of the Public Service Building with the same members present and participating.

Chairman Scott announced the following awards of contracts for which bids were received at the morning session, the awards previously having been approved by unanimous vote of the Commissioners present:

Third Street-Fifteenth Street Unit of the Corvallis Section of the Corvallis-Newport Highway in Benton County, 0.54 mile of paving and resurfacing. The low bid is that submitted by Jacobsen-Jensen Co., Portland, at $11,902.50; the next low bid is that submitted by The United Contracting Co., Portland, at $13,463.00. The Commission has deferred the award of this contract and has referred all bids therefor to the Engineer with power to act.

Pittsburg-Vernonia Section of the Nehalem Secondary Highway in Columbia County, 1.91 miles of crushed rock or gravel resurfacing and bituminous macadam wearing surface. The low bid is that submitted by A. T. Dolan, Tillamook, at $20,525.00 using road oil, and $21,305.00 using tar. The next low

bid is that of E. H. Itschner & E. L. Rigdon, Barlow, at $21,275.00 using road oil, and $21,368.00 using tar. The Commission has deferred the award of this contract and has referred all bids received therefor to the Engineer with power to act.

Trehorn-Buxton Section of the Nehalem Secondary Highway in Columbia and Washington Counties, 9.2 miles of crushed rock or gravel resurfacing and furnishing crushed rock or gravel in stock piles. The low bid is that submitted by Edlefsen-Weygandt Co., Portland, at $38,153.50; the next low bid is that of Harold Blake, Portland, at $41,415.00. The Commission has awarded this contract to the low bidder, Edlefsen-Weygandt Co., at its bid price of $38,153.50.

South Ashland Section of the Pacific Highway in Jackson County, 1,188 lin. ft. of pavement widening and resurfacing. The low bid is that submitted by Mountain States Construction Co., Eugene, at $9,346.00; the next low bid is that of The United Contracting Co., Portland, at $10,135.00. The Commission has deferred the award of this contract and has referred all bids received therefor to the Engineer with power to act.

North Medford Section of the Pacific Highway in Jackson County, 1.4 miles of pavement resurfacing. The low bid is that received from Jacobsen-Jensen Co., Portland, at $18,312.50; the next low bid is that received from The United Contracting Co., Portland, at $18,986.40. The Commission holds the award of this contract and refers all bids received therefor to the Engineer with power to act.

Evelyn Avenue-"L" Street Unit of the Grants Pass Section of the Pacific Highway in Josephine County, 0.94 mile pavement resurfacing. The low bid is that received from Jacobsen-Jensen Co., Portland, at $18,437.50; the next low bid is that received from The United Contracting Co., Portland, at $19,116.00. The Commission holds the award of this contract and refers all bids received therefor to the Engineer with power to act.

White Rock-Lakeview Section of the Fremont Highway and Fremont Junction Section of the Warner Secondary Highway in Lake County, 1.8 miles grading, 0.8 mile crushed rock surfacing, 8.5 miles of bituminous macadam and furnish crushed rock in stock piles. The low bidders are Dunn & Baker, Klamath Falls, at $86,099.50; the next low bidders are Joplin & Eldon, Portland, at $87,916.80. The Commission awards this contract to the low bidders, Dunn & Baker, at their bid price of $86,099.50.

Construction of a bridge over Tualatin River Overflow on the Tualatin Valley Highway near Gaston and a bridge over Dairy Creek on the Nehalem Secondary Highway, north of Forest Grove, in Washington County. The low bidder is R. H. Jones, Baker, at $5,944.50; the next low bidder is Louis Johnson, Portland, at $6,017.00. The Commission awards this contract to the low bidder, R. H. Jones, at his bid price of $5,944.50.

County Judge M. R. Biggs of Crook County was present and asked the Commission to appropriate some funds for the elimination of the sharp curves on the Mountain Section of the Ochoco Highway. The Engineer advised that this is a

12/20/34

major project which will cost a large sum of money, and the Commission does not have available funds therefor. He gave as his thought that the logical thing to do on this highway is to rebuild it from Prineville easterly so that all local people can be benefited by the improvement. After some discussion the Commission instructed the Engineer to look into this matter and ascertain what can be done for this road as a temporary improvement to better conditions until funds become available to undertake the reconstruction of the entire section.

The Attorney requested authority to institute condemnation proceedings to acquire a certain quarry site in Klamath County owned by Mrs. Marian M. Holliday and W. D. Miller, Klamath Falls, which quarry site is needed in connection with the surfacing of the Midland-Green Springs Section of the Klamath Falls-Weed Highway. The Commission approved the Attorney's request and adopted the following resolution with regard thereto by unanimous vote of the members present:

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 the Midland Secondary Highway No. 420 (also known as the Klamath Falls-Weed Highway on the Federal Aid Highway System) in Klamath 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 Marian M. Holliday and/or W. D. Miller 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:

Marian M. Holliday and/or W. D. Miller

A parcel of land being a portion of the following described property: the east one-half ($E\frac{1}{2}$) of the southeast quarter ($SE\frac{1}{4}$) of the southeast quarter ($SE\frac{1}{4}$) of the northeast quarter ($NE\frac{1}{4}$) of Section 11; the east one-half ($E\frac{1}{2}$) of 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 11; the northwest quarter ($NW\frac{1}{4}$) of the northwest quarter ($NW\frac{1}{4}$) of the northwest quarter ($NW\frac{1}{4}$) of the southwest quarter ($SW\frac{1}{4}$) of Section 12; all in Township 39 South, Range 8 East, W. M., in Klamath County, Oregon, and being a portion of that property described in a deed recorded in Volume 96, page 434, of the Klamath County Record of Deeds; said parcel of land being more particularly described as follows:

Beginning at the quarter corner common to Sections 11 and 12, Township 39 South, Range 8 East, W. M., Klamath County, Oregon; thence north along the east line of said Section 11 a distance of 235.0 feet; thence west a distance of 330.0 feet; thence south a distance of 605.0 feet; thence along the southerly line of the County Road North 81° 03' East a distance of 546.7 feet; thence North 31° 13' East a distance of 231.5 feet; thence north a distance of 87.0 feet; thence west a distance of 330.0 feet to the point of beginning, excepting from the above described parcel a strip of land 60 feet in width along the southerly and easterly sides of said parcel, said strip of land being in use as a county road.

The parcel of land to which the above description applies contains a gross area of 6.35 acres; area excepted for county road is 1.14 acres, leaving a net area of 5.21 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 the purposes herein stated; and

WHEREAS, the boundaries of said parcel of land heretofore have been ascertained and surveyed;

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 Midland Secondary Highway No. 420, 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 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 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

12/20/34

stated.

The Commission signed an agreement with Parker-Schram Co., contractors for the construction of the North Unit of the Portland-Milwaukie Section of the East Portland-Oregon City Highway in Multnomah and Clackamas Counties, otherwise designated as Contract No. 1624, providing for a change in the specifications of this project so far as they pertain to the construction of base shoulders.

The Commission also signed an agreement with contractors Shattuck & Neland disposing of their claims for extra compensation arising out of their contract with the State for the construction of a bridge over a branch of Chehalem Creek on the Yamhill-Newberg Secondary Highway at Newberg in Yamhill County, being Contract No. 1591.

The Commission set Monday, December 31, as the date for a special meeting to dispose of departmental routine matters and instructed the Secretary to arrange to hold this meeting in the Benson Hotel, Portland, on that date, starting at 9:00 o'clock a. m.

The meeting was adjourned at 3:30 o'clock p. m.

Leslie M. Scott
Chairman

R. H. Baldock
State Highway Engineer

Carl G. Washburne
Commissioner

H. B. Glaisyer
Secretary

Portland, Oregon, December 31, 1934

The State Highway Commission met in special session at 9:00 o'clock a. m. in Room 202, Benson Hotel, to dispose of routine matters deferred from its regular meeting held on December 20. Present were:

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

Commissioner E. B. Aldrich arrived at 11:30 o'clock a. m.

Dr. H. R. Kauffman, Toledo, appeared before the Commission regarding the right of way for the Toledo Section of the Corvallis-Newport Highway. He presented a check for $1,000 to complete the City's share of the cost of this right of way as agreed upon at the meeting held on December 5, and urged the Commission to contract this project for construction at the earliest possible time. The Attorney advised the Commission that the right of way matters in Toledo have been satisfactorily adjusted, and so far as such matters are concerned, the project is ready for construction. The Commission approved the reports of Dr. Kauffman and the Attorney and thereupon authorized the Engineer to advertise this project for bids to be received at the next regular meeting.

At the request of the Engineer, the Commission voted unanimously to postpone for one week the next regular meeting, heretofore scheduled for January 24, to January 31, and instructed the Secretary to arrange, if possible, to hold this meeting in the auditorium of the Public Service Building on that date.

H. R. Wakeman, Portland, representing the Portland Electric Power Company, appeared before the Commission regarding certain clauses contained in the Commission's permits authorizing pole line construction on state highway rights of way, and particularly to the typewritten clause which provides that where power wires are constructed over and across highways; double cross arm construction shall be used on the first pole on each side of such crossing. He gave as his thought that this clause is unnecessary and is in conflict with the printed provisions of the permit which requires that pole lines shall be constructed in accordance with the rules and regulations promulgated by the Public Utilities Commissioner of Oregon which, he said, make no provision for double cross arm construction in cases of this kind, although they are a part of the National Electric Safety Code prepared by the U. S. Bureau of Standards to cover all manner of electrical installations, including those along and across public roads and highways. He also stated that they believe that double cross arm construction is of secondary importance to short span installations at such locations, and if the Commission desires to protect the traveling public to the greatest possible extent, it should consider the matter of requiring short span construction at such crossings because, in their estimation short spans will provide far greater protection. Mr. Wakeman asked the Commission to consider this as a matter of principle to the end that hereafter the clause relating to double cross arm construction will be eliminated from such permits.

The Engineer advised that the clause referred by Mr. Wakeman was agreed upon at a conference of representatives of a number of pole line companies and engineers of the former Oregon Public Service Commission a number of years ago and has been included in all of the Commission's power pole line permits issued since then, and in his estimation it is a good provision and should be retained in future permits. It was his thought that the State Highway Commission, which has jurisdiction over all state highways, has the authority to impose additional restrictions in its permits as it may see fit in order to provide the greatest amount of protection to the public, notwithstanding that the permits provide that the details of construction shall conform to the rules and regulations of the Public Utilities Commissioner. The additional restriction, he said, is not contradictory to the printed provisions of the permit but is supplemental thereto and was agreed upon as a compromissary measure when the matter of requiring

the placing of nets under the power wires was being considered.

The Attorney advised that inasmuch as the State Highway Commission has full jurisdiction over state highways, it is strictly within its rights to promulgate any rules and regulations that it may desire covering the matter of pole line construction on state highway rights of way. He pointed out that the Oregon statute grants to pole line companies the right to occupy the highway with their poles, but gives to the State Highway Commission the authority to state where the poles shall be located and how the pole line shall be constructed for the best interests and safety of the public. The rights of pole line companies, he said, are subservient to the public.

After considerable discussion of this matter, the Commission referred it to the State Highway Engineer for study and recommendation.

Mr. Wakeman also brought up the matter of the location of their pole line along the right of way of the West Side Pacific Highway near the Onion Flat bridge in Washington County. He stated that the existing pole line crosses the highway at two points at this location, which crossings are necessitated in order to avoid cutting or trimming a large tree growing on the same side of the highway, on which the balance of their pole line is located, and they wanted to straighten out their line and remove the crossings, but were not allowed to do so by the State Highway Commission because it would mean the removal of this tree, which is too high to permit the practical construction of the wires over it on high poles. He asked the Commission to authorize the removal of this tree and to modify its orders with regard to such matters so as to permit the cutting and trimming of trees when necessary. The Commission referred this matter to the Engineer for investigation and report. The matter was reconsidered later in the session, at which time the Engineer was instructed to investigate the feasibility of constructing the power wires underground at the Onion Flat bridge location.

Mr. W. H. Lines, Vice-President of Portland Traction Company, appeared before the Commission regarding the maintenance of the street car tracks and facilities of the Portland Traction Company on the Interstate Bridge between Portland and Vancouver. He stated that at the present time his company is maintaining its street car tracks and operating its street cars over this bridge without franchise; however, they are willing to enter into a franchise or contract for this privilege and will agree to maintain the street car tracks and overhead facilities and will further agree to pay $0.125 for each crossing of its street cars over the bridge, provided the franchise or contract does not extend for a longer period than two years and shall contain a clause that at the end of that period it could be discontinued on thirty days' notice by either party to the contract. He explained that on the Oregon side of the bridge his company operates its street cars over a long trestle which within the next two or three years will be in such condition that it cannot be economically maintained and at that time the company plans to discontinue the use of street cars and to substitute therefor bus service, which is the reason the company prefers that the life of the contract be limited to two years. The Engineer gave as his thought that the company should not only agree to do the things mentioned by Mr. Lines, but should also agree

to remove its overhead facilities and pave over the street car tracks when the street car service across the bridge has been discontinued. The Attorney advised that the car tracks and the overhead facilities are not owned by the company but were installed by the old bridge commission at its expense and for a number of years were maintained at the expense of that commission. Mr. Lines verified the Attorney's statement. He added that his company would agree to remove the overhead facilities from the bridge structure, when its street car service is discontinued, and would sell the salvaged materials, the proceeds therefrom to be used in the first instance to pay the costs incurred in connection with the removal operations, the balance to be turned over to the State. After further discussion it was mutually agreed that a franchise or contract should be prepared, containing, in addition to others, the following specific provisions: First, that the duration of the franchise shall not be longer than two years but may be continued thereafter on the same basis during the life of the trestle approach or for thirty or sixty-day periods until notice is given by either party to the agreement that it desires the franchise cancelled. Second, that the Portland Traction Company shall maintain the street car tracks and overhead facilities at its own cost and expense until the franchise is cancelled and shall pay to the State $0.125 per car per crossing. Third, that immediately after the Portland Traction Company has discontinued the operation of its street cars across the bridge, the overhead facilities shall be removed from the bridge structure by the traction company and the salvaged materials shall be sold in a manner to be specified by the State Highway Commission, the proceeds therefrom to be used in the first instance to defray the expense of such removal, and the balance, if any there be, to be credited to the state highway fund. The Attorney was instructed by the Commission to prepare a franchise or contract in conformance therewith.

Reconsideration was given by the Commission to the request of the Molalla Electric Company that the State assume the cost of maintaining three of its poles on the right of way of the Southern Pacific Company at Barlow, Clackamas County. The Engineer stated that at the meeting held on December 6, the Commission declined to assume this expense and the Molalla Electric Company was so informed, but they now ask the privilege of maintaining their poles on the highway right of way. He recommended that the request be denied in view of the fact that the highway pavement has been constructed very close to the right of way line at this location and the presence of the poles so close to the pavement would create a traffic hazard. He requested instructions from the Commission with regard thereto. After some discussion the Commission by unanimous vote ordered that the Molalla Electric Company be informed that the State will not pay the cost of maintaining its poles on the railroad property and will not permit the poles to be constructed on the highway right of way because the space between the pavement and the right of way line is too narrow to accommodate them without creating an undesirable condition for traffic; however, the State will permit the company to construct its circuits on the highway provided the wires are placed underground, thus eliminating the necessity of poles.

Parks Engineer S. H. Boardman was present and reported that the National Park Service through the Land Program of the United States, proposes to

12/31/34

acquire for recreational purposes 5,000 acres of submarginal lands adjoining Silver Falls State Park in Marion County, and to spend considerable sums for the development of this area with the object in mind of, first, to provide opportunities for active recreation in the form of organized camping to underprivileged children and adults; to families of industrial workers and to semipublic organizations; and, second, to assist in stabilizing rural communities depending on income and employment from agriculture, forest productions and local industries through maintenance and supplies for such recreational areas. He further reported that the Government's plans for development include the construction of minor roads, trails, firebreaks, artifical bodies of water, and the construction of housing facilities for prospective vacationists, all of which, including the purchase of this land, will be paid for with government money without cost to the State except that the State will be required to assume the responsibility of administration and utilization of the area according to the intended use. He explained that the Federal Government will retain title to the property until proper legislation has been secured which will allow its transfer to the State but in the meantime will lease the area to the State on the basis of a long-term lease at the rate of $1.00 per year, provided the State is willing to lease it and will assume the expense of maintaining when the Government completes the purchase and the development work. He inquired whether or not the Commission is interested in this matter and recommended favorable consideration for the reason that the area will make a fine addition to the present park, will protect the State's interests in the present park and will make it possible to enlarge the present park to include valuable properties without expenditure of any state funds, except those required for maintenance purposes after the Government's development work has been completed.

The State Highway Engineer advised that in his estimation the maintenance of the area will not be very expensive and would probably not exceed an annual expense of $1,000 over and above present obligations. He also recommended the acceptance of the Government's offer.

After full consideration of this matter, the Commission approved the recommendation of the Engineer by unanimous vote and authorized the Secretary to write to the National Park Service stating that the State Highway Commission is willing to lease the area from the Government at an annual rate of $1.00 and is also willing to assume the cost of maintaining the area for the uses and purposes intended, provided that such maintenance is to be the State's only obligation in connection therewith.

The Parks Engineer reported on the matter of constructing paths along the right of way of the Columbia River Highway between Moffat Creek and Viewpoint, near Bonneville, for the benefit of local pedestrians, which matter was referred to him by the Commission at the meeting held on December 6. He stated that his plans for CCC work this year include the establishment of a CCC camp in Benson Park about April, and if the plans materialize he will arrange to construct these pathways with some of the men from this camp; however, it will be necessary for the State to furnish the surfacing materials because CCC funds cannot be expended for such purpose. The Commission approved his report and agreed to furnish such surfacing materials which the

Engineer estimated would not be very expensive.

The Parks Engineer reported that the U. S. Lighthouse Service has given to the State of Oregon, for park and recreational purposes, 1,000 acres of land located at Cape Lookout, in Tillamook County, and that he has arranged to establish a CCC camp in this park to do certain development work including the construction of a road into the park from the Oregon Coast Highway. He gave as his thought that this road will be placed on the state highway system at some future date for which reason the State should be interested to see that the construction work now contemplated is done on alignment that meets the State's requirements so that it can be utilized when the road is reconstructed as a state highway. He suggested that the Commission authorize a survey of this road and the setting of stakes for his crews to follow. The State Highway Engineer concurred with the Parks Engineer in this matter and exhibited a map showing the location of the park and its present road connections. He recommended that the Commission authorize this survey which he estimated would cost about $3,000. After some discussion the Commission voted unanimously to adopt the Engineer's recommendation, assurance having been given by the Attorney that such expenditure of state funds is legal.

Reconsideration was given by the Commission to the matter of acquiring timber along the Wolf Creek Highway in Clatsop County, but definite action thereon was again deferred.

The Engineer brought up for discussion the matter of the adoption of a policy with regard to the clearing of rights of way so as to avoid accidents from falling trees, such as recently occurred in the State of Washington. He suggested that rights of way should be cleared of all tree growth within the limits of roadbed and slopes, but beyond those limits the clearing should be confined to those trees, snags, etc., which investigation reveals are in bad condition and are liable to fall across the highway thereby becoming traffic hazards. The Commission agreed with the Engineer in this matter and, after some discussion, approved his suggestion as the policy to be followed hereafter.

The Engineer reported that an investigation has been made of the offer of W. A. Langdon to sell to the State a gravel pit located on his property near Blalock, in Gilliam County, and it has been determined that the State does not need this property and that Mr. Langdon has been so advised. The Commission approved the Engineer's report.

The Engineer also reported on the disposal of the application of Mr. Cal Ray, Empire, Oregon, for permission to use a portion of the old bridge across South Slough on the Cape Arago Secondary Highway, in Coos County, over which to carry on certain logging operations. He stated that as instructed by the Commission he brought this matter to the attention of the Coos County Court which agreed to assume jurisdiction and has since granted to Mr. Ray a permit containing conditions in conformity with the Commission's desires; furthermore, these conditions have all been fulfilled and the County Court has adopted a resolution covering the entire matter and relieving the State from all responsibility in connection therewith. He presented a copy of the resolution which was accepted and approved by the Commission by unanimous vote.

12/31/34

The Commission had under discussion the claim of the Port of Newport in the sum of $227.98 for repairs to their pile driver which, they alleged, was damaged by the State's contractor who made test borings for the Yaquina Bay bridge. In this connection there were presented affidavits from W. G. Walrad and W. C. Belt, Commissioners of the Port of Newport, and E. A. Boyles and June Edwards, employes of the Port of Newport, alleging that the State of Oregon is responsible for the payment of this claim. The Engineer explained that the State contracted with a Mr. W. A. Slate to make the test borings for this bridge and that Mr. Slate made his own arrangements with the Port of Newport for the rental of the Port's scow; further, that because of the fact that the Port would not let Mr. Slate have the scow unless he employed two of the Port's men to run it and for the further reason that the State's contract with Mr. Slate did not provide for these extra men, they were carried on the State payroll but except for this the State was not involved in the transaction and did not assume any responsibility for the equipment. He recommended that the claim be denied. The Commission adopted his recommendation by unanimous vote.

The Engineer reported that as previously authorized by the Commission, he awarded contracts for the following projects for which the Commission received bids on December 6 and December 20, the conditions of the awards having been satisfactorily fulfilled:

Clinton Street-Foster Road Section of Eighty-second Avenue, in Portland, bids received on December 6, contract awarded on December 17 to Kern & Kibbe, the low bidders;

Third Street-Fifteenth Street Unit of Corvallis Section of the Corvallis-Newport Highway, bids received December 20, contract awarded on December 26 to Jacobsen-Jensen Co., the low bidders;

North Medford Section of the Pacific Highway, bids received on December 20, contract awarded on December 26 to Jacobsen-Jensen Co., the low bidders;

Evelyn Avenue-"L" Street Unit of the Grants Pass Section of the Pacific Highway, bids received on December 20, contract awarded on December 26 to Jacobsen-Jensen Co., the low bidders;

Pittsburg-Vernonia Section of the Nehalem Secondary Highway, bids received on December 20, contract awarded on December 27 to A. T. Dolan, the low bidder;

South Ashland Section of the Pacific Highway, bids received on December 20, contract awarded on December 27 to Mountain States Construction Co., the low bidders.

The Commission by unanimous vote confirmed the awards of these contracts to the low bidders.

The Commission considered the award of the contracts for the

construction of the Roseburg and Marshfield projects to R. I. Stuart & Sons, who submitted the low bids therefor on December 6. The Engineer advised that the Commission announced the award of these contracts on the day that bids were taken but subsequently thereto the Federal Division of Investigations took exception to the awards because it alleged that the successful bidder had violated the National Code for the crushed rock, sand and gravel industry; therefore, was not eligible to the award; further that the contractors have been notified of these allegations and have been ordered to incur no expense in connection with these projects pending definite determination with regard to their status with the Code Authority. The Attorney read a letter from the contractors explaining what they have done toward securing an adjustment of their differences with the code authorities and stating their willingness to sign the contracts whenever they are presented for execution, notwithstanding that it may be necessary for the Commission to withhold them until the matter of their alleged violations has been disposed of. In view of the reports of the Engineer and the Attorney, the Commission decided to hold up execution of the contracts pending the satisfactory settlement of this controversy and to cancel the awards if such settlement is not effected within a reasonable length of time. The Commission also decided to cancel the awards of these contracts in the event the contractor refuses to sign a statement agreeing not to ask or predicate a claim for damages for having been delayed in commencing construction operations. The Attorney was instructed by the Commission to obtain from the contractor an estimate of the time it will take to dispose of their controversy and an expression as to whether or not they will object to a clause being inserted in the contract forms waiving all claims for damages which might be attributed to delays in starting work.

The Engineer reported the receipt of information that plans are being effected by certain timber interests to construct a railroad down the coast from Port Orford to Gold Beach; thence up the Rogue River to a connection with the Southern Pacific railroad near Grants Pass which, if they materialize, will have considerable bearing on the future relocation of the Oregon Coast Highway. He pointed out that when funds become available it will be necessary to reconstruct the Coast Highway, particularly the section between Port Orford and Euchre Creek. He stated that in his estimation it would be to the State's best interests to acquire the right of way now so as to eliminate possibilities of conflict with the railroad especially at those points where, on account of the topography, the highway and the railroad will lie very close together. He advised that if the railroad is built first and nothing is done to protect the State's interests, it is quite likely that the railroad in some places would occupy a location that should have been reserved for the highway, and if that were done it would cost the State a large sum to move the railroad to conform with the plans for the highway. It was his thought that a survey, estimated to cost $15,000, should be made now to determine the proper location for the highway; also, that sufficient right of way should be acquired to hold the location for the State, and he so recommended. After some discussion the Commission approved and adopted the Engineer's recommendation by unanimous vote.

The Commission had under consideration the code of fair competition for the bituminous road material distributing industry. The Engineer advised that a study of this code indicates to him that it does not particularly concern

12/21/34

the State Highway Commission but affects primarily the middleman. He recommended no action on this matter until it is brought to the Commission's attention by the code authorities. The Commission approved his recommendation.

The Attorney reported that an attempt is being made by the code officials of the crushed rock, sand and gravel industry to have declared what is known as a "permissive area" along the Columbia River between the towns of Hood River and Astoria and including as far south as Oregon City, which matter was the subject of a hearing before these officials in Portland recently. He advised that he attended this hearing in the interests of the State, and was convinced that if the "permissive area" is declared, the cost of road building materials within the area will be greatly increased and the State would lose large sums thereby. He suggested that the situation be explained to the Oregon congressmen and that they be asked to intercede in behalf of the State. The Commission approved the Attorney's suggestion and authorized him to act accordingly.

The Commission signed the following agreements providing for the maintenance of certain municipal projects which are being financed with federal funds, whereby the municipalities concerned agree to maintain such projects after completion:

1. Agreement with the City of Corvallis providing for the maintenance of the Third Street-Fifteenth Street Unit of the Corvallis Section of the Corvallis-Newport Highway, known as "A" Street and Western Avenue, being Project No. NRM 222-B'.

2. Agreement with the City of Ashland providing for the maintenance of the South Ashland Section of the Pacific Highway (South Main Street Boulevard) between Garfield Street and Wrightman, being Project No. NRM 157-C.

3. Agreement with the City of Medford providing for the maintenance of the Medford Section of the Pacific Highway (known as Riverside Avenue) from a point near the north city limits of Sixth Street, being Project No. NRM 157-C.

4. Agreement with the City of Portland providing for the maintenance of the west one-half of Southeast Eighty-second Avenue from a point 40 feet south of Southeast Clinton Street to a point 10 feet south of Southeast Boise Street and the entire width of Southeast Eighty-second Avenue from a point 10 feet south of Southeast Boise Street to the north line of Southeast Foster Road, being Project No. 199-F.

5. Agreement with the City of Grants Pass providing for the maintenance of the Evelyn Avenue-"L" Street Unit of the Grants Pass Section of the Pacific Highway, from the north line of Evelyn Avenue to south line of "L" Street (known as Sixth Street and Orchard Avenue), being Project No. NRM 131-F.

The Commission signed an agreement with the City of Baker providing

for the improvement of a portion of the Old Oregon Trail through that city, more particularly along Broadway from Tenth Street to Main Street, and along Bridge Street from Main Street to the Powder River.

The Commission signed an agreement with the National Hospital Association providing for group insurance covering state highway department employes who have expressed their desire to benefit by the protection of such insurance, the Commission being of the understanding that such insurance does not take the place of but is supplemental to the benefits of Workmen's Compensation offered by the State Industrial Accident Commission.

The Commission had under consideration the claim of Walter F. MacPherson who has demanded compensation for overtime work performed for the State Highway Department while employed as a materials inspector on the L. O. Herrold contract, No. 1572, for the construction of the Brunks Corner-West Salem Section of the Salem-Dallas Highway in Polk County. The Engineer explained that Mr. MacPherson was paid a salary of $90 per month for his services and that it is quite possible that he worked some overtime on this job; however, he was not allowed any pay for such overtime because he was employed in a supervisory capacity and on a monthly basis, it being considered that the provisions of the State requiring the payment of overtime did not apply to such employes because of the fact that their work was of the nature of a foreman or supervisor, which class is exempted. He advised that this matter was brought to the attention of the State Labor Commissioner who ruled that the State Highway Department has no legal right to work its employes overtime except in cases of emergency and except those classes exempt by law. The Labor Commissioner held that in his opinion the material inspectors were not exempted. The Commission denied the claim.

A letter was presented from the Deschutes Lumber Company requesting the Commission to keep open for traffic and free from snow a 4-mile section of the Willamette Highway extending westerly from The Dalles-California Highway to the Little Deschutes River crossing, and a 1½-mile section of the county road extending from the Willamette Highway to the townsite of Mowich where this company operates a small sawmill, and advising that unless this is done it will be necessary for the company to close down its operations which will throw ten men out of work during the winter months. The Engineer advised that it would cost about $5,000 to keep these roads open throughout the winter; furthermore, there is a question whether or not snow equipment could be used on the county road because it is narrow and crooked. He gave as his thought that Klamath County should remove the snow from the county road or reimburse the State for doing it, which would necessitate an agreement between the State and the County because the Commission could not legally expend state funds for such operations off state highways. This matter was discussed at considerable length from the standpoint of gasoline tax returns which might accrue to the State if the roads were kept open during the winter months, and the Commission finally referred the entire matter to the Engineer with instructions to determine the approximate amount of such returns and with power to act in accordance with his best judgment.

A resolution was presented from the Junction City Service Club

12/31/34

requesting the improvement of the Cheshire-Mapleton Section of the Siuslaw Highway. The Engineer advised that to reconstruct this road properly would cost a large sum of money, but it could be rebuilt to low standards as a temporary expedient for about $135,000; also, that state money would have to be used to finance the temporary work because it would not meet the Federal Aid requirements. In view of the Engineer's report the Commission decided to defer this project until its finances improve.

The Engineer reported that under the provisions of the proposed federal program for the elimination of railroad highway grade crossings, the Federal Government will not only finance the cost of grade separation structures but will also finance the cost of reconstructing highways along new alignments to avoid such crossings. He pointed out that there are five railroad grade crossings along the present route of the Pacific Highway between Junction City and Eugene in Lane County which can be eliminated by rerouting the highway along what is known as the Prairie Road between these points. He gave as his thought that this project would be eligible for construction under that proposed program, and suggested that it be given consideration. W. H. Lynch, District Engineer of the Bureau of Public Roads, who was present, concurred with the Engineer in this opinion. The Commission took no action on this matter.

The Engineer reported the cost to construct a sidewalk on Schooner Creek bridge near Taft in Lincoln County as requested by the Commission at a previous meeting. He advised that this is a meritorious project and can be built for about $650. He recommended that the work be authorized. The Commission by unanimous vote approved the Engineer's recommendation.

Reconsideration was given by the Commission to the matter of graveling and oiling the newly constructed fill across Pony Slough on the Cape Arago Secondary Highway in North Bend, and constructing a tidebox in this fill as requested by the City of North Bend. The Engineer advised that the Commission has an agreement with the City of North Bend covering the construction of this fill which replaces an old trestle, and the riprapping of the fill slopes; also, that the work was finished apparently satisfactorily to all parties concerned, but it now appears that the fill is being damaged by the rip tide caused by the restricted waterway, in view of which the City of North Bend is asking the State to install a tide box to protect the fill from further damage. He estimated that it would cost about $6,000 to construct a tide box and about $300 to riprap the slopes. He gave as his thought that riprapping would serve the purpose, at least for the time being, and recommended an expenditure of $300 for such purpose in order to protect the State's interests inasmuch as the new fill is on a prolongation of a secondary state highway. After some discussion the Commission approved the Engineer's recommendation by unanimous vote.

A letter was presented from the Waldport City Council requesting sidewalk construction and the painting of safety lanes along the state highway in the town of Waldport for the benefit of school children. The Commission approved the painting of traffic lanes but declined to construct sidewalks, it being contrary to the Commission's established policy to expend state funds for such improvements.

A letter was presented signed by a number of businessmen of the town of Tigard, Washington County, wherein the Commission is asked to improve the condition of the rock shoulders adjacent to the highway pavement on the West Side Pacific Highway through their town. The Engineer advised that it is one of the duties of the highway maintenance crews to keep the pavement shoulders in a good state of repair at all times, and that the conditions complained of at Tigard will be investigated at once and remedial measures will be taken if they are found to be faulty. The Commission approved the Engineer's report in this matter.

A letter was presented from Mary M. Davis, proprietress of Ritter Hot Springs, Grant County, wherein the Commission was asked to designate and construct as a secondary state highway the old county road extending northerly and southerly from the town of Ritter to connections with the Pendleton-John Day Highway, a total distance of approximately 16 miles. The Commission denied the request due to the fact that there are no funds available to maintain the road and for the further reason that it is contrary to the Commission's established policy to add more roads to the secondary highway system while there is such a large mileage of uncompleted roads on the present system.

A petition was presented, signed by 58 property owners and residents of Warner Valley, Lake County, also a letter from the County Court of Lake County, both of which urged the Commission to reconstruct the Camas Prairie Section of the Warner Secondary Highway, a distance of three or four miles, which they stated is now impassable during the winter months. The Engineer advised that there is merit to these requests because the road needs resurfacing badly, it being practically impassable during the spring months when the frost is leaving the ground and during snow storms when drifts form rapidly; also, that the road is not in the proper location, and to reconstruct it properly would require much more money than is now available. In view of the Engineer's report the Commission voted unanimously to decline the request. The Secretary was instructed to inform the petitioners that this project must await its turn along with other projects.

A letter was presented from H. A. Hostetler, Secretary, Delake Street Improvement Association, in which the Commission was asked to authorize an expenditure of state funds for the purchase of pipe and other materials to be used in connection with an SERA drainage project which they propose to undertake along the Oregon Coast Highway at Delake, Lincoln County, provided the State will furnish the materials and supplies. The Commission by unanimous vote declined as a matter of policy to cooperate in this improvement.

A petition was presented signed by 219 residents of Corbett, Latourell, Bridal Veil, and vicinities, wherein the Commission was urged to abandon its proposed plans to establish a maintenance headquarters at Troutdale. The Engineer advised that heretofore there has been no concentration of highway maintenance equipment or forces operating along the Columbia River Highway in Multnomah County, but they have been stationed at widely scattered locations wherever conveniences were available, but mostly near Troutdale. He further advised that it is desirable and advantageous to headquarter permanently the men and equipment at one central location in the interests of economy and efficiency, and for

12/31/34

that reason every effort has been made to find a location that would meet the requirements but none was found except at Troutdale and accordingly arrangements were made to centralize the men and equipment at that point. He recommended that the petition be denied in view of the circumstances and the advantages that would be gained by concentrating the men and equipment at one location. The Commission by unanimous vote adopted the Engineer's recommendation.

Consideration was given by the Commission to the matter of designating as a state highway a portion of the newly adopted route of the Old Oregon Trail in the western part of the City of Pendleton in order to legalize condemnation proceedings to acquire certain right of way for this proposed improvement. The Attorney explained that the City of Pendleton has encountered difficulties in acquiring a part of this right of way and has asked the State to condemn the property for the City; however, the State cannot comply unless the section of road for which the right of way is to be acquired is designated as a state highway. In view of the Attorney's report and the desirability to reconstruct the western entrance of the Old Oregon Trail into Pendleton at an early date, the Commission decided to extend the state highway to include this short section involved and to authorize the Attorney to condemn the right of way as requested by the City. Thereupon the Commission by unanimous vote adopted the following resolutions with regard thereto upon motion of Commissioner Aldrich which was duly seconded by Commissioner Washburne:

WHEREAS, the State of Oregon, through its State Highway Commission, and the United States Bureau of Public Roads have entered into a cooperative agreement for the more permanent improvement of the Old Oregon Trail entering the City of Pendleton from the north, in connection with which proposed improvement it has been found necessary to relocate or change the alignment of said highway as hereinafter specifically defined and described; and

WHEREAS, in the judgment of this Commission a relocation of said section of said highway, so that the route of said highway shall follow the alignment hereinafter described, is necessary in order to afford proper and adequate convenience for the traveling public, and in order to conform to the standards of highway location and construction adopted by the United States Bureau of Public Roads;

NOW, THEREFORE, BE IT RESOLVED by this Commission, all members being present and affirmatively voting as follows:

1. That the location and route of that portion of the Old Oregon Trail immediately adjoining the north city limits of the City of Pendleton shall be and the same hereby is changed and located as follows:

Beginning at a point on the present Old Oregon Trail Highway opposite the Oregon State Hospital and extending

in a southeasterly direction along the northerly side of the O.-W. R. R. & N. Co. railroad tracks, crossing the Umatilla River at approximately the mouth of Nelson Creek, thence across Hazel Addition and across the southwesterly edge of Edgewood Addition, and thence swinging on a curve to the left to a connection with Court Street on the southerly side of the Pendleton Round Up Grounds at approximately the intersection of Walnut Street produced to meet Court Street.

2. That the foregoing described route and location hereby is unanimously adopted as a part of the Old Oregon Trail, and the Engineer is hereby authorized and directed to make or cause to be made a proper survey of said route and erect permanent monuments indicating and defining said route and file a proper record thereof in the State Highway Department office at Salem, Oregon.

3. Be it further resolved that said route shall be improved according to the standards of the State Highway Commission and the United States Bureau of Public Roads.

4. Be it further resolved that upon the permanent improvement of the highway over said designated route and the opening of the same for public traffic the section of said highway made unnecessary as a part of the state highway by reason of this change in location and route shall be abandoned and shall no longer be maintained as a state highway.

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 to acquire rights of way and to declare the necessity and need for the acquisition thereof, and the advantages to be gained thereby;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. That the State Highway Commission does hereby find and declare that it is necessary and will be of advantage to the State of Oregon and there is need that the State acquire for right of way purposes in connection with the permanent location, construction, improvement, and maintenance of the following section or sections of the state highway system of the State of Oregon, to wit:

State Hospital-Ash Street Unit, Pendleton
Section of the Old Oregon Trail

land and property owned by or in possession of the following parties and/or persons, to wit:

12/31/34

Frank Hilton and Gladys Hilton, and other
parties interested in the same land

as their respective interests may appear, and this Commission does hereby declare further that the said property or properties are necessary, are needful, and the acquisition thereof will be of advantage to the State of Oregon for right of way purposes in order to make it possible for the State Highway Commission to properly locate, construct, and maintain said portion or portions of the said state highway system in accordance with standards adopted by this Commission relative to curvature, grades, alignment, drainage, and factors of safety.

2. That the State Highway Engineer be and he hereby is instructed and directed to properly survey the parcel or parcels of land required for such right of way purposes and prepare proper and adequate descriptions thereof, which descriptions shall be employed in the preparation of a deed or deeds or other instrument or instruments necessary to complete the acquisition of the said property or properties or which descriptions may be used in the preparation of a complaint in the event that condemnation proceedings are necessary.

3. That the boundaries of the said parcel or parcels of land, as defined and determined by the said survey made by the said Highway Engineer, along the route or location adopted by the Highway Commission, shall be and the same hereby are adopted and the lands defined therein are hereby declared to be and the same are included within the rights of way of the said portion or portions of the said state highway system and hereby are declared to be necessary for the proper location, improvement, construction, and maintenance of the said portion or portions of the state highway system.

4. That I. H. Van Winkle, Attorney General of the State of Oregon, and J. M. Devers, Assistant Attorney General and Attorney for the State Highway Commission, be and they are hereby requested, authorized, and directed to attempt to agree with the owner or owners and/or with the tenants or persons in possession, if there be any, of said parcel or parcels of land with respect to the compensation to be paid for the taking of the same and the damage, if there be any, and in the event that no satisfactory agreement or agreements can be reached, then it is hereby further resolved that the Attorney General of the State of Oregon, and J. M. Devers, Assistant Attorney General and Attorney for the State Highway Commission, be and they hereby are requested to commence and prosecute to a final determination such suit or action, or suits or actions, as may be necessary and appropriate to acquire title to the said premises and all rights therein for the purposes herein stated.

5. That this resolution be entered in full in the minutes

and records of this Commission.

The Engineer requested authority to acquire certain parcels of real property needed for various highway improvements throughout the state. The Commission granted his request and by unanimous vote adopted the following resolution with regard thereto:

WHEREAS, in connection with the further improvement of the highways hereinafter designated, it is and has been 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 bases of settlement which have 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 bases for settlement for the properties involved, and that the acquisition of the properties 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, Highway and Owner	Purpose	Acres	Approximate Amounts	Agent
<u>Redmond-Bend Section, The Dalles-California Highway</u>				
Telfer, Donald	R/W	2.5	1.1 A at $100 per A. 1.2 A at $20 per A. plus $125	McCallister
Hagelstein, John & Wm.	Stock Pile	0.563	5 yr. lease at $5 per year-$25	"
<u>North Powder-Haines Section, Old Oregon Trail Highway</u>				
Jacobson, Thilda, et al	Quarry Site	8.45	at $10 per Acre	Williams
<u>Multnomah Section, West Side Pacific Highway</u>				
Ross Motor Co.	Maintenance Headquarters	8500 sq. ft.	1 year lease at $25 per month	Chandler

Cave Man's Bridge, Pacific Highway

Troll, Frank H.	R/W	250 sq. ft.	$10 Lump Sum	Gardiner

Chehalem Creek, West Side Pacific Highway

Fanno, A. R.	R/W	0.68 at $130 per Acre		Benson

Alsea Bridge Section, Oregon Coast Highway

Baker, Jessie L.	Park	0.98	$275 Lump Sum	Devers

Middleton-Newberg Section, West Side Pacific Highway

Doree, Fred (Correction)	R/W	0.178	Land Gratis	Benson
Winters, Roscoe	"	0.517	at $25 per acre	"
Winters, Wesley	"	0.55	at $100 per acre	"

Portland-Middleton Section, West Side Pacific Highway

Hoffarber, Albert	R/W	0.024	at $1000 per acre	Bentley
Hoffarber, Albert	"	0.025	at $1000 per acre	"

South Fork-Bummer Creek Section, Alsea-Deadwood Secondary Highway

Pearson, Z. L.	Gravel Site	8.00	1 yr. lease, 8000 cu. yds. at 3 cents per cu. yd. plus $75 for road easement	Benson
Himelwright, William	Gravel Site	0.567	1 year lease, 2000 cu. yds. $1 Lump Sum	"

Fremont Junction, Warner Secondary Highway

Pfrang, William	R/W	7.75	at $29 per A. plus $1525, County to reimburse State	McCallister

Klamath County, Green Springs Highway

Smith, Waldo J.	Stock Pile	0.985	$50 Lump Sum	"

Florence-Glenada Section, Oregon Coast Highway

Siuslaw Timber Co.	R/W	0.75	$150 Lump Sum	Devers

Forest Boundary-Long Creek, Pendleton-John Day Highway

Cecyl A. Colvin	Stock Pile	1.00	$10 Lump Sum	Williams

South Beach-Seal Rocks Section, Oregon Coast Highway

Omlid, Henry	Stock Pile	0.90	$200 Lump Sum	McCallister
Omlid, Henry	" "	0.52	$1.00, 1 yr. lease	"

Willamina Section-McMinnville-Tillamook Highway

Miller, R. S.	Stock Pile	5000 sq. ft.	$100 Lump Sum	Bentley

Chehalem Creek Section, West Side Pacific Highway

Gould, Aggie Ginn	R/W	0.387 at $100 per A.		Benson
Gould, Aggie Ginn	"	0.29 at $100 per A.		"
Clark, C. H.	Quarry Site	0.146	$1	Gardiner
Hulit, Louis I.	Road to Quarry	0.243 at $300 per A.		"

Troutdale Section, Columbia River Highway

Wiser, Wm. J.	Maintenance Site Headquarters	0.115 at $15 per month		Chandler

Dolph-Castle Rock Section, McMinnville-Tillamook Highway

Groundwater, Frank	Channel Change Easement		$1	Benson
Turner, Russel P.	Gravel Site		5 yr. lease 2½ cents per cu. yd.	"

Newport-South Beach Section, Oregon Coast Highway

Lincoln County	R/W	25650 sq. ft.	$1	McCallister
Lincoln County	"	50150 " "	$1	"
Lincoln County	"	27000 " "	$1	"
Lincoln County	"	20600 " "	$1	"
Lincoln County	R/W & Park	112 Lots	$1	"

Otis-Siletz River, Oregon Coast Highway

Killip, J. J.	R/W	0.14	$350 Lump Sum	Benson

Grande Ronde Section, Salmon River Highway

Talbott, John H. et al	Stock Pile	0.49	$19 Lump Sum	Bentley

Toledo Section, Corvallis-Newport Highway

Horning, Fred	R/W	17810 sq. ft.	$4000 Lump Sum plus $350	McCallister

Chehalem Creek Bridge & South Entrance to Newberg-West Side Pacific Highway

Kieler, Geo. M.	R/W	0.562	$250 Lump Sum	Benson
Hutchins, Emma J.	Rock Borrow Pit 2		at $325 per A.	Gardiner

12/31/34

Section, Highway, and Owner	Purpose	Acres	Approximate Amounts	Agent
Aloha Section-Tualatin Valley Highway				
Bonlocke, S.	R/W	0.026	$125 Lump Sum	Devers
Cape Sebastian Section, Oregon Coast Highway				
Kendall, John C. et al	Park	200 Acres	$3000 Lump Sum	Devers
Near Modoc Point, The Dalles-California Highway				
U. S. Government Klamath Indian Affairs	Quarry Site	10.51	$101 for 5000 yards 1 year lease	Devers

A letter was presented from Forrest E. Cooper, in behalf of the Lakeview 20-30 Club, stating that they have in mind the erection of signs at historical locations adjacent to the state highways in Lake County and that they would like to have permission from the state to place some small signs on the highway right of way to direct tourists to these historical spots. After some discussion the Commission voted unanimously to approve this request provided the size and design of the signs are in conformity with the State's standards and the signs are placed in locations approved by the Engineer.

A petition was presented, bearing the names of 25 residents of Crystal, Oregon, and vicinity in Klamath County, who are users of Klamath Lake Secondary State Highway, urging the Commission to authorize snow removal operations on this highway between Crystal and the Forest Boundary, a distance of about 8 miles, in order to maintain travel thereover throughout the winter months. The Engineer advised that this matter has been before the Commission several times and has been denied each time because it did not appear that the expense was justified in view of the fact that the road carries very little traffic; also, that the road is in very poor condition being a rough country road through a timber district, and the chances are that the State's snow equipment could not be operated over it without serious damage. He suggested that if the Commission desired to do something for these people, perhaps it would be more economical to hire the work done and recommended, in that event, the acceptance of the offer of a local resident named F. G. Brown who owns a tractor and other light equipment and has stated his willingness to keep this road open if paid $2 per hour for his services or $20 for each trip that he is required to make. He estimated that it would require about five or six trips to maintain travel on this road throughout the winter. After some discussion of this matter, the Commission by unanimous vote approved the Engineer's recommendation and authorized him to enter into an agreement with Mr. Brown on the basis of his offer, with the understanding that the State's cooperation for this purpose shall not exceed a total of $120 for the season.

The Commission had under consideration the matter of acquiring the timber located on the right of way of the Salmon River Highway. The Engineer

explained that the land for this right of way, which is 80 feet wide, was acquired by the Salmon River-Grand Ronde Highway Improvement District but the District did not purchase all of the timber standing thereon, having confined such purchase to the timber located within a strip 60 feet wide along the center of the right of way as a result of an agreement with the Miami Corporation, the owners of the timber, which agreement provided that the District could purchase the balance of the timber later when it was needed at the rate of $3 per thousand. He further explained that the District now considers the $3 per thousand rate exorbitant in view of the fact that other timber in the same locality can be purchased at present at much less cost; wherefore, they have asked the State to purchase the remaining timber (on the highway right of way) in order to relieve the District of the extra expense, it being their thought that the State can buy this timber for considerably less money than the District would have to pay for it in view of their agreement with the owners. He pointed out that in the recently adopted forest highway program an amount of $175,000 was set up for improvement of the Salmon River Highway, including grade widening, and undoubtedly in a number of places it will be necessary to utilize the full 80-foot right of way to accommodate the proposed improvements; therefore, some provision must be made for the purchase of the balance of the timber within the right of way limits so that the project will not be held up on that account. He inquired, in view of the circumstances, whether or not the Commission wishes to assume the cost of acquiring the balance of the timber and to relieve the District of its obligation with regard thereto. After some discussion the Commission voted unanimously to acquire title to this timber at state expense providing the Salmon River-Grand Ronde Highway Improvement District will convey to the State title to the full 80-foot right of way, including all of the timber located thereon. The Attorney was authorized by the Commission to negotiate with the Miami Corporation for the purchase of this timber and to institute condemnation proceedings to acquire it in the event he cannot reach a satisfactory settlement otherwise.

The Engineer brought up for discussion and requested instruction concerning the matter of obtaining right of way from the Gardiner Mill Company for the north approach to the Umpqua River Bridge at Reedsport, which involves the relocation of the company's fish cannery at Gardiner. He advised that three propositions have been considered for the disposal of this matter, one of which requires the moving of the cannery building farther out into the Smith River channel, which is estimated to cost $3,500; another requires that the building be moved intact to a new location owned by the company several hundred feet down stream from its present location, which would cost about $4,550; and the third requires the construction of a new building on the site mentioned in the second proposition, which would cost the State about $7,000, all estimated costs being exclusive of cost of right of way, and damages. He explained that the first proposition would be the best and cheapest from the State's standpoint, but there is some question as to whether or not the U. S. War Department will approve it because of objections filed by the Port of Umpqua. During the discussion of this matter the question arose whether or not it would be more economical and desirable to bypass the cannery with a temporary trestle roadway which might serve the purpose for many years. The Commission instructed the Engineer to prepare an estimate of cost to construct such temporary trestle roadway, and to report the same to the Commission, following which the Commission

12/31/34

will view the premises on the ground and will confer with the Port of Umpqua with regard to its objections, with the thought in mind that if the objections are withdrawn then, perhaps, the War Department will approve the plans as outlined in the first proposition.

The Attorney reported that a misunderstanding has developed with regard to the signing of checks in connection with payments for Coast Highway bridge construction and while it is not of a serious nature, it should be clarified in order to avoid any possibility of future complications. He advised that this could be done by reauthorizing the Engineer to draw checks against the two bridge accounts which are on deposit in The United States National Bank, Portland, in connection with the Commission's loan and grant agreement between the State of Oregon and the United States of America, and so recommended. After due consideration, the following resolution with regard thereto was offered by Commissioner Washburne who moved its adoption. The motion was duly seconded by Commissioner Aldrich and was declared by Chairman Scott to have carried by unanimous vote of all members:

WHEREAS, this Commission has heretofore made and executed a loan and grant agreement with the United States of America, by virtue of which agreement the United States Government has made a loan and grant in the sum of $5,602,000 to aid in the construction of five bridges on the Oregon Coast Highway, which said agreement provides for the deposit of said funds in a bank which is a member of the Federal Reserve System; and

WHEREAS, for the purpose of conforming to the requirements of said agreement The United States National Bank of Portland, Portland, Oregon, has been, and hereby is designated as the depositary for the funds procured from the Federal Government, which said funds are to be placed in said depositary to the credit of the State Highway Commission in an account or accounts, under such designations as from time to time may be adopted by the chairman of the Commission, and which funds shall be disbursed by the Commission for the payment of the cost of the construction of said bridges; and

WHEREAS, it appears that the following accounts have been established and are being maintained in said bank, to wit:

(a) Oregon Coast Highway Bridge Construction Fund
(b) Oregon Coast Highway Bridge Sinking Fund

and

WHEREAS, it is necessary that some person be designated and authorized by the Commission to issue and sign checks for the Commission drawn on the said bank against either of said accounts for the payment of the cost of the construction of said projects;

THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That R. H. Baldock, as State Highway Engineer, be and he hereby is designated and appointed as the agent or representative of this Commission, and as such agent or representative is authorized to issue and sign checks drawn on The United States National Bank of Portland, Portland, Oregon, which checks may be drawn against either of the said accounts for the purposes provided for in said loan agreement. The authority of such agent is as herein expressed and not otherwise.

2. That said bank shall have and hereby is given, authority to accept and pay checks drawn against either of said accounts when signed by the said R. H. Baldock, as State Highway Engineer, which checks when paid shall be charged against the appropriate account, but the said bank shall not be charged with any responsibility as to the said disbursements having been made for said designated purposes, as provided in said loan agreement, or any of them.

3. That R. H. Baldock, as State Highway Engineer, shall keep a true and accurate account of all disbursements of funds paid out of said accounts and shall keep such record and accounts separate and apart from all other highway accounts or transactions.

4. That this resolution is and does supersede any former resolution heretofore adopted with respect to said accounts, but all checks issued and drawn by the State Highway Engineer against funds held in said depositary pursuant to said loan and grant agreement hereby are approved.

The Attorney reported that in compliance with instructions from the Commission he notified Dr. Fred F. Thompson, The Dalles, that the Commission rejected his offer to furnish free right of way, 100 feet wide, through his property for the proposed new western entrance of the Columbia River Highway into The Dalles, provided he was allowed to occupy a portion of this right of way with his service station, and received a reply to the effect that inasmuch as the Commission has seen fit to reject his offer, it is his intention to take whatever steps are necessary to obtain the use of the ground that he needs for his service station and, if necessary, will withhold such portion from the deed that he is giving to the State. The Commission voted unanimously to adhere to its previous decision to acquire a full 100-ft. right of way for the full length of this proposed improvement notwithstanding Dr. Thompson's objections, and accordingly instructed the Attorney to condemn a right of way of such width across Dr. Thompson's property if it cannot be obtained otherwise.

The Secretary presented an invoice from the American Association of State Highway Officials covering the annual dues of the State of Oregon in that association for the year 1935, amounting to $350. The Commission authorized the payment of these dues in the regular manner.

The Attorney reported the results of his investigation of the statutes to ascertain whether or not there is any law governing the disposal of old vouchers, as requested by the Commission on December 6. He stated that he found

nothing in the statutes to indicate that the Commission must preserve these vouchers which are duplicates of originals on file in the office of the Secretary of State, and have been kept by the Commission simply as a matter of convenience; therefore, it is his opinion that the Commission may dispose of them as it sees fit. He suggested that if the Commission prefers, the matter could be referred to the Legislature for instructions. The Commission decided to act on the Attorney's suggestion and instructed him accordingly.

The Attorney also reported on the matter of acquisition of land from the Southern Pacific Company, needed for the proposed widening of the Pacific Highway in the town of Gold Hill, Jackson County. He stated that the chief right of way buyer has investigated the price demanded by the railroad company for its property and finds that this price is about the same as is being asked for other properties in the same vicinity; nevertheless, he still is of the opinion that the price is exorbitant and accordingly has made the company a counteroffer of a lesser amount but has not yet received a reply thereto. The Commission approved the Attorney's report.

W. H. Lynch, District Engineer, Bureau of Public Roads, was present and reported the receipt of advance information from Washington, D. C., to the effect that federal highway funds appropriated for the fiscal year 1936 will be apportioned to the states on the old federal aid basis, which for Oregon is 61.64% federal funds and 38.36% state funds, and that Oregon's share of the federal funds will amount to approximately $2,000,000; also, that to receive the benefits of the full amount of its share, Oregon must put up match monies in the amount of about $1,600,000. He advised that he has not yet received official notification of the apportionment, nor the rules and regulations governing the expenditure of the money, but suggested, nevertheless, that the Commission formulate a construction program for the funds as soon as possible so that no unnecessary delays will be encountered when the funds become available for contracting. He also advised that the entire program need not be decided at one time because the Government will consider a partial program for as small an amount as 25% of the total amount available. The Commission decided to defer the adoption of a definite construction program until the Legislature, which is to convene soon, adjourns, when a better idea will be had as to the amount of state money that will be available to match the government funds. The Commission instructed the Engineer to bear this matter in mind and prepare a tentative list of projects for consideration later.

H. D. Farmer, Senior Highway Engineer, Bureau of Public Roads, was present and asked the Commission to authorize an expenditure of about $5,000 of state funds to finance the placing of a leveling course of fine surfacing materials on the Hebo-Dolph Section of the McMinnville-Tillamook Highway, which is being reconstructed under a Bureau of Public Roads contract. He explained that the contract provides for the placement of a base course of large size rock on the new grade this winter and that it is planned to cover this with a wearing surface in the spring, but no provision has been made to pay for the leveling course which is an extra item and is badly needed at once in order to maintain travel over the road this winter. He stated that

if the State will advance this money, it will be considered by the Government as an advance payment and due credit will be given the State later.

The State Highway Engineer stated that this road is very rough and unsatisfactory for traffic in its present condition and should be given a leveling treatment of fine rock. He recommended the approval of Mr. Farmer's request provided the Commission has authority to pay out state money in this manner, which he questioned in view of the statute which limits expenditures to $2,000 without taking bids.

After some discussion the Commission voted unanimously to advance the money for this purpose provided credit is given the State later and provided further that it is strictly within the law by so doing. The Attorney was instructed to investigate the legal features involved and advise the Engineer as to his findings. The Engineer was authorized by the Commission to honor vouchers presented by the Bureau of Public Roads in connection with this matter in the event that the Attorney finds it is legal to spend state money in this manner.

The Commission had under consideration the matter of construction of grade separation structures over the tracks of the Southern Pacific Company and the Great Northern Railroad on the Klamath Falls-Weed Highway in Klamath County. The Engineer advised that both companies have advised that they will not accept an order from the Public Utilities Commissioner that does not relieve them of all obligations to pay any part of the cost of such structures, which places the highway department in the position of not being able to proceed with the construction of the remaining portion of this highway unless state funds are used to finance the grade separation structures, because the Government will not approve the plans until the matter of eliminating the grade crossings has been disposed of to its satisfaction. He pointed out that if the Administration's program for elimination of grade crossings materializes it is quite likely that the structures in question can be financed with federal funds without cost whatsoever to the railroad companies or to the State, whereas if the structures are built under existing state laws the railroad companies can be assessed 50% of the costs. He gave as his thought that the companies might be willing to withdraw their objections if their cooperative shares were reduced to 25% and he suggested that offers be made to them on that basis inasmuch as it is highly desirable to contract the construction of the balance of the highway at an early date and there is no way of knowing when funds will become available under the Administration's grade crossing elimination program. After due consideration of this matter, and in view of the circumstances surrounding this controversy and the desirability of completing the construction of this road at the earliest possible date, the Commission adopted the Engineer's suggestion by unanimous vote and authorized him to make such offers to the railroad companies.

A letter was presented from the Oregon Society of Democratic Engineers stating that they are cognizant of the importance of the Wallowa Lake Highway and have gone on record as endorsing the proposed reconstruction of the Joseph-Wallowa Section of said highway. The Commission ordered this letter filed in the department records.

A letter was presented from the City Recorder of the town of Lakeview advising that the Lakeview City Council has adopted a resolution opposing any plan, scheme or project which has for its purpose the diverting of any part of the funds now authorized by law for highway uses, from the Oregon State Highway Commission to the cities and towns of the State of Oregon. The Commission instructed the Secretary to acknowledge the communication and file it in the department records.

The Engineer reported that he is making a study of motor vehicle classification and gasoline tax refunds in connection with which he needs certain information obtainable only in the office of the Secretary of State. He requested authority from the Commission to contact the Secretary of State relative to the loan of his records which are in card form with punched holes to run through a tabulating machine, and to rent a machine to tabulate the desired information. The Commission approved the Engineer's request by unanimous vote.

Consideration was given by the Commission to the following requests for extensions of time within which to complete highway construction projects:

E. H. Itschner & E. L. Rigdon, Contract No. 1646, surfacing Rock Creek and Eagle Creek Sections of the Woodburn-Sandy Secondary State Highway in Clackamas County, requested an extension of time of sixty days to February 28, 1935 in which to complete this project giving as their reason that their work was held up on account of unfavorable weather conditions. The Engineer advised that the Rock Creek Section has been completed for some time and that the contractor has also completed the base course surfacing on the Eagle Creek Section; but has not placed the top course surfacing on this section because of orders to close down the work until weather conditions improved. He further advised that the traveling public has not been greatly inconvenienced by the delay nor has the State incurred any extra cost for engineering supervision. He recommended that the extension requested be granted without penalty. The Commission approved the Engineer's recommendation by unanimous vote.

Hoffman Construction Co., Contract No. 1645, grading, paving and construction of abutments for the Ashland Undercrossing Section of the Pacific Highway in Jackson County, requested an extension of time of one month to December 31, 1934, in which to complete this project, giving as their reason the failure of the Southern Pacific Company to complete the reconstruction of its facilities. The Engineer advised that the contractors used their best efforts to complete this job within the specified time limit but failed to do so because of delays attributable to the railroad company; also, that the traveling public has not been greatly inconvenienced by the delay because it has had the use of the old pavement at all times. He further advised that the State has incurred some extra engineering expense; nevertheless, in view of the circumstances, he recommended that the extension requested be granted without penalty.

The Commission approved the Engineer's recommendation by unanimous vote and instructed the Attorney to request from the contractors a statement that they will not demand extra payment for delays for which the railroad company is responsible.

Morrison-Knudsen Company, Contract No. 1551, grading Stinkingwater Mountain Section of the Central Oregon Highway in Harney County, requested an extension of time from October 31, 1934 to November 7, 1934 in which to complete this project, giving as their reason that they could not place the gravel topping called for in the specifications until the contractor for the grading on the adjoining section had completed the grade. The Engineer advised that the reasons given by the contractor for the delay in completing this project within the specified time limit are correct; further, that the traveling public has not been inconvenienced thereby, neither has the State incurred any extra engineering expense. He recommended that the extension be granted without penalty. The Commission approved the Engineer's recommendation by unanimous vote.

L. O. Herrold, Contract No. 1572, grading and bituminous macadam construction on the Brunks Corner-West Salem Section of the Salem-Dallas Highway in Polk County, requested an additional extension of time from October 30 to November 15, 1934 in which to complete this project. The Engineer advised that September 30 was the date specified in the contract for the completion of this job but on account of the fact that the work was not complete on that date the Commission extended the time limit, without penalty, to October 30; further, that it now is necessary to grant another extension to allow the contractor time to complete the shoulder work and ditches and to clean up the right of way. The traveling public, he said, has not been inconvenienced by the delay, neither has the State incurred any great amount of extra engineering expense, wherefore he recommended that the extension now requested be granted and that the contractor be not penalized. The Commission by unanimous vote approved the Engineer's recommendation.

Theodore Arenz, Contract No. 1587, grading Mill City-Gates Section of the North Santiam Secondary Highway in Marion County, requested an additional extension of time from November 1 to December 5, 1934 in which to complete this project, giving as his reason that he was required to perform additional work involving the furnishing of crushed rock and removing of slides. The Engineer advised that the contractor's statements as to the delay are correct, that he carried on the surfacing work very expeditiously with four- and five-hour shifts working daily, and it was not his fault that the job was not completed within the specified time limit. He recommended that the extension requested be granted without penalty. The Commission approved the Engineer's recommendation by unanimous vote.

Chester T. Lackey, Contract No. 1602, furnishing crushed gravel for the Ontario Section of the Old Oregon Trail in Malheur County, requested an extension of time from August 31 to April 1, 1935 in which to complete this contract, giving as his reason that with his present equipment it will be impossible to produce the required one-half inch size rock before that time and he prefers not to go to the expense of changing his equipment unless absolutely necessary. The Engineer advised that the contractor furnished to the State all of the rock that was required to complete the oiling work contemplated this year and that the rock that he is now producing is for future work, so that

his failure to complete the contract within the specified time limit has not resulted in any inconvenience to the traveling public nor to the State; further, that due to the fact that the State does not retain an inspector continuously on the job, such inspection work being made periodically by the resident engineer, no extra engineering expense has been incurred because of the delay. He recommended that the extension requested be granted without penalty. The Commission approved the Engineer's recommendation by unanimous vote.

C. J. Montag, Contract No. 1610, construction of a bridge over the South Fork of the Coquille River on the Powers Secondary State Highway, near Powers, in Coos County, requested an extension of time from November 10 to November 30, 1934 in which to complete this project. The Engineer advised that this contract was completed within the specified time limit but final inspection of the structure revealed a few minor details that needed correcting; also, that the extension now requested by the contractor is simply to allow him time to make these corrections. He recommended that the extension requested be granted without penalty. The Commission approved the Engineer's recommendation by unanimous vote.

Settergren Bros., Contract No. 1627, construction of a bridge over Bybee Boulevard on the East Portland-Oregon City Highway in Multnomah County, requested an extension of time from September 15 to October 30, in which to complete this project, giving as their reason that they were required to do additional force account work not contemplated in the original contract. The Engineer advised that the contractors' delay has not inconvenienced the traveling public, neither has it increased the engineering costs. He recommended that the extension requested be granted without penalty. The Commission approved the Engineer's recommendation 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. 1564 with Hoffman Construction Co., construction of bridges over Vermont and Newbury Street Gulches on the West Side Pacific Highway in Portland, Multnomah County; completed December 4, 1934;

Contract No. 1572 with L. O. Herrold, grading and bituminous macadam construction on Brunks Corner-West Salem Section of the Salem-Dallas Highway in Polk County; completed November 15, 1934;

Contract No. 1610 with C. J. Montag, construction of a bridge over the South Fork of the Coquille River on the Powers Secondary State Highway, near Powers, in Coos County; completed November 30, 1934;

Contract No. 1627 with Settergren Bros., construction of a bridge over Bybee Boulevard on the East Portland-Oregon City Highway in Portland, Multnomah County; completed October 30, 1934.

The following resolution accepting the above projects was offered and 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. 1564 with Hoffman Construction Co., construction of bridges over Vermont and Newbury Street Gulches on the West Side Pacific Highway in Portland, Multnomah County;

Contract No. 1572 with L. O. Herrold, grading and bituminous macadam construction on Brunks Corner-West Salem Section of the Salem-Dallas Highway in Polk County;

Contract No. 1610 with C. J. Montag, construction of a bridge over the South Fork of the Coquille River on the Powers Secondary State Highway, near Powers, in Coos County;

Contract No. 1627 with Settergren Bros., construction of a bridge over Bybee Boulevard on the East Portland-Oregon City Highway in Portland, Multnomah County.

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 and final payment is hereby authorized.

There being no further business to come before the Commission at this time, the meeting was adjourned at 1:30 o'clock p. m.

Chairman

State Highway Engineer

Commissioner

Secretary

Commissioner