1-15-31

who thinks he has made a mistake, now is the time to ask for the bid.

"It has been rumored and reported that some contractors are taking advantage of the depression of the present time and are employing men at wages below the scale that has been the standard in the state of Oregon for a number of years. There is nothing that is going to make hard times last longer than for contractors to do that thing. You are going to get the impression out that times are bad in the state of Oregon and I hope that the contractors will be more optimistic than some others and not put the laboring men on a hunger scale. I want to tell you that it is illegal for the Highway Commission to insert any wage scale in the contracts and we can not tell you what you must do. The Highway Commission does not approve and would appreciate the contractors bidding in such a manner that they can maintain the scale of wages on which the laboring men can live."

Bids were then opened and read on the following projects:

CRATER LAKE HIGHWAY
EAGLE POINT-TRAIL SECTION - REGRADING AND RESURFACING

	Crushed Gravel	Broken Stone
Interstate Construction Co.	$135,443.00*	
Washburn & Hall	137,242.00	
Dunn & Baker	144,163.00	$140,343.00
H. G. Johnson	141,295.00	140,610.00
Wren & Greenough	141,415.00	147,920.00
Joslin & McAllister	146,937.00	

*Conditioned upon being awarded only one contract at this letting.

McKENZIE HIGHWAY
DOYLE HILL-GATE CREEK SECTION - GRADING

	Excluding Embankment	Including Embankment
James Borin	$47,880.00	$56,280.00
Fred Christensen, Inc.	48,490.00	55,840.00
Union Construction Co.	49,820.00	59,270.00
Harmon & Tittle	51,907.50	64,507.50
Clarence Young	57,540.00	66,990.00
J. A. Rebman	59,139.00	86,439.00
Cochran Construction Co.	59,530.00	77,380.00
Liesch & Tofte	61,157.50	76,907.50
A. C. Greenwood	70,940.00	98,240.00

ROOSEVELT COAST HIGHWAY
BERRY CREEK-FLORENCE SECTION - SURFACING

Kern & Kibbe	$113,560.00
Interstate Construction Co.	123,122.00
Guy F. Pyle	126,816.00
F. J. Kernan	128,720.00*
H. G. Johnson	129,340.00
F. J. Kernan	137,510.00
Joplin & Eldon	148,970.00

*Based on use of own quarry.

COLUMBIA RIVER HIGHWAY
PORTLAND-HOOD RIVER COUNTY LINE SECTION - NON-SKID WEARING SURFACE

	Type E-N-2	Type T-N-2	Type A-N-2
West Contract Company	$66,848.00	$74,815.00	$68,340.00
F. J. Kernan	69,966.00	87,089.50	82,627.75
J. C. Compton	74,710.00	74,810.00	67,535.00
J. F. Forbes	75,430.00	73,630.00	67,897.50
Guy F. Pyle	76,860.00		
United Contracting Co.	79,880.00	81,125.00	74,688.50

WAPINITIA HIGHWAY
BEAR SPRINGS-WHITE RIVER SUMMIT SECTION - SURFACING

Interstate Construction Co.	$210,925.80*
Dunn & Baker	211,207.50
Newport Construction Co.	224,444.50
Lyon & Price	226,820.50
Joslin & McAllister	227,171.00
H. G. Johnson	228,230.00
Wren & Greenough	231,825.00
Joplin & Eldon	235,654.50
F. J. Kernan	246,380.00

*Conditioned upon being awarded only one contract at this letting.

COLUMBIA RIVER HIGHWAY
THE DALLES-BIGGS SECTION - REGRADING AND ROADBED WIDENING

C. R. Johnson	$107,937.50
J. F. Shea Co.	109,402.50
Morrison-Knudsen Co.	124,190.00
E. L. Gates	126,600.00
Dunn & Baker	128,795.00
United Contracting Co.	130,120.00
Geo. Abraham	130,725.50
Meyers Contracting Co.	154,568.00
J. A. Lyons	160,590.00
A. C. Greenwood	184,990.00

SHERMAN HIGHWAY
WILCOX-SHANIKO SECTION - REGRADING AND ROADBED WIDENING

J. Rebman	$83,130.00
Geo. Abraham	80,430.00
C. E. Silbaugh	83,005.00
Morrison-Knudsen Co.	84,067.50
Dunn & Baker	96,847.50
C. R. Johnson	113,345.00
Union Construction Co.	127,857.50

OCHOCO AND JOHN DAY HIGHWAYS
WILLOW CREEK-VALADE RANCH SECTION - SURFACING

W. H. Puckett Co.	$150,061.00
Dunn & Baker	151,105.00
Milne & Dussault	152,780.00
Newport Construction Co.	157,916.00
H. G. Johnson	168,805.00
Idaho Contracting Co.	178,845.00
March Construction Co.	183,090.00

McKENZIE HIGHWAY
CULVERTS OVER HATCHERY, FINN AND INDIAN CREEKS

Oscar Joelson	$ 6,840.00
J. V. Curry	6,890.00
Tom Lillebo	7,160.00
B. C. Eaton	7,435.00
C. J. Montag	7,507.50
Earl L. McNutt	7,605.00
Carl H. Deffenbaugh	7,640.00
Kuckenberg-Wittman Co.	7,735.00
Oliver C. Gardner	8,275.00
H. E. Wilder Co.	8,320.00
John Olson	9,042.50
Haynes Bros. & Kirk	9,269.00
Interstate Construction Co.	11,185.00

ROOSEVELT COAST HIGHWAY
BRIDGES OVER BOB, CUMMINS AND GWYNN CREEKS

Tom Lillebo	$34,215.00
F. L. Odom	36,690.00
J. F. Johnston	39,682.50
O. N. Pierce	41,030.00
H. E. Wilder Co.	42,275.00
Union Bridge Co.	42,575.00
Lindstrom & Feigenson	44,585.00
Kuckenberg-Wittman Co.	47,320.00

ROOSEVELT COAST HIGHWAY
SIX BRIDGES ON TEN MILE CREEK-CHINA CREEK SECTION

Union Bridge Co.	$120,230.00
H. E. Wilder Co.	124,535.00
Gilpin Construction Co.	137,922.50
Clackamas Construction Co.	142,085.00
Lindstrom & Feigenson	154,610.00

ROOSEVELT COAST HIGHWAY
BRIDGES AT CAPE PERPETUA AND CHASM

Tom Lillebo	$17,771.00
C. J. Montag	18,410.50
J. F. Johnston	18,501.50
O. N. Pierce	19,289.00
Union Bridge Co.	19,387.25
Lindstrom & Feigenson	20,445.00
F. L. Odom	20,530.00
Kuckenberg-Wittman Co.	22,080.00
C. A. Catching	22,215.00
H. E. Wilder Co.	24,700.00

The meeting was then adjourned until 2:00 o'clock P. M. and those present were informed by the Acting Chairman that the awards of contracts would be announced at 5:00 P. M. on this day in this room.

The meeting was called to order at 2:00 o'clock P. M. by Commissioner Gates, Acting Chairman, who stated that the Commission was ready to hear delegations and others who were interested in the programming of the Federal monies ($194,357) made available to the State of Oregon by the Federal Government to provide for emergency road construction work through public lands under the provisions of the Oddie-Colton Act. The programming of this fund had been deferred by the Commission at its previous meeting on December 30, 1930 in order to give everyone interested an opportunity to be heard.

A delegation from Grant, Harney, Malheur and Lake Counties urged the Commission to use these funds in the construction of the Lakeview-Burns Highway. Representing Grant County were E. W. Barnes, Herman Oliver and District Attorney Edwin D. Hicks; representing Harney County were J. J. Donegan, C. B. McConnell, R. A. Bardwell, C. E. Dillman, C. E. Silbaugh, Archie McGowan, J. C. Clemens and G. N. Jameson; representing Malheur County was Judge David F. Graham; representing Lake County were County Judge Fred Reynolds, Commissioners Fred S. Fisher and W. B. Snider, Zim Baldwin, C. H. Graham and G. D. Brown. Mr. Donegan acted as spokesman for this delegation. He pointed out that this was not a local road but a connecting link to connect up arterial highways that are now complete or almost so. He submitted a map to substantiate his argument that this highway formed a part of what would eventually be another cross-state trunk highway leading from British Columbia south through Spokane, Walla

Walla, Pendleton, Burns and Lakeview into California, and its construction would eliminate one of the few remaining links of the highway leading from California to Yellowstone National Park. He suggested that this highway take off the Central Oregon Highway at or near Riley, which point is about 20 miles west of Burns, and extend in a southwesterly direction to a junction with the Fremont Highway at Valley Falls, a distance of approximately 91 miles. The construction of this road would help materially to develop this country which is not now served by railroad, it would make it possible for stock men to haul water into the territory thus opening up large areas of summer range which is now impossible on account of its semi-aridness. If this road is constructed, it would then be feasible and practicable to transport the products of Southern Oregon into the town of Burns. It was explained that most of the land traversed by this road was unappropriated Government land and to substantiate this a map was filed showing the unappropriated Government lands in Harney County. He explained that in the last two years Harney and Lake Counties had spent $8,000 in gathering data and preparing maps to convince the Commission of the merits of this road, and in addition had spent $4,000 in cooperation with the State for surveys so that contracts could be awarded within sixty days in the event that the Commission approved the immediate construction of this highway. County Judge Fred Reynolds of Lake County stated that 47% of Lake County is unappropriated Government land and 26% is in the National Forests. Judge Reynolds: "The deeded land is something that can be handled by Lake County if you can see your way clear to handle the Federal money." W. H. Lynch, District Engineer of the Bureau of Public Roads, who was present, stated, "Someone outside the Government will have to construct across the private land." Judge Reynolds: "We offer that for Lake County. Commissioner Gates (pointing to map): "Where you run onto this yellow, that is the appropriated land that the survey goes through. You would be in a position to put up the money for that if it was necessary?" Judge Reynolds: "Yes, sir, we will." Commissioner Snider of Lake County stated that it is now necessary for mail from Burns to Lakeview to go around via Bend and that it takes as high as a week to get a letter across from Paisley to Burns. Under present conditions it was impossible to contract the mail hauling between these points. He stated that the location of the highway was not an issue at the present time but that they would be satisfied with the route designated by the Commission. Judge Reynolds: "We leave this matter in the hands of the Commission. We are satisfied with your location." Commissioner Gates: "Whatever the Commission decides upon will be satisfactory to you? You will stand by the Commission no matter what location is decided on?" Judge Reynolds: "Yes, sir, absolutely." Zim Baldwin of Lakeview spoke of elevations, snow conditions and the ease with which the road could be kept open the year round. He also confirmed Mr. Donegan's statements regarding the advantages to be gained by being able to haul water to the stock and feed in the winter time during emergencies when the ground was covered with snow. The construction of this road, he stated, would make it possible to lease additional lands from the Government for grazing purposes which cannot be done now on account of lack of road facilities. The placing of this road under contract will provide work for a lot of men who need work badly at this time. He advocated the desert type highway construction and said that work could be started at once and

could be carried on during the winter without interruption. Archie McGowan of Burns stated that the construction of this road would mean a big thing to this section of the state in that it would increase travel over all of the highways in that vicinity and especially the Central Oregon Highway. He further stated that he was under the impression that it was the theory and intent of the state highway act to connect up the county seats and if this was the case, he presumed that it was an obligation of the State Highway Commission at some time in the near future to connect up the last two county seats in Oregon; namely, Lakeview and Burns. It seemed to him that here was an opportunity for the State to keep its faith with these communities by building this road which could be done without spending state money. Mr. W. G. Ide, Secretary of the Oregon State Chamber of Commerce, spoke in favor of the construction of this road. Commissioner Gates inquired if there was anyone else present who had any remarks to make concerning this particular road. None appearing, the next delegation was called.

A delegation consisting of County Judge J. M. King of Jefferson County, County Judge H. H. De Armond of Deschutes County, County Judge M. R. Biggs of Crook County, F. E. Perkins, Agent of Warm Springs Indian Reservation, F. R. Schanck of Portland, Geo. H. Brewster of Redmond and Dr. F. B. Freeland of Warm Springs, spoke on the merits of a short-cut road leading to Madras via the Warm Springs Reservation. Judge King stated that the route proposed would take off the Wapinitia Highway at Bear Springs and run in a southeasterly direction across the Warm Springs Reservation to the city of Madras. He stated that the distance from Bear Springs to Madras via this route was 43.7 miles, of which 4½ miles was in the National Forest, and would, therefore, be applicable for forest highway monies, 28.1 miles was in the Reservation and applicable to monies derived from the Government under the Oddie-Colton Act, and the balance, 11.1 miles, would have to be constructed entirely with county funds. Judge King stated that Jefferson County was ready to pay for the survey in Jefferson County and construct the road in that county outside of the Reservation boundaries. W. H. Lynch: "Are you willing to have the State make the survey?" Judge King: "Yes, we want the State to make it." Mr. F. E. Perkins, Indian Agent, spoke in behalf of the Indians of the Reservation. He stated that the Reservation was much isolated and that a good highway leading out to the east would give the Indians an opportunity to cut and market wood. There are 800 Indians on the Reservation and all are very poor. He further stated that there was no improved state, county or federal road in the Reservation, which contained more than 500,000 acres, the only outlets being the railroad and the Mecca grade which is steep, narrow and dangerous and on which the county does not feel like spending any money. There are 3,000,000,000 feet of timber on this Reservation and the people are entitled to some sort of a road. Congress has never yet provided for any roads in the Reservation. Commissioner Gates: "How do the people get out of there now?" Mr. Perkins: "They cross the bridge at Mecca." Commissioner Gates: "A new bridge across the Deschutes River would be expensive." Commissioner Lynch: "Yes, it would require a high type highway bridge." Commissioner Gates: "The purpose of this road would be mainly to haul timber over?" Commissioner Lynch: "Primarily a timber proposition, not agricultural, that

is right. Jefferson County will make the 11.1 mile connection to Madras a market road and the bridge can be located on Government land. This will not be done, however, just to get the Government money." Commissioner Gates: "The State cannot put state money on this road." Mr. F. R. Schanck, an engineer of Portland, exhibited a profile map indicating an easy grade line over the proposed route and also some photographs of the proposed site for the bridge over the Deschutes River. He stated that this crossing would be about the same as that at Maupin. His thought was that a main span 180 feet in length and 2 span approaches each 70 feet in length would be sufficient and it should not cost in excess of $70,000 or $80,000. Several other bridge structures would be required, including one at Beaver Creek and another at Mill Creek. Of these the Mill Creek structure would be the most difficult and would cost about $15,000. Commissioner Gates: "What do you estimate the total cost of the road?" Mr. Schanck: "Surfaced?" Commissioner Gates: "Yes." Mr. Schanck: "I did not figure on its being surfaced out of this first money. There are 28.1 miles and I imagine that it would cost about $400,000 including the bridges and surfacing. The construction of this road will open up timber which would need fire protection." Judge King: "Jefferson County cannot cooperate too heavily; cannot do anything except on the 11.1 mile section." Commissioner Gates: "This road must be of standard construction." Mr. Schanck: "All that we want is a good travelable road." Mr. C. A. Dunn of Klamath Falls, representing Klamath County Court and 30,000 people: "We want to go on record with the Commission in regard to the purpose of this money. We are very much in sympathy with both organizations as organizations. We feel that Southern Oregon and our community can be better served by the building of this cut-off through Warm Springs since it will serve more people and will have more travel, however, if this road involves difficult engineering features and the costs are unreasonable, then the Klamath support will go to the Lakeview-Burns Highway. Our sentiment is with the Warm Springs Cut-off if it is feasible and can be financed." No one else desiring to be heard in connection with this project, the Chairman called the next delegation.

A delegation consisting of County Judge I. M. Schannep, County Commissioners J. O. Hales and R. E. Bean of Umatilla County, and Mr. O. L. Babcock, Umatilla Indian Agent, presented a brief in support of the claim of Umatilla County for the construction of a road across the Umatilla Indian Reservation from Mission Station to a point near Bingham Springs. They stated that the construction of this road would provide a shorter route to Wallowa Lake. Their thought was that Umatilla County was entitled to at least a portion of the fund since that county had spent about $680,000 on roads in the Reservation during the past ten years, which could have been paid for wholly without cooperation. They stated further that a special road district had recently been formed to take care of the first 12 miles between Mission and Thorn Hollow, and that about $40,000 had been provided for this construction. They asked the Commission to apportion some money for the construction of the balance of this road above Thorn Hollow inside the Reservation. Commissioner Lynch: "Has any provision been made for the financing of the construction of the section outside the reservation?" Judge Schannep: "None yet." Mr. O. L. Babcock stated that the roads in the Reservation were of very little use to the Indians since the Indians live along the streams

and the present roads offered very little service to those places. The construction of the road between Thorn Hollow and Bingham Springs would give them a contact with the Indians which they did not have at the present time. Judge Schannep: "The representatives of the three projects that have been before you had a conference and agreed that it would be fair and equitable if the Commission would divide the fund. If you want to finish the uncompleted part of the Weston-Elgin project, we wish the record to show that we will cooperate fifty-fifty on this work."

A delegation consisting of Frank Morgan, representing the town of Nyssa, Sam Ross, representing Jordan Valley, Dr. David Baird of Caldwell, Idaho, representing the State of Idaho, and W. T. Lockwood, Manager of the Boise, Idaho, Chamber of Commerce, representing Mr. R. C. Stitser, President of the I-O-N Highway Association for the State of Nevada, spoke in favor of the allocation of these funds to the construction of a road leading south from Nyssa through Jordan Valley to connect with the Nevada highway system north of Winnemucca, Nevada. They stated that the construction of this road was an economic necessity; they did not want a tourist road but simply a road that would enable them to get their produce to market. If they could not get such a road, they would have to quit. Mr. Ross stated that the State was behind in paying interest on the Jordan Valley Irrigation District bonds, that if this road was built the farmers could market their crops and could make their own interest payments. The State and bondholders were sure to take a loss if they could not get a road. Commissioner Gates: "Is this all public domain land?" Mr. Morgan: "It is all public domain south of Jordan Valley. It is a desert country and the construction would be easy." Dr. Baird said that the State of Idaho was very friendly to this highway proposition, not only as a state highway but as a part of the National System. He emphasized the construction of the road not only for commercial purposes but also from the standpoint of military necessity. Mr. Lockwood stated that the Nevada people whom he represented felt that the Oddie-Colton bill had its inspiration in the I-O-N Road, that Nevada is not asking Oregon to build this road to the exclusion of other roads, but Nevada is insistent that this road should have a beginning in the Oddie-Colton money. Mr. Ross: "What we want is the designation of the road and a part of the money so we can get it started." Commissioner Gates: "We will take it under consideration." County Judge D. F. Graham of Malheur County was present and asked to be heard concerning this matter. Judge Graham: "We had a petition in here last month recommending that this money be spent on the I-O-N Highway. Now we want to change our recommendation and ask that it be placed on the road connecting the Central Oregon Highway and the Fremont Highway. We want the Highway Commission to use its own judgment as to what is best and not be guided by the petition that you have on record."

A delegation of citizens of Monroe, Benton County, consisting of Ed Belknap, M. Wilhelm, Wallace Holloway, George Utterback, W. T. Pockrus and Jim Carpenter expressed themselves as against the Highway Department's proposed change in alignment of the West Side Pacific Highway through the town of Monroe. Mr. Belknap, who was spokesman for the

delegation, stated that the proposed change would leave the business section of the town entirely out. The business men of Monroe depended a lot on tourist traffic and the town was not important enough that it could live without it. It was their thought that the best place to cross the Long Tom River was at the present location where the pioneers had made it. The State Highway Engineer explained the plans for the proposed change, stating among other things that the railroad tracks down the center of the main street and the packing house on the east side of the street near the present bridge were very objectionable. Mr. Belknap stated that they proposed to move the packing house and take up the railroad tracks if necessary. Commissioner Gates: "Could you say to us that in case you can figure this out that you would relieve the State of the expense of moving this packing house and the tracks, if we should find it feasible to make this swing in here (points to map) and save your street? Will you take the matter of moving the tracks and building up with the railroad company?" An affirmative answer was given by Mr. Belknap. Commissioner Gates suggested perhaps the present bridge site could be used and that a change in alignment of the highway to the south of the present highway east of the bridge might be feasible. The Engineer was instructed to secure more data concerning a change in line in accordance with Commissioner Gates' suggestion. The matter was discussed further and it was the consensus of opinion of all present that it would be better for the town if the railroad tracks were moved to the street one block west of Main Street and the packing house also moved westerly to front on this same street.

County Commissioner R. A. Busenbark and Mr. Guy Cordon, District Attorney, appeared before the Commission in behalf of Douglas County with reference to financing the completion of the Roosevelt Coast and Umpqua Highways in that county. They wished to know how much money the Commission would expect Douglas County to put up for these projects and referred to the letter of the Douglas County Court to the Commission dated September 29, 1930 in which the County agreed to pay its cooperative share (includes both county and district shares), estimated at $213,000 for the completion of the Umpqua Highway and $75,000 for the completion of the Roosevelt Coast Highway, less any credit that may be proper, within five years, provided the Commission would declare the Umpqua Highway a state highway and so relieve the County of maintenance expense. Commissioner Gates to Mr. Klein: "Is there any distinct understanding as to the date of the completion of the Umpqua Highway?" Mr. Klein: "No." Commissioner Gates to Commissioner Busenbark and Mr. Cordon: "When the Umpqua Highway is taken over as a state highway, will you agree to stay with the cooperation previously agreed upon?" Mr. Cordon and Commissioner Busenbark: "Yes, we will. Douglas County will sign up on the Roosevelt Highway with the understanding that when the Umpqua Highway is made a state highway it will be on the basis of the previous agreement which is 25% cooperation by the county." The matter was deferred for future consideration.

At 5:00 o'clock the Acting Chairman announced the following disposition of bids received at the morning session:

Willow Creek-Valade Ranch Section, Ochoco and John Day Highways, Wheeler and Grant Counties, 17.7 miles surfacing and furnishing broken

stone in stock piles. The low bid of W. H. Puckett Company at $150,061.00 is satisfactory, but the award will be held for Federal aid for a few days.

Portland-Hood River County Line Section, Columbia River Highway, Multnomah County, 32.3 miles non-skid wearing surface on bituminous pavement. Low bidder was West Contract Company on Type E-N-2 at $66,848.00. The contract was awarded to this company.

Wilcox-Shaniko Section, Sherman Highway, Wasco and Sherman Counties, 11.8 miles regrading and roadbed widening. The bid of J. Rebman at $63,130.00 is satisfactory but the award will be held for further investigation.

Berry Creek-Florence Section, Roosevelt Coast Highway, Lane County, 10.07 miles surfacing. The low bid of Kern & Kibbe at $113,560.00 is satisfactory but the award will be held for Federal aid.

Doyle Hill-Gate Creek Section, McKenzie Highway, Lane County, 5.47 miles grading. The low bidder on the combination, including the embankment, was Fred Christensen, Inc., at $55,840.00. The job will be awarded to Fred Christensen, Inc.

Bridges at Cape Perpetua and Chasm on Cape Perpetua-Lane County Line Section of the Roosevelt Coast Highway, Lincoln County. The low bidder was Tom Lillebo at $17,771.00. The award was held for Federal aid.

Bridges over Bob, Cummins and Gwynn Creeks on the Lincoln County Line-Bob Creek Section of the Roosevelt Coast Highway, Lane County. The low bidder was Tom Lillebo at $34,215.00. The award of this contract was held for Federal aid.

Six bridges on Ten Mile Creek-China Creek Section, Roosevelt Coast Highway, Lane County. The low bidder was Union Bridge Company at $120,230.00. Award of contract held for Federal aid.

Culverts over Hatchery, Finn and Indian Creeks, McKenzie Highway, Lane County. Contract awarded to the low bidder, Oscar Joelson, at $6,840.00.

The Dalles-Biggs Section, Columbia River Highway, Wasco and Sherman Counties, 13.0 miles regrading and roadbed widening. The low bidder was C. R. Johnson at $107,937.50. The second low bidder was J. F. Shea Company at $109,402.50. The award of this contract was held for Federal aid and also for further investigation.

Eagle Point-Trail Section, Crater Lake Highway, Jackson County, 9.65 miles regrading and 8.0 miles resurfacing. The contract was awarded to Interstate Construction Company, the low bidder, at $135,443.00 for crushed gravel.

Bear Springs-White River Summit Section, Wapinitia Highway,

Wasco County, 24.8 miles surfacing. The Interstate Construction Company was low bidder at $210,925.80; Dunn & Baker, the second low bidder at $211,207.50. The bid of the Interstate Construction Company was qualified upon their being awarded only one contract at this letting. Since the Commission had previously awarded this company the contract for the regrading and resurfacing of the Eagle Point-Trail Section of the Crater Lake Highway, it was decided that the bid submitted in connection with surfacing of the Bear Springs-White River Summit Section could not be considered but that full consideration should be given the next low bidder, Dunn & Baker, whose bid was satisfactory. The award of the contract was held for Federal aid.

A. K. McMahan, an attorney of Albany, presented two claims against the State arising out of an accident that occurred on a railroad grade crossing near the town of Shedd on May 9, 1930. It was alleged that the State Highway Commission was responsible for this accident on account of having caused a large pile of road surfacing materials to be placed at this intersection which interfered with the view along the railroad. The first claim was that of Harry C. Poland in the sum of $500.00 representing the actual cost of funeral expenses for his son who was killed in this accident. The other was that of Hugh W. Mallow in the sum of $750.00 and was made up of doctor bills for his daughter who was injured in this accident and who subsequently died, actual cost of funeral expenses for this daughter and reimbursement for the loss of the automobile. Mr. McMahan stated that the amounts asked for were simply reimbursements for actual expenditures made by the claimants. He sought the approval of the Highway Commission so that the claims could be presented to the legislature for final approval. Both claims were approved by the Commission for payment from the state highway fund.

Mr. McMahan presented another claim in behalf of Arthur Clark of Corvallis, attorney for Moris Larson who was severely injured when he drove his automobile into a tree that had fallen across the right of way of the Corvallis-Newport Highway near Gellatly Canyon between Wren and Blodgett in Benton County as a result of clearing and burning operations that were being carried on by the State Highway Department at that point. He stated that the claim was simply to reimburse Mr. Larson, who was a railroad construction foreman, for loss of time, $2,000.00, and the loss of his car, $375.00. It developed in the discussion that followed the presentation of this claim that the State had already paid $200.00 on this account which is the maximum that it could pay without special authorization from the legislature. Mr. McMahan stated that it would be satisfactory to deduct this $200.00 from the total and asked the Commission to approve the claim so that the matter could be presented to the legislature for final determination. The matter was taken under advisement.

Judge Guy Boyington and Commissioners Wm. Larson and Jas. Elliott of Clatsop County and Judge J. H. Wellington and Commissioner J. N. Miller of Columbia County were present and urged the Highway Commission to put on one or two more major projects on the Lower Columbia River Highway. Commissioner Gates: "We have one paving project on now." Judge Boyington:

"Yes, but we want another project." Commissioner Gates: "We have that in mind and will put on a job as soon as possible." Judge Boyington and Judge Wellington each stated that they would be glad to cooperate and help if there were any difficulties in securing right of way.

Judge F. W. Livermore and a delegation from Washington County urged the Commission to extend its widening construction program on the Tualatin Valley Highway from Hillsboro to Beaverton. They stated that on account of the heavy travel on this highway, the present 16 foot pavement was too narrow and should be widened to eliminate traffic hazards. The Engineer explained that the right of way for the greater part of the distance between these points was not over 50 feet in width and that widening would be difficult under these circumstances. The matter was discussed at some length with special consideration being given to the necessity for the improvement in view of the present agitation for a new highway between Portland and Hillsboro which would follow along the base line and, if constructed, would greatly reduce travel on the present road, thereby eliminating the hazards that might now exist. Judge Livermore: "We will cooperate to the extent of $10,000.00 for this widening work. We will either furnish you $10,000.00 worth of rock or give you the money." Commissioner Gates: "Suppose we order our Engineers to investigate this to see the possibility of widening, width of right of way and everything and make a report on the proposition." Judge Livermore: "That's fine."

A letter was received from the Interstate Construction Company in which they offered to withdraw the qualifications on the bids submitted by them at the morning session for the surfacing of the Bear Springs-White River Summit Section of the Wapinitia Highway and the regrading and resurfacing of the Eagle Point-Trail Section of the Crater Lake Highway in connection with which they were low bidders. After consideration of the matter, the offer was declined.

Mr. Ben Lindas appeared before the Commission as attorney for J. H. and C. J. Ogle, two young men who were injured when their motorcycle ran off the Pacific Highway and crashed into some rocks which, it was claimed, employees of the Highway Department had deposited around a road sign for the protection of the sign. This accident occurred at the intersection of the Pacific and McKenzie Highways near Springfield. The young men were driving north and were blinded by the lights of an approaching car. Being unfamiliar with the highway at this point, they drove off the pavement and onto the rocks. The Secretary presented the report of the Division Engineer concerning this accident and also a blue print map showing the intersection and location of the sign. The matter was taken under advisement and Mr. Lindas was informed that the department attorney would advise him later of the action taken by the Commission.

Judge F. C. Robison and Commissioner Jay W. Dunn of Lincoln County, R. B. Miller and Geo. S. Workman of Tillamook and J. J. Tobin of Newport appeared before the Commission regarding the early construction

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of the bridges over Alsea and Yaquina Bays. They thought that the construction of these bridges could be expedited by using the emergency funds provided by the Government and suggested that this be done to assist in relieving the unemployment situation that existed in those localities. It was explained to the delegation that a free ferry was soon to be placed in operation at Alsea Bay and even should the Commission desire to construct the bridges at once, the Government emergency money could not be used since these were big jobs and it would be impossible to get them ready before September 1, 1931.

The meeting was adjourned at 6:15 P. M. to reconvene at 8:00 o'clock P. M. at the Imperial Hotel.

The Commission met in Room 209 in the Imperial Hotel at 8:00 o'clock P. M. Those present were C. E. Gates, Acting Chairman, M. A. Lynch, Commissioner, Roy A. Klein, State Highway Engineer, and H. B. Glaisyer, Secretary.

A delegation consisting of John A. Thornburgh of Forest Grove, Frank R. Peters of Hillsboro and Alfred M. Jannsen of Beaverton, all of whom are State Representatives from Washington County, appeared before the Commission in the interests of the proposed short road to the sea from Portland. They wished to know the thoughts of the Commission concerning this matter so that they would know what action to take in the legislature which is now in session. Mr. Thornburgh stated that while he personally had a preference for the Wilson River route, he was open-minded about the matter and wished to consider the county as a whole except that the road must start from Forest Grove. Commissioner Gates stated that in the absence of Mr. Van Duzer he would not commit the Commission and that anything that he might say would simply represent his own personal opinion. It was his thought that the location of the road should be determined by the result of surveys made by the engineers of the Highway Department and he informed the delegates that the engineer's reconnaissance report had been filed and would be considered the following day. In reply to an inquiry, Commissioner Gates stated that he had no intention of going before the legislature with this matter unless he was especially requested to do so. He further remarked that he would not commit himself on the location of the road and that he did not think that anyone else should without a full knowledge of the facts regarding each route. Commissioner Lynch told the delegates that he was not prepared to make as much of a statement as Commissioner Gates had made, but it was his opinion that the legislature should not designate the route for this highway. He stated that the Highway Department's engineers were well qualified and trained for the purpose of locating roads and that the Commission should be very sure of its actions before proceeding too far in the matter. It was his opinion that the problem should be considered as a whole. Mr. Thornburgh: "This matter has been under consideration since 1925." Commissioner Lynch: "It is not the attitude of the Commission to delay the matter any longer than is necessary." Commissioner Gates called attention to the fact that the first bond issue for highway purposes was in the sum of $6,000,000 and that since then the department had spent $140,000,000 and

that there were still roads that were included in the original program on which no work had as yet been started. He stated that the Roosevelt Coast Highway was considered a major project, that it had been the object of the previous Highway Commissions to complete this highway and this was also the object of the present Commission. He added that it would be fallacy in his opinion to add any new highways to the highway system at this time while there were still some highways on the original schedule that were incomplete. He stated further that in his opinion there should be a direct route to the sea from Portland as soon as money was available for its construction, however, it was a question in his mind as to whether or not the legislature should put the Wilson River Highway on the state highway system. Concerning cut-off roads he stated that many delegations had submitted propositions to the Commission for these that would use up all of the highway money. It was his thought that the thing to do would be to designate routes in the first instance that would eliminate the necessity for cut-offs in the future. Mr. Peters stated that the people that he represented had seen much money spent on betterments and they thought that they should have a share. They also thought that they had not been given as much consideration in the matter of highway improvement as had the other counties. Commissioner Gates: "We would have to do the betterment work even if the legislature put this highway on the map." Mr. Peters: "My people want something definite and if the Commission will not give anything definite, then the only recourse is the legislature." Commissioner Lynch: "Why was the Wilson River road surveyed in 1925 and 1926?" State Highway Engineer Klein: "The route was surveyed in order to secure an estimate of cost on account of the agitation at that time for a toll road between Portland and Tillamook." Mr. Thornburgh: "Will you be willing to recommend a route?" Commissioner Gates: "We would if Mr. Van Duzer were here, but he is away." Upon inquiry Commissioner Gates stated that the Commission would not object to the legislature passing a bill directing the Highway Commission to make a survey for a road from Portland to the sea. Mr. Thornburgh stated that they would be satisfied to get a road within the next two or three years, however, it must start from Forest Grove. Commissioner Gates: "Would the assurance of the Commission that it would survey a route prevent a bill being submitted to the legislature?" Mr. Thornburgh: "Personally, yes, if started from Forest Grove."

A delegation consisting of J. C. Compton, G. E. Kibbe, G. B. Herington and W. T. Jacobsen, representing the Portland Branch of the Associated General Contractors of America, appeared before the Commission regarding the prequalification of bidders and the matter of requiring contractors to furnish certified checks with their bids instead of bidders' bonds. Mr. Compton, President of the Contractors' Association, acted as spokesman. He thanked the Commission in behalf of his association for the opening remarks made by Commissioner Gates at the morning session and stated that his association was in sympathy with the Commission regarding the unemployment situation but he did not believe that any of the members of the association had reduced their wage scale on account of this situation. Concerning the matter of the Commission

requiring contractors to submit certified checks with their bids instead of bidders' bonds, he stated that his association would be pleased if the Commission would make this a requirement. Mr. Compton then spoke about the matter of prequalification of bidders, calling the attention of the Commission to the fact that a bill making this a requirement was passed by the 1929 legislative assembly, but that it had been vetoed by the Governor. He stated that a new bill covering this matter had been introduced in the legislature now in session and the Contractors' Association would like to see it passed, but did not want to go against the wishes of the Highway Commission. Commissioner Gates: "I have not thought of this for two years. Prequalification is o. k. but compulsory prequalification is a different matter." District Engineer Lynch of the Bureau of Public Roads who was present, stated, "We use prequalification and it has worked fine so far, however, it does not get rid of the irresponsible contractors." Commissioner Gates: "If we did make prequalification a requirement and bidders defaulted, then we would keep the bid bond — it would create a great hardship on the contractor if he made a mistake in his figures when the Commission must accept the low bid." Mr. Compton: "That's o. k. We want to pass this bill, but not right at the start." Commissioner Lynch: "I would like a copy of this bill." Mr. Herington: "I will mail a copy to you at Redmond." Mr. Kibbe remarked that it was their thought that if the requirement for prequalification of bidders went into effect then the Commission should require that certified checks be submitted with bids. Mr. Compton stated that there were four types of contractors who they believed should not be allowed to bid on contract work; namely, contractors who did not pay their bills, contractors who drop out of the work when things do not go just right, contractors who cannot get along with the engineers and who are trouble makers, and contractors who are not financially responsible. He also stated that there were eleven states in the Union that have laws requiring the prequalification of bidders. No action was taken by the Commission on this matter.

No further business coming before the Commission, the meeting was adjourned until 10:00 o'clock A. M. on the following day.

Portland, Oregon, January 16, 1931

The Commission met in Room 209, Imperial Hotel at 10:00 A. M. Those present were:

C. E. Gates, Commissioner, Acting Chairman
M. A. Lynch, Commissioner
Roy A. Klein, State Highway Engineer
H. B. Glaisyer, Secretary

Mr. Ben Riesland and Mr. A. C. Leonard appeared before the Commission regarding the "tunnel" bill which had been introduced in the present session of the Oregon legislature as an administration measure. Mr. Riesland explained the bill to the Commission briefly, stating that the main object was to make it possible to construct a tunnel through the hills west of Portland to tap the Tualatin Valley. He said that they had tried

previously to get this approved under the district improvement act but that it had been declared unconstitutional. Local citizens had spent $10,000 to determine whether or not the project was feasible. They had employed engineers of note to pass on the matter and these engineers reported that it was a good proposition. Based on the engineers' report, eastern bankers had heartily approved the project for the loan of money with which to construct the tunnel. He stated that Mr. Devers, the Commission's attorney, had studied the bill and suggested certain changes. These changes had all been made and others also and it was their desire now that the Commission go over the bill for final approval. Mr. Leonard stated that the bill was simply to make a way for the Highway Commission to raise money for the construction of tunnels. He added that the city of Seattle does this now and that the bill is similar to those of other states. The bill, he stated, does not commit anyone but simply gives the Highway Commission the power to raise money if it wants to. Commissioner Gates: "If the bill passes, will the Highway Commission be called on to go farther? Will the construction, operation, etc. fall on the Highway Commission?" Mr. Leonard: "I do not think so; I believe the Highway Commission would not want to do that." Commissioner Gates: "We are to assume that the only duties of the Highway Commission would be in the sale of the bonds?" Mr. Leonard: "The Highway Commission would not even have to do that." Commissioner Gates: "The employees, etc. would come under the supervision of the State Highway Commission and the success or failure of the proposition would depend upon the Highway Commission?" Mr. Leonard: "Yes." Commissioner Gates: "I just want to find out if this bill passes would it mean creating a new department in the Highway Department to care for this?" Mr. Leonard: "No." Mr. Gates then stated that if this bill passed and bonds were sold that he would insist that there be printed on the bonds a statement to the effect that they were not highway bonds. Commissioner Lynch: "What do you men want?" Mr. Leonard: "We want the Highway Commission's approval of the bill." Mr. Lynch: "We haven't seen the bill yet so cannot say now." Mr. Riesland then stated that according to the bill, when the utility had paid for the tunnel it would become the property of the state. Upon inquiry of Mr. Gates, he stated that the tolls tentatively figured on were 5 cents per car for commuters, 10 cents per car for other cars and the fee for trucks and busses figured on the weight basis. Mr. Gates then stated that he was personally opposed to tolls of any kind, still since this was an administration measure, it would be wrong for the department to oppose it. If, after reading over the bill, the Commission found nothing detrimental, then they would support it. Mr. Leonard explained that an emergency clause had been added to the bill for the purpose of expediting construction. He also stated that it would be administered as a trusteeship and that the Highway Commission could appoint the trustee if it so desired and in case of failure of the bank that the bank would guarantee payment. Commissioner Gates: "What do you figure this tunnel will cost?" Mr. Leonard: "The estimated cost is around $5,000,000." Commissioner Lynch: "Is it your object now to get the Commission to boost this measure?" Mr. Leonard: "No, simply to answer questions that might be asked." Commissioner Gates: "We are not opposing the measure." Mr. Riesland: "We want to make ourselves clear in this matter -- there are

opponents to this bill because it will allow the construction of a tunnel through the hills west of Portland." Commissioner Lynch: "When do you need an answer?" Mr. Riesland: "The bill is now in the Senate and up for second reading. We should have an answer by the middle of the week." With the approval of Commissioner Lynch, Commissioner Gates then informed Mr. Riesland and Mr. Leonard that since this was an administration measure the Highway Commission would not oppose it. The matter of bonds was then discussed and Commissioner Gates stated that he would not approve the sale of any bonds for less than par value. In reply to Commissioner Gates' inquiry as to whether or not the State would be morally obligated in case the project turned out to be a failure, Mr. Riesland stated that according to the provisions of the measure the State could not spend any money on it. Commissioners Gates and Lynch then reiterated their previous statement that since this was an administration measure the Highway Commission would not oppose it.

Mr. M. R. Lewis, a soils engineer representing the United States Department of Agriculture, spoke to the Commission on the subject of draining highway rights of way by means of a series of wells and pumping plants with special reference to the section of the Old Oregon Trail between Baker and Haines in Baker County. He stated that on account of the porosity of the soil in this particular vicinity he was convinced that the water level could be lowered sufficiently by means of wells and pumps to effectively drain this section of highway and thereby make a saving in maintenance and reconstruction costs over the present method of tile drain and resurfacing. His plan included the utilization of the water that was pumped from the wells for irrigation purposes, a twelve-inch well flowing one second foot of water would affect an area of one-half mile radius. He stated that arrangements had already been made with a Mr. Elliott, one of the progressive farmers in the vicinity, to try out this experiment on his land as soon as the Highway Commission was ready. Commissioner Gates: "What will the owners of the land pay for this?" Mr. Lewis: "Mr. Elliott will pay for the pump." Commissioner Lynch: "What cooperation will your department give?" Mr. Lewis: "Nothing." Commissioner Gates: "Can you cite us any cases to show that your theory is practical?" Mr. Lewis: "Yes, near Caldwell in Idaho." The State Highway Engineer brought up the question of what protection the State would have in the event of a controversy with Mr. Elliott, also whether or not the department would be criticized for seeming to show favoritism to Mr. Elliott. Commissioner Gates: "We will take this matter up with Mr. Van Duzer — we may want to do something." District Engineer W. H. Lynch of the Bureau of Public Roads, who was present, stated that he thought the Government could cooperate on this work but that it would not have any money for experimental purposes. He also stated that the Government cooperation would be conditional upon the State maintaining the pumps. Mr. Lewis submitted a report on the proposition and the State Highway Engineer was instructed to place this report in the hands of Mr. Van Duzer as soon as possible.

The Commission next considered the programming of the funds provided by the Government by its emergency legislation for use in the

construction of roads across public lands other than National Forests under the Oddie-Colton Act, which matter was deferred from the previous day. Those present representing the U. S. Bureau of Public Roads were W. H. Lynch, District Engineer, and T. M. Davis. Commissioner Lynch: "I think the Warm Springs Project is a good project but it would depend largely on who builds the bridge (referring to the bridge that would be required over the Deschutes River near Mecca). We would have to find out first who would furnish the money for this bridge." W. H. Lynch: "I think that the Bureau of Public Roads can pay for the survey, at least the matter is now being considered by the Government." The Lakeview-Burns Highway was mentioned and it was agreed by all that the money available ($194,357) would not go very far toward the construction of the Warm Springs route but that it would practically complete the Lakeview-Burns project. It was then suggested that the first money received under this act be applied on the Lakeview-Burns Road and that future funds from this source should be applied to the Warm Springs route provided this proved to be an annual fund. Commissioner Lynch: "I would like to hold out enough of the present money to pay for a survey across the Warm Springs route." The Engineer stated that this survey would cost between $5,000 and $10,000. Commissioner Gates: "I believe that it will be best to build the Lakeview-Burns Road now." Commissioner Lynch: "That's o. k. with me provided the Commission holds out enough money to pay the cost of the Warm Springs route survey." After some further discussion on the matter, the Commission agreed that the monies now available to the State of Oregon under the provisions of the act should be applied toward the construction of the Lakeview-Burns Highway with the exception of $10,000 which should be held out to pay for the cost of making a survey of the Warm Springs Road. The Commission also adopted the route making for the shortest distance between Burns and Lakeview, which route takes off the Central Oregon Highway in the vicinity of Ockerman Ranch and extends in a southwesterly direction, around the easterly side of Lake Abert, to a connection with the Fremont Highway at Valley Falls. The Engineer explained that the distance between Burns and Lakeview was about 23 miles shorter by this route than by the route that joined the Fremont Highway at Paisley, but that the cost of each route was practically the same. He also explained that the estimated cost of this route, $266,000, did not include the cost of the surfacing. The Commissioners acknowledged this fact and instructed the Engineer to proceed with this project at once. The Commissioners expressed themselves as having no preference as to which end of the project was started first but stated that the work should be done by contract.

The construction of the Wallula Cut-off was discussed at some length as to participation in the Government emergency Federal aid funds. It was Commissioner Gates' thought that the longer this project was delayed, the more state funds would be required in its construction. Commissioner Lynch: "I think that we should delay this project for a time and wait for further developments on the Umatilla Dam project." Commissioner Gates: "The dam project will not affect the location of the road." Commissioner Lynch: "Let's defer action on this until the

next meeting." Commissioner Gates: "We have done that for the past two years." District Engineer Lynch stated that this project was eligible for Federal aid emergency funds. Commissioner Lynch stated that he wanted to look this project over on the ground before making a decision; in fact, he had already made arrangements to do so in the near future. Under these circumstances, further consideration of the matter was deferred until Commissioner Lynch had made an inspection trip.

The commission's attorney called to the attention of the Commission the controversy pending between the United Contracting Company and their subcontractors, Brandstrom and LaBelle, and the State relative to a balance claimed to be due for work accomplished under state highway contract No. 732. The attorney explained that the contractors have filed their claim with the Secretary of State for submission to the legislature. It was recommended by the attorney that Honorable I. P. Hewitt and Honorable J. P. Newell be requested to sit as a board of arbitrators to determine the amount due the contractors, and that such amount as such board may determine be paid by the Commission. The attorney explained that this plan had been submitted to the contractors and their attorneys and had been accepted by them. After due consideration of the above plan the following motion was declared carried:

Moved that the attorney be instructed to join with the contractors in procuring the services of Honorable I. P. Hewitt and Honorable J. P. Newell as arbitrators to pass upon and determine the amount, if any, due the contractors as a result of work performed under said contract, and that when such amount has been determined the engineer is instructed to prepare the necessary estimate and voucher and submit the same to the Highway Commission for signature and payment, which amount when determined by the said arbitrators, will be paid by the highway commission.

The matter of the claim of J. H. and C. J. Ogle against the Commission for damages arising from an accident which occurred on the Pacific Highway near Springfield, which matter was taken under advisement from the previous day, was decided against the claimants. The Attorney was instructed to notify Mr. Ben Lindas, attorney for the claimants, that their claim had been denied by the Commission.

Concerning the matter of the claim of Moris Larson who was injured when he drove his car into a tree that had fallen across the Corvallis-Newport Highway, which matter was also taken under advisement by the Commission from the preceding day, the Commission approved the claim in the sum of $1,500.00 and instructed the Attorney to notify the claimant's attorney to that effect.

The following resolution adopted by the Board of County Commissioners of Multnomah County, requesting the State Highway Commission to take over certain highways in Multnomah County as state highways, was received:

WHEREAS, On January 16, 1930, the Board of County Commissioners of Multnomah County, Oregon presented to the Oregon State Highway Commission of the State of Oregon a resolution requesting the highway commission to take over the Columbia River Highway as a state highway from the Hood River County line to East 82nd Street in the city of Portland, Oregon, and further urging that consideration be given in the future to taking over other state routes in Multnomah County as state highways; and

WHEREAS, on December 12, 1930, the Oregon State Highway Commission instructed its secretary to advise said Board of County Commissioners of Multnomah County that the said commission is now ready to take over any and all of the following highways within the limits of Multnomah County as state highways, provided the said board of county commissioners desires to make said transfer:

Lower Columbia River Highway between Columbia-Multnomah County Line and the north city limits of Portland.

Mt. Hood Highway between the east city limits of Portland and the Multnomah-Clackamas county line, via Powell Valley Road.

Pacific Highway from the south city limits of Portland to the Multnomah-Clackamas County Line.

West Side Pacific Highway (Capital Highway) from the Multnomah-Washington County Line to the west city limits of Portland.

Bertha-Beaverton Highway from the Multnomah-Washington County line to the junction with the West Side Pacific Highway at Bertha.

Tualatin Valley Highway (Canyon Road) from the Multnomah-Washington County Line to the west city limits of Portland.

Pacific Highway route from the junction of Denver and Union Avenues south of the Oregon Slough Bridge to the north city limits of Portland by way of Union Avenue.

all of these highways to be taken over by the said State Highway Commission subject to the condition that the following records are to be furnished by the county to the said Oregon State Highway Commission:

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

2. Copies of all franchises for telephone, telegraph and power pole lines or pipe lines, underground conduit or any structures, and all licenses or other permits which have been granted by the Board of County Commissioners

with respect to these highways.

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

And WHEREAS, it is the desire of the Board of County Commissioners of Multnomah County that the said highways as above designated be taken over by the Oregon State Highway Commission as state highways, subject to the conditions above provided;

NOW, THEREFORE, be it RESOLVED by the Board of County Commissioners of Multnomah County, Oregon, that the Oregon State Highway Commission be and it is hereby requested to forthwith take over as state highways, the highways within Multnomah County, Oregon, above designated.

After due consideration, the Commission adopted the following resolution which was offered by Commissioner Gates:

WHEREAS, on January 16, 1930, the Commission at a duly and regularly called meeting adopted and entered in its minutes a resolution by which the Commission pursuant to a request made by Multnomah County, through its Board of County Commissioners, took over control and jurisdiction of and made a part of the state highway system the following county road or highway, towit: "The Columbia River Highway from the east city limits of the City of Portland, by way of Sandy Boulevard through Troutdale to the Hood River County line", which said road comprised a distance of 39.4 miles, and

WHEREAS, in and by said resolution the Commission resolved and declared that it is the "policy and purpose of the Oregon State Highway Commission to at such times as in the judgment of the Commission may seem best and most propitious, to take over and adopt and designate as state highways the other arterial highways in Multnomah County which are connecting links between the state highways entering Multnomah County on the present existing routes and under conditions consistent with the conditions under which the Columbia River Highway has been taken over", and

WHEREAS, there has been filed with the Commission by the Board of County Commissioners of Multnomah County a resolution requesting the Highway Commission to take over and designate as state highways certain roads specifically named in said resolution, which said resolution has been entered in the minutes of the Commission at

pages 2886 and 2887 recorded as of January 16, 1931, and to which resolution specific reference is now made and by such reference said resolution is made a part hereof, and

WHEREAS, in the judgment of this Commission it is equitable, just and for the best interests of the general public that said request of the Board of Commissioners of Multnomah County be granted and that the roads designated in said resolution and hereinafter specifically named and defined be taken over by the State Highway Commission and be designated as and made a part of the Oregon state highway system.

THEREFORE, BE IT RESOLVED that the following county roads or highways in Multnomah County be and the same and all of them hereby are adopted and designated as state highways and are by this act and record made parts of the state highway system and therefore subject to improvement and maintenance out of state highway funds to the same extent and in the same manner as are other state highways. The roads or highways so declared to be and hereby adopted and designated as state highways are the following:

Lower Columbia River Highway between the Columbia-Multnomah County line and the north city limits of Portland, a distance of 8.78 miles;

Mt. Hood Highway from the east city limits of Portland, by way of Powell Valley Road through Gresham, to the Multnomah-Clackamas County line, a distance of 13.12 miles;

Pacific Highway from the junction of Denver and Union Avenues south of the Oregon Slough Bridge by way of Union Avenue to the north city limits of Portland, a distance of 1.95 miles;

Pacific Highway between the south city limits of Portland and the Multnomah-Clackamas County line, a distance of 2.28 miles;

West Side Pacific Highway (Capital Highway) from the Washington-Multnomah County line, through Multnomah and Bertha, to the west city limits of Portland, a distance of 4.24 miles;

Bertha-Beaverton Highway from the Washington-Multnomah County line to the junction with the West Side Pacific Highway at Bertha, a distance of 2.42 miles;

Tualatin Valley Highway (Canyon Road) from

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the Washington-Multnomah County line to the west city limits of Portland, a distance of 1.7 miles.

BE IT FURTHER RESOLVED that before the said adoption and designation shall become effective the Board of County Commissioners of Multnomah County shall furnish to the State Highway Commission the following records, to wit:

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

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

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

BE IT FURTHER RESOLVED that the date upon which the said records shall be transferred and the date upon which the said highways shall be deemed to be state highways shall be March 1, 1931.

Mr. S. H. Boardman, Parks Engineer, reported on two park projects. The first was the D. A. R. monument site adjacent to the McMinnville-Tillamook Highway near Grand Ronde in Polk County. He stated that this site, consisting of 3.11 acres, could be purchased from the owner, Mr. T. J. Werth, for the sum of $200.00. The purchase at this figure was approved by the Commission. The second project was the tract on Brush Creek just north of Humbug Mountain adjacent to the Roosevelt Coast Highway in Curry County containing 331.1 acres. This is the tract that he had reported on at the last meeting of the Commission but concerning which definite action was deferred pending an inspection on the ground by Chairman Van Duzer. Mr. Boardman reported that he had taken Mr. Van Duzer over the ground and that the Chairman had approved of the purchase for $12,500, the sum previously agreed upon with the owner, Mr. J. C. White. The Commission concurred with

the Chairman in this matter and approved the purchase of the tract for $12,500.

The Commission signed an agreement with the Oregon, California and Eastern Railway Company covering the construction of an industrial spur track to the highway shops at Klamath Falls. It was explained to the Commission that this agreement did not cover an additional spur track but was simply a duplicate agreement made necessary because the original agreement had been lost.

The Commission gave formal approval to the cooperative agreement with the City of Tillamook covering the construction of the Tillamook-Kilchis River Section of the Roosevelt Coast Highway in Tillamook County whereby it was previously agreed that the City of Tillamook's share of this improvement should be $15,750.00 payable $5,000.00 in 1931, $5,375.00 in 1932 and $5,375.00 in 1933.

The Secretary reported that he had written the highway officials of the states of Washington, California and Idaho as instructed, requesting their ideas about including a clause in highway contracts stipulating a minimum wage to be paid labor employed on highway work and that he had received replies from each as follows: The State of Washington does not have such a clause in its contracts now and will not include one unless it becomes apparent that contractors are abusing their positions as employers by making radical wage reductions. The State of California has not yet found it necessary to take any action along this line since the contractors point out that better work can be gotten from men if paid the regular wage than by attempting to make a little money by wage cutting. Starting with the contracts to be let in January, 1931, the State of Idaho will include a clause in its contracts providing that wages paid shall be commensurate with the prevailing costs of American standard of living and not less than the current rate prevailing in the county in which the work is to be done. The Secretary also reported that a letter had been received from the District Engineer of the Bureau of Public Roads to the effect that that Bureau could not approve for inclusion in the special provisions of Federal aid projects any stipulation or requirement concerning a minimum wage scale. Consideration of the matter was given by the Commission and it was decided that, due to the fact that nearly all of our contracts would involve Federal aid, the inclusion of a minimum wage clause in them at this time would not be proper.

A letter was presented from the "Oregon Cavemen, Inc." of Grants Pass requesting the Commission to approve the placing of a distinctive marker on the new bridge over the Rogue River at Grants Pass informing the public that the "Domain of the Oregon Cavemen is at hand." The Secretary was instructed to inform the Oregon Cavemen that the present policy of the Commission as regards name plates on bridges has been in force for a good many years and that the Commission prefers not to change this policy at the present time.

A copy of a resolution adopted by the Baker County Chamber of

Commerce endorsing the present schedule of license fees and gasoline tax and complimenting the Highway Commission was read. The Secretary was instructed to thank the Chamber of Commerce for its kind expression.

A letter was presented from W. G. Miller of Enterprise regarding the Sheep Creek Road in Wallowa County. The Commission instructed the Secretary to inform Mr. Miller that this particular road was neither on the state highway system nor the Forest Road system, hence no money was available at the present time for its construction.

A letter was presented from the County Court of Washington County requesting a private conference with the Commission to discuss the proposed short route highway from Portland to the Coast. The matter was deferred for future consideration.

A letter was presented from Judge R. L. Benge of Morrow County in which he requested the Commission to advance some money for the construction of the Rhea Creek-Hardman Section of the Heppner-Spray Market Road in order to assist in relieving the present unemployment situation in that county. He stated that Morrow County would reimburse the State later from future market road monies apportioned to that county. The matter was considered by the Commission and the request denied. The Secretary was instructed to inform Judge Benge that the matter of advancing market road funds had been previously considered and that no way could be found by which an advance of these funds could be made legally.

A letter was presented from the Redwood Empire Association requesting the reconstruction of the Hayes Hill and O'Brien School-California Line Sections of the Redwood Highway in Josephine County. The Secretary was instructed to advise the Association that this work was not on the present program but that the Commission would give it earnest consideration later.

The Attorney stated that on account of the pole line controversy now prevailing between the two local companies in the town of Gold Beach, which involved the construction of pole lines on the state highway, it would be to the advantage of the department if the Commission would designate locations for pole lines along this section. Commissioner Gates offered the following resolution to cover the situation which was adopted:

WHEREAS, it appears that at various places along the Roosevelt Coast Highway through Curry County there have been erected and are now being maintained within said right of way, poles, wires, fixtures and other equipment for the transmission of electrical energy and there have been erected also and are now being maintained poles, wires, fixtures and other equipment for telephone, telegraph and other purposes of communication, and

WHEREAS, it is the policy, purpose and plan of the state highway commission to require that all power lines desiring to use the state highways shall be confined to one side of the right of way and in so doing shall employ but a single line of poles, and that all lines of communication occupying said highway shall occupy the opposite side of the right of way and in so doing shall employ a single line of poles, and

WHEREAS, it is the judgment of the highway commission that between state highway engineers station 15+00, which is a point approximately 1500 feet north of the court house square in Gold Beach, and Edson Creek, located in the $SE\frac{1}{4}$ of the $NW\frac{1}{4}$ of Section 8, Township 36 S. R. 14 W. W. M. in Curry County, Oregon, on said highway, all power lines desiring to occupy said highway shall be assigned the west side of said right of way and that all lines of communication desiring to use said highway shall be assigned the easterly side of said right of way, and that but one line of poles shall be allowed on each side of said road;

THEREFORE, BE IT RESOLVED, that the westerly side of the right of way of the Roosevelt Coast Highway in Curry County between a point designated as engineers station 15+00, the same being a point approximately 1500 feet north of the court house square and Edson Creek, in the $SE\frac{1}{4}$ of the $NW\frac{1}{4}$ of Section 8, Township 36 S. R. 14 W. W. M., shall be and the same is hereby assigned and designated as the location on said highway for all power lines;

AND BE IT FURTHER RESOLVED that the easterly side of said highway between said points shall be and the same hereby is assigned and designated as the location on said highway for all lines of communication;

AND BE IT FURTHER RESOLVED that there shall be constructed but a single pole line on each side of said highway and that if more than one power line occupies said highway it shall be by joint pole operation; and that if more than one communication line occupies the easterly side of said highway it shall be by joint pole operation;

BE IT FURTHER RESOLVED that upon application by any pole line company desiring to occupy said right of way the state highway engineer shall designate the exact location on the particular side of the highway assigned where poles and other fixtures may be erected.

The Engineer recommended that the maximum load limits on the Waldport-Lane County Line Section of the Roosevelt Coast Highway in Lincoln County should be reduced in order to preserve the partially constructed surfacing through the winter. Commissioner Lynch thereupon offered the following resolution to cover the situation, which was adopted:

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

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

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

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

IT IS HEREBY ORDERED, that the maximum weight of combined load and vehicle which shall be permitted upon the Roosevelt Coast Highway between Waldport and Lane County line in Lincoln County shall not exceed 10,000 pounds.

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

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

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

The Commission authorized the reimbursement of Tillamook County for funds advanced in the sum of $6,266.00 for the purchase of right of way for the Roosevelt Coast Highway between the north city limits of Tillamook and the Wilson River.

A letter was presented from the Coos County Court concerning the improving of the Bradley Lake Cut-off Road leading from the state highway to the park site just south of Bandon which the Commission was considering purchasing from J. F. Kronenberg. The County Court stated that they were willing to spend on the improvement of this road a sum of money equal to the purchase price of the park. In view of the fact that negotiations for the purchase of the park had not been completed, no action was taken on the county's offer.

A letter was presented from Mr. Lester Martin of Newport suggesting that the Commission designate the street along the new sea wall in Newport as the route for the Roosevelt Coast Highway in that city. No action was taken on this matter due to the fact that the route for this highway will depend on the location of the proposed bridge across Yaquina Bay and the bridge site is still a matter of conjecture.

The following requests for extensions of time were received:

Peck & Einerson, contract No. 1107, grading Red Bridge-Drain Section of the Umpqua Highway in Douglas County, requested an extension of time to November 22, 1930. The Engineer reported that the Highway Department had been put to no expense by reason of the contractor overrunning the time limit set for the completion of this project and that it was his recommendation that the request be granted without penalty. Recommendation approved by the Commission.

Quinn-Robbins Co., Inc., contract No. 1137, regrading and resurfacing the Pleasant Valley-Durkee Section of the Old Oregon Trail in Baker County, requested an extension of time to February 15, 1931. The Engineer recommended that the extension requested be granted subject to the condition that the contractor pay the engineering costs incurred on account of having overrun the completion date specified in the contract. Recommendation approved by the Commission.

March Construction Co., contract No. 1185, surfacing Mountain Rest-Little Beech Creek Section of the Pendleton-John Day Highway in Grant County requested an extension of time of five months to May 15, 1931. The Engineer reported that this extension was required on account of the failure of the contractor to finish the work before extreme cold weather set in necessitating the delay of most of their filler work

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until spring. He, therefore, recommended that the extension requested be granted subject to the condition that the contractor pay the engineering costs that accumulate against this project subsequent to the date of completion specified in the contract. Recommendation approved by the Commission.

L. D. Packard, contract No. 1202, furnishing broken stone for the Triangle Lake-Low Pass Summit Section of the Siuslaw Highway in Lane County, requested an extension of time to January 31, 1931. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

R. L. Houck, contract No. 1219, grading approaches to Necanicum and Wahanna Bridges on the Roosevelt Coast Highway in Clatsop County, requested an extension of time to February 15, 1931. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

The Commission authorized the Engineer to advertise for sealed bids on the following projects at the next meeting:

Baker and Malheur Counties: Baker-Malheur bituminous macadam construction, 33.53 miles bituminous macadam on the Old Oregon Trail and 6.32 miles road mix surface treatment on John Day Highway.

Coos County: Redeck ferryboat "Oregon" at North Bend.

Curry County: Myers Creek-Taylor Creek Section of Roosevelt Coast Highway, furnish broken stone or crushed gravel maintenance materials in stock piles.

Douglas County: Elk Creek Tunnel Section of Umpqua Highway, 1.6 miles grading and construction of Tunnel.
Roseburg-Canyonville Section of Pacific Highway, 30.04 miles non-skid wearing surface on bituminous pavement.
Bridges over Elk Creek on the Umpqua Highway, one 10 miles west of Drain and two 11 miles west of Drain.

Douglas and Lane Counties: Eugene-Wilbur Section of Pacific Highway, 54.09 miles of non-skid wearing surface on bituminous pavement.

Josephine County: Green Creek-Jackson County Line Section of Pacific Highway, 2.4 miles grading work.

Lincoln County: Otter Rock-Newport-Toledo Section of Roosevelt Coast and Corvallis-Newport Highways. Furnish broken stone maintenance materials in stock piles.

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Linn County: Bridge over Santiam River about 4-3/4 miles east of Cascadia on Santiam Highway.

Malheur County: Peach-Speery Section of Central Oregon Highway, 6.05 miles grading work.

Morrow and Umatilla Counties: Irrigon-Hermiston Section of Old Oregon Trail, 7.0 miles regrading and resurfacing.

Umatilla County: Nye-Pilot Rock Section of Oregon-Washington Highway, 7.8 miles regrading and resurfacing.

Union County: La Grande-Union Section of Old Oregon Trail, 4.8 miles resurfacing and furnish maintenance materials in stock piles.

Washington County: Bridge over Rock Creek on West Side Pacific Highway 13 miles south of Portland.

The Commission set Thursday, February 19, 1931, as the date for the next regular meeting in Portland.

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

Roy A. Klein
State Highway Engineer

E. E. Gates
Commissioner

H. B. Glaisyer
Secretary

M. A. Lynch
Commissioner

Portland, Oregon, February 19, 1931

The State Highway Commission met in Room 570 Multnomah County Court House at 10:00 o'clock A. M. Those present were:

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

Bids were opened on grading, surfacing and bridge projects as follows:

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OLD OREGON TRAIL AND JOHN DAY HIGHWAYS
BAKER-MALHEUR BITUMINOUS MACADAM PROJECT

J. C. Compton	$128,215.00
J. F. Forbes	131,450.00
Morrison-Knudsen Co,	133,432.50
West Contract Co.	139,188.00
United Contracting Co.	139,472.50
F. J. Kernan	161,447.50

ROOSEVELT COAST HIGHWAY
MYERS CREEK-TAYLOR CREEK SECTION - FURNISHING BROKEN STONE

Tom N. Hull	$27,590.00
Saxton & Looney	31,310.00
Joslin & McAllister	34,140.00
H. G. Johnson	34,875.00
Max O. Green	35,250.00
Kern & Kibbe	35,650.00
H. D. Scmeer	37,665.00
F. J. Kernan	39,630.00

UMPQUA HIGHWAY
ELK CREEK TUNNEL SECTION

Wren & Greenough	$105,785.00
Harmon & Tittle	109,530.00
Liesch & Tofte	110,585.00
F. J. Kernan	113,430.00
A. Guthrie & Co., Inc.	135,281.00
Joplin & Eldon	135,514.00
Myers & Goulter	136,400.00
J. F. Shea Co.	139,852.00
Kern & Kibbe	147,547.00
Newport Construction Co.	149,021.00
Dunn & Baker	149,440.00
P. L. Crooks & Co.	154,940.00
A. C. Greenwood	158,070.00
Morrison-Knudsen Co.	161,065.00
Coyle Construction Co.	169,955.00

PACIFIC HIGHWAY
ROSEBURG-CANYONVILLE SECTION - NON-SKID WEARING SURFACE

TYPE E-N-1

F. J. Kernan	$88,657.20
Northwest Roads Co.	90,307.80
J. C. Compton	95,235.00
United Contracting Co.	97,995.00

Cont'd

Roseburg-Canyonville Section - cont'd

TYPE A-N-1

Northwest Roads Co.	$81,954.00
F. J. Kernan	82,276.00
J. C. Compton	88,585.00
Guy F. Pyle	90,280.00
United Contracting Co.	91,945.00

PACIFIC HIGHWAY
EUGENE-WILBUR SECTION - NON-SKID WEARING SURFACE

TYPE E-N-1

F. J. Kernan	$132,421.50
Northwest Roads Co.	143,619.25
J. C. Compton	143,652.50
West Contract Co.	147,468.50

TYPE A-N-1

F. J. Kernan	$125,165.00
Northwest Roads Co.	129,377.30
Guy F. Pyle	131,773.00
J. C. Compton	132,410.00
West Contract Co.	139,263.00

PACIFIC HIGHWAY
GREEN CREEK-JACKSON COUNTY LINE SECTION - WIDENING AND REGRADING

D. L. Ashton	$34,040.00
Joplin & Eldon	34,885.00
Earl L. McNutt	35,985.00
Peart Bros. & D. P. Plymale	36,205.00
B. C. M. Construction Co.	36,687.50
Anderson Bros.	38,740.00
von der Hellen & Pierson	39,710.00
John Palmer	41,172.50
Washburn & Hall	41,825.00
Yunker, Weicks & Co.	43,105.00
Guy F. Pyle	49,665.00
Geo. Abraham	49,940.00
Dunn & Baker	50,300.00
J. A. Lyons	53,415.00

ROOSEVELT COAST AND CORVALLIS-NEWPORT HIGHWAYS
OTTER ROCK-NEWPORT-TOLEDO SECTION - FURNISHING BROKEN STONE

Signer & Johnson	$26,205.00
Meyers Contract Co.	27,484.00

Cont'd

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Otter Rock-Newport-Toledo Section - cont'd

Max O. Green	$28,385.00
J. H. Gallagher	29,156.00
J. B. Thomas	29,790.00
Newport Construction Co.	33,803.00
C. L. Camp	33,970.00
B. C. M. Construction Co.	34,135.00
D. Samuel	34,175.00
H. G. Johnson	34,470.00
Morrison Trucking Co.	41,516.00
H. E. Schmeer	48,925.00

CENTRAL OREGON HIGHWAY
PEACH-SPEERY SECTION - GRADING

	Concrete Pipe	Corrugated Iron Pipe
W. H. Puckett Co.	$40,991.00	$41,096.00
J. A. Terteling & Sons	42,680.50	42,470.00
H. C. Boyer	44,818.50	44,787.10
E. C. Peck & Co.	45,607.50	45,445.00
Union Construction Co.	46,493.50	46,269.00
F. H. DeAtley Construction Co.	50,747.50	50,402.50
Earl L. McNutt	51,265.00	50,788.00
Frank J. Haas	52,067.50	52,067.50
Bauers & Bauers	52,991.00	52,925.00
Cochran Construction Co.	53,620.00	53,220.00
B. C. M. Construction Co.	61,572.50	61,572.50
Lair & Co.	66,933.00	66,933.00

OREGON-WASHINGTON HIGHWAY
NYE-PILOT ROCK SECTION - REGRADING AND RESURFACING

Lair & Co.	$86,467.50
F. H. DeAtley Construction Co.	106,383.00
Newport Construction Co.	107,923.50
March Construction Co.	114,664.00
Triangle Construction Co.	115,994.00
F. J. Haas	118,000.00
Lyon & Price	118,058.10
H. G. Johnson	129,495.00
Union Construction Co.	130,455.50
J. A. Lyons	131,457.00

OLD OREGON TRAIL
LA GRANDE-UNION SECTION - RESURFACING AND FURNISHING BROKEN STONE

Hart Construction Co.	$63,175.00
Newport Construction Co.	70,861.00

Cont'd

La Grande-Union Section - cont'd

Lyon & Price	$72,744.00
March Construction Co.	74,665.00
Morrison Trucking Co.	74,730.00
H. G. Johnson	76,020.00
F. H. DeAtley Construction Co.	77,030.00
Joslin & McAllister	77,880.00
H. E. Schmeer	79,510.00

UMPQUA HIGHWAY
BRIDGE OVER ELK CREEK (FOURTH CROSSING)

C. A. Catching	$22,990.00
Lindstom & Feigenson	24,550.00
O. N. Pierce	24,735.00
F. L. Odom & P. L. Frazier	25,282.50
Clackamas Construction Co.	25,855.00
H. E. Wilder Co.	26,635.00
J. J. Badraun	27,720.00
Kern & Kibbe	27,857.50
A. Guthrie & Co., Inc.	29,030.00
Kuckenberg-Wittman Co.	29,195.00
I. L. Young	29,560.00
P. L. Crooks & Co.	31,600.00
Morrison-Knudsen Co.	34,690.00

UMPQUA HIGHWAY
TWO BRIDGES OVER ELK CREEK (SECOND AND THIRD CROSSINGS)

F. L. Odom & P. L. Frazier	$61,468.50
H. E. Wilder Co.	64,899.00
Clackamas Construction Co.	65,974.00
Kern & Kibbe	68,287.50
Lindstrom & Feigenson	68,666.00
J. J. Badraun	69,714.00
A. Guthrie & Co., Inc.	71,008.50
Kuckenberg-Wittman Co.	72,755.00
I. L. Young	73,398.00
Morrison-Knudsen Co.	85,750.00
P. L. Crooks & Co.	88,090.00

SANTIAM HIGHWAY
BRIDGE OVER SANTIAM RIVER ABOUT 4-3/4 MILES EAST OF CASCADIA

C. J. Montag	$20,550.00
Hargreaves & Lindsay	21,192.50
J. F. Johnston	22,097.50
D. Samuel	23,665.00
H. E. Wilder Co.	23,825.00
C. A. Catching	23,827.50
O. N. Pierce	26,060.00
Atterbury & Thornton	29,681.00

WEST SIDE PACIFIC HIGHWAY
ONION FLAT BRIDGE OVER ROCK CREEK

E. F. Balgemann	$13,440.00
Hargreaves & Lindsay	13,592.50
C. J. Montag	13,655.00
J. F. Johnston	13,705.00
F. L. Odom	13,885.00
D. Samuel	14,396.00
Parker-Schram Co.	14,637.50
Lindstrom & Feigenson	15,845.00
O. N. Pierce	15,993.50
Kuckenberg-Wittman Co.	16,440.00
P. L. Crooks & Co.	17,505.00
I. L. Young	17,915.00
Johnson, Jacobsen, Ertz & Kaufman	19,016.70

ROOSEVELT COAST HIGHWAY
REDECKING FERRY OREGON

Kruse & Banks Shipbuilding Company, Inc.	$4,807.00

The meeting was adjourned at 12:30 P. M. to reconvene at 2:30 P. M. The Chairman announced that the award of contracts would be made at 5:00 P. M.

The meeting was called to order at 2:30 P. M. with all Commissioners, the State Highway Engineer and the Secretary present.

Mr. Roderick L. Macleay, President of the Macleay Estate Company, who owns the land that the Commission requires for the construction of approaches to the bridge now being constructed over the Rogue River on the Roosevelt Coast Highway between Wedderburn and Gold Beach in Curry County, was present. He stated that he had been carrying on negotiations with the department attorney, Mr. Devers, for some time for the purchase of this land but that they could not agree on a purchase price. Mr. Devers' best offer was $1,500 for the 7.9 acres involved, but they asked $11,500 which they considered was not exorbitant in view of the fact that that was the prevailing price of other land in the vicinity. He said that a condemnation suit had been filed against them, but they wished to avoid a lawsuit, if possible, and would, therefore, accept a smaller sum than they had originally demanded, provided the Commission would eliminate certain areas which, if included, would affect their title to the tide lands. He exhibited a map on which were shown the boundaries of the land desired by the Commission. He stated that his company did not object to the Commission taking the parcels outlined for the south approach, but they did object to the Commission taking anything beyond the shore line at Hunt Rock at the north approach since this was very valuable to them for the protection of their fishing rights and to preserve the continuity of their chain of title to the tide lands. Mr. Macleay: "If the Commission will eliminate this piece (pointing to the two small areas shown on

the map as extending beyond the limits of the shore line of Hunt Rock) we will then accept $5,000.00 for a prompt settlement of our claim for the purpose of avoiding a lawsuit. If it is necessary for us to go to law about this matter, we will then ask for considerably more than $5,000.00 on account of the break in the chain of our title." The matter was discussed further and Mr. Macleay was informed that the Commission would take the matter under consideration.

Dr. F. M. Trout of Malin, Oregon, who stated that he represented the Malin Commercial Club, the city of Malin and the residents of 15,000 acres of irrigated land in that vicinity, was present and urged the Commission to complete the construction of The Dalles-California Highway between Merrill and the California line via Malin, a distance of about 15 miles. He said that the road was now graveled but was rapidly going to pieces on account of the large amount of heavy freight traffic that it was subjected to. He stated that Malin was a growing community and that traffic over this highway was steadily increasing, making it necessary that they have a good road over which to market their farm products. Upon inquiry of Commissioner Gates, Dr. Trout stated that the potato belt of Klamath County, consisting of 15,000 acres, lay to the north and east of Malin and that this road was the only outlet to market for this crop.

Also present and favoring this project was a delegation from Klamath County consisting of Earl C. Reynolds, Secretary of the Klamath Chamber of Commerce, Elmer Balsiger, A. Kalina, John Reber, J. W. Saunders and E. H. McKee, Mr. Reynolds acting as spokesman. They urged the completion of this section of highway, but thought that it should be regraded and resurfaced before any oil was applied. Mr. Reynolds stated that they had been informed that the Bureau of Public Roads had programmed an expenditure of $200,000 of forest highway funds on California Forest Highway Route No. 11 and 12 which extends northwest from Canby to the Oregon state line. North of Cornell the present road intersects the state line 3 miles southeast of Malin while the recommended route parallels the Southern Pacific Railroad in a northwesterly direction intersecting the state line 3 or 4 miles east of Merrill. The delegation stated that they favored the present road connecting east of Malin rather than the route connecting east of Merrill because this route would bring traffic through Malin and would help build up that town whereas the other route would favor the townsite of Tule Lake on the California side of the line. The saving in distance of the route following the railroad over the route through Malin was not a consideration in their opinion. Due to the fact that a definite point of connection between the highway systems of both states had not yet been decided upon, further action on the request was deferred for future consideration.

Mr. Geo. Aiken of Ontario was present and spoke to the Commission about the drainage conditions along the highway just east of the city of Ontario. On account of a swampy condition near the east city limits some of the city's pavement had broken up and they asked

for help to remedy the situation. The Engineer reported that he had investigated the matter and had found that to effectively drain the low area it would be necessary to construct a drainage ditch across private property to the river. Also the grade of the roadbed should be raised and when this was done two reverse curves inside the city limits could be eliminated. Mr. Aiken stated that the City of Ontario would secure the right of way for both the drainage ditch and the line changes if the State would do the work. The Commission agreed to the arrangement and authorized the Engineer to proceed with the work when the right of way had been secured.

Mayor J. J. Tobin and Lester Martin of Newport appeared before the Commission. They asked the Commission to take over and maintain the city streets that are now being used by the general public leading to the ferry landing on the Bay frontage, more particularly described as follows: Beginning at the intersection of Cape Street and Sixth Street in the city of Newport, thence south along Cape Street to the intersection of Cape Street, Newport Street and Sixth Street; thence southwesterly along Sixth Street to Hurlbert Street; thence southeasterly along Hurlbert Street to a point near Third Street; thence in a southwesterly direction to the intersection of Fall Street and First Street; thence along Fall Street to Front Street; thence along Front Street to the ferry landing near Abbey Street. The Commission agreed to maintain these streets until the highway route through the city had been definitely decided upon.

A delegation from Toledo, consisting of Dr. H. R. Kauffman, Mayor, John E. Cooter and G. W. Trommlitz, was present and urged the early reconstruction of the Pioneer Mountain-Toledo Section of the Corvallis-Newport Highway about 6 miles in length. They stressed the elimination of the sharp curves on Pioneer Mountain which it was stated were an extreme hazard to traffic. They submitted a report showing the embarrassing financial and unemployment conditions existing at Toledo and surrounding territory and stated that the placing of this section of highway on the program for early construction would not only provide a safer road for the public to travel over, but it would assist greatly in relieving present adverse conditions. Regarding right of way for the proposed realignment of this highway, they informed the Commission that the County Judge had unofficially given them to understand that the County Court was ready to secure this right of way as it had previously agreed. Mr. Cooter stated that it was his understanding that the most important change would be made across his farm land and such being the case, he would sell the necessary right of way, approximately 6 acres, for any amount acceptable to the Commission. Resolutions, urging the early reconstruction of this section of highway, were presented from the City of Toledo, Toledo Business Men's League and the American Legion Post of Toledo. Chairman Van Duzer informed the delegation that this matter would be discussed with the Engineer. Mayor Kauffman called the Commission's attention to the promise made by the City Council of Toledo to the Commission several years ago that they would secure the right of way for widening the highway through the city. He stated that the

people had authorized a bond issue for $16,000 but they had been unable to sell the bonds. It was their thought that possibly the bonds could be marketed through the Commission or the State Treasurer. No action was taken by the Commission other than to suggest that the city take the matter up with the State Treasurer.

A delegation consisting of County Judge Victor P. Moses of Benton County, J. H. Carpenter, W. N. Halloway, George Utterback, Wm. Pockrus, W. W. Squires and E. H. Belknap of Monroe appeared before the Commission with further reference to the proposed line change in the West Side Pacific Highway at Monroe. Mr. Belknap acted as spokesman. He said that they were now prepared to do what they had agreed to do at the previous meeting but they would like first for the Commission to give them an estimate of the cost of moving the railroad tracks and apple house. They would then make some arrangements to have this work done. Upon inquiry of the Chairman, the Engineer explained that the reason for this matter coming up at this time was the need for a new bridge over the Long Tom River at Monroe and the necessity of raising the grade east of Monroe to keep it above high water during times of flood. No action was taken but the delegation was informed that the Commission would consider the matter later.

Mr. Harvey G. Starkweather and Mr. Walter Buse were present and urged the Commission to start construction work on the proposed highway between Oregon City and Portland on the east side of the Willamette River. They stated that the county funds that were set up for the procuring of right of way for this highway were nearly exhausted and as yet no employment had been furnished. They said that the Government was about to do some dredging work in the river at this point and that they had been assured by the Army Engineers that the dredged material would be available for use in constructing the highway grade. It was their understanding that the dredging work could best be accomplished during the period of backwater in the river and their thought was that the highway work should be carried on at the same time so as to secure the benefits of the dredged material. They reported that for the most part the right of way had not been difficult to obtain but there were a few owners who were holding out and it would be necessary to resort to condemnation proceedings in order to acquire these. Mr. Starkweather stated that he had received a telegram from Senator McNary to the effect that the bill waiving the $50,000 contribution of the Oregon City industries toward this dredging work would come up in the United States Senate today (February 19, 1931) and it was hoped that the Government would assume the full cost of this work which would amount to $210,000. He also urged the Commission to make this highway a part of the state highway system. The Engineer reported that Division Engineer W. D. Clarke had interviewed the United States Engineers concerning the use of the dredged material in the highway fills and it was apparent that there would be a large saving if this material was used. No action was taken, the Chairman advising that the matter would be considered later. The Engineer was authorized to make a further study of cooperative plans with the United States

Engineers. A letter regarding this matter was received from County Judge C. W. Kruse of Clackamas County in which he urged the Commission to start construction work on this project at the earliest possible moment.

County Commissioner R. A. Busenbark of Douglas County was present regarding the resolution prepared by Mr. Guy Cordon, District Attorney, concerning the matter of Douglas County's cooperation in the cost of the completion of the Umpqua Highway. He stated that the form of resolution had been prepared in accordance with the understanding that they had with the Commission at the meeting held on January 15, 1931, which was that Douglas County would cooperate to the extent of 25% in the cost of the completion of this highway provided the Commission would give the county credit for this expenditure when this highway was placed on the state highway system. Mr. Klein: "There is nothing in the resolution about right of way." Mr. Busenbark: "I did not know that was not included, but it is understood that we will secure the right of way as usual." The Commission approved its previous agreement with the county and instructed the Attorney to prepare a formal agreement for acceptance by the county.

Mr. Busenbark stated that the county ferry slip at Gardiner for the Umpqua River county ferry was in need of repair. The Engineer stated that it had been his thought and recommendation that neither the Umpqua nor Siuslaw ferries should be taken over by the State and operated as free ferries until the grading and surfacing had been completed between these two points, which would be in 1932. However, if the ferry slip at Gardiner needed extensive repairs to place it in safe condition, it might be preferable to build a new ferry slip at the new location during the present season rather than to wait until next year. Action on the matter was deferred pending a further report from the Engineer.

County Judge D. F. Graham, George W. McKnight and George J. Merritt of Malheur County were present and requested the Commission to designate a route for the Central Oregon Highway west from Juntura. Chairman Van Duzer: "The present designation is via Drewsey." Mr. McKnight: "We are anxious to get the designation so we can go ahead and secure the right of way." Mr. Van Duzer: "We cannot do anything right now." In connection with this matter, the Secretary presented a copy of a resolution that was adopted by Vale Grange No. 66, in which the Commission was requested to complete the Central Oregon Highway between Burns and Juntura, upon the route already designated by the Commission.

A delegation consisting of County Judge F. W. Livermore, County Commissioners J. M. Hiatt and H. D. Kerkman, and J. W. Barney, County Engineer, of Washington County, appeared before the Commission relative to the widening of the Beaverton-Hillsboro Section of the Tualatin Valley Highway. The Engineer reported that, in accordance with the instructions given him at the last meeting, he had made estimates of costs of several different types of improvements, all of which were based on a forty foot roadway. The one that he recommended required the acquisition of 15 feet additional right of way on the north side of the present highway at those places where the present right of way was only 50 feet in width. It was

estimated that the widened roadbed, 20 foot pavement, rock shoulders and drainage structures would cost approximately $223,000 for the 7.7 miles. Mr. Barney stated that this was a higher type of improvement than they had in mind. They wanted only a 20 foot roadbed, which would require only ten feet additional right of way. After some further discussion on the matter, the Chairman asked Judge Livermore to investigate the right of way matter further with the view to obtaining this as the cooperation of the county in the event that the improvement was ordered. In this connection, the Secretary presented copies of resolutions adopted by the Huber Commercial Club and the Beaverton Chamber of Commerce, in each of which the Commission was urged to widen this section of highway at an early date.

At five o'clock the Chairman announced the awards of the contracts for which bids were opened at the morning session:

Eugene-Wilbur Section of the Pacific Highway, Douglas and Lane Counties, 54.01 miles of non-skid wearing surface. The low bidder is F. J. Kernan at $125,165.00 on Type A-N-1. The award is made to F. J. Kernan.

Myers Creek-Taylor Creek Section of the Roosevelt Coast Highway, Curry County, furnishing broken stone or crushed gravel in stock piles. The low bid is that of Tom N. Hull at $27,590.00 and the next low bid is that of Saxton & Looney at $31,310.00. The Commission will investigate these two low bidders and will hold the award for a short time.

Roseburg-Canyonville Section of the Pacific Highway, Douglas County, 30.04 miles of non-skid wearing surface. The low bid on the two alternates is that on Type A-N-1 by the Northwest Roads Company at $81,954.00. The award is made to the Northwest Roads Company.

Baker-Malheur Bituminous Macadam Project, Baker and Malheur Counties, 22.0 miles bituminous macadam and 11.48 miles oil road mix on the Old Oregon Trail and John Day Highways. The low bid is that of J. C. Compton at $128,215.00 and the award is so made.

Elk Creek Tunnel Section of the Umpqua Highway, Douglas County, 1.6 miles roadbed construction including 1000 feet of tunnel. The contract was awarded to the low bidder, Wren & Greenough, at $105,785.00.

Peach-Speery Section of the Central Oregon Highway, Malheur County, 6.05 miles grading. The contract was awarded to W. H. Puckett Company, the low bidder, on concrete pipe at $40,991.00.

Otter Rock-Newport-Toledo Section of the Roosevelt Coast and Corvallis-Newport Highways in Lincoln County, furnish broken stone in stock piles. The low bid is that of Signer & Johnson at $26,205.00. The next low bid is that of the Meyers Contract Company at $27,484.00. The award will be held for a few days for investigation.

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La Grande-Union Section of the Old Oregon Trail, Union County, 4.9 miles of resurfacing and furnishing broken stone in stock piles. The contract was awarded to the Hart Construction Company, the low bidder, at $63,175.00.

Nye-Pilot Rock Section of the Oregon-Washington Highway, Umatilla County, 7.8 miles of regrading and resurfacing. The contract was awarded to Lair & Company, the low bidder, at $86,467.50.

Green Creek-Jackson County Line Section of the Pacific Highway, Josephine County, 2.46 miles of widening and regrading. The low bid was submitted by D. L. Ashton at $34,040.00, the next low bid was that of Joplin & Eldon at $34,885.00. The award will be held for a few days pending investigation.

Bridge over the Santiam River on the Santiam Highway about 4-3/4 miles east of Cascadia, Linn County. The contract was awarded to C. J. Montag, the low bidder, at $20,550.00.

Two bridges over Elk Creek on the Umpqua Highway about 12 miles west of Drain, Douglas County, known as the second and third crossings. The contract was awarded to F. L. Odom & P. L. Frazier, the low bidder, at $61,468.50.

Bridge over Elk Creek on the Umpqua Highway about 10 miles west of Drain, Douglas County, known as the fourth crossing. The contract was awarded to the low bidder, C. A. Catching, at $22,990.00.

Onion Flat Bridge over Rock Creek on the West Side Pacific Highway in Washington County, about 13 miles south of Portland. The low bidder was E. F. Balgemann at $13,440.00. The contract was awarded to Mr. Balgemann.

Redecking Ferryboat "Oregon" at North Bend, Coos County. The only bid received was that of Kruse & Banks Shipbuilding Co. at $4,807.00. The award was held pending an investigation by the Engineer.

County Judge Guy Boyington and Commissioner Wm. Larson of Clatsop County were present and informed the Commission that they had received an application for a permit to authorize the hauling of logs over the Cannon Beach Road, but that they had deferred action on the request since there was a question in their minds as to whether or not they still had jurisdiction over the road since it had been placed on the highway system. Chairman Van Duzer: "We can't let any logs be hauled over that road." The Chairman stated further that jurisdiction over this road was still in the hands of the County Court. Judge Boyington then asked the Commission if some construction work could not be started soon on this highway. He stated that in accordance with previous understanding the county has $25,000 available this year for cooperation with the State on this work and they would like to have this spent now to assist in relieving the present unemployment situation. Certain points were mentioned where repairs were

needed at the present time. The Engineer stated that he would like to have a little time to study the matter and make a report. The Commission authorized the Engineer to make a resurvey of this route from Nehalem in Tillamook County northerly to the south end of the grade constructed by Clatsop County near Arch Cape in order to determine the definite location.

Dr. Charles Lamkin, accompanied by Geo. McGee, City Manager of Hillsboro, was present in the interest of the Base Line Road between Hillsboro and Portland and the proposed short highway route from Portland to the Coast. They submitted a report from the City Council of Hillsboro on this matter in which a comparison was made of four possible routes for this highway through Washington County, beginning at a common point on the Tualatin Valley Highway near Portland and ending at a common point in the Gales Creek Valley from which the road extending up this valley would connect with both the Ridge Route and the Wilson River route to the coast covered in the report of the State Highway Engineer on this subject. The special attention of the Commission was called to the suggested change for the routing of traffic through Hillsboro. It was stated that Oak Street, which is one block south of the present highway, would provide a safer and better route than the present one on account of being farther removed from the business center and offering better possibilities for the construction of an undergrade crossing of the Pacific Railroad and Navigation Co. tracks on North Range Street. The matter was taken under advisement.

The Attorney reported that he had been unable to effect a satisfactory agreement with Mr. J. P. Abbott, for the purchase of a 5.02 acre tract of land near the Wapinitia Highway which was desired for quarry purposes to be used in connection with the surfacing of the Bear Springs-White River Summit Section. He stated that Mr. Abbott would not sell now nor permit quarrying operations on the tract because he was fearful that they would have a bad effect on his sheep during the lambing season, the quarry being located near his sheep corrals. The Engineer stated that the surfacing contract had already been awarded and the contractor was ready to go to work. This is one of the emergency projects and should not be delayed. On account of the friendly attitude displayed by Mr. Abbott, the Commission hesitated to go to extreme measures to acquire this property unless it was necessary. The Attorney was instructed to negotiate further with Mr. Abbott and offer him $1,000.00 for the 5.02 acre tract; if he was unsuccessful in this attempt, then he was authorized to file a condemnation suit. Commissioner Gates offered the following resolution and moved its adoption:

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

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WHEREAS, in the permanent improvement, construction and maintenance of said highways, and particularly that portion of the Wapinitia highway, otherwise designated as State Highway No. 44 in Wasco County, it has been found necessary and the state highway commission has and does hereby determine and declare that it will be and is necessary and of advantage to the state that the state acquire either by purchase, agreement or by the exercise of the power of eminent domain the land hereinafter described, which land is to be used for the purposes more specifically hereinafter set out, and

WHEREAS, it appears that the following described parcel of land owned by James P. Abbott and Clara A. Abbott possesses and has upon and under the same gravel, gravel beds, sand, rock, boulders and other mineral deposits and formations suitable for road construction, road improvement and road maintenance, the acquisition of which said parcel of land is necessary and will be of advantage to the State of Oregon, which parcel of land is described as follows, towit:

A parcel of land lying in the NW¼ of the NW¼ of Sec. 2, and the NE¼ of the NE¼ of Sec. 3, T. 6 S. R. 12 E. W. M. being part of that tract of land which was conveyed by that certain quitclaim deed from Joseph Pacquet and Mary E. Pacquet, his wife, to J. P. Abbott, signed July 24, 1906, and recorded August 16, 1906, in book 42, page 302, deed records of Wasco county, together with a parcel of land lying in the SE¼ of the SE¼ of Sec. 34, T. 5 S. R. 12 E. W. M., being a tract of land conveyed by that certain quitclaim deed from Frank Gabel and Katie M. Gabel, husband and wife, to James P. Abbott, which quitclaim deed conveys all the grantors' undivided one-half interest in the above described property to the said James P. Abbott as signed September 26, 1901, and recorded October 18, 1901, in Book 32, Page 463, deed records of Wasco county, Oregon, said parcel being more particularly described as follows:

Beginning at a point in the center of a county road, said point being 654 feet west and 40 feet north of the N. W. corner of Sec. 3, T. 6 S. R. 12 E. W. M.; thence S. 63 deg. 30' 30" E. a distance of 856.3 feet; thence N. 0 deg. 38' 30" W. a distance of 120.0 feet; thence S. 71 deg. 06' E. a distance of 400 feet; thence S. 6 deg. 03' E. a distance of 500.0 feet; thence N. 71 deg. 06' W. a distance of 450.0 feet; thence N. 0 deg. 38' 30" W. a distance of 327.7 feet; thence N. 63 deg. 30' 30" W. a distance of 856.3 feet to a point in the aforesaid county road; thence N. 0 deg. 38' 30" W. a distance of 33.3 feet to the point of beginning; containing 5.02 acres, more or less,

and

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

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

BE IT FURTHER RESOLVED, that the boundaries of the above described parcel of land be and the same are hereby adopted.

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

The motion was duly seconded and carried.

The Engineer asked the Commission for instructions regarding the continuation of the emergency highway work that had been carried on for the past three months to assist in relieving the unemployment situation. After due consideration, the Commission ordered that this work be discontinued as of February 28, 1931 in so far as it was possible, and that all of it should be discontinued not later than March 15, 1931. The Chairman stated that he had received several requests from the Civic Emergency Committee of Portland to put on some emergency crews on the state highway routes in Multnomah County after March 1st when these roads were to be taken over by the State. Since the Commission had done no previous emergency work in Multnomah County, the Engineer was authorized to organize one crew and put it to work for the month of March; but further arrangements would depend upon the result of a conference between the Chairman and the Engineer.

Division Engineer W. D. Clarke reported that considerable difficulty was being encountered with traffic parking on an angle with the curb lines on the West Side Pacific Highway in the town of Multnomah. On account of the narrowness of the street, this method of parking created a hardship and a hazard to through traffic. The Commission instructed Mr. Clarke to take this matter up with the Sheriff of Multnomah County and ask him to order parallel parking in this district.

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A letter was received from the United Westside Clubs of the Tualatin Valley in which the Commission was requested to widen the West Side Pacific Highway between Bertha Station and the Multnomah-Washington County line as soon as this section was taken over by the State as a state highway. The matter was referred to the Engineer for a report.

Parks Engineer S. H. Boardman reported on the following park projects:

Yachats Beach Road. This is a proposed scenic roadway lying between the Roosevelt Coast Highway and the Pacific Ocean following along the coast line for about 4,000 feet south from the bridge over the Yachats River at Yachats. He stated that Mr. Geo. E. Frost of Portland, representative of the English syndicate which owns the property, had informed him that the owners were willing to donate a right of way 100 feet in width for this road under certain conditions. A form of deed was presented for the consideration of the Commission and, upon the advice of the Attorney, was approved.

Basalt Bluff. This is a high bluff containing 32 acres lying adjacent to the Ochoco Highway in Crook County at the west city limits of Prineville overlooking the city of Prineville and the Ochoco Valley. Mr. Boardman stated that, through the efforts of Mr. Harold Baldwin, Mr. H. T. Smith and other public spirited citizens of Prineville, a deed had been secured from the owners, Columbus J. Johnson and Fannie Johnson, his wife. No consideration was involved, the deed being a gift to the State from the citizens of Prineville. The deed was accepted by the Commission for the State, and the Secretary was instructed to write the donors expressing the thanks and gratitude of the Commission for this gift.

Park site at Savage Rapids Dam adjacent to the Pacific Highway in Josephine County at the Josephine-Jackson County Line. Mr. Boardman stated that the tract contained about 185 acres and commanded a frontage of one mile on the Rogue River. The property belonged to two parties and could be purchased for $10,000.00. Commissioner Gates stated that he had inspected the property and in his opinion the east half was most desirable for park purposes. This half contains between 50 and 60 acres and could be purchased for the sum of $6,000.00. The purchase of the east half at $6,000.00 was approved by the Commission.

Anna Lang tract near Herman Creek on the Columbia River Highway about 5 miles east of Cascade Locks in Hood River County. The Parks Engineer reported that this tract, containing about 153 acres, could be purchased for the sum of $2,500.00. He stated that only a portion of the tract contained a stand of timber. This is included in a strip fronting on the highway for about one-half mile and containing about 50 acres. After further discussion of the matter, the Parks Engineer was instructed to look into the matter further and report later. Commissioner Lynch stated that he would inspect the tract personally.

The Engineer asked the Commission for authority to make several line changes in the Roosevelt Coast Highway between Skipanon and Seaside so as to eliminate some bad curvature in the present alignment. One of these was at Ivy Park about 1/4 mile south of Skipanon where it is possible to eliminate two 18° and one 19° curves by the substitution of one 5° curve. Another is at West's Lake where it is planned to entirely eliminate four curves and reduce the curvature on two others. This change, the largest of all those proposed, involves the construction of about one-half mile of entirely new highway and the reconstruction of about one-quarter mile of the existing highway. The construction of this line change will reduce the total curvature between the limits of the improvement from 221° 59' to 30° 59' and will replace six curves, two of which are very sharp, with three. A third change is proposed at a point about one-half mile south of Clatsop Station. This is a short change involving the substitution of two 4° curves for the two now existing, one of which is a 20° curve and the other a 12° 30' curve. The Engineer stated that he estimated the cost of the three changes would be approximately $20,000.00. The changes proposed were approved by the Commission.

Relative to the right of way for the Umpqua Highway between Elkton and Drain in Douglas County, the condemnation of a portion of which has been requested by the board of trustees of the Umpqua Highway Improvement District, Commissioner Gates proposed the following resolution, which was duly seconded and carried:

WHEREAS, the Umpqua Highway Improvement District has been duly incorporated and the legislature of the State of Oregon by Chapter 411, General Laws of Oregon for 1927, has declared the same to be a municipality vested with all the powers, duties and responsibilities provided for in Chapter 399, General Laws of Oregon, 1925, and

WHEREAS, a highway from Elkton to Drain in Douglas county has been recommended, surveyed, definitely located and approved, and plans and specifications therefor have been prepared and have been approved, and

WHEREAS, the said Umpqua Highway Improvement District has sold bonds and has levied taxes and deposited the proceeds derived therefrom with the state treasurer of the State of Oregon, and

WHEREAS, the said Umpqua Highway Improvement District is authorized by Section 30, Chapter 399, General Laws of Oregon, 1921, to contract with the State Highway Commission or with the Federal Government for the construction of any highway within the said district, and

WHEREAS, the State of Oregon, through its State Highway Commission, contemplates entering into a contract for the

construction of a highway between Elkton and Drain in Douglas County, and more particularly for the Elk Creek Tunnel section in the vicinity of Hancock mountain, and

WHEREAS, the State Highway Commission is required by Section 28, Chapter 399, General Laws of Oregon, 1921, to secure the right of way for highways in highway improvement districts and is authorized to commence and prosecute to final determination all necessary condemnation proceedings in connection therewith, and

WHEREAS, in the permanent improvement, construction and maintenance of the said highway it has been found necessary and the State Highway Commission has and does hereby determine and declare that it will be and is necessary and of advantage to the state that the state acquire either by purchase, agreement or by the exercise of the power of eminent domain the property hereinafter described as follows, towit:

A parcel of land, being a portion of the property of Chester Rydell in the N½ of the NW¼ of Sec. 22, T. 22 S. R. 7 W. W. M., Douglas County, Oregon.

The said parcel being all that portion of the foregoing described property included in a strip of land of variable width, lying on each side of the center line of the Umpqua Highway as surveyed 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 1219+42.1 to Station 1189+81.0, which portion of the center line is described as follows:

Beginning at center line station 1219+42.1, opposite and 50 feet distant from which point the northerly line of said strip of land intersects the east line of the NW¼ of said Sec. 22; said beginning point also being approximately 415 feet south and 15 feet east of the north one-quarter corner of said Sec. 22; thence on a 3820.0 ft. radius curve right (the long chord of which curve bears S. 77 deg. 55½' W.) a distance of 672.3 feet to station 1212+69.8, which through an equation equals 1210+73.9; thence S. 82 deg. 58' W. equals S. 82 deg. 56' W. a distance of 739.4 feet; thence on a 955.0 ft. radius curve left (the long chord of which curve bears S. 59 deg. 17' W.) a distance of 788.3 feet; thence S. 35 deg. 38' W. a distance of 417.0 feet; thence on a 955.0 ft. radius curve right (the long chord of which curve bears S. 40 deg. 05' W.) a distance of 148.2 feet to station 1189+81.0, opposite and 40 feet distant from which station the northerly 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 N. Side of C.L.	Width on S. Side of C.L.
1219+42.1- 1219+00	110	50	60
1219+00 - 1213+00	90	40	50
*1213+00 - 1207+00	100	50	50
1207+00 - 1205+00	90	40	50
1205+00 - 1198+00	80	40	40
1198+00 - 1196+00	110	70	40
1196+00 - 1191+50	140	70	70
1191+50 - 1191+00	110	70	40
1191+00 - 1189+81	80	40	40

*1212+69.8 equals 1210+73.9

The parcel of land to which this description applies contains approximately 6.6 acres

and

WHEREAS, in the judgment of the highway commission it is necessary and will be of advantage to the state in the construction, improvement and maintenance of permanent highways therein that title to the hereinbefore designated parcel of land be procured for, and the same is needed and is necessary for right of way for said highway and for the construction, maintenance and improvement thereof as herein stated,

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

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

BE IT FURTHER RESOLVED, that an effort be made to agree with the owners and with the 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, to the remainder of the property of the said owners and tenants, if any there be, and in the event that no satisfactory agreement can be reached with the said owners and with the said tenants, if any there be, 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, authorized

and instructed to commence and prosecute to final determination such suits or actions as will be necessary and appropriate to acquire title to the said parcel of land and to all rights therein for the purposes herein stated.

A number of letters and resolutions from citizens and organizations in Wallowa County, requesting the construction of a road leading from Joseph down Little Sheep Creek to Imnaha were presented to the Commission for consideration. The Secretary was instructed to reply to these communications to the effect that the forest highway program for 1931 was already agreed upon and that no funds were available for the construction of this road at this time.

Letters were received from Samuel M. P. Dolan, President of the West Side Pacific Highway Association, and from the Necanicum-Nehalem Highway Association in which the Commission was requested to cause white stripes to be painted along the center line of the highway pavements to provide for safer driving on the highways at night time and during heavy fogs. The Commission stated that this would be done after more of the non-skid work had been completed.

A letter was presented from the Pacific Iron Works of Portland, asking the Commission to apply the 5% differential in favor of home industry as against the Virginia Bridge & Iron Co. in connection with the three steel bridges for which bids were opened at the morning session. The Commission stated this could not be done on federal aid jobs.

Several letters were presented from E. D. McKee, President of the Maryhill Free Bridge Association, requesting the Commission to take the action necessary to assure the early construction of a bridge across the Columbia River between Biggs, Oregon, and Maryhill, Washington, which, it was stated, was the only existing gap in United States Highway No. 97, The Commission declined to take any action in this matter.

A copy of a joint resolution was received from the Grants Pass Chamber of Commerce in which the Commission was asked to authorize the making of a survey of a proposed road leading from Powers in Coos County, up the Rogue River to Grants Pass. The resolution was signed by the Chambers of Commerce of Marshfield, Grants Pass, Myrtle Point, Coquille, North Bend and Powers and by the County Courts of Coos and Josephine Counties. The Commission declined the request.

A letter was presented from the Astoria Chamber of Commerce advocating a free ferry across the mouth of the Columbia River. It was the opinion of the Commission that this was not needed at the present time.

The Secretary presented a letter from the H. R. Landfare Company of Portland in which the Commission was requested to reconsider its previous action in declining to issue them a permit to haul piling 70 feet in length over the Tualatin Valley Highway between Forest Grove and Portland. They stated that they had looked over other routes and had found

that it would be possible for them to use county roads from Glenwood, the source of the piling, to Beaverton, and that it would be necessary for them to use the state highway only between Beaverton and Portland. The Commission denied the request because of the hazard that the hauling of such long poles would present to the traveling public on this heavily traveled highway and also on account of the fact that there was railroad transportation available near Glenwood over which the piling could be shipped to Portland at a cost not to exceed one-half cent more per lineal foot than by truck haul.

A letter was presented from Geo. W. Buck, Roadmaster of Multnomah County, stating that Multnomah County would have no further use for the ferry "Multnomah" when the bridge over the Willamette River at St. Johns was completed about June 1, 1931 and offering the same for sale. This ferry has a capacity of from 45 to 48 cars and is powered with a 250 h. p. Diesel engine. It has been in operation for about $3\frac{1}{2}$ years and is in good condition. It cost the county $60,000, but they are willing to sell it for $35,000 and will consider taking a smaller ferry as part payment. The offer of Multnomah County was declined by the Commission for the reason that there is no location on the Roosevelt Coast Highway where a ferry boat of this capacity is needed.

A resolution was presented from Fort Hill Grange No. 639 of Willamina requesting that the Commission assume the bonded indebtedness of the Salmon River Highway Improvement District amounting to $125,000 so as to relieve the taxpayers of the district of this burden. The request was declined by the Commission.

A letter was received from Mr. Frank P. Farrell, City Attorney of Medford, stating that the Planning Commission of that city had designated a strip of land 1000 feet in width paralleling the Southern Pacific Railroad between Medford and Central Point as an industrial area. The Commission was asked to consider this fact when making plans for the future reconstruction of the Pacific Highway between these points and locate the highway to the east of this area if possible. The Secretary was instructed to inform Mr. Farrell that the approved relocation of the highway was not along the railroad and would not interfere with the proposed industrial sites.

A letter was presented from the Highways Committee of The Dalles-Wasco County Chamber of Commerce, urging the construction of a short-cut route between The Dalles and the Mt. Hood Highway via Mill Creek, which is partly within the National Forest. The matter was deferred for future consideration.

A copy of a resolution adopted by the Common Council of the City of Klamath Falls, opposing the rerouting of The Dalles-California Highway in that city from Oregon Avenue and Ninth Street and connecting streets to El Dorado Street was presented to the Commission. Matter deferred for future consideration.

2-19-31

The following notification, relating to the taking over of certain county roads in Multnomah County as state highways on March 1, 1931, was received from the Board of County Commissioners of Multnomah County:

"Be it remembered, that at a meeting of the Board of County Commissioners, held February 9, 1931, the following action was taken:

No. 6328 Copy of Resolution passed by Oregon State Highway Commission taking over certain highways in Multnomah County as state highways under certain conditions.

Order referred to the Roadmaster with instructions to comply with the demands of the Oregon State Highway Commission."

The Engineer reported that he had investigated C. R. Johnson, who submitted the low bid on January 15, 1931 for the regrading of The Dalles-Biggs Section of the Columbia River Highway in Wasco and Sherman Counties, 13.0 miles in length, and was satisfied that he was qualified to handle this project. As a result of this investigation he had notified Mr. Johnson that the contract was awarded to him. The Commission confirmed the award to C. R. Johnson.

The following requests for extensions of time were received:

Union Construction Company, contract No. 1203, widening the La Grande-Hot Lake Section of the Old Oregon Trail, requested an extension of time to December 10, 1930. The Engineer recommended that the extension be granted without penalty since the contractor had overrun the specified time limit by only 25 days and the public had not been inconvenienced. The recommendation was approved by the Commission.

Washburn & Hall, contract No. 1099, regrading and surfacing the Keene Creek-Jenny Creek Section of the Green Springs Highway in Jackson County, requested an extension of time to December 20, 1930. The Engineer recommended that the extension be granted without penalty. Recommendation approved by the Commission.

Joplin & Eldon, contract No. 1138, resurfacing Lincoln County Line-Alsea Mountain Section of the Alsea Highway, requested an extension of time to November 10, 1930. The Engineer recommended that all penalties be waived and that the extension requested be granted. Recommendation approved by the Commission.

Cochran Construction Company, contract No. 1153, grading Glenada-Douglas County Line Section of the Roosevelt Coast Highway, requested an extension of time to May 31, 1931. The Engineer recommended

that the extension be granted without penalty. Recommendation approved by the Commission.

C. E. Silbaugh, contract No. 1211, grading Silver Creek-Sage Hen Hill Section of the Central Oregon Highway, requested an extension of time to April 1, 1931. The Engineer recommended that the extension be granted without penalty. Recommendation approved by the Commission.

J. Thomsen, contracts No. 1239 and No. 1240 for the construction of maintenance buildings at Redmond and John Day, respectively, requested an extension of time of thirty days or to January 31, 1931 within which to complete these two buildings. The Engineer recommended that the extensions requested be granted without penalty. Recommendation approved by the Commission.

Jacobsen-Jensen Company, contract No. 1208, construction of concrete pavement, Multnomah County Line-Sandy Section of the Mt. Hood Highway, requested an extension of time to July 1, 1931. The Engineer recommended the granting of this extension without penalty in view of the fact that the contractor had been delayed pending the decision of the Commission as to whether or not the route through Sandy should be designated via Proctor Avenue or Main Street. The Commission approved the recommendation.

The Commission approved the minutes of the meetings of December 11 and December 30, 1930.

The Commission set Thursday, March 26, 1931 as the date for the next regular meeting.

No other business coming before the Commission, the meeting was declared adjourned to reconvene at the call of the Chairman.

Chairman

State Highway Engineer

Commissioner

Secretary

Commissioner

Salem, Oregon, March 17, 1931

The State Highway Commission met at the call of the Chairman in the office of the State Highway Engineer in Room 325, State Office Building, Salem, Oregon at 2:00 o'clock P. M. Those present were:

H. B. Van Duzer, Chairman
M. A. Lynch, Commissioner
Chas. K. Spaulding, Commissioner
Roy A. Klein, State Highway Engineer
H. B. Glaisyer, Secretary

The Chairman introduced Senator Chas. K. Spaulding of Salem who was appointed State Highway Commissioner by Governor Julius L. Meier on March 11, 1931, to succeed former Commissioner C. E. Gates of Medford.

The Chairman then announced that the object of the meeting was to provide a program for the unobligated balance of the funds that were available for new construction and major betterments for the year 1931.

The Engineer reported that of the $1,300,000 of Emergency Federal Aid money allotted to the State of Oregon, approximately $700,000 had been obligated under contracts, leaving a balance of about $600,000 unobligated, all of which must be expended by September 1, 1931. The Chairman explained that this money represented Oregon's share of an appropriation made by the Federal Government under its "Emergency Act of December 20, 1930" to provide for emergency construction work on Federal Aid highways during the fiscal year ending June 30, 1931 for the relief of the unemployment situation. It is in the nature of a loan to be paid back to the Government over a period of five years, commencing with the fiscal year 1933, by making deductions from the regular apportionments of future authorizations made by the Government for carrying out the provisions of the Federal Aid Act as amended and supplemented. The amounts advanced by the Government will be limited in each case to the sum actually paid out by the State under such advance for work performed before September 1, 1931.

Upon inquiry of Commissioner Spaulding as to what plans had been made for the use of the $600,000, the Chairman stated that there were plenty of projects that had been previously approved which were eligible for these funds and upon which this money could be expended, but it was necessary to curtail the previous plans and select only the most necessary of the projects at the present time.

Commissioner Spaulding stated that he had looked over the financial statement that was prepared by the Engineer and was surprised to note that practically all of the funds for this year had been obligated. The Chairman explained this by saying that an effort had been made all over the country to speed up work of this kind to aid in relieving the unemployment problem and that contracts for construction work in Oregon for the year 1931 had been awarded early in line with this movement.

The Engineer presented a financial statement showing the anticipated income for the year and the amount that had been definitely obligated for the various activities of the department. He also presented a list of projects which he stated were eligible for the funds available and which he recommended for the 1931 program. Included in this list were several oiling and bituminous macadam construction projects, five of which it was planned to construct by state forces and two by contract. A map showing the location of the proposed oiling and bituminous macadam work was presented by the Engineer who explained the necessity for the improvements at the present time. Commissioner Spaulding stated that he was not familiar with the costs for this class of work and asked if it would not be more economical to contract all of the oiling work. The Chairman replied to this inquiry at quite some length, going into the history of the oiling work. He stated that Oregon was the first state in the Union to construct oiled roads and up to a short time ago the work done was more or less of an experimental nature. It was an economical proposition, the oil extended the life of the surfacing and the cost of the oiling being much less than the cost of resurfacing the highway which was inevitable in a much shorter time if no such treatment was given. Also it gave the people the use of a much better road. He further stated that up until the present time it had been an impossibility to contract this work due to the fact that this kind of work was new to the department and to the contractors -- no one knew what the costs would be since no one had previously had any experience with this type of construction. Commissioner Lynch: "The theory of this has been to make more contracts available to the contractors when they become more experienced in this work." Chairman Van Duzer: "Yes, that is right. As a matter of policy, the idea is to have enough of our own oiling crews on hand at all times to keep the contractors' prices down." The Engineer stated that it would be necessary to have a number of state crews available to take care of the small jobs that came up frequently in remote parts of the state in order to protect the state from excessive prices which the contractor would charge for the same work. In response to Commissioner Spaulding's inquiry, the Chairman stated that it has always been the policy of the Commission to figure a contractor's profit of 15% and that the performance of oiling work by state crews was being reduced each year and more work was being done by contract.

At this time the Chairman stated that the two oiling projects (La Grande and McKenzie) which were recommended by the Engineer should be advertised right away. This met with the approval of Commissioners Lynch and Spaulding and the Engineer was instructed to advertise for bids for this work.

The Commission then set Thursday, April 2, 1931, as the date for the next regular meeting for the receiving of bids on construction work.

Consideration was next given to the remaining projects that were recommended by the Engineer for construction in 1931, each project being considered separately and on its own merits. The following program

was approved by the Commission:

	Total Estimated Cost	Regular Federal Aid	Emergency Federal Aid	State Share
Various State Highways 5 State Force Projects, covering oiling and bituminous macadam construction	$398,600	$35,000	$20,000	$343,600
Old Oregon Trail La Grande Oiling Project, 33.81 miles oiling and bituminous macadam	118,500	50,000	50,000	18,500
McKenzie and Willamette Highways McKenzie Oiling Project, 42.1 miles oiling and bituminous macadam	66,000	8,000	8,000	50,000
Oregon Coast Highway *Bridge over Cape Creek in Lane County	120,000	72,000	16,000	32,000
McKenzie Highway *Nimrod-Gate Creek Section, 8.1 miles grading	127,000	75,000	25,000	27,000
Salmon River Highway Grand Ronde-Valley Junction Section, 2.0 miles grading and bridge	44,000	19,000	19,000	6,000
Lower Columbia River Highway *Rock Creek-Gnat Creek Section 4.0 miles paving	92,000	35,000	35,000	22,000
Pacific Highway Multnomah County Line-Oswego Section, 1.0 mile paving	37,000	--	--	37,000
Sherman Highway Kent-Shaniko Section, 11.8 miles resurfacing	118,000	50,000	--	68,000
Central Oregon Highway Bridge over Malheur River west of Harper				
Oregon Coast Highway Ferry operation across Yaquina and Alsea Bays				

*Previously authorized

The Engineer was authorized to advertise for bids on the above projects at the meeting to be held on April 2, 1931.

The Commission discussed the merits of the Wallula Cut-off between Umatilla and the Washington state line. For the benefit of Commissioner Spaulding, the Chairman reviewed the history of the project from its inception. He stated that this highway was on the Federal Aid System and was eligible for the expenditure of regular Federal Aid Funds and also Emergency Federal Aid Funds. If regular Federal Aid Funds were used, then the Government would pay about 60% of the cost and the State the balance, while if Emergency Federal Aid Funds were used, then the Government would advance 100% of the cost for all work accomplished prior to September 1, 1931, after which time the State would have to assume future payments on the regular Federal Aid basis. Commissioner Spaulding: "It looks to me that if we have to put up the money, this construction should be deferred, but if the Government puts it up, then we should go ahead with it." Commissioner Lynch: "If the Government puts up the money, it will be using up money that should be put into the construction of other roads." Further action on the matter was deferred until the next meeting.

The department attorney who was present stated that a damage suit for $12,500 had been filed against Roy A. Klein, as State Highway Engineer, by Anna C. French who claims that she was severely injured when she stepped from her automobile into what she said was the unprotected end of one of the highway culvert pipes on the Pacific Highway about 2 miles south of Eugene on July 19, 1929. The Commission authorized the Attorney to defend Mr. Klein in this suit.

The Commission approved the minutes of the meetings of January 15, 1931 and February 19, 1931.

The Engineer reported on the following projects in connection with which bids were received at the meeting held on February 19, 1931 but for which awards were held up pending further investigation:

Myers Creek-Taylor Creek Section of Oregon Coast Highway in Curry County, furnishing broken stone in stock piles. Contract awarded to Tom N. Hull, low bidder, at $27,590.00. Award approved by the Commission.

Otter Rock-Newport-Toledo Section of Oregon Coast and Corvallis-Newport Highways, Lincoln County, furnishing broken stone in stock piles. Contract was awarded to Signer & Johnson, low bidders, at $26,205.00. The Engineer stated that since making the award to Signer & Johnson he had received a letter from them asking to be relieved from the performance of the contract on account of a mistake in their bid and stating further that they were ready and willing to make good their bid guarantee in the amount of $1,310.25 if that was required. The Engineer said that it was his first thought that the project should be readvertised. Later, however, Mr. Meyers and his partner, known as Meyers Contract Company, who were the

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next low bidders, called on him and stated that they were certain that they could perform the work at their bid price of $27,484.00, which was only $1,279.00 more than the bid price of Signer & Johnson, the increase being less than the amount of the bid bond furnished by Signer & Johnson. This information had been sent to the Commissioners individually with a request for instructions as to whether or not he should award the contract to Meyers Contract Company. The replies received were favorable and he reawarded the contract to Meyers Contract Company at their bid price. The action taken by the Engineer in this matter, including the reaward of the contract to Meyers Contract Company, was approved by the Commission. The Secretary was instructed to inform Signer & Johnson of the date of the next meeting of the Commission and state that the Commission would give them a hearing at that time relative to the forfeiture of the bond.

Nye-Pilot Rock Section of the Oregon-Washington Highway in Umatilla County, 7.8 miles regrading and resurfacing. This contract was awarded by the Commission to Lair & Company of Kelso, Washington, the low bidders, at $86,467.50, which was $19,915.50 below the next low bidder. The Engineer stated that Lair & Company had informed him that they were ready and willing to proceed with the work but they could not do so because none of the bonding companies would write their bond due to the difference in the amount of the bids. He asked for instructions as to whether or not he should readvertise for bids on this project. The matter was discussed further and the Engineer was instructed to readvertise the project for the next meeting. The Secretary was instructed to write Lair & Company that the Commission had ordered the readvertising of the project and that they would be given a hearing on the matter of forfeiture of the bond at the next meeting.

Green Creek-Jackson County Line Section of the Pacific Highway in Josephine County, 2.46 miles of widening and regrading. The Engineer stated that this contract had been awarded to D. L. Ashton of Lebanon, the low bidder, at $34,040.00. The award was approved by the Commission.

Redecking Ferryboat "Oregon" at North Bend in Coos County. The Engineer stated that he had negotiated with Kruse & Banks Shipbuilding Co., the only bidders for this work, with the result that they had reduced the amount of their bid from $4,807.00 to $4,500.00 and he had awarded the contract to them at the reduced figure. The award was approved by the Commission.

The matter of acquiring the approaches to the new bridge over the Rogue River in Curry County was discussed by the Commission. The Chairman stated that the Attorney had informed him that he had filed court action against the Macleay Estate Company, the owners of the property, but that they had not yet filed an answer so that nothing further could be done along this line at present. The Chairman also stated that he was willing to pay the Macleay Estate Company a reasonable amount for the land but not the amount demanded by the Company. Commissioners Lynch and Spaulding agreed with the Chairman on this matter.

The Engineer reported that he had made an inspection of the ferry slip at Gardiner as instructed to do at the last meeting and had found it to be in a fair condition but needing some repairs. It was his recommendation that the construction of a new slip be deferred for the time being. Report approved by the Commission.

Concerning the emergency employment crews, the Engineer reported that the work that had been arranged for these crews was about all done and that the crews were practically all disbanded except those working in Multnomah County which did not commence until March 1.

The Umpqua Road in Douglas County, connecting the Pacific Highway at Drain with the Oregon Coast Highway at Reedsport, a distance of 55 miles, was discussed by the Commission, consideration being given to the desirability of including this road as a part of the State Highway System. In view of the fact that a large mileage of this road has already been constructed to state highway standards at the expense of Douglas County and the Highway Improvement District in cooperation with the Forest Service and in view of the further fact that Douglas County has previously agreed with the State to cooperate with the State to the extent of 25% of the balance of the cost of the construction of this highway as soon as it shall be included in the State Highway System, it was the thought of the Commission that this road should be made a state highway at the present time. Thereupon Commissioner Lynch offered the following resolution covering the matter which was adopted unanimously:

WHEREAS, that certain highway beginning at an intersection with the Pacific Highway at Drain, Oregon, and running thence westerly through Elkton and Scottsburg to a connection with the Oregon Coast Highway, formerly known as the Roosevelt Coast Military Highway, at Reedsport, is, in the judgment of the Highway Commission, a road of public importance and is a highway, the location, construction, improvement and maintenance of which will contribute materially to the best interests of the State, and said highway is in the judgment of the Highway Commission a highway which should be designated as a state highway and made a part of the State Highway System, and

WHEREAS, the route and location of said highway has already been surveyed and staked upon the ground, and said route and survey has been duly adopted by the State Highway Commission, and

WHEREAS, a large portion of said highway has been improved at the joint expense of the Federal Government, Douglas County and the Umpqua Highway Improvement District, and said highway will be further improved jointly by the said Highway Improvement District, Douglas County, the Federal Government and the State of Oregon,

THEREFORE, BE IT RESOLVED, that that certain highway

beginning at an intersection with the Pacific Highway at Drain in Douglas County, Oregon, and running thence westward through Elkton and Scottsburg to a connection with the Oregon Coast Highway, formerly the Roosevelt Coast Military Highway, at Reedsport, be and the same hereby is designated and defined as a state highway, and said highway hereby is made a part of the State Highway System and shall be known as State Highway No. 45.

BE IT FURTHER RESOLVED, that the route of said highway as surveyed, staked and located upon the ground and as now improved, together with the survey and field notes, be and the same hereby are adopted and made a part of the state highway records, subject, however, to such changes in alignment and grades as may be found necessary or deemed advisable by the Highway Commission.

The Engineer stated that an offer had been received from M. J. Maloney, representative of an El Paso, Texas, concern, to purchase some surplus truck parts for obsolete war trucks which the department had no further use for -- if the Commission wished to consider a sale of this kind, he would call in the Equipment Engineer, L. P. Campbell, to explain the details. This was agreeable to the Commission and Mr. Campbell was called into the conference. Mr. Campbell stated that the parts in question were a lot of surplus parts for a type of Nash Quad truck that was no longer being manufactured. They were secured from the Government years ago along with some trucks, being surplus war materials and equipment and had cost the State only the freight. The trucks, with the exception of four which would soon be beyond repair, had been worn out and discarded long ago and, therefore, the department would have absolutely no use for the parts that were left since they could not be used on modern equipment. Concerning the four trucks on hand, he stated that three of them were being used as yard trucks at the Salem shops and one was being used in the Southern Oregon division -- it would be too costly to put any of them in running order again. Mr. Campbell stated that a number of trucks of this type were still in use in other states and it was his recommendation that the surplus parts be disposed of now while there was a call for them. It was his opinion that these parts would have no commercial value in a couple of years and could then be disposed of only as junk, which at ordinary times would sell for approximately $125.00.

Mr. Campbell stated further that most of the parts on hand were new, the balance being parts salvaged from worn out equipment. The retail value of the new parts, based on the prices quoted by the various manufacturers handling the same kind of material, is $10,309.20 and that of the salvaged parts is $1,500.00, making a total value of $11,809.20. Mr. Maloney's offer is as follows: $3,750.00 for all of the surplus parts if accepted by the Commission not later than March 20, 1931, $3,500.00 if accepted not later than April 1, 1931, and $3,000.00 if accepted not later than April 10, 1931. He will not be interested in the purchase of any of them after April 10, 1931. After further discussion of the matter, the Commission approved the sale of the supply of surplus Nash Quad truck parts to Mr. M. J. Maloney at his offer of $3,750.00, provided Mr. Maloney should

make a down payment of a sum at least sufficient to insure the payment of freight charges to and from El Paso, with the balance to be paid upon delivery to him of the bills of lading. The Equipment Engineer was authorized to wire Mr. Maloney that his offer was accepted subject to the above provisions.

The State Highway Engineer stated that the city of Hillsboro, through its City Manager, George McGee, had made inquiry of him regarding the possibilities of purchasing one of the Highway Department's old paving plants for use in patching the city streets of Hillsboro. The Equipment Engineer stated that this was one of the department's original small plants stored at the highway shops which should be disposed of since its usefulness had been outlived and it had been replaced by much better equipment. He stated that this plant as it stood was worth about $400.00. Certain parts of it had been removed and it would cost quite a little sum to put it in running order. Commissioner Spaulding suggested that the plant be loaned to the city without charge with the understanding that the city would recondition it at its own expense and with the further understanding that the state could reclaim it when it was needed on state work. The suggestion was considered by the Commission but was not accepted as it was thought the city would not want it under those conditions. After some further discussion of the matter, Commissioner Lynch made a motion to the effect that the paving plant be offered for sale to the city of Hillsboro, as is, at the price of $250.00. The motion was seconded and carried and the Engineer was authorized to make this offer to the Hillsboro City Manager.

The Engineer reported that the maps and records concerning the highway routes in Multnomah County that were taken over by the State on March 1, 1931 had been turned over to him by the Multnomah County Commissioners.

The Engineer requested instructions regarding the operation of the new law requiring the prequalification of bidders which would go into effect about June 6, 1931. He was instructed by the Commission to proceed with the preparation of the necessary forms and make arrangements to carry out the provisions of the act.

The Secretary presented letters from the Clatsop County Chamber of Commerce and the Portland Chamber of Commerce requesting the Commission to widen and straighten the Columbia River Highway from Portland to the Clatsop Beaches. He was instructed by the Commission to inform the petitioners that the Commission had today authorized the paving of the four mile section of this highway between Rock Creek and Gnat Creek in Columbia County.

A letter from the The Dalles-Wasco County Chamber of Commerce to Governor Julius L. Meier, which had been referred by the Governor to the Highway Commission, was presented. This letter concerned the construction of a cut-off highway between The Dalles and the Mt. Hood Highway via Mill Creek which is partly within the National Forest. Commissioner Lynch stated that he rather favored doing something for Wasco

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County but that the matter should wait until a joint meeting was held with the Forest Service officials. Commissioner Spaulding stated that it was his thought that this road should wait and the money spent on other roads of more importance. The matter was passed temporarily for future consideration.

A letter was presented from the Lions Club of Springfield urging the early opening of the McKenzie Highway. Commissioner Lynch stated that it was his thought that the removal of the snow on this highway should be delayed until there was not much likelihood of its being closed again before summer, however, he would like to have the start made as soon as practicable. He stated that the people of Central Oregon and of Eugene were very anxious to have this road opened up early. The Engineer stated that there was no snow plow in that vicinity and one would have to be moved in if the work was ordered. Commissioner Spaulding: "How long can this matter wait?" Mr. Klein: "Until about April." Further action was deferred until the next meeting of the Commission on April 2d.

The Equipment Engineer recommended the purchase of the following equipment for the 1931 requirements:

12 light trucks -- to be purchased from time to time as needed.
3 coupes to replace old equipment -- authority was also requested to trade in the old equipment on the new coupes.
2 light cars for the use of the Bridge Department.
Electrical equipment and wiring for the new shop building at Salem.
New equipment for the new shop building at Salem.

On motion which was carried, the matter was referred to Commissioner Spaulding with authority to act.

The Commission considered the construction of the East Side Highway route between Portland and Oregon City. No action was taken, the matter being deferred for further consideration at the next meeting.

The question as to whether or not the Advisory Committee on Highway Beautification should be relieved of its duties was considered by the Commission. Action on this matter was deferred until the next meeting.

The Engineer requested instructions as to whether or not he should arrange for the taking of traffic counts on the highways similar to those taken in 1929 and previous years. Commissioner Spaulding stated that he did not approve of counts being taken at every point each month. It was his thought that the taking of three or four counts during the year at points where traffic is heaviest would be sufficient. After further discussion of the matter, the Engineer was authorized to take monthly counts as in years prior to 1930, the counts to start in April, 1931.

A letter was presented from the County Court of Clackamas County in which the Commission was advised that the Bureau of Public Roads had an assortment of bridge steel stored at its Vancouver depot which could be used to good advantage by the county but that they could not secure it without the consent of the State Highway Commission. The Engineer stated that the Bridge Department had tried to use this material but found that it could not do so economically and, therefore, it was of no value to the department. Under these circumstances the Secretary was instructed to write the Bureau of Public Roads that the State Highway Commission had no use for this bridge material and that, in so far as the Commission was concerned, it would be satisfactory to turn the material over to the Clackamas County Court.

A letter was presented from the Board of Education of Portland in which the Commission was requested to construct a cinder path along the side of the lower Columbia River Highway near Linnton in Multnomah County for the benefit and protection of school children walking to school. The Commission instructed the Engineer to make a report on this matter at the next meeting.

A letter was presented from the Lincoln County Chamber of Commerce regarding the completion of the Salmon River Highway between Valley Junction and New Grand Ronde, the reconstruction of the Otis-Siletz River Section of the Oregon Coast Highway and the reconstruction of the Corvallis-Newport Highway over Pioneer Mountain. The Secretary was instructed to reply to this inquiry by saying that the Commission would receive bids at an early date for the grading of the Valley Junction-Grand Ronde Section of the Salmon River Highway but that no funds were available at the present time for the other work.

A letter was presented from the County Court of Washington County expressing the appreciation of the assistance given by the Highway Commission in providing employment for the idle people of the county during the past winter. The Secretary was instructed to thank the Court for this expression.

The Engineer recommended that the maximum load limits on the John Day Highway between Prairie City and Unity be reduced to 10,000 pounds in order to preserve the surfacing during the spring break-up. He stated that this was the only completed section on the state highway system that had developed a necessity for a reduction of load limits so far this season. Commissioner Lynch offered the following resolution to cover the matter which was duly seconded and passed by the Commission:

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

WHEREAS, the above named state highway, in the judgment of the State Highway Commission, is being subjected to a kind and

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

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

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

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

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

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

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

A request was received from the County Court of Umatilla County that the Weston-Elgin Forest Highway be extended for a distance of 5 miles from McDougal Camp to include the section between the westerly end of the present improvement to the junction with the Basket Mountain Road. Action on this matter was held up pending a joint meeting with the officials of the Bureau of Public Roads and the Forest Service.

A letter was presented from the Willamina Chamber of Commerce stating that the city of Willamina was now taking steps to eliminate the sharp turn at the north approach to the bridge over the Willamina River at Willamina and inquiring as to whether or not the Highway Commission would cooperate in the cost of this improvement. Action on this matter was deferred by the Commission until the next meeting.

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

State Highway Engineer

Secretary

Chairman

Commissioner

Commissioner

MINUTES

OF THE

OREGON

STATE

HIGHWAY

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MARCH 31, 1932

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OREGON STATE HIGHWAY COMMISSION

H. B. VAN DUZER, PORTLAND, CHAIRMAN (APRIL 1, 1931-OCTOBER 7, 1931)
J. C. AINSWORTH, PORTLAND, CHAIRMAN (OCTOBER 8, 1931-FEBRUARY 16, 1932)
LESLIE M. SCOTT, PORTLAND, CHAIRMAN (FEBRUARY 17, 1932-MARCH 31, 1932)
CHAS. K. SPAULDING, SALEM, COMMISSIONER (APRIL 1, 1931-FEBRUARY 16, 1932)
CARL G. WASHBURNE, EUGENE, COMMISSIONER (FEBRUARY 17, 1932-MARCH 31, 1932)
M. A. LYNCH, REDMOND, COMMISSIONER (APRIL 1, 1931-AUGUST 1, 1931)
WM. HANLEY, BURNS, COMMISSIONER (AUGUST 1, 1931-FEBRUARY 16, 1932)
E. B. ALDRICH, PENDLETON, COMMISSIONER (FEBRUARY 17, 1932-MARCH 31, 1932)

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ROY A. KLEIN, STATE HIGHWAY ENGINEER (APRIL 1, 1931-MARCH 1, 1932)
R. H. BALDOCK, STATE HIGHWAY ENGINEER (MARCH 1, 1932-MARCH 31, 1932)
H. B. GLAISYER, SECRETARY

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HEADQUARTERS AND GENERAL OFFICE OF DEPARTMENT

LOCATED AT SALEM, OREGON

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Page	Date 1931	Subject
2931	April 2	Bids opened on following projects: Provision for ferry service across Yaquina Bay; Provision for ferry service across Alsea Bay; Gate Creek-Nimrod Section, grading; Grand Ronde-Valley Junction Section, grading;
2932		Nye-Pilot Rock Section, regrading and resurfacing; Kamela-Union Section, bituminous macadam and oiling project; Bridge over Butte Creek about 5 miles east of Mt. Angel;
2933		Bridge over Cape Creek. Klamath County. Completion of Dalles-California Highway from Merrill to state line via Malin requested. Oregon State Motor Association. Thanks expressed to Commission for service rendered during high water period. Forest road funds. Joint conference held re programming accumulated savings. Following program agreed to:
2934		Florence-Gardiner Section, surfacing; East End Section, Santiam Highway, surfacing. Lincoln County. Agreement with Hefty & Johnson for additional rock in stock piles on Yaquina Bay-Alsea Bay Section signed. North Umpqua Highway survey discussed. Attitude of Federal Power Commission to be ascertained.
2935		Jackson County. Williams Creek Road recommended for addition to forest highway system. Jefferson County. Timbered area at headwaters of Metolius River; report of Parks Engineer; further negotiations authorized. McKenzie Highway. Exchange of Government timber lands for timber lands owned by Louis Hill interests discussed. Wallowa County. Resolution from Imnaha Grange urging construction of Sheep Creek Road. Umatilla Cut-off. Umatilla-Washington State Line Section;
2936		early construction requested. Grading project discussed. Marion County. Silver Creek Falls park site; purchase authorized.
2937		East Portland-Oregon City Highway; construction urged.
2938		Klamath County. Reconstruction of The Dalles-California Highway at north entrance to Klamath Falls requested. Washington County. Widening of Tualatin Valley Highway between Beaverton and Hillsboro requested.
2939		Awards of contracts announced: Bridge over Cape Creek; Bridge over Butte Creek; Nye-Pilot Rock Section; Gate Creek-Nimrod Section;

Page	Date 1931	Subject
2939	April 2	Awards, continued Kamela-Union Section; Grand Ronde-Valley Junction Section; Yaquina Bay Ferry Service; Alsea Bay Ferry Service.
2940		Sherman County. Market Road No. 12 changed. Umatilla County. Addition of three market roads approved. Columbia County. Addition of market road approved. Malheur County. Addition of three market roads approved. Douglas County. Addition of two market roads approved. Harney County. Attorney instructed to assist county in condemnation suit.
2941		Lincoln County. Signer & Johnson request return of bidder's bond on Otter Rock-Newport-Toledo Section. Umatilla County. Lair & Company request return of bidder's bond on Nye-Pilot Rock Section. Curry County. Myers Creek-Taylor Creek contract assigned by Tom N. Hull to Coos Bay Dredging Company. Douglas County. Commission asked to advance funds for county payment to Bureau of Public Roads on Oregon Coast Highway.
2942		Maintenance of Umpqua Highway; policy of Commission. Roseburg. Cooperation requested in improving highway routes through city under 1931 legislation. Forest highway funds. Agreement for programming accumulated savings signed. M. L. O'Neil. Claims for infringements on road processing patent; report requested. Umatilla County. Nye-Pilot Rock Section; H. E. Schmeer requesting award of contract.
2943	April 3	Lincoln County. Bid bond of Signer & Johnson ordered returned. Umatilla County. Bid bond of Lair & Co. ordered returned. Malheur County. Balance of indebtedness of city of Nyssa for Snake River bridge; Commission declined to assume. Umatilla County. Petition requesting widening and straightening of Oregon-Washington Highway between Freewater and state line. Champoeg Park. Parks Engineer to make report. Agate Beach. Protest against taking agate-bearing gravel from beach for road construction. Short Road from Portland to sea. Designation of route urged; reconnaissance surveys authorized. Multnomah County. Engineer's report on matter of cinder path along highway at Linnton.
2944		Widening pavement in front of Shriners' Hospital approved. Hillsboro. Sale of old paving plant to city reported. Surplus truck parts. Receipt of initial payment from El Paso concern reported. Yamhill County. Elimination of sharp curve at north approach to Willamina River bridge considered. Emergency work on highways during winter months. Engineer instructed to study matter and report.

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2944	April 3	Lane County. Request from Eugene Chamber of Commerce for use of triangular area at junction of Pacific and McKenzie Highways for permanent timber exhibit. John Troy property under lease for filling station site; encroachment on highway allowed until space is needed.
2945		Umatilla County. Matter of leasing of Sunset Inn property referred to Attorney for recommendation. Ecola Park property. Acquisition discussed. Kiddle Bill providing for secondary highway system considered. Polk County. Construction of storage shed at Valley Junction requested. Crook County. Reimbursement of county for acquisition of right of way across lands of Blanche A. Scott authorized.
2946		Klamath County. Merrill High School District requests purchase of tract from State to be used as site for new high school; exchange agreed upon. Drews Valley Section, reconstruction requested. Federal aid funds for emergency work to relieve unemployment: Wallula Cut-off Section discussed. Milwaukie-Oregon City project discussed. Program approved as follows:
2947		Umatilla-Wallula Cut-off Section, grading; Oregon City-Milwaukie Section, grading; Rock Creek-Gnat Creek Section, paving; Burchard Creek-Paradise School Section, grading; Bridge over Weatherly Creek; Kilchis River-Tillamook Section, grading; Durkee-Gales Section, regrading and widening; Klamath Falls North Section, grading; Otis-Siletz River Section, regrading; South Yamhill River bridge. Projects above ordered advertised, also bridge over Malheur River west of Harper. East Portland-Oregon City Road designated state highway.
2949		Grants Pass, bridge over Rogue River, invitation to dedication accepted. Engineer to be employed to make investigation of highway department shops. Commission meetings. Matter of holding in Salem discussed. Wasco County. Resolution re acquiring quarry site on Wapinitia Highway from Clara A. and James P. Abbott.
2951		Resolution amending resolution adopted on February 19, 1931 re acquisition of quarry site on Wapinitia Highway from James P. and Clara A. Abbott. Major betterment work orders providing for patching on Pacific Highway in advance of non-skid construction and

Page	Date 1931	Subject
2955	April 3	for construction of shoulders along Oregon Coast Highway in Clatsop County.
2954		Josephine County. Resolution modifying previous resolution re acquisition of right of way from W. E. and Edna Gibson.
2956		Automobiles, purchase of five authorized.
		McKenzie Highway. Snow removal considered.
		Josephine County. Additional right of way for Pacific Highway between Grants Pass and Redwood Highway junction authorized.
		Extensions of time:
		Tom Lillebo, Coos Bay ferry slips and approaches;
		J. W. Feak Construction Co., Bend-Horse Ridge Section;
		March Construction Company, Mountain Rest-Little Beech Creek Section;
2957		Quinn-Robbins Co., Pleasant Valley-Durkee Section;
		H. W. Cornell, Fort Creek-Barnhouse Ranch Section;
		Harmon & Tittle, Ranger Station-Bryant Hill Section;
		J. W. Feak Construction Co., Barnhouse Ranch-Picture Gorge Section;
		Knute Lien, Portland-Hood River Section;
		Homer G. Johnson, Kamela-Hilgard Section;
		Tom Lillebo, bridge over Larson Slough;
		F. J. Kernan, Eugene Oiling project;
2958		Earl L. McNutt, Hendricks Bridge-Doyle Hill Section;
		Barnet & Mitchell, Wapinitia-Maupin Junction Section;
		Clackamas Construction Co., bridges over Hoquarton, Hall and Dougherty Sloughs;
		A. J. Anderson, shop building at Salem;
		J. L. Hanson, addition to shop building at Coquille;
		O. N. Pierce, maintenance building at Cascade Locks.
		Umatilla County. Nye-Pilot Rock project awarded to H. E. Schmeer.
		Thursday, April 30, 1931 date for next regular meeting.
2959	April 30	Bids opened on following projects:
		Milwaukie-Oregon City Section, grading;
2960		Burchard Creek-Paradise Creek Section, grading;
		Terminal City-Klamath Falls Section, grading;
		Otis-Siletz River Section, grading;
2961		Kilchis River-Tillamook Section, grading;
		Umatilla-Sand Station Section, grading;
		Bridge over Weatherly Creek;
2962		Bridge over Malheur River;
		Bridge over South Yamhill River;
		Wiring of new shop building at Salem.
		Announcement of adjournment for funeral of Thos. B. Kay.
		Resolution of sympathy on account of death of Wm. Duby.
2963		Clackamas County. Resolution re acquisition of right of way for East Portland-Oregon City Highway.
2974	April 30	Coos County. Resolution re acquisition of right of way for Oregon Coast Highway.
2976		Washington County. Resolution re acquisition of right of way for West Side Pacific Highway.
2979		Following projects ordered advertised:
		Huntington-Slides Section, grade widening;
		S. Unit, Milwaukie-Oregon City Section, embankment construction;
		Rock Creek-Gnat Creek Section, concrete pavement;
		Elkton Section, grading and bridge over Elk Creek;
		Picture Rock Pass Section, grading;
		Cape Creek viaduct.
		Thursday, May 14, 1931 date for next regular meeting.
2980	May 14	Bids opened on following grading, paving and bridge projects:
		Huntington-Slides Section, regrading;
		S. Unit, Milwaukie-Oregon City Section, gravel embankment;
2981		Rock Creek-Gnat Creek Section, paving;
		Elkton Section, grading;
		Picture Rock Pass Section, grading;
		Bridge over Elk Creek at Elkton;
2982		Concrete viaduct at Cape Creek.
		Multnomah and Hood River Counties. Survey for relocation of Columbia River Highway between Troutdale and Cascade Locks requested.
		Deschutes County. Oiling of unoiled portion of Bend-Horse Ridge Section requested.
		Lake County. Agreement with county court re construction of Lakeview-Burns road.
2983		Klamath County. Early construction of remaining section of D-C Highway between Merrill and state line via Malin urged.
		Malheur County. Construction of Peach-Juntura Section urged.
		Wallowa County. Joint conference with representatives of Bureau of Public Roads, Forest Service and County Court re Little Sheep Creek Road.
2984		Multnomah County. Discussion of Fourth Street entrance to Portland.
		West Side Pacific Highway through Multnomah; straightening and widening requested.
2985		Shaniko-Mitchell Road; addition to state highway system requested.
		Clatsop County. Section between Silver Point and Hug Point ordered surfaced.
		Yamhill County. Purchase of Bald Peak park site approved.
2986		Columbia County. Rainier-Apiary Market Road, construction requested.

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2986	May 14	Washington County. Widening Beaverton-Hillsboro Section discussed.
		Highway Form Company. Commission requested to use patent form in pavement construction.
		Umatilla County. Consideration of Kiddle bill requested.
		Douglas County. Oiling of "L" Street Section in Reedsport approved.
		Credit asked by Improvement District for one-half of cost of grading "L" Street Section of Umpqua Highway.
		Government emergency funds. State to use all funds and desires to share in reapportionment.
2987		Projects ready for advertising - not authorized:
		Adams-Milton Section, bituminous macadam shoulder construction;
		Shaniko-The Dalles-California Highway Junction Section, reconstruction.
		Resolution re programming highway construction work introduced by Commissioner Spaulding.
2988		Resolution re highway surveys offered by Commissioner Spaulding.
		Resolution re highway rights of way offered by Commissioner Spaulding.
		Unemployment relief work for coming winter discussed.
		Baker. Improvement and maintenance of city streets under authority of 1931 legislation asked.
2991		Market Road Funds, resolution relating to first payment.
2992		Resolution relating to final apportionment for 1931.
		Clackamas County. Approaches to new pavement at ends of Main Street in Sandy to be constructed.
2993		Minutes of March 17, April 2 and April 30, 1931 approved.
		Traffic counts. To be taken in June, August and October, 1931.
		Alsea Bay ferry service. Bid of Middleton & Middleton reduced and contract awarded to them.
		Awards confirmed:
		Milwaukie-Oregon City Section, North Unit, grading;
		Milwaukie-Oregon City Section, Middle Unit, grading;
		Burchard Creek-Paradise Creek Section, grading;
		Otis-Siletz River Section, grade widening;
		Kilchis River-Tillamook Section, grading;
		Umatilla-Sand Station Section, grading;
2994		Bridge over Weatherly Creek;
		Bridge over Malheur River;
		Bridge over South Yamhill River;
		Wiring new shop building at Salem.
		Louis I. De Witt. Engineer's report and recommendation; contract for Klamath Falls-Terminal City Section awarded.
		Road oils and asphalts; tabulation considered and recommendation made to Board of Control.
2995		Lubricating oils, cup grease, etc.; tabulation considered and recommendation made to Board of Control.
2996		Ferries across Yaquina and Alsea Bays; inauguration of free service on May 29 requested.

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2996	May 14	Lake County. Resolution protesting construction of Lakeview-Burns Highway on east side of Lake Abert.
		Load restrictions on John Day Highway and Oregon Coast Highway removed.
		Gilliam County Court; resolution petitioning placing market road easterly and westerly from Condon on secondary highway system.
2997		Lake County. Reconstruction of Drews Valley Section requested.
		Oiling Fremont Highway north from Lakeview requested.
		Lane County. Request for timber exhibit in wye connection of Pacific and McKenzie Highways denied.
		Umatilla County. Sunset Inn property to be leased to Fred A. Laatz.
		Newport Unemployment Committee. Request for early construction of bridge approaches at Yaquina Bay denied.
		Metolius Livestock Association. Cooperation in cost of construction of extra fencing in lieu of cattle guard across McKenzie Highway.
		Lincoln County. Reimbursement for additional right of way for Alsea Highway easterly from Waldport.
2998		Wallowa County. Request that Wallowa Lake Highway be extended to Park at head of Wallowa Lake.
		Tualatin Tunnel Commission. Surveys of probable highway connections to west portal requested.
		Prequalification form; printer's proof presented and approved.
		Awards announced:
		Contractors urged to use local labor.
		South Unit, Milwaukie-Oregon City Section, gravel embankment;
		Concrete viaduct at Cape Creek;
		Bridge over Elk Creek at Elkton;
		Picture Rock Pass Section, grading;
		Rock Creek-Gnat Creek Section, paving;
2999		Elkton Section, grading;
		Huntington-Slides Section, East and West Units, regrading.
		Lane County. Authority to advertise for bids for construction of concrete viaduct at Cape Creek.
		Lake County. Lakeview-Burns Highway to be advertised for bids to be received at next meeting; grading.
		Grant County. Survey for relocation of John Day Highway between Prairie City and John Day requested.
		Timber land exchange near McKenzie Highway (Louis W. Hill land).
		Extensions of time:
		Milne & Dussault, Neskowin-Otis Section;
		John K. Holt, Rogue River bridge at Grants Pass;
3000		Harmon & Tittle, Scottsburg-Burchard Creek Section;

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3000	May 14	Extensions of time - continued Barnet & Mitchell, Wapinitia-Maupin Junction Section; C. E. Silbaugh, Silver Creek-Sage Hen Hill Section; R. L. Houck, Necanicum and Wahanna Creek bridges; Earl L. McNutt, Hendricks Bridge-Doyle Hill Section; A. J. Anderson, shop building at Salem. Next regular meeting June 25, 1931; special meeting to receive bids for Lake County part of Lakeview-Burns Highway, June 4, 1931.
3001	June 4	Proposals received on Valley Falls-Pike Ranch and Pike Ranch-Harney County Line Sections of Lakeview-Burns Highway.
3002		Lincoln County. Complaint re contractor's operations in quarrying rock at Yachats. Linn County. Additional 3½ mile project requested on Santiam Highway. Fremont Highway. Surfacing from D-C Highway junction to forest boundary discussed. Oregon City. Engineer's report on possible routes.
3003		John Day Highway. Report by Commissioner Lynch of inspection of proposed change between John Day and Prairie City. Washington County. Widening between Beaverton and Hillsboro discussed by delegation.
3004		Clatsop County. Surfacing of portion of Cannon Beach Road which was graded in 1930; Engineer to proceed at once.
3005		Expression of appreciation for oiling on Williamsport road. Forest Highway Funds (Emergency and Regular); proposed program for reallocation approved. Shaniko-Mitchell Road. Placing on state highway system discussed. Surveys. Resolution adopted on May 14, 1931 discussed; no surveys to be made except under special orders of Commission.
3006		Warm Springs survey; expenditure approved, Government to reimburse State for part across Indian Reservation. Nestucca Highway Improvement District. Two mile section of highway requested to provide temporary road for farmers. Lake County. Arrangement for payments for construction of two units for which bids were opened at morning session. Awards announced: Valley Falls-Pike Ranch Section, grading; Pike Ranch-Harney County Line Section, grading
3007		Columbia County. Delegation present re Rainier-Apiary Road. Portland to the sea road construction urged by H. C. Thompson. Awards confirmed: Rock Creek-Gnat Creek Section to Theodore Arenz; S. Unit, East Portland-Oregon City Highway, to General Construction Co.
3008		Portland to the sea, reconnaissance surveys to be continued.

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3008	June 4	Washington County. Attorney authorized to settle with Joe F. Keller for right of way near Beaverton. Lake County. Engineer's report of inspection of Fremont Highway north of Lakeview re oiling. Umpqua Highway Improvement District. Letter asking State to give district credit for half of cost of grading "L" Street Section tabled. Baker County. Request that Baker-Cornucopia Highway be constructed through Robinette and down Snake River to Homestead. Klamath County. Completion of D-C Highway from Merrill to state line discussed.
3009		Deschutes County. Letter from C. J. Buck re timber strip along D-C Highway left by Brooks-Scanlon Lumber Co. referred to Parks Engineer. Lake County. Resurvey of Drews Valley Section, request declined. Josephine County. Engineer authorized to take over and maintain 3/4 mile section of Redwood Highway at junction with Pacific Highway. Outdoor recreational and educational interests of state; Parks Engineer authorized to sit with group making study. Wasco County. Proposed line change in Shaniko approved by Commission. Benton County. Additions to market road system approved: Bellfountain-Beaver Creek County Road;
3010		Road No. 3. Tualatin Tunnel Commission. Letter re state highway connections; report by engineer. Roseburg and Baker. Requests for state cooperation considered. Multnomah County. Commission asked to reconsider previous action re construction of cinder path near Linnton. Columbia River Highway. Designation via Wallula Cut-off requested. Clackamas County. Oswego; investigation of railroad grade crossing situation requested. Clackamas County. Letter from East Side Commercial Club of Portland urging early construction of bridge over Clackamas River.
3011		Multnomah County. Engineer authorized to join in conference to discuss proposed Fourth Street highway entrance into Portland. Engineer authorized to join in conference to discuss matter of connection of Division Street and Union Avenue in Portland with East Portland-Oregon City Highway. Next meeting to be held in Salem, June 25, 1931. Matter of holding meetings in Salem discussed. Resolution fixing tenure of office of Chairman, Vice Chairman and Secretary.

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3012	June 4	Air Corps of Army of United States; petition re use of ocean beach areas for aeroplane landing fields. Resolution of Commission approving foregoing.
3013		Projects ordered advertised: Multnomah County Line-Oswego Section, paving; Silver Point-Hug Point Section, cleaning out slides and surfacing.
		Finances; report on status. Loan from General Fund suggested.
3014		Painting center stripe on pavement; agreement with Essick & Co. to paint 20 mile section through Siskiyou Mountains authorized.
		Standard Road Planer Company; agreement authorized for planing two mile section near Central Point.
		Hood River County. Recommendation of Market Road Engineer re Tucker Bridge matter approved.
		Umatilla County. Oiling for two miles north of Pendleton on Cold Springs Highway discussed.
3015		Secondary highway system. Engineers and Attorney to submit report on Kiddle bill at next meeting.
	June 25	Proposals opened on following construction projects: Multnomah County Line-Oswego Section, paving;
3016		Warren-Hug Point Section, regrading and surfacing.
		Harney County. Lakeview-Burns Highway, agreement to advance county share.
		Hood River County. Tucker Bridge on Market Road No. 8, authority for replacement requested.
3017		Jackson County. Improvement of Pacific Highway over Siskiyou Mountains requested.
		Weston-Elgin Road. Survey from Tollgate easterly requested.
3018		Clatsop County. Control of automobile traffic on beaches discussed.
		Award of Warren-Hug Point Section approved by county.
		Linn County. Santiam Highway, county cooperation available for additional project.
		Survey of remainder of Santiam Highway requested.
3019		Powers-Grants Pass. Preliminary survey of proposed highway requested.
		Awards of contracts: Multnomah County Line-Oswego Section; Warren-Hug Point Section.
		Coos County. Oiling of county road between North Bend and Empire at county expense approved, work to be done by state crew.
		Minutes of May 14 and June 4, 1931 approved.
		Ocean beach areas, permits for use as aeroplane landing fields requested:
3020		William Larsen, beach at Rockaway; Horace Wihlon, beach at Delake; George F. Peik, beach at Bandon.
3020	June 25	Yamhill County. Improvement of street in Sheridan on highway route requested.
		Linn County. Adoption of secondary highway system discussed.
		Grant County. Letter concerning completion of survey and construction of Dale-Long Creek Section.
3021		Clatsop County. Protest against proposed location of highway north of Arch Cape.
		Lincoln County. Letter from Newport Chamber of Commerce to Governor Meier asking definite location for bridge across Yaquina Bay presented to Commission.
		Multnomah County. Fourth Street entrance into Portland; immediate action urged by United Westside Clubs.
		Shaniko-Mitchell Road. Survey and construction urged.
		Klamath County. Beatty-Forest Boundary Section; oiling requested.
		Solid-tired vehicles. Instructions asked re permits for operation.
3022		Yamhill County. Buckhollow Road designated as market road.
		Harney County. Burns-Lakeview Road added to market road system.
		Warm Springs. Financing of survey for proposed highway discussed.
		Champoeg. Letter from Governor Meier re improvements.
		Secondary highway system. Committee of County Judges and Commissioners asked to meet with Commission.
		Prequalification of bidders. Report of Engineer.
3023		Selective list of projects for 1932 program presented by Engineer.
		Oregon City project approved and survey ordered.
		Unemployment relief. Letter of Governor Meier considered. Engineer to provide list of projects suitable for emergency work.
		Western Association of State Highway Officials. Members of Commission, State Highway Engineer and Assistant Engineer authorized to attend meeting at San Francisco.
		Heating plant for new shop building at Salem. Authority to advertise for bids requested.
		Extensions of time:
3024		Slate Construction Company, Black Canyon Section; S. H. Newell & Co., Pioneer Mountain-Eddyville Section; Cochran Construction Company, Glenada-Douglas County Line Section; J. W. & J. R. Hillstrom, Nimrod-Belknap Springs Section; Dayton Sand & Gravel Company, Willamette Valley Rock Production Project, Unit No. 2; Eoff Electric Co., Inc., wiring new highway shop building at Salem.
		Projects ordered advertised:

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3024	June 25	Harney County Section, Lakeview-Burns Road, grading; Rogue River bridge approaches, grading and temporary surfacing.
		Manufacturers and Merchants Association, letter urging reduction in salaries and wages of state employes; readjustment to be made.
3025		Clackamas County. Oiling being done through town of Sandy.
		H. B. Van Duzer elected Chairman.
		H. B. Glaisyer appointed Secretary.
3026		Next meeting Thursday, July 30, 1931.
		Umatilla County. Oiling of two-mile section of Cold Springs Highway discussed.
		Deschutes County. Relocation survey between Redmond and Bend authorized.
		Multnomah County. Agreement with Samuel C. Lancaster to make study of Columbia River Highway.
		Commission meetings. Communications requesting that future meetings be held in Portland; similar request for Salem.
		Wallowa County. Telegram from County Judge re proposed road down Little Sheep Creek.
		Harney County. Lakeview-Burns Highway. County to bid on portion crossing privately owned lands.
3027		Clackamas County. Resolution authorizing condemnation of right of way through land of Edward M. Cousin, Pacific Highway.
3028		Wasco County. Resolution re acquisition of right of way for line revision in town of Shaniko.
3030	July 30	Proposals opened on following: Rogue River bridge approaches, grading;
3031		Lake County Line-Okerman Ranch Section, grading; Installing heating plant in new shop building at Salem.
3032		Klamath County. Completion of Dalles-California Highway via Malin requested.
		Jackson County. Green Springs Highway, improvement asked.
		Klamath County. Klamath Falls-Weed Road, designation on state highway and federal aid systems requested.
		Marion and Clackamas Counties. Widening of Pacific Highway between Oregon City and Salem requested.
3033		Portland-Salem via Champoeg. Highway requested.
		West Side Pacific Highway. Widening from McMinnville to Tillamook Junction requested.
		Malheur and Harney Counties. Central Oregon Highway, completion from Juntura east requested.
3034		Awards of contracts: Rogue River bridge approaches; Lake County Line-Okerman Ranch Section; Heating plant for new shop building at Salem.
		Lumbermen's Association of Oregon. Construction of more timber bridges requested.

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3035	July 30	Lane and Linn Counties. Road from Alford to Springfield via Coburg requested.
		Baker County. Baker-Cornucopia Highway, extension from Halfway to Ballard's Landing bridge urged. Baker. Reconstruction of city streets on state highway routes requested.
3036		Cascade Highway. Delegation present; secondary state highway designation requested.
		Multnomah County. West Side Pacific Highway widening requested.
		Portland to the sea designation requested. Wilson River route requested.
3037		Ridge Route requested.
		Secondary highway system. Discussion of Kiddle Bill with committee of County Judges and Commissioners.
3038		Crook County. Surfacing of Crooked River Highway requested, also construction of guard fences. Reconstruction of Ochoco Highway between Prineville and Marks Creek asked.
		Lincoln County. Pioneer Mountain Section, reconstruction requested.
3039		Nestucca Highway. Request that road be placed on secondary state highway system.
		Tillamook County. Attorney present re claim of United Contracting Co. in connection with grading of Jetty Creek-Brighton Section.
		Secondary state highways; discussion with County Court; designation of short road to sea requested.
3040		Clackamas County. E. M. Cousin present re payment for right of way. Resolution authorizing condemnation.
3042		Lane County. Black Canyon Section, Willamette Highway; M. C. Slate present re penalty for overrunning time limit.
		Ocean beach aircraft landing fields, report of investigation; temporary permits for Bandon and Delake sites.
		Designation of Bandon and Delake sites as permanent landing fields.
3043		Applications for following: Yaquina John Point south of Waldport; 1.7 miles north of Yachats; Rockaway.
		Commissioner Spaulding's letter to Chairman Van Duzer requesting special meeting to consider resolution re program.
3044		Special meeting set for Thursday, August 6, 1931 to work out construction program and budget.
		Bonds. Commissioner Spaulding in favor of issuance for emergency work.
		Tentative construction program, Engineer to work up.
		Tunnel connection from Bertha-Beaverton Highway; resolution.
3045		Minutes of June 25, 1931 approved.

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3046	Sept. 3	Commissioner Hanley introduced.
		Bids opened for reconstruction of highway department shop building at La Grande.
		Wallowa County. Delegation present re Little Sheep Creek Road.
3047		Sherman County. Approval of Grass Valley-Sherar's Grade market road as secondary highway requested.
		Resolution re fund of $1,000,000 for unemployment relief.
3048		Yamhill County. West Side Pacific Highway, widening shoulders requested.
		Clackamas and Marion Counties. Pacific Highway widening requested.
3049		Curry County. Retz Creek-Brush Creek Section, protective measures requested.
		Deschutes County. Unemployment relief work discussed with County Judge.
		Linn County. Santiam Highway; unemployment relief work asked. County authorized to take clearing contract.
3050		Award of contract for reconstruction of La Grande shop building.
		Yamhill County. Improvement through Sheridan; Engineer authorized to make surveys and investigation.
		Lane County. Willamette Highway; light coating of rock between Black Canyon and Oakridge requested. Investigation and report ordered.
3051		Advance of secondary highway funds requested.
		Inquiry re keeping McKenzie Highway open.
		Portland to the sea road. Delegation present.
3054	Sept. 30	Unemployment situation considered; loan from Board of Control discussed.
		"Day labor" program, Engineer's report adopted.
		Unemployment relief policies adopted.
3055		Portland to the sea road. Resolution requesting Federal aid.
		Salmon River Highway, resolution requesting removal from Federal aid system.
3056		Siuslaw Highway, resolution requesting removal from Federal aid system.
		Portland to the sea road. Surveys authorized.
		Next meeting of Commission October 8, 1931.
3057	Oct. 8	J. C. Ainsworth introduced and nominated temporary chairman.
		Portland to the sea. Delegation present.
3059		Resolution re Wilson River and Vernonia-Hamlet routes presented by Commissioner Spaulding.
3060		Pacific Highway widening requested; reconstruction over Siskiyou Mountains requested.
		Columbia County Chamber of Commerce; resolution urging widening and straightening Lower Columbia River Highway.
		Cannon Beach-Neahkahnie Section, construction requested; Lower Columbia River Highway, widening and straightening requested by Astoria Chamber of Commerce.
		J. C. Ainsworth elected chairman.

Page	Date 1931	Subject
3060	Oct. 8	Roy A. Klein reappointed State Highway Engineer.
		Resolution authorizing sale of $1,000,000 bonds.
3063		Wilson River route between Glenwood and Tillamook designated as state highway.
3064		Wilson River survey; engineer instructed to restake.
		Scappoose-Vernonia-Hamlet and Wolf Creek routes; detailed surveys ordered.
		Announcement of Chairman re Wilson River route.
		Salem-New Era, Pacific Highway widening requested; resolution offered by Commissioner Spaulding.
3065		Klamath County. Completion of Dalles-California Highway from Merrill to state line, via Malin, urged.
		Lincoln County delegation requesting completion of highways leading to coast before additional roads are placed on system.
		J. E. Cooter, inquiry re line change across his property east of Toledo.
3066		Deschutes County. Reconstruction of Redmond-Bend Section urged, also Horse Ridge-Millican surfacing, improvement at Ogden Park and other unemployment relief work.
		Grant County. Completion of Pendleton-John Day Highway asked. Designation of county road up south fork of John Day River as forest highway requested.
		Malheur County. Juntura-Peach Section requested.
		Meetings; petition requesting that meetings be held in Portland.
3067		Morrow County. Heppner-Spray Road, financial assistance on McKinney Creek Section requested.
		Lane County. Delegation requesting additional work on Willamette and Siuslaw Highways and modernization of Pacific Highway.
		Greater Columbia Highway Association, delegation requesting improvement of Upper Columbia River Highway.
3068		Curry County. Port Orford-Euchre Creek Section, completion requested.
		Coos County. Coquille-North Bend Section, improvements requested.
		Umpqua Highway. Inquiry re plans for completion.
		Coos County. Commission asked to declare policy concerning secondary highways.
		Forest road program discussed.
		Lane County. Siuslaw and Willamette Highways, consideration in makeup of forest program requested.
		Umatilla County. Weston-Elgin Forest Highway, extension westerly approved.
3069		Weston-Elgin Forest Highway, designation as secondary highway requested.
		Pendleton-John Day Highway, surfacing from Ukiah to Dale approved, cooperation agreed upon.

Page	Date 1931	Subject
3069	Oct. 8	Umatilla County. Work for unemployment relief discussed.
		Wallowa County. Little Sheep Creek Road designation asked.
		Coos County. Designation as state highway of road from Marshfield through Allegany to Umpqua Highway requested by Hugh Whitney.
3070	Oct. 9	Pioneer Highway from Portland to Salem via Champoeg requested.
		Forest highway program discussed and adopted.
3072		Grant County. Canyon City-Burns Forest Highway, extension to town of John Day agreed upon.
		Wallowa County. Little Sheep Creek Road designated as secondary highway.
3073		Unemployment conditions, report of Attorney.
		Morrow County. Financial assistance asked to complete Heppner-Spray road and for road from Heppner toward Ritter.
3074		Baker County. Baker-Cornucopia Highway, change of route requested.
		Sherman County. Grass Valley-Sherar's Grade road designated as secondary highway. Advance of $7,000 requested and
3075		approved.
		Unemployment relief work discussed.
		Grant County. Designation and construction of Heppner-Ritter road requested if primary highway funds can be used on secondary highways.
3076	Oct. 12	Forest Highway program discussed and letter signed.
		Grant County. Canyon City-John Day Section, addition to forest program approved.
		Josephine County. Williams Creek Road, addition to forest program approved.
		Umatilla County. Extension of Elgin-Weston Forest Highway disapproved.
		Report of R. H. Baldock on address by Thos. H. MacDonald at convention of American Association of State Highway Officials at Salt Lake City. Stipulations approved by Commission.
3078		Coos County. Coquille-Marshfield Section, project statement executed.
		Multnomah and Columbia Counties. Linnton-Scappoose Section, project statement executed.
		Umatilla County. Inquiry from Washington Highway Department re Wallula Cut-off. Engineer's recommendation for completion approved.
		Surfacing of section graded in 1931 requested.
		Crook County. Bear Creek Section, surfacing of some units requested.
		Unemployment situation discussed.
		Request that County Engineer be permitted to do engineering work for State in vicinity of Prineville.
		Maintenance employees to work full eight hours on road.
3079		Minutes of July 30, September 3 and September 30 approved.

Page	Date 1931	Subject
3079	Oct. 12	Sprinkler system and lathe for Salem shops discussed.
		Multnomah County. Platform scales on Columbia River Highway at Springdale suggested by Governor Meier.
		McMinnville. Rerouting of West Side Pacific Highway at north entrance considered.
		Tunnels on Upper Columbia River Highway; studies and surveys for widening authorized.
		Harney County. Extension of Pike Ranch-Harney County Line Section contract authorized.
3080		Bend. Additional lot for maintenance quarters, purchase authorized.
		Douglas County. Bill against District for maintenance charges on Umpqua Highway cancelled and amount applied as cooperation in cost of grading "L" Street Section.
		Ocean Beach Aircraft Landing Fields; rules and regulations adopted.
3082		Policy with respect to collection of claims against individuals arising out of accidents between state-owned equipment and privately-owned vehicles; determination requested.
		Claims against employees; Attorney instructed to be as liberal as possible in favor of employee when making returns in court actions.
		Special permits for solid tired vehicles, policy considered.
		Tillamook County. Final payments approved for grading Jetty Creek-Brighton Section and Garibaldi-Rockaway Section.
		American Ass'n State Highway Officials, oral consent for R. H. Baldock to attend confirmed.
		Fire losses; Equipment Engineer authorized to execute proofs of claims.
3083		Hood River County. Deed presented to State for area in "wye" connection of Columbia River and Mt. Hood Highways.
		Forest highway program letter providing for expenditure of savings.
3084		Umatilla County. Approval of form of lease for Sunset Inn property.
		Champoeg Park. Continuance of maintenance and improvements discussed.
		Umatilla County. McDonald property, acquisition as part of Blue Mountain Timber Reserve, action deferred.
		Marion County. Purchase of Geiser tract for Silver Creek Falls Park approved.
3085		Silver Creek Falls Park. Engineer authorized to employ men to construct trails.
		Secretary of Interior requested to withdraw from public entry tract for Silver Creek Falls Park.
		Hood River County. Anna Lang timber tract, purchase considered.

Page	Date 1931	Subject
3085	Oct. 12	Tree planting requested by Reedsport, Baker and Ontario community organizations.
		Jackson County. Recreational area on Roxy Ann Mountain offered to Commission by City of Medford.
		Clatsop County. Strip adjoining Bradley Park. Purchase approved.
3086		Multnomah County. Fourth Street extension, hearing requested.
		East Portland-Oregon City Highway, study of proposed entrance into East Portland authorized.
		Hood River County. Cooperation in improvement of channel of Warren Creek authorized.
		Traffic count on October 15th canceled.
3087		Columbia River Gorge, survey and improvement requested by Greater Columbia Highway Association.
		Gas and oil pipe lines along Old Oregon Trail, Columbia River Highway and Pacific Highway; permit requested.
		Lake and Klamath Counties. Commission requested to survey and construct highway from "control point" on Lakeview-Burns Highway to Bly via Paisley.
		Multnomah County. Footpaths requested; Attorney General's opinion as to legal authority of Commission requested.
		Redwood Empire Association. Commission invited to attend annual meeting.
		Greater Columbia Highway Association. Commission invited to attend meeting to discuss traffic problems.
3088		Mosquito control. Commission requested to cooperate.
		Patent on method of road construction by R. H. Baldock; Attorney authorized to appeal case.
		Josephine County. Sidewalk on Grave Creek bridge requested.
		Tillamook County. Sidewalk on bridge at Beaver requested.
		Valley Junction. Sidewalks on bridges requested.
		Lane County. Footpath along highway at Florence requested.
		Claim of Virgil Mauldin for repairs to car damaged in collision with road broom.
3089		Claim of Fred Tebben for destruction of bulbs by dust.
		Klamath County. Completion of The Dalles-California Highway via Malin requested.
		Curry County. Offer of Macleay Estate Company to exchange two parcels of land for ferry slips.
		Mt. Hood Highway designated through highway.
3090		Douglas County. Bridge over Elk Creek at Elkton named "Anna Elizabeth Wells" bridge.
		I. O. N. Highway Association. Hearing requested.
		Projects ordered advertised:
		Cow Creek bridge, Josephine County, reconstruction;
		Comstock Overcrossing, reconstruct south approach;
		Renew five timber bridges on Scottsburg-Reedsport Section;
		Patrol maintenance building at Drain;
		Klamath Falls overcrossing;

Page	Date 1931	Subject
3090	Oct. 12	Projects ordered advertised, continued:
		Youngs Bay Bridge, fill timber approaches;
		Bridge one mile south of Monroe and grade widening;
		Patrol maintenance building at Waldport;
3091		Timber draw rest for Siletz River bridge;
		Bridge over Central Oregon Irrigation Canal at Redmond;
		Walkway, stairways and painting towers of Interstate bridge;
		Silver Lake-Picture Rock Pass Section, surfacing.
		Tillamook County. Wilson River Highway; authority for clearing right of way granted.
		Extensions of time:
		J. W. & J. R. Hillstrom, Nimrod-Belknap Springs Section;
		C. A. Catching, bridge over Elk Creek;
		Hart Construction Company, La Grande-Union Section, resurfacing and furnishing maintenance materials;
		Oscar Joelson, bridges over Hatchery, Finn and Indian Creeks;
		Saxton & Looney, Hendricks Bridge-Doyle Hill Section, surfacing;
3092		A. S. Wallace, Red Bridge-Drain Section, surfacing;
		C. E. Silbaugh, Hines Mill-Burns Section, surfacing;
		John K. Holt, bridge over Rogue River at Grants Pass;
		Morrison Trucking Company, resurfacing Rhododendron-Government Camp Section;
		O. D. Wolfe, West Unit Umatilla-Sand Station Section, grading;
		Portland Sand & Gravel Company, East Unit Umatilla-Sand Station Section, grading;
		Fisher Brothers, Mt. Hood-Bear Springs Section, furnishing broken stone;
		Northwest Roads Company, Roseburg-Canyonville Section, non-skid wearing surface;
3093		Yunker-Wiecks & Company, Picture Rock Pass Section, grading;
		Brookfield Company, Warren-Hug Point Section, regrading and surfacing;
		J. C. Compton, Baker-Malheur Section, bituminous macadam and oil road mix;
		C. J. Montag, bridge over Santiam River east of Cascadia;
		R. H. Jones, bridge over Malheur River;
		J. A. Terteling & Sons, East Unit, Huntington-Slides Section, regrading;
		Earl L. McNutt, Elkton Section, grading;
		Elliott & Kidd, East and West Units, Burchard Creek-Paradise Creek Section, grading;
		Cochran Construction Company, Glenada-Douglas County Line Section, grading;
3094		Clackamas Construction Company, Klamath River bridge at Keno;

Page	Date 1931	Subject
3094	Oct. 12	Extensions of time- continued: Earl L. McNutt, Berry Creek-Sutton Lake Section, grading; S. H. Newell & Company, Pioneer Mountain-Eddyville Section, regrading; F. J. Kernan, Eugene Oiling Project; J. F. Forbes, The Dalles Oiling Project; C. L. Camp, Pioneer Mountain-Eddyville Section, surfacing; Earl L. McNutt, Clow Corner-Monmouth Section, widening;
3095		Clackamas Construction Company, bridges over Hoquarton, Hall and Dougherty Sloughs; Clackamas Construction Company, Juno overcrossing; Clackamas Construction Company, Wilson River and Wilson River Slough bridges; Clyde R. Seitz, Pendleton-Emigrant Hill Section, furnishing broken stone; Knute Lien, Adams-Milton Section, furnishing broken stone; Washburn & Hall, Redwood Junction-Caves Section, widening and resurfacing; West Contract Company, Portland-Hood River County Line Section, non-skid wearing surface; C. R. Johnson, The Dalles-Biggs Section, widening and regrading; Coos Bay Dredging Company, Myers Creek-Taylor Creek Section, furnishing surfacing material;
3096		F. J. Kernan, Eugene-Wilbur Section, non-skid wearing surface; Meyers Contract Company, furnishing broken stone, Otter Rock-Newport and Newport-Toledo Sections; J. C. Compton, Kamela-Union Section, bituminous macadam and oiling; Berke Bros. Inc., Otis-Siletz River Section, regrading; Slate Construction Company, Black Canyon Section, grading. Next meeting set for November 12, 1931. Time set for opening bids for bonds.
3097	Oct. 22	Unemployment situation discussed with Public Relations Committee of Portland Civic Emergency Committee.
3099		Deschutes County. Bend-Redmond Section, reconstruction urged to provide employment.
3100		Secondary state highways, matter of designation discussed. County Judges and Commissioners Association. Market Road Engineer Scott authorized to appear on program. Douglas County. Elkton-Paradise Creek Section, completion urged. Unemployment relief. Engineer instructed to provide for work.
3101		Hood River County. Extra right of way through Cascade Locks ordered purchased. Discussion of purchase of park site near south end of "Bridge of the Gods". Clatsop County. Change of route of Columbia River Highway at east entrance to Astoria approved.
3101	Oct. 12	Resolution re sale of $1,000,000 bonds on November 12.
3104		Lower Columbia River Highway, resurvey requested. Surveys between Portland and Scappoose authorized. Load limits reduced on sections of the Willamette and Alsea Highways.
3106		Ecola Point & Indian Beach Corporation, payment of annual license fee to Corporation Commissioner approved. Extension of time: Joslin & McAllister, Lancaster-Vale Section, regrading and surfacing.
3107	Nov. 3	Multnomah County. Unemployment relief problem discussed. Fourth Street extension considered.
3108		Resolution re cooperation in improvement of Fourth Street extension.
3110		Joint conference with city and county officials and Civic Emergency Committee.
3111	Nov. 12	Bids opened on following projects: Bridge over Pilot Butte Canal in Redmond;
3112		Timber bridge on existing substructure over Cow Creek; Draw rest for Siletz River bridge; Interstate Bridge, walkway on lift span, stairways on towers and painting towers; Maintenance patrol station at Drain;
3113		Maintenance patrol station at Waldport. Multnomah County. Unemployment relief discussed.
3114		Deschutes County. Bend-Redmond Section, reconstruction requested. Wasco County. Unemployment relief funds requested. Union County. Unemployment relief funds requested for secondary highway construction and main highway betterments.
3115		Umatilla County. Advance of secondary funds requested. Resolution by Commissioner Spaulding for reduction of salaries.
3116		Rotation of crews requested by Commissioner Spaulding. Lake County. Unemployment relief funds requested. Malheur and Harney Counties. Completion of Central Oregon Highway between Peach and Juntura urged. Designation from Juntura to Burns urged.
3117		Bids for $1,000,000 state highway bonds opened and resolution re sale adopted.
3120		Yamhill County. Guard fences and elimination of sharp curves west of Willamina requested. Icy condition at Maple Valley Service Station to be investigated. Polk County. Salmon River Highway; timber exchange, status asked. Lincoln County. Unemployment relief work in northern part of county requested. Completion of Salmon River Highway asked.
3121		I. O. N. Highway. Designation as state highway requested; large delegation present.
3124		West Side Highway Association. Highway improvement requested.

Page	Date 1931	Subject
3124	Nov. 12	Clatsop and Tillamook Counties. Cannon Beach-Neahkahnie Mountain Section, construction requested.
3125		Clatsop County. Line change at east entrance to Astoria; State to pay for moving buildings. Tillamook County. Reconnaissance authorized from Mohler up Lost Creek to Enright, Cochran and Timber. Three Rivers Section, inquiry re widening and straightening. Announcement of awards: Storage building at Waldport, Lincoln County;
3126		Storage building at Drain, Douglas County; Walkways, stairways and painting of towers on Interstate Bridge; Draw rest for drawbridge over Siletz River; Bridge over Cow Creek near Glendale; Bridge over Pilot Butte Canal in Redmond.
	Nov. 13	Crook County. Unemployment relief work requested. Permission to dispense with services of county engineer requested.
3127		Secondary highways designated. Polk County. Secondary highways designated. Baker County. Baker-Cornucopia Highway, redesignation of route requested.
3128		South approach to Baker; immediate reconstruction ordered. Baker-Homestead Highway, studies of proposed routes authorized. Secondary state highways designated. Benton County. Secondary highways designated. Clackamas County. Secondary highways designated.
3129		Coos County. Secondary highways designated. Clatsop County. Secondary highway designated. Deschutes County. Secondary highways designated. Three small hand labor projects approved. Douglas County. Secondary highways designated.
3130		Gilliam County. Wasco-Condon-Heppner Road designated as secondary highway. Grant County. Long Creek-Dale Section, completion requested. Secondary highways designated. Forest road requested from Dayville up South Fork of John Day River. Hood River County. Purchase from Miss Elizabeth L. Lang of timber strip along Columbia River Highway approved. Parks Engineer's plan for cleaning up and improving some of state parks as unemployment relief measure approved.
3131		Harney County. Secondary highways designated. Hood River County. Secondary highways designated. Jackson County. Secondary highways designated. Jefferson County. Secondary highways designated. Josephine County. Secondary highways designated.
3132		Wallowa County. Little Sheep Creek Secondary Highway; delegations favoring and opposing designation present.
3133	Nov. 13	Klamath County. Road from Fort Klamath south around west side of Upper Klamath Lake, forest highway designation requested. Secondary state highways designated. Merrill-Malin Section, widening, resurfacing and oiling approved.
3134		Lincoln County. Secondary highways designated. Linn County. Secondary highways designated. Washington County. Base Line Route requested. Tualatin Valley Highway, widening and improving requested.
3135		Route across northern part of county requested as connection for short road to sea.
3136		Lake County. Secondary highways designated. Credit claimed by county. Silver Lake-Picture Rock Pass Section, surfacing to be included in 1932 program. Lane County. Secondary highways designated. Inquiry re expenditure of bond funds on secondary highways. Jackson County. Secondary highways designated.
3137		Malheur County. Secondary highways designated. Peach-Juntura Section, construction requested. November 17, 1931 set as date for next meeting. Morrow County. Secondary highways designated. Heppner-Spray Road. Unemployment relief work requested on McKinney Creek Section.
3138		Marion County. Secondary highways designated. Sherman County. Secondary highways designated. Umatilla County. Secondary highways designated. Hermiston-Cold Springs road requested as secondary highway--no action taken. Union County. Secondary highways designated.
3139		Weston-Elgin Forest Highway, funds requested. Wasco County. Secondary highways designated. Mill Creek-Mt. Hood connection, designation as secondary highway requested. Ramsey Market Road and extension, consideration for future state highway requested. Wheeler County. Secondary highways designated.
3140		Yamhill County. Secondary highways designated. Market Road Fund. Resolution covering distribution of second half for 1931.
3142		Curry County. Commission invited to join with County Courts of Josephine and Jackson Counties and Forest Service officials in discussion of proposed highway from Grants Pass to the sea.
3143		Curry County. Claim of J. W. Sweeney Const. Co., Unit 3, Burnt Hill-Chetco River; board of arbitrators requested.
3144	Nov. 19	Employees' contribution to Governor's Unemployment Fund; offer accepted.

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3144	Nov. 19	Salary reduction; Commissioner Spaulding's resolution defeated.
3145		Rotation of common labor discussed. Savings; Engineer's report. Multnomah County. Fourth Street project; proposed co-operative agreement discussed.
3146		Financial statement and working program ordered prepared. Pacific Highway, reconstruction between New Era and Salem; financing discussed. Wilson River Road, matter of financing discussed. I. O. N. Highway, reconnaissance to be made in spring.
3147		Sherman County. Advance of $7,000 of secondary state highway funds approved. Wallowa County. Advance of part of 1932 secondary highway funds requested for Little Sheep Creek Road. Division Engineer to go over alternate routes and make report. Umatilla County. Advance of part of 1932 secondary highway funds requested for unemployment relief work. Permits for special purposes on secondary state highways; instructions requested by Secretary.
3148		John Day Highway. Widening, resurfacing and oiling asked. Umatilla County. Letter from O.-W. R. R. & N. asking Commission to cooperate in cost of installing wigwag signal at Hermiston. Linn County. County Court not required to furnish bond on contract for Trout Creek-Upper Soda clearing. Washington County. Commission asked to buy right of way, Beaverton-Hillsboro Section; County offers $20,000 for labor.
3149		International Utilities Corporation, gas and oil pipe line installation on Old Oregon Trail and Columbia River Highway, permit requested. Clatsop County. Ecola Point and Indian Beach Corporation property, inquiry as to Commission's intention.
3150		Clackamas County. Extra right of way, settlement requested by E. M. Cousin. Rotation of men. Matter referred to Commissioner Spaulding and Engineer. Snow plows. Bids considered.
3151		Snow plows (reversible type). Bids considered. Protest entered. Lathe. Engineer's recommendation approved and purchase authorized.
3152		Sprinkling systems for fire protection, receipt of bids authorized. Ford cars (three) and Chevrolet cars (two), purchase authorized. Tool sharpening machine, purchase recommended.
3152	Nov. 19	Marion County. Revision of Pacific Highway over Steiwer Hill; project disapproved.
3153		Washington County. Beaverton-Hillsboro widening, extra right of way, offer of County Court accepted. Deschutes County. Redmond-North Section, unemployment relief project authorized. Pacific Highway. New Era-Salem widening project considered.
3154		Portland-Salem. New location via Wilsonville suggested. Clackamas County. New Era-Canby line change approved.
3155		Multnomah County. Fourth Street project, possible line change discussed. Park matters: Short Sand Beach Park Site, gift accepted from Mr. and Mrs. E. S. Collins. Quartz Mountain Timber Reserve. Acquisition through act of Congress approved.
3156		Timber tract south of Port Orford, lease for gold mining operations declined. Jackson County. Request for permit to prospect for gold in state-owned quarry site denied. Audit of department accounts. Matter referred to Commissioner Spaulding. Awards confirmed: Frame storage building at Waldport; Frame storage building at Drain; Walkways, stairways and painting towers on Interstate Bridge; Draw rest for Siletz River drawbridge.
3157		Bonds; form approved. Extensions of time: Joslin & McAllister, Lancaster-Vale Section, regrading and resurfacing; C. L. Camp, Pioneer Mountain-Eddyville Section, surfacing; Clackamas Construction Company, bridges over Wilson River and Wilson River Slough;
3158		Union Bridge Company, 6 bridges on Ten Mile Creek-China Creek Section; Harmon & Tittle, Gate Creek-Nimrod Section, grading; Harmon & Tittle, Grand Ronde-Valley Junction Section, grading; Earl L. McNutt, Elkton Section, grading; Milne & Dussault, Mitchell-Willow Creek Section, surfacing; Hart Construction Company, La Grande-Union Section, resurfacing and furnishing broken stone; Elliott & Kidd, Burchard Creek-Paradise Creek Section, grading. Next meeting December 3, 1931.

Page	Date 1931	Subject
3159	Dec. 3	Harney County. Secondary highways requested.
3160		Pacific Highway. Reconstruction to 40-foot width throughout entire length requested.
		Lane County. Siuslaw Highway; completion of east end requested.
		Pacific Highway. Widening between Oregon City and Salem requested by large delegation.
3162		Clackamas County. East Portland-Oregon City Highway, construction of bridge over Clackamas River asked.
		Lane County. Cheshire-Pacific Highway Junction Section, early construction asked.
		Willamette Highway, Goshen-Pleasant Hill Section, State asked to take over maintenance; County cooperation offered in reconstruction.
		Clackamas County. New Era-Canby Section, protest against construction on new location along railroad.
3163		West Side Highway Association, improvement of West Side Pacific Highway requested. Engineer authorized to make studies and surveys of alternate routes between Newberg and Middleton.
		Lincoln County. Otter Rock-Newport-Toledo Section, claims of Meyers Contract Company, appointment of board of arbitration approved.
		Clatsop County. Reconstruction at east entrance to city of Astoria, Engineer instructed to proceed; right of way acquired.
3164		Malheur County. I. O. N. Highway discussed.
		Federal aid allotment for 1932. Engineer instructed to prepare list of eligible projects.
		Secondary state highway construction and maintenance discussed. Attorney to prepare form of resolution and agreement re performance of this work by counties or by State.
		Employees' contribution to Governor's Unemployment Fund; schedule approved.
		Linn County. Permission requested to haul logs on Santiam Highway between Cascadia and Albany.
3165		Load limit reduced on Santiam Highway.
3166		Multnomah County. "Swift Road" designated secondary highway.
3167		Lane County. Commission asked to advance secondary highway funds to the counties.
		Clatsop County. Cannon Beach South Section, inquiry as to status of survey.
		Central Oregon Highway. Completion requested, particularly Juntura-Peach Section.
		Minimum wage clause in highway contracts requested by Portland Chapter, Associated General Contractors of America.
3168		R. H. Baldock. Permission to attend Sixth Annual Highway Conference at University of Colorado.
3168	Dec. 3	Marion and Linn Counties. Santiam River bridge at Jefferson; authority to prepare plans requested; width discussed.
3169		Pacific Highway. New Era-Salem widening; width of right of way discussed; Marion County asked to acquire right of way for first unit.
		Interstate Bridge at Vancouver. Jacobsen-Jensen Co. ask release from contract for making certain improvements.
		Multnomah County. Fourth Street entrance, form of agreement presented.
		Audit of accounts. Arrangement with Price, Waterhouse & Co.
		Multnomah County. Request of Columbia Highlands Company to install pole line on highway denied.
3170		Jackson County. Permit granted to Columbia Utilities Co. for telephone pole line along Crater Lake Highway.
		Multnomah County. Foot paths for school children, action deferred.
		Wasco County. Lease of Chenowith Quarry, bids authorized.
		Little Gardens Club of Portland, plan to plant trees on highway right of way approved.
		Silver Falls State Park, name officially adopted.
		Multnomah County. Request for viaduct over P.G.E. Co. tracks and Johnson Creek and Gulch to connect E. 39th St. with Willsburg Road denied.
3171		Clackamas County. Petition requesting "South End Road" as connection between East Portland-Oregon City Highway and Pacific Highway.
		Yamhill Chamber of Commerce. Endorsement of request of Nestucca Highway Improvement District for loan of funds.
		Multnomah County. Commission requested to place Barnes Road and Cornell Road on major improvement program.
		Mosquito Control and Elimination Committee. Commission requested to provide transportation for workmen.
		Acceptance of contracts. Form of resolution adopted.
3172		Baker County. Route of Old Oregon Trail at north entrance to city of Baker, petition presented.
		Bond form. Resolution amending resolution approving form.
3173		Wallowa County. Extension of Wallowa Lake Highway from Joseph to Wallowa Lake Park requested.
		Salem. South 12th Street proposed for state highway route; cooperation in widening requested.
		Extensions of time:
		Jacobsen-Jensen Company, Multnomah County Line-Oswego Section, pavement;
		Slate Construction Company, Black Canyon Section, grading.
		Washington County. Protest against widening highway between Beaverton and Hillsboro more than four feet using county funds.
		Next meeting December 17, 1931.

Page	Date 1931	Subject
3174	Dec. 17	Umatilla County. Renewal of request for advance payment of 1932 secondary highway funds.
3175		Clackamas County. Advance of 1932 secondary highway funds promised.
		Columbia County. Construction of rock shoulders between Scappoose and St. Helens and near Little Jack Falls authorized as unemployment relief project.
		Yamhill County. Rex Hill Section, improvement requested.
3176		Northwestern Oregon counties. Commission asked to authorize representative to attend meeting.
		Multnomah County. Request for foot paths, consideration asked.
		Clackamas County. Petitions protesting 100-foot right of way for Pacific Highway.
3177		Marion County. Petitions protesting 100-foot right of way for Pacific Highway.
		Clackamas County. Pacific Highway route through Canby, rerouting opposed.
		New line between New Era and Canby. County to acquire right of way.
		West Side Highway Association. Improvement of West Side Pacific Highway requested.
3178		East and West Side Pacific Highways. Reconstruction on five year schedule recommended by Senator Bailey.
		Pacific Highway widening between New Era and Salem. Opposition by delegation.
3179		Multnomah County. Fourth Street project, designation and construction urged.
3180		Morton Tompkins. Hearing requested.
		Wallowa County. Advance of 1932 secondary highway funds asked.
		Nyssa. Snake River bridge; city's debt assumed by Commission.
3181		Malheur County. Juntura-Peach Section, grading and bridges ordered advertised.
		Wallowa County. Request that high line road between Enterprise and Imnaha be designated secondary highway.
		Advertisement ordered for next meeting:
		Lincoln County, Otis-Siletz River Section, surfacing;
		Salmon River Highway, Grand Ronde-Valley Junction Section, surfacing.
		Multnomah County. Interstate Bridge, Jacobsen-Jensen Co. released and bid deposit returned.
		Plans ordered prepared:
		Umpqua Highway, Scottsburg-Paradise Creek Section, surfacing;
		Umpqua Highway, Paradise Creek-Elkton Section, grading;
		Columbia River Highway, Sand Station-Washington State Line, grading and overhead crossing.
3182		Lane County. Doyle Hill-Nimrod Section, surfacing considered.
		"Wreck Ahead" sign, design approved by Commission.
		Center stripes on pavements, requests presented.
		Rogue River bridge dedication, tentative date approved.
3182	Dec. 17	Extension of time:
		Odom & Frazier, two bridges over Elk Creek, Umpqua Highway.
		Baker County. Additional unemployment relief work requested.
		Washington County. Multnomah County Line-Middleton Section, claim of Charity R. Cox for additional right of way damages approved.
3183		Harney County. Additional secondary highways designated.
		Umatilla County. Wallula Cut-off Section, resolution re acquisition of right of way.
3190		Next meeting January 21, 1932.
	1932	
	Feb. 4	Bids opened on following:
3191		Otis-Siletz River Section, surfacing;
		Juntura-Peach Section, grading;
		Comstock Overcrossing, reconstruction of south approach;
3192		Bridge over North Fork of Malheur River near Juntura;
		Two bridges over Malheur River near Juntura;
		Interstate Bridge at Vancouver, walkway, stairways, etc.;
3193		Sprinkler system at Salem shops.
		Baker County. Route of Old Oregon Trail into city of Baker from north, change discussed.
3194		Polk and Yamhill Counties. State highway designation on west side of Willamette River requested.
		Oregon Coast Highway. Construction of five timber bridges requested.
3195		Greater Columbia Highway Association. Commercial highway between Troutdale and The Dalles advocated.
		Wasco County. Dufur-Mt. Hood Highway connection requested.
3196		Maupin-Shaniko-Antelope-Mitchell road; designation as state highway requested.
		West Side Pacific Highway. Petition asking equal consideration with East Side Pacific Highway in improvements; projects approved.
		Clackamas and Marion Counties. Pacific Highway improvement discussed with delegation.
3197		Clackamas County. New Era-Canby line change; funds to be advanced by state for purchase of right of way.
		East Portland-Oregon City Highway; engineer authorized to complete survey and furnish right of way descriptions.
3198		Clatsop County. Elk Creek and Muddy Creek bridges on Oregon Coast Highway authorized.
		Neahkahnie-Arch Cape Section, early construction requested.
		Tillamook County. Wilson River Highway, construction of 5-mile section requested.
		Douglas County. Oregon Coast Highway through Reedsport, adoption of present route requested.
3199		Umpqua Highway. County credited with cost of survey.

Page	Date 1932	Subject
3199	Feb. 4	Yamhill County. West Side Pacific Highway, improvement over Rex Hill requested. Relocation between Middleton and Newberg opposed. Surveys of two routes requested.
3200		Clackamas County. Continuation of widening work from Robinwood to Oregon City bridge requested.
3201		Announcement of awards: Otis-Siletz River Section, surfacing; Juntura-Peach Section, grading; Bridge over North Fork of Malheur River; Reconstruction of south approach to Comstock Overcrossing; Walkways, stairways and painting towers on Interstate Bridge; Installation of sprinkling system at Salem shops.
3202	Feb. 5	Pacific Highway reconstruction between Oregon City and Salem; Commissioner Spaulding's vote.
		Linn County. Santiam Highway, contract for clearing additional unit requested by county.
		Deschutes County. Redmond project, extension to Terrebonne authorized for unemployment relief work. County to provide hand labor work on Powell Butte Secondary Highway.
3203		Northwest Oregon Development Association urging allocation of greater share of highway funds to five northwestern counties.
		Lane County. Advance of secondary highway funds for relief work requested.
		Bonds for secondary state highway construction work; sale discussed.
3204		Polk and Yamhill Counties. Designation of state highway along west side of Willamette River requested.
		Lincoln County. State requested to permit county to use secondary highway funds for cooperation with Government on forest highway up Siletz River.
3205		Corvallis-Newport Highway, additional right of way through Toledo; city unable to dispose of bonds.
		Clatsop County. Vesper Section of Nehalem Highway, grading and surfacing project authorized.
		Coos County. Adoption of route around east side of Coos Bay from Glasgow to Isthmus Inlet bridge requested for Oregon Coast Highway.
		Klamath County. Continuation of emergency highway construction requested.
3206		Ecola Park matter; report by Attorney. Purchase approved by Chairman and Commissioner Hanley.
		Coos County. Park site south of Bandon accepted from J. F. Kronenberg.
3207		Purchase of tract adjoining Kronenberg property approved. Transfer from county to state of park site donated by L. J. Simpson.
		Marion County. Silver Falls State Park, additional tract to be purchased from Frank Chella.

Page	Date 1932	Subject
3207	Feb. 5	Clatsop County. Bradley Park, reduction in rental requested.
		Fire patrol tax; payment approved.
3208		Forest highway map agreed upon.
3209		Lakeview-Burns Highway, surfacing of section graded in 1931 authorized.
		Multnomah County. Report of Attorney re conference on Fourth Street project.
3211		Fourth Street route designated state highway.
3213		Resolution providing for salary reductions introduced by Commissioner Spaulding.
3214		Resolution by Commissioner Spaulding providing for Commission meetings twice each month.
3215		Reimbursement of Roy A. Klein and R. H. Baldock for expense incurred in attending meeting of Western Assn. of State Highway Officials approved.
		Gilliam County. Cooperation requested on Heppner-Condon-Cottonwood Secondary State Highway.
		Grant County. Canyon City-Burns Road designated secondary state highway.
3216		Harney County. Resolution confirming designation of secondary state highways.
		Lake County. Resolution to confirm designation of secondary state highways.
		Washington County. Resolution designating secondary state highways.
		Klamath County. Survey of Midland Road authorized.
3217		Curry County. Cape Blanco Road designated secondary highway.
		Resolutions requesting approval of Commission for following counties to do work on secondary highways with county forces and equipment: Umatilla County; Gilliam County; Josephine County; Baker County; Klamath County; Lane County;
3218		Wallowa County.
		Wallowa County. Agreement re maintenance of Sheep Creek Secondary Highway.
		Lake County. Agreement re financing surfacing of county section of Lakeview-Burns Highway.
		Crook County. Request for withdrawal of market roads from market road system except secondary highways denied.
3219		Market road engineering and supervision costs, policy under new law.
		Douglas County. Extension of Roseburg-Melrose Market Road No. 13 approved.
		Malheur County. Adoption of state highway from Vale to McDermitt requested.

Page	Date 1932	Subject
3219	Feb. 5	Wolf Creek and Vernonia-Hamlet surveys discontinued on account of weather conditions.
		International Utilities Corporation. Attorney's report; application for pipe line along Old Oregon Trail and Columbia River Highways denied.
3220		Multnomah County. Letters requesting construction of foot path along West Side Pacific Highway.
		Lane County. Construction of foot path along Oregon Coast Highway from Florence north requested.
		Sidewalk construction requested on following:
		Two bridges on McMinnville-Tillamook Highway near Willamina;
		Bridge over Beaver Creek on Oregon Coast Highway at Beaver;
		Bridge overGrave Creek on Pacific Highway.
		Grants Pass Chamber of Commerce. Protest against designation of Williams Creek Road as forest highway.
3221		Resolution re attempt of collection agencies and creditors to attach wages of men employed on emergency highway work.
3222		Grant County. Reconstruction of Prairie City-John Day-Mt. Vernon Section requested as unemployment relief project.
		Josephine County. Improvement of 6th St. in Grants Pass from "L" St. to new Rogue River bridge requested.
		Marshfield Chamber of Commerce. Bridging of all waterways on Oregon Coast Highway urged; twenty-four-hour-day ferry service requested.
		Lincoln County. Report of Board of Arbitrators in matter of claim of Meyers Contract Company on Otter Rock-Newport-Toledo Sections.
3223		Load limit reduction authorized where necessary.
		Lane County. Final payment by Eugene Water Board for share of cost of reconstructing McKenzie Highway.
		Suggestion by Eugene Chamber of Commerce that Cape Creek bridge be named in honor of H. B. Van Duzer.
		Reimbursement of county for extra right of way for widening Pacific Highway between Creswell and Cottage Grove authorized.
3224		Deschutes County. Reimbursement for right of way north of Redmond approved.
		Lincoln County. Request of American Legion for appointment of Vinton Jones as bridge tender for Siletz River bridge.
		Clackamas County. Plans for Clackamas River bridge on East Portland-Oregon City Highway ordered prepared and submitted to War Department.
		Projects ordered advertised:
		Paradise Creek-Elkton Section, grading;
		Nimrod-Doyle Hill Section, surfacing;
		Ferry service across Umpqua and Siuslaw Rivers.
		N. M. Finkbiner. Confirmation of authority to attend conference of highway officials in San Francisco.
		Multnomah County. Additional $1200 for emergency work on Fourth Street project authorized.

Page	Date 1932	Subject
3225	Feb. 5	Multnomah County. Resolution re execution of written agreement covering construction of Fourth Street State Highway.
		Portland-Salem route via Champoeg, Butteville, etc. requested by petition.
3226		Communications presented to Commission:
		Resolution opposing rerouting of Pacific Highway through Canby;
		Letter from Oregon Pacific Highway Association re adoption of five-year construction program;
		Resolutions from Clackamas County organizations opposing acquisition of extra right of way for Pacific Highway widening;
		Resolution from Ashland Chamber of Commerce urging widening of Siskiyou Mountain Section in 1932;
		Resolution by Eugene and Lane Co. Chambers of Commerce urging widening of Siskiyou Section and adoption of five-year construction program.
		Contracts completed and ready for acceptance:
		No. 1233, grading North Unit, Lincoln Co. Line-China Creek Section;
		No. 1257, surfacing Willow Creek-Valades Ranch Section;
		No. 1318, equipment storage building at Drain;
		No. 1319, equipment storage building at Waldport;
		No. 1148, Rogue River bridge at Gold Beach.
		Resolution accepting above projects.
3227		Extensions of time:
		Mercer-Fraser Company, Rogue River bridge;
		Tom Lillebo, bridges over Bob, Cummins and Gwynn Creeks;
		Wren & Greenough, Elk Creek Tunnel Section;
3228		Harmon & Tittle, Gate Creek-Nimrod Section;
		J. K. Holt, Cape Creek bridge;
		Hargreaves & Lindsay, bridge over Elk Creek;
		P. L. Read, equipment storage buildings at Drain and Waldport.
		Next general meeting March 3, 1932; special meeting February 9.
3229	Feb. 10	Forest highway map signed by Commissioners.
		Waldport Chamber of Commerce suggests that next bridge on Coast Highway be across Alsea Bay.
		Engineer's recommendations for 1932 construction program.
		New Era-Aurora project, length reduced.
		Santiam River bridge at Jefferson, width reduced.
		Salem North project, width reduced, length increased.
3233		Item of pavement planing between Canyonville and state line held for consideration.
		Balance of projects approved as set up on certain highways.
		Governor Meier discussed recent trip to Washington. Men from Bureau of Public Roads to investigate department.
		Discussion of emergency unemployment relief.
		Unemployment relief program; Engineer's report.
3234		Tentative construction program for 1932; consideration of balance deferred.

Page	Date 1932	Subject
3234	Feb. 10	Bond issue discussed. Resolution re sale of $1,000,000.
3237		Clackamas County. Resolution relating to acquisition of right of way for Pacific Highway.
3239		Projects ordered advertised: Vesper Section, grading and surfacing; Paradise Creek-Elkton Section, grading; Valley Falls-Okerman Ranch Section, furnishing and placing pit-run gravel topping; Doyle Hill-Nimrod Section, surfacing; Sand Station-Washington State Line Section, grading; Clackamas River bridge, East Portland-Oregon City Highway; Six pile trestles on Vesper Section; Pile trestle over Elk Creek at Cannon Beach; Pile trestle south of Cannon Beach Junction; Viaduct over Southern Pacific north of Klamath Falls; Half viaduct on Sand Station-Washington State Line Section; Pile trestle over Juniper Canyon; Ferry service across Umpqua River at Reedsport; Ferry service across Siuslaw River at Florence.
3241	Feb. 17	Leslie M. Scott elected Chairman. Bond issue approved and advertisement ordered. List of construction projects authorized by former Commission presented and action deferred. Federal gasoline tax opposed.
3242		Next meeting February 19.
	Feb. 19	Program for 1932 adopted by former Commission studied. Projects ordered advertised: Paradise Creek-Elkton Section, grading; Doyle Hill-Nimrod Section, surfacing; Viaduct over S. P. tracks north of Klamath Falls. Roy A. Klein tendered resignation as State Highway Engineer.
3243		Resolution adopted. R. H. Baldock elected State Highway Engineer.
3244		Roy A. Klein to be retained in advisory capacity during March. Clipping bureau, arrangements to be made for service. Salary and wage reduction ordered. Resolution re presentation of matters to Commission by delegations and individuals.
3246	March 3	Hood River County. Extra right of way through Cascade Locks; matter discussed, agreement with Mr. Laber explained. Washington County. East entrance to Forest Grove, improvement considered. Resolution re acquisition of right of way.
3248		Columbia County. Matter of furnishing rock for shoulder construction between St. Helens and Scappoose.
3249		Pay roll vouchers, matter of approving and signing discussed. Hand labor, authority to use state highway funds discussed. Fourth Street project discussed informally. Curry County. Rogue River bridge dedication, arrangements to be handled locally. Name plates authorized.
3249	March 3	Lincoln County. Advance of secondary funds requested for cooperation with Bureau of Public Roads on Siletz River forest highway.
3250		Deschutes County. McKenzie Highway, parking space requested by "Skyliners". Multnomah County. Requests for improvement and paving of Base Line Road between E. 82d and E. 92d Sts. in Portland. Clatsop and Tillamook Counties. Hamlet Junction-Wheeler Section, improvement as relief project requested. Neahkahnie-Cannon Beach Unit, construction discussed.
3251		Footpaths. Consideration given to various requests. Timber, use in bridge construction considered. Planting trees, shrubbery, vines, etc. urged by Portland Realty Board. Clackamas County. Letter opposing line change between New Era and Canby. Pendleton-John Day Highway. Discussed; engineer to report.
3252		Proposals received: Paradise Creek-Elkton Section, grading;
3253		Doyle Hill-Nimrod Section, surfacing; Overcrossing north of Klamath Falls.
3254		Lane County. Cheshire-Harpole School Section, early construction urged. Washington County. Larger allotment of highway funds asked; Wolf Creek route recommended for short road to sea; widening between Beaverton and Forest Grove requested, Engineer to report.
3255		Tillamook and Washington Counties. Delegation requesting construction of Wilson River Highway. Sentiment divided between this and Tillamook-Kilchis River paving.
3256		Bonds. Proposals received; rejected. Resolution authorizing receipt of bids March 16, 1932.
3259		Multnomah County. Fourth Street project, advance of state funds for purchase of right of way requested. West Side Pacific Highway. Delegation asking equal consideration with East Side Pacific Highway.
3260		Benton and Lane Counties. Construction of road from Monroe to Cheshire requested. Nestucca Highway Improvement District. Commission asked to defer collection of balance of claim for making survey. Wallula Cut-off. Delegation urging completion.
3261		Pendleton-John Day-Burns-Lakeview, completion of highway urged by delegation.
3262		Central Oregon Highway. Addition to Federal aid system requested if mileage increased. Selection and survey of route between Juntura and Burns requested. Harney County. Funds requested for relief work. Umatilla County. Wallula-Cut-off and Pendleton-Cold Springs Highway construction requested.

Page	Date 1932	Subject
3262	March 3	Salmon River Highway. Log hauling discussed; resurfacing requested.
3263		Columbia County. Offer for furnishing rock for shoulder construction between St. Helens and Scappoose.
3264		Clatsop County. Purchase of timber tract adjoining Bradley Park discussed. Bradley Park. Rental for concession reduced.
3265		Announcement of awards: Doyle Hill-Nimrod Section, surfacing; Paradise Creek-Elkton Section, grading; Klamath Falls Overcrossing. Statement by Chairman.
3266	March 4	Various contracts and agreements signed by Commission. Wasco County. Dillon Section, inclusion in The Dalles-Biggs Section requested by contractor. Financial condition discussed. Washington County. Improvement between Forest Grove and Beaverton considered.
3267		East and West Side Pacific Highways to be improved as funds permit. Nestucca Highway Improvement District. To be permitted to use funds on deposit with State Treasurer as cooperation with Tillamook County. Salmon River Highway, request for permit to haul logs referred to State Highway Engineer. Columbia County. Rock for shoulders between St. Helens and Scappoose, matter referred to Engineer. Pendleton-John Day Highway, Ukiah-Dale Section, inquiry regarding status. Bonds. $1,000,000 issue, receipt of bids authorized for March 16. Minutes of February 17, 1932 approved. Baker County. Additional work for unemployed requested.
3268		Malheur County. Additional work for unemployed requested. Clackamas County. Additional work for unemployed requested. Fourth Street matter discussed informally. Klamath County. Resolution requesting sale of additional bonds for unemployment relief, and allocation of 7% to Klamath County. Secondary state highways, resolution establishing minimum width for rights of way.
3269		Clatsop County. Vesper Section, grading, surfacing and bridges; agreement with county. Advertisement authorized. Lincoln County. Advance from secondary funds for cooperation on forest highway approved if legally possible. Lane County. Resolution presented by which county elects to do work with own forces on secondary state highways.
3270		Klamath County. Klamath Falls-Weed Road, survey authorized. Almon Emergency Highway Bill discussed.

Page	Date 1932	Subject
3270	March 4	Josephine County. Request from Grants Pass for improvement of Sixth Street between "L" Street and Rogue River bridge. Douglas County. Umpqua Highway, plans for bridges over Keopke Slough, Dean Creek and Hinsdale Creek order prepared and submitted to War Department. Umatilla County. Resolution requesting reconstruction and oiling of section of Cold Springs Highway. Lincoln County. Siletz River Secondary State Highway, plans for trestles over Reed Creek and unnamed creek ordered.
3271		Clackamas County. Request by Poole & McGonigle for inclusion in Clackamas River bridge specifications of clause requiring manufacture and fabrication of materials in State of Oregon. Load limit reduction ordered on: Old Oregon Trail, Pendleton-Kamela; John Day Highway, Arlington-Dayville; The Dalles-California Highway, Columbia River Highway-Bend; Sherman Highway, Biggs-The Dalles-California Highway; Ochoco Highway, Redmond-John Day Highway.
3273		Tillamook County. Timber tract adjoining park at Short Sand Beach presented by George E. Huntley. Lane County. Timber tract near Vida presented by Drew Timber Company. Associated General Contractors, resolution requesting requirement that work be done on basis of two 6-hour shifts or on method of rotation of men.
3274		Highway maps, 10,000 to be furnished to Los Angeles Bureau of Oregon State Chamber of Commerce. Ferry service. Increase of schedule, request of Marshfield Chamber of Commerce considered. Deschutes County. Right of way for north unit of Redmond-Terrebonne Section, matter of purchase considered. Yamhill County. West Side Pacific Highway, report regarding local controversy involving removal of old oak trees about one mile east of Newberg.
3275		Lakeview-Burns Highway. Funds advanced to counties for surfacing across privately owned lands. Curry County, Unit 3, Burnt Hill-Chetco River Section; appointment of board of arbitrators; no action taken. Salary and wage schedule adopted.
3280		Organization chart considered; approved.
3282		Extensions of time: Wren & Greenough, Elk Creek Tunnel Section; Curry & Porter, draw rest for bridge over Siletz River. Construction program for 1932, list approved.
3285		Next meeting March 16, 1932. Audit by Secretary of State approved. Price, Waterhouse & Co. selected to make 1932 audit. Wm. Jayes, Commission chauffeur, continuation of services discussed.

Page	Date 1932	Subject
3285	March 4	Asphalt and road oil, receipt of bids authorized.
		Oil heaters, purchase of six approved.
3286		Marion County. Petition re width of roadway for Santiam River bridge at Jefferson.
	March 16	Curry County. Claim of J. W. Sweeney re contract for Unit 3, Burnt Hill-Chetco River Section; case to be reviewed by H. G. Smith.
3287		Umatilla County. Wallula Cut-off Section, adoption of high line route recommended; approved and plans ordered prepared.
		Pendleton-John Day Highway, Range-Long Creek Section; survey discussed.
		Portland to the sea, Base Line route; survey discussed.
3288		Lane County, Cheshire-Harpole School Section discussed.
		Unemployment relief work, advisability of continuing considered; gradual discontinuance recommended by Engineer.
3289		Survey program for 1932 approved.
3290		Umatilla County. Wallula Cut-off Section, completion of surveys authorized; advertisement ordered.
		Unemployment relief work. Conference with Public Relations Committee of Portland Civic Employment Committee.
3293		Proposals received:
		Vesper Section, grading and surfacing;
		Valley Falls-Okerman Ranch Section, surfacing;
3294		Bridge over Clackamas River;
		Six pile trestles on Vesper Section;
3295		Bridge over Elk Creek at Cannon Beach;
		Bridge over Muddy Creek south of Cannon Beach Junction;
		Furnishing ferry service at Reedsport;
3296		Furnishing ferry service at Florence.
3297		Lane County. Cheshire-Harpole School Section, construction urged; county cooperation offered.
		Siuslaw Highway. Discussion of request of former Commission for removal from Federal aid system.
		Unemployment conditions discussed.
		Washington County. Survey of Base Line Highway requested.
3298		Lower Columbia River Highway. Delegation asking for additional widening and straightening projects. Center stripe requested.
		Bonds. Bids received for $1,000,000.
3301		Form of bond approved.
3302		Balance of block to be sold at future date.
		Wasco County. Dufur-Mt. Hood connection, designation as secondary highway requested.
3303		Multnomah County. Designation as state highway of Base Line Road between E. 82d and E. 92d Streets requested.
		Lake County. Fremont Highway, oiling of 30 miles requested. Credit claimed by county.
3304		Pendleton-John Day-Burns-Lakeview highways, early completion requested by large delegation.
		Ukiah-Dale Section, surfacing requested.
3304	March 16	Umatilla County. Additional 200 feet of right of way along Old Oregon Trail between Emigrant Springs and Meacham requested to permit trailing sheep along highway.
3305		Lake County. Lakeview-Burns Highway. Oddie-Colton funds requested.
		Central Oregon Highway. Designation of route between Juntura and Burns requested.
		Coos County. Route around east side of Coos Bay urged as route of Oregon Coast Highway.
3306		Northwest Oregon Development Association urging provision of funds for construction of portions of Wilson River Highway and short highway from Portland to sea.
		Washington County. Designation of route for eastern end of proposed short road from Portland to sea requested. Widening of Beaverton-Forest Grove Section favored.
3307		Shaniko-Mitchell road; Commission requested to replace on state system; reconnaissance survey authorized.
		Awards of contracts:
		Vesper Section, grading and surfacing;
		Valley Falls-Okerman Ranch Section, surfacing;
3308		Clackamas River bridge;
		Trestle over Elk Creek at Cannon Beach;
		Trestle over Muddy Creek south of Cannon Beach Junction;
		Six pile trestles on Vesper Section;
		Furnishing ferry service across Umpqua River at Reedsport;
		Furnishing ferry service across Siuslaw River at Florence;
		Paradise Creek-Elkton Section, grading
		Doyle Hill-Nimrod Section, surfacing.
		Award confirmed:
		Klamath Falls Overcrossing.
3309		Linn County. Santiam Highway, extension of clearing requested.
		Trout Creek-Upper Soda Section, construction asked, county cooperation offered. Agreement with county.
		Polk and Yamhill Counties. Salem-Portland highway via Dayton requested.
3310		Crook County. Discontinuance of services of county engineer requested; plan proposed for approval of bills in connection with market road and secondary highway work.
3311		Lincoln County. Pioneer Mountain Section, construction asked. Discontinuance of emergency work recommended.
		Clatsop County. Discontinuance of relief work and additional bond sale discussed.
		Arch Cape Section, county ready to acquire right of way.
3312		Lane County. Highway in vicinity of Cape Creek bridge, state to advance funds for completion of forest highway work.
		Agreements executed by Commission:
		Lane County, secondary highways;
		Mountain States Power Co., Isthmus Slough draw bridge;
		Lincoln County, advance of state funds for Siletz River Forest Highway.

Page	Date 1932	Subject
3313	March 16	Log hauling discussed; reduction of load limits authorized.
		Property accounting and control system; Engineer authorized to secure man from Wyoming to assist in installation.
		Columbia County. Rock for shoulders between Scappoose and St. Helens, Engineer's report. Bids authorized.
3314		Emergency unemployment work discussed informally.
		Clatsop County. Right of way matter at Arch Cape considered.
		Next meeting April 7, 1932.
		Projects ordered advertised for April 7:
		Merrill-Malin Section, grading and surfacing;
		Durkee-Gales Section, regrading and graveling;
		Huntington-Slides Section, bituminous macadam;
		Hot Lake-Union Section, bituminous macadam;
		Dillon-Biggs Section, bituminous macadam and gravel shoulders;
		Port Orford-Euchre Creek Section, resurfacing;
		Boyer-Valley Junction and Dolph-Sheridan Section, resurfacing, oiling and bituminous macadam;
3315		Enchanted Prairie Section, furnishing maintenance materials.
		Projects ordered advertised for April 21:
		Umatilla Overcrossing;
		Dillon Overcrossing, widening and approaches;
		Heppner Junction-Irrigon Section, furnishing maintenance materials;
		Multnomah County Line-Middleton Section, pavement;
		Adams-Milton Section, pavement widening and resurfacing;
		Pendleton-Deadmans Pass, betterment work and graveling;
		Beatty-Forest Boundary Section, bituminous macadam.
	March 17	Unemployment problem discussed; no more bonds to be sold now; relief work to be discontinued.
3316		Public Relations Committee of Civic Employment Committee asking continuation of relief work.
3318		Harney County. Central Oregon Highway, designation of route between Juntura and Burns and construction of this section requested.
		Continuation of unemployment relief work requested.
		Lakeview-Burns Highway. State asked to defer collection of claim for cooperation for one year; agreement to be prepared.
3319		Emergency hand labor work to be tapered off.
		Landing field for aeroplanes, permit to use beach at Cannon Beach for National Guard maneuvers requested.
		Lane County. Log hauling permits requested; Division Engineer's recommendation against granting of permits on McKenzie Highway.
		Columbia Gorge Scenic Preservation Committee opposing additional pole lines on Columbia River Highway in Columbia Gorge.
3320		Clackamas County. Payment of annual rental to Government for lease of public land adjacent to Mt. Hood Highway and Sandy River approved.
		Viento Park. Application by N. N. Kins for position of caretaker denied.

Page	Date 1932	Subject
3320	March 17	French or Maritime pine trees offered to Commission for slope protection along Oregon Coast Highway.
		Salmon River Highway, bituminous macadam requested from Valley Junction west six miles.
		Marion County. Aurora; new alignment requested through town.
3321		Washington County. Tualatin Valley Highway, reconstruction of east entrance into Forest Grove requested.
		Josephine County. Redwood Highway, straightening and widening requested.
		Multnomah County. Powell Valley Road in Gresham in need of repair.
		Umatilla County. Old Oregon Trail, report re stabilization of Old Oregon Trail between Hermiston and Umatilla.
		Sherman County. Sherman Highway reconstruction urged.
3322		Multnomah County. Requests for construction of footpaths.
		Deschutes County. McKenzie Highway widening 8 miles west of Sisters requested by the Skyliners of Bend.
		Clackamas County. Petitions requesting provision in contracts that 90% of labor be furnished by Clackamas County Employment Bureau.
		Salem Trades and Labor Council, protesting wage reduction program.
		State Employes Local No. 446 Salem, resolution requesting reinstatement of men recently laid off at shops.
3323		Oregon products. Provision in contracts re use.
		Concrete. Request from Gold Hill Chamber of Commerce for more extensive use.
		East Portland-Oregon City Highway. Consideration of survey to determine route for entrance into Portland.
		Stop signs. Blanket authority given Engineer.
		Bridges on secondary highway system. Engineer authorized to examine and post load limit signs.
		Load limit orders lifted:
		John Day Highway, Condon to Dayville;
		Ochoco Highway, Redmond to Mitchell;
		The Dalles-California Highway, Redmond to Bend.
		Grader blades, purchase of one carload authorized.
3324		Contracts completed and acceptance authorized:
		No. 1309, Rogue River bridge approaches;
		No. 1304, Cape Creek bridge extension.
		Klamath County Chamber of Commerce letters to Klamath News-Herald presented to Commission.
		Various communications called to attention of Commission.
3325		Roseburg established as headquarters for Division No. 2.
		Coos Bay. Night ferry service requested.
		Clatsop County. Six pile trestles on Vesper Section; low bidder asks to be relieved from obligation. Contract awarded to next low bidder.
		Timber. More extensive use in highway construction urged by delegation.

Page	Date	Subject
	1932	
5326	March 17	Ben T. Osborne, Central Labor Council, requesting adjustment of labor situation at Salem shops.

Portland, Oregon, April 2, 1931

The State Highway Commission met in Room 570 Multnomah County Court House at 10:00 o'clock A. M. Those present were:

H. B. Van Duzer, Chairman
M. A. Lynch, Commissioner
Chas. K. Spaulding, Commissioner
Roy A. Klein, State Highway Engineer
H. B. Glaisyer, Secretary

Bids were opened on grading, surfacing, bridge and ferry projects as follows:

OREGON COAST HIGHWAY
PROVISION FOR FERRY SERVICE ACROSS YAQUINA BAY

Roosevelt Highway Ferry Co.	$1,050.00 per month
Martin C. Hoven	2,880.00 " "

OREGON COAST HIGHWAY
PROVISION FOR FERRY SERVICE ACROSS ALSEA BAY

Middleton & Middleton	$1,940.00 " "

McKENZIE HIGHWAY
GATE CREEK-NIMROD SECTION - GRADING

Harmon & Tittle	$112,551.00
J. A. Lyons	116,475.00
Clarence Young	116,492.50
W. C. Elliott & W. B. Kidd	117,002.00
C. R. Johnson	117,768.50
A. C. Greenwood	124,217.50
Earl L. McNutt	125,598.50
P. L. Crooks & Co., Inc.	138,077.50
A. Guthrie & Co., Inc.	148,518.00

SALMON RIVER HIGHWAY
GRAND RONDE-VALLEY JUNCTION SECTION - GRADING

Harmon & Tittle	$12,240.00
R. L. Houck	13,315.00
B. C. M. Construction Co.	15,155.00
H. P. Nass & Co.	15,250.00
Earl L. McNutt	15,895.00
J. V. Curry	16,025.00
John Palmer	16,385.00
Meyers Contract Co.	16,445.00
R. E. Boatwright	16,730.00

Continued

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Grand Ronde-Valley Junction Section - Continued

Geo. R. Weirich	$16,926.00
Fred Christensen, Inc.	17,055.00
Peart Bros. & Plymale	17,960.00
Cochran Construction Co.	18,835.00
D. Samuel	19,521.00
Joplin & Eldon	20,055.00
United Contracting Company	20,162.50
Howard McMillen	20,765.00
Newport Construction Co.	21,069.00
J. A. Lyons	22,790.00

OREGON-WASHINGTON HIGHWAY
NYE-PILOT ROCK SECTION - REGRADING AND RESURFACING

H. E. Schmeer	$100,686.50
Newport Construction Company	102,184.50
Morrison Trucking Company	105,813.50
Edlefsen-Weygandt Company	106,580.00
A. Guthrie & Co., Inc.	107,027.00
O. D. Wolfe	111,097.00
W. H. Puckett Co.	111,272.00
March Construction Co.	112,164.00
J. Rebman	113,431.00
Homer G. Johnson	113,834.00
J. A. Lyons	118,972.00

OLD OREGON TRAIL
KAMELA-UNION SECTION - BITUMINOUS MACADAM AND OILING PROJECT

J. C. Compton	$143,892.50
Guy F. Pyle	149,823.00
J. F. Forbes	151,572.00
Northwest Roads Company	154,056.00
F. J. Kernan	157,670.00
United Contracting Co.	165,009.00

CLACKAMAS AND MARION COUNTIES - MARKET ROAD
BRIDGE OVER BUTTE CREEK ABOUT 5 MILES EAST OF MT. ANGEL

Barham Bros.	$11,695.00
Roberts & Horstkotte	12,208.70
D. Samuel	12,564.00
O. N. Pierce	12,750.00
E. F. Balgemann	13,127.90
Lindstrom & Feigenson	14,371.00

OREGON COAST HIGHWAY
BRIDGE OVER CAPE CREEK

John K. Holt	$116,980.00
Parker-Schram Co.	124,895.00
Gilpin Construction Co.	126,275.00
Lindstrom & Feigenson	128,980.00
MacRae Bros.	132,075.00
Clackamas Construction Co.	133,570.00
Greenwood & Berni	138,490.00
Lillebo & McCall	149,805.00

Dr. F. M. Trout, President of the Malin Commercial Club and Mr. A. Kalina, Mayor of Malin, Oregon, were present and discussed with the Commission the completion of The Dalles-California Highway from Merrill to the California state line via Malin, a distance of about 13 miles. Dr. Trout repeated the arguments previously presented concerning this matter and stated further that the 4½ mile section from Merrill east would be common to all three of the routes under consideration as possible connections with the California highway system. Chairman Van Duzer: "If the highway being built in Northern California connects with the Oregon highway west of the present road, will you object to having the easterly portion put back on the market road system? Would you object to having this road put on the secondary road map?" Dr. Trout: "We don't care whether it is a state highway or a market road so long as we have a means of transportation." Commissioner Spaulding: "Why don't you recommend that the first 4½ miles east from Merrill be constructed now and the balance later when we know where the California connection will be?" Dr. Trout: "That would help some, but there would still be 5½ miles west of Malin which would not be improved." The Chairman stated that this was a matter that could not be settled now. The Commission agreed to make an inspection trip over the route and give a decision later.

J. E. Shelton and Ray Conway of the Oregon State Motor Association were present and expressed their appreciation and thanks for the prompt and efficient service rendered by the Highway Department officials and engineers in furnishing their association with information regarding the conditions of the highways, especially during the present high water period.

The meeting was adjourned at 12:00 M. to reconvene at 2:00 P. M. The Chairman announced that the award of contracts would be made at 5:00 P. M.

The meeting was called to order at 2:00 P. M. with all Commissioners, State Highway Engineer and the Secretary present.

A joint conference was held with officials of the Bureau of Public Roads and the Forest Service for the programming of $150,000 of forest road funds, being accumulated savings on forest road projects. The Government officials present were W. H. Lynch, District Engineer,

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H. D. Farmer, J. A. Elliott, P. H. Dater and C. J. Buck, Regional Forester. The following program for these funds was agreed to by all parties concerned, with the understanding that the Oregon Coast Highway project would be refinanced in the fall of 1931 when additional forest highway funds became available, at which time further Federal funds will be allocated to this project and the state cooperative funds released:

	Estimated Cost	Forest Highway Funds	State Funds
Oregon Coast Highway Florence-Gardiner Section, 19.6 miles surfacing (2 year project)	$200,000	$80,000	$120,000
Santiam Highway East End Section, 13.3 miles surfacing	70,000	70,000	- -

The Commission signed an agreement with Hefty & Johnson for the furnishing of approximately 11,000 cubic yards of broken stone in stock piles on the Yaquina Bay-Alsea Bay Section of the Oregon Coast Highway. The Engineer explained that Hefty & Johnson had a contract with the Federal Government for the performance of certain forest road work between Yaquina Bay and Alsea Bay included in which the contractor was required to furnish a quantity of crushed rock in stock piles for the use of the state in providing an oil surface treatment for this section of highway. It now appears that there will be required a greater amount of rock for the surfacing of the road than was originally contemplated. An agreement has been reached between the parties interested whereby approximately 11,000 cubic yards of rock, which, under the Federal Government contract was to be placed in stock piles, is now to be used in surfacing the road instead of being placed in the stock piles. The agreement between Hefty & Johnson and the State is to cover the furnishing of an additional 11,000 cubic yards of rock in stock piles to replace the extra amount used for the road surfacing.

The survey of the North Umpqua Highway was discussed by the Commission and the Government officials who were present. District Engineer W. H. Lynch stated that they were now ready to proceed with the survey of this road but did not want to go ahead with it without the approval of the Commission on account of the fact that the proposed route crosses Government lands that have been reserved by the Government as power sites, the development of which will have considerable bearing on the location of the road. Regional Forester C. J. Buck stated that the Federal Power Commission has a claim of paramount importance to the land and if the road was constructed on land that was later needed for power site purposes, it would then be necessary to reconstruct it at a higher elevation at a greatly increased cost. He stated that he would take the matter up with the Federal Power Commission and ascertain their ideas and plans for development. The Commission was not in favor of spending any money for surveys until the power matters were disposed of. Motion was made, seconded and carried that the matter be held in abeyance until the attitude of the Federal Power Commission had been obtained.

Alex Sparrow, County Judge of Jackson County, was present and urged the Commission to designate the road leading from Medford via Jacksonville, Ruch, Provolt, Oregon Caves, to a connection with the Redwood Highway near Kerby, known as the Williams Creek Road, as a part of the Forest Highway System. He stated that the road was now constructed throughout with the exception of a sixteen mile section between Provolt and the Oregon Caves, and that they were not asking for funds at this time, but simply that this road be placed on the Forest Highway System. After further discussion of the matter, a motion was made by Commissioner Lynch that this road be recommended to the Forest Service and the Bureau of Public Roads for an addition to the forest highway system. Motion was seconded by Commissioner Spaulding and carried.

The Parks Engineer and C. J. Buck, Regional Forester of the U. S. Forest Service, reported on the status of the acquisition of the timbered recreational area containing 160 acres located at the headwaters of the Metolius River in Jefferson County which includes all of the springs out of which the Metolius River rises. It was stated that the owner, Mr. S. O. Johnson, will not agree to exchange this land for other Government timber land on an equal stumpage basis, claiming that his property has a recreational value in addition to the timber value. He wants more timber than the Government will allow. The Chairman stated that the State would cooperate in acquiring this property and suggested that further negotiations be carried on with the thought in mind that the State would purchase 40 acres outright, the balance to be acquired by exchange of Government timber land.

C. J. Buck, Regional Forester, informed the Commission that his department was ready to proceed with the exchange of Government timber lands for timber lands owned by the Louis Hill interests along the McKenzie Highway, so as to preserve this section in its natural state, as soon as the Hill interests were ready. The Secretary was instructed to write Mr. W. F. Turner, President of the S. P. & S. Railway, and ascertain what was being done by Mr. Hill to effect this exchange.

The Secretary stated that Governor Meier had forwarded, for the consideration of the Commission, a copy of a resolution that he had received from the Imnaha Grange of Wallowa County urging the construction of the "Sheep Creek Road" from Joseph to Imnaha. No action taken; the Secretary was instructed to acknowledge receipt of the communication and advise the Grange that the Commission has no unobligated funds available at this time.

A delegation consisting of C. G. Brownell, Frank Andrews, James Cassell, Clyde Spooner and Fred Wilson of Portland, Earl W. Snell of Arlington, D. G. Brownell and M. N. Jenkins of Umatilla, were present and asked for the early construction of the Umatilla-Washington State Line Section of the Columbia River Highway, known as the Wallula Cut-off Section. Mr. C. G. Brownell acted as spokesman. He reviewed the history of the road, claiming that it was the most important unconstructed road in the state of Oregon. Mr. Andrews stated that he represented the Portland

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Chamber of Commerce, which body wished to go on record as being in favor of the earliest possible construction of this section. Mr. Cassell, representing the Portland Automotive Trades Association, endorsed the road from a commercial standpoint as well as from the tourist standpoint and urged its early construction. Mr. Spooner spoke for the construction of this road from the standpoint of an owner of a truck line who would use the road, emphasizing the saving in distance. Mr. D. G. Brownell spoke of the saving in distance of this route over the Pendleton route and of the necessity of immediate construction to assist in relieving the present unemployment situation. Mr. Jenkins stated that he represented the laboring people and urged the early construction of this road. Other speakers in favor of the construction of this highway were Mr. Fred Wilson of Portland and Earl W. Snell of Arlington.

Commissioner Spaulding inquired as to whether or not consideration had been given to the proposed Umatilla Rapids Dam when making the location for the road and was given an affirmative reply. To his inquiry as to whether or not this was a propitious time to do this construction work and if the winter season would not be better, District Engineer Lynch of the Bureau of Public Roads replied that it would make no difference what time of year the work was done; by doing the work now and using Federal emergency funds, the Government would pay 100% of the cost but if the work was delayed until next winter the Government would pay only 62%, representing regular Federal aid.

The State Highway Engineer stated that surveys had been made and the section west from Cold Springs could be constructed now since there were no right of way difficulties. The section east from Cold Springs will require more study on account of the interference caused by the railroad. In answer to the inquiry of the Chairman, he stated that he was ready to proceed with the construction of the west end, about 12 miles in length. This is a grading project estimated to cost about $200,000 and he would specify a completion date of September 1, 1931. In answer to the inquiry of Commissioner Spaulding, as to whether or not this road should be constructed, District Engineer Lynch stated that it should be constructed notwithstanding the construction of the Umatilla Rapids Dam project. It will take about seven or eight years to construct the dam and this road will serve the territory that will not be affected by its construction. The attitude of the Government is that this is the last main road on the Oregon highway system that has not yet been started; the State of Washington has provided for its share in its budget. He replied to a further inquiry by saying that in order to receive the benefits of the Government emergency money the work must not only be under way but must be completed by September 1, 1931. Further discussion of the matter was deferred until later.

A delegation, consisting of Wm. S. Walton, C. P. Bishop, H. R. Crawford, C. E. Wilson and Carl D. Gabrielson of Salem, Dr. P. A. Loar, Chas. Reynolds and J. D. Drake of Silverton and County Judge J. C. Siegmund and Commissioner J. E. Smith of Marion County, was present and submitted a proposition to the Commission for the acquisition of land in the Silver Creek Falls district of Marion County for use by the State as a park and

recreational area. Mr. Walton acted as spokesman, representing the Chambers of Commerce of Silverton and Salem. He spoke of the beauties of the area which he said consisted of about two square miles of land, well wooded and containing nine waterfalls, ranging in height from fifty to two hundred feet, which drop into ravines of rugged beauty. He stated that the Oregon Legislature, at its last session, had passed an act reserving the water rights to these streams which would insure a permanent, full flow of water. He also spoke of the accessibility of this area, it being only two hours' drive from Portland, one hour's drive from Salem and only a few minutes drive from Silverton over well constructed, high speed roads. Concerning the acreage involved, he said that to include all of the falls would require the acquisition of about 900 acres of land. Of this area the Marion County Court has under its control about 280 acres which is being acquired from the Federal Government and will be turned over to the State without cost to the State. The 615 acres remaining are privately owned but are under option to the Silverton and Salem Chambers of Commerce for a price of about $16,000, or less than $27.00 per acre. Some of the options expire shortly and it is doubtful if they can be renewed at the same figure. Upon inquiry of the Chairman, Mr. Walton stated that the only other waterfall in that district, known as the "South Falls", was not included in their proposition but that the owner of these falls was holding it for sale, together with 100 acres of land, at $12,000. Commissioner Spaulding: "Are you gentlemen recommending that we take in the 'South Falls' at the price asked?" Mr. Walton: "If the price is right, yes." Commissioner Spaulding: "Are you recommending that we do anything today with the 'South Falls' or just what is under option?" Mr. Walton: "We are asking that you accept that which we have already done." Commissioner Spaulding: "I move that we purchase the area that is already under option." The motion was seconded and carried. The Chairman then stated that it was his thought that the "South Falls" should be included, whereupon Commissioner Spaulding moved that the Parks Engineer be authorized to negotiate for the purchase of these falls. The motion was duly seconded and carried.

A delegation consisting of Harvey Starkweather, John Risley, Philip Strieb, Dr. Ramsay, Marshall Dana, Wm. Sanders, Wm. Bell, Earl Kirkpatrick, Chas. F. Dean, and M. S. Shrock of Milwaukie, H. B. Cartlidge, J. L. Franzen, J. R. Stafford, Fred S. Perrine, Walter Buse, A. S. Trelawney, A. L. Beattie, W. A. Huntley, D. T. Meldrum, C. Schuebel and Percy Caufield of Oregon City, J. W. Brewer, J. C. Talbot, Fred Dundee, L. M. Lepper, A. J. Rose, J. L. Peacock, J. M. Wallace, C. M. Ambrose, Robt. S. Coe, Jr., J. D. M. Crockwell and J. H. Alexander of Portland were present and urged the early construction of the East Portland-Oregon City Highway. Mr. Starkweather acted as spokesman. He reviewed the history of the project and stated that the surveys had been made and that all but 15% of the right of way had been secured by Clackamas County. Mr. Dana requested the Commission to incorporate this road in the state highway system at once. He submitted a copy of a telegram from U. S. Senator Chas. L. McNary concerning the contribution of local interests in the cost of dredging operations in the Willamette River at this point

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as required by Federal statute, in which it was stated that provision would be made whereby this contribution could be paid by the State to the Board of Army Engineers in monthly installments, thus giving assurance that the dredging work would go forward and that the dredged material would be available for use in the construction of the proposed highway embankment south of the Clackamas River. Others speaking for the early construction of this road and its adoption as a part of the state highway system were Frank Andrews, representing the Portland Chamber of Commerce, Fred Perrine, representing the Oregon City Chamber of Commerce, J. W. Brewer, Secretary of the East Side Commercial Club of Portland and M. S. Shrock, representing the commercial organizations of Milwaukie. Chairman Van Duzer: "At the present time this road is on the Federal aid system but not on the state highway system, yet I think that the manner in which you have secured the right of way and the way it has been approached without fear or favor as to whose property it went through, has been well done. You have given us a hard problem. We will consider it later."

Commissioners C. R. Williams and Silas Obenchain of Klamath County were present and requested the Commission to allocate some of the emergency Federal aid funds for the reconstruction of the The Dalles-California Highway at the north entrance to the city of Klamath Falls. They stated that the right of way matters for the most part had been satisfactorily disposed of and they were ready at any time to start proceedings to obtain the balance. The Engineer exhibited a map on which the proposed route of the improvement was shown, commencing at First Avenue at the north city limits of Klamath Falls and running in a northerly direction a distance of about 2 miles to a connection with the present highway at Terminal City. He stated that the proposition previously put up to the county was that the Commission would consider the construction of the new route if the County would secure the right of way and take over and maintain the old route. In answer to the inquiry of Commissioner Spaulding, Mr. Williams stated that there were no protests against this change. He also stated that the County would take over and maintain the old highway. The Chairman announced that the matter would be considered at the proper time.

A delegation from Washington County, consisting of J. W. Barney, County Engineer, Dr. Charles Lamkin, Senator Edward Schulmerich of Hillsboro and C. J. Stickney of Aloha, was present in the interest of the widening of the Tualatin Valley Highway between Beaverton and Hillsboro. They stated that in accordance with the request of the Commission at its last meeting, they had secured options covering all but about 2½ miles of this section of highway. These options amounted to a total of $18,000 for fifteen feet extra width on the north side of the present right of way. They estimated that it would take an additional $12,000 to secure the balance. In answer to the inquiry of Commissioner Spaulding, the Chairman stated that the improvement could not be financed at the present time. He suggested to the delegation that the options be extended for a period of ninety days if possible, and in the meantime the Commission would take the matter under further advisement.

At this time the Chairman announced the following awards of contracts for which bids were received at the morning session:

Bridge over Cape Creek on the Oregon Coast Highway about 12 miles north of Florence in Lane County. The low bidder is John K. Holt of Salem at $116,980. The Commission has awarded the contract to Mr. Holt.

Bridge over Butte Creek on the market road connecting Marion and Clackamas Counties about 5 miles east of Mt. Angel. The low bidder is Barham Bros. of Salem at $11,695.00. Inasmuch as this job was advertised by the Commission for the two counties, the acquiescence of both counties will have to be secured before the award is made.

Nye-Pilot Rock Section of the Oregon-Washington Highway in Umatilla County, 7.8 miles of regrading and resurfacing. The low bid is that of H. E. Schmeer at $100,686.50. The next low bid is that of Newport Construction Company at $102,184.50. The award of this contract will be held for a short time pending investigation.

Gate Creek-Nimrod Section of the McKenzie Highway in Lane County, 8.1 miles of grading. The award is made to Harmon & Tittle, the low bidder, at $112,551.00.

Kamela-Union Section of the Old Oregon Trail in Union County, 24 miles bituminous macadam, 4.7 miles oil mat surface treatment and 4 miles pavement widening and resurfacing. The bid of J. C. Compton is low at $143,892.50. The award is made to Mr. Compton.

Grand Ronde-Valley Junction Section of Salmon River Highway, 1.85 miles of grading. The low bid is that of Harmon & Tittle at $12,240.00. The award is made to Harmon & Tittle.

Yaquina Bay Ferry Service. The low bid is that of the Roosevelt Highway Ferry Company at $1,050.00 per month. The award is made to the Roosevelt Highway Ferry Company.

Alsea Bay Ferry Service. But one bid was received on this project, which will be rejected and the project readvertised at the next meeting.

County Judge George Potter, County Commissioner A. A. Dunlap and County Engineer Homer S. Wall of Sherman County were present. They requested that Market Road No. 12 leading from Kent west be changed to Kent-Grass Valley, leaving the Sherman Highway a short distance north of Kent and going in a westerly and northerly direction to an intersection with Grass Valley-Sherar's Bridge Market Road No. 2 about 4 or 5 miles south of Grass Valley, thereby eliminating Liberty Market Road No. 13. This change was approved by the Commission upon the recommendation of the Market Road Engineer who was present. The county officials then brought up the question of the secondary highway system

that was authorized by the Legislative Assembly of 1931, but were informed by the Chairman that it was yet too early to make a decision in this matter.

A request was received from the Umatilla County Court for the addition of three roads to its market road system as follows: A road connecting the DeSpain Gulch Market Road No. 40 with the Missouri Gulch County Road in Sections 1 and 12 of T. 5 N. R. 31 E. W. M. A road leading from the bridge over the Walla Walla River in Milton easterly and northerly to an intersection with Spoffard Market Road No. 49 about one mile east of Spoffard Station. A road beginning at the intersection of the Old Oregon Trail and the Mission crossroad, thence northeasterly a distance of about 2.8 miles. The addition of these roads to the Umatilla County Market Road System was approved by the Commission upon the recommendation of the Market Road Engineer.

A request was received from the County Court of Columbia County for the approval of the addition of the following described road to the market road system of that county: A road beginning at the Lower Columbia River Highway in the city of Rainier and extending in a southwesterly direction to a connection with Rainier-Apiary Market Road No. 2 at a point about one mile south of the town of Apiary. The request was granted by the Commission upon recommendation of the Market Road Engineer.

A request was received from the County Court of Malheur County that the following roads be approved by the Commission as additions to their market road system: A road beginning at the westerly end of Little Valley Market Road No. 9 and extending in a southwesterly direction to the town of Harper. A road leading in a westerly and southerly direction from the town of Vale to the intersection of the Central Oregon Highway about 7 miles southwest of Vale. A road in the Dead Ox Flat District beginning at the Old Oregon Trail at a point about $4\frac{1}{4}$ miles south of Weiser Spur Junction and extending in a southerly direction and connecting again with the Old Oregon Trail at a point about $6\frac{1}{4}$ miles from Weiser Spur Junction. The Market Road Engineer recommended the addition of these roads to the market road system. Recommendation approved by the Commission.

A request was received from the County Court of Douglas County for the Commission's approval of the addition of the following roads to its market road system. A road leading from the town of Riddle in a northeasterly direction via Pruner Bridge to the junction with the Pacific Highway. A road leading from the Oregon Coast Highway near Gardiner up the Smith River to Sulphur Springs. The Market Road Engineer recommended that the above roads be added to the market road system of Douglas County. Recommendation approved by the Commission.

A request was received from the County Court of Harney County that the Commission's attorney be given authority to assist the county in a condemnation suit to acquire a strip of land from Edgar and W. T. Van Derveer for right of way purposes for the Burns-Drewsey-Juntura Market Road which had been located and constructed under state highway department supervision. The request was granted and the attorney instructed to assist the county in this suit.

C. Signer and O. L. Johnson of the firm of Signer & Johnson, the contractors to whom the Commission awarded the contract for furnishing broken stone for the Otter Rock-Newport-Toledo Section of the Oregon Coast and Corvallis-Newport Highways at its meeting on February 19, 1931, appeared before the Commission and requested the return of the bid bond furnished by them in connection with this work. They were accompanied by M. L. Gilbert, attorney for the bonding company, who explained the reasons why the contractor withdrew from the performance of this contract which was later reawarded by the Commission to the next low bidder. The Chairman stated that this matter would be discussed and decided upon later.

Chas. F. A. Lair and Richard Lindberg of Lair & Company, accompanied by L. A. West, bonding company attorney, appeared before the Commission and asked the return of the bid bond furnished by them in connection with the contract awarded to them by the Highway Commission on February 19, 1931 for the resurfacing of the Nye-Pilot Rock Section of the Oregon-Washington Highway in Umatilla County. They stated that they were ready and willing to proceed with the performance of the contract but were unable to get any of the bonding companies to write their contract bond on account of the difference between their bid and the next low bid. The Chairman stated that this matter would be discussed later.

Tom N. Hull, to whom the Commission awarded the contract for furnishing surfacing materials for the Myers Creek-Taylor Creek Section of the Oregon Coast Highway in Curry County at its meeting on February 19, 1931, appeared before the Commission and stated that he had been unable to get any of the bonding companies to write his bond. He requested the approval of the Commission to the assignment of the contract to the Coos Bay Dredging Company who, he stated, were willing to assume this obligation and who could secure a bond. This was affirmed by the representatives of the Coos Bay Dredging Company and the bonding company who were present. The Engineer stated that the Coos Bay Dredging Company were satisfactory contractors. The Commission approved the request and instructed the attorney to prepare the papers to effect this assignment.

County Commissioner R. A. Busenbark of Douglas County, who was present, stated that they had received a request from the Bureau of Public Roads for an immediate payment of $25,000 to apply on their share of the cost of the construction of the Oregon Coast Highway. He stated that the county did not have the money on hand now with which to make this payment and asked the Commission to advance it for the county with the understanding that the State would be reimbursed later when the county received its share of the motor vehicle funds. Request approved by the Commission.

Commissioner Busenbark also inquired as to whether it was the intention of the Commission to take over the complete maintenance of the Umpqua Highway. He was informed that it was the established policy

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of the Commission in cases of this kind to maintain only those sections that had been constructed to state highway standards. In the present instance the State will assume the maintenance of the completed sections starting January 1, 1931 but will expect the county to maintain the unfinished sections until they are complete. This was satisfactory to Mr. Busenbark.

Mr. A. J. Lilburn, Chairman of the Street Committee of the City of Roseburg, was present in the matter of cooperation in the cost of improving and repairing the city streets which are designated as state highways in that city, authority for which was granted the Highway Commission by the 1931 Legislature. The matter was referred to the Engineer with instructions to report on it at the next meeting.

The Commission signed the agreement providing for the programming of $150,000 forest highway funds made available by reason of accumulated savings, which program was arranged at a joint conference with representatives of the Bureau of Public Roads and Forest Service at the morning session.

M. L. O'Neil and Loyal H. McCarthy, his attorney, appeared before the Commission regarding some claims that he has against the Commission for infringements on a road processing patent which, it was alleged, was used by the State without permission and without payment to him. Mr. O'Neil seeks an adjustment of these claims, otherwise he will take the matter to court. Mr. O'Neil was requested to furnish the Commission with a detailed statement of his claims in writing. The Engineer and the Attorney were instructed to look into this matter and make a report later.

H. E. Schmeer, the low bidder on the Nye-Pilot Rock surfacing project for which bids were opened at the morning session, appeared before the Commission with reference to the award of this contract. He stated that he was sufficiently well equipped to handle this job and would do so expeditiously if awarded the contract. He said that he had already made arrangements with Earl L. McNutt of Eugene to subcontract the grading work and they were ready to start at once. The Engineer stated that it was imperative that this job be completed within the time limit specified and in order to do this a definite schedule should be arranged and strictly adhered to. The Commission instructed Mr. Schmeer to furnish such a schedule to the Engineer, which he readily agreed to do. The award of the contract was deferred until later.

The meeting was adjourned at 6:15 P. M. to reconvene at 9:30 on the following morning.

Friday, April 3, 1931.

The State Highway Commission met in Room 209 of the Imperial Hotel, Portland, at 9:30 A. M., with all members present including the State Highway Engineer and the Secretary.

The matter of the forfeiture of the bid bonds of Signer & Johnson and Lair & Co., defaulting contractors, action on which matter was deferred from the preceding day, was considered by the Commission. After some discussion of the matter, the Commission ordered that the bid bonds of these two contractors be returned to them.

Concerning the request of County Judge David F. Graham of Malheur County that the Highway Commission assume the balance of the indebtedness of the City of Nyssa for the cost of the construction of a bridge over the Snake River at Nyssa, the Commission decided that since this involved a matter of policy, no relief could be given to the City of Nyssa at this time.

The Secretary presented a petition signed by M. A. Harrah and others living in the vicinity of Freewater, Oregon, requesting the Commission to widen and straighten the Oregon-Washington Highway between Freewater and the Oregon-Washington state line. Matter referred to the Engineer for a report.

A letter was presented from the Secretary of the Board of Control in which it was stated that at one of the recent board meetings, when Champoeg Park was being discussed, the Governor had suggested that "it would be proper for the Highway Commission to take an interest in Champoeg and do some development there." The matter was referred to the Parks Engineer for a report.

An inquiry was received from Mrs. C. D. Frazier of Agate Beach, Oregon, asking how to stop parties from taking agate-bearing gravel from the beach at Agate Beach for the construction of roads in the city of Newport. Matter referred to the Attorney for a report.

A letter was presented from L. M. Lepper, Vice President of the East Side Commercial Club of Portland, in which the Commission was urged to designate the route for the "Short Road from Portland to the Sea" at an early date. The Engineer reported that he had had a conference with the Governor about this matter during which the Governor had called his attention to another route via the town of Vernonia. It was the thought of the Commission that this route and all other routes that would have a bearing on the location of this road should be investigated thoroughly before a definite decision is given. The Engineer was authorized to make the necessary reconnaissance surveys.

The Engineer reported on his investigation of the matter of the construction of a cinder path along the lower Columbia River Highway at Linnton for the benefit of school children. He stated that his investigation revealed that most of the congestion occurred inside the Portland city limits, which would preclude the expenditure of state funds. He recommended against the improvement. Recommendation approved by the Commission and the Secretary was instructed to notify the Board of Education of the action taken.

The Engineer reported that he had been advised by the City Engineer of Portland that the city had under contemplation the improvement of that portion of Sandy Boulevard lying within the city limits of Portland in front of the Shriners' Hospital. The city limit at this point is parallel to and fifteen feet north of the southerly line of Sandy Boulevard, being seven feet south of the southerly line of the existing pavement. The city proposes to improve the portion lying within the city limits as a city street, but is without jurisdiction to improve the balance. A request was made that the State Highway Commission join with the city in the improvement by paving the seven foot strip lying between the city limits and the existing pavement, which portion is a state highway. The Commission approved the improvement and authorized the Engineer to arrange with the City Engineer of Portland to include the paving of the seven foot strip in the contract for the balance of the improvement with the condition that the work be done subject to the approval of the State Highway Engineer and in accordance with specifications approved by the Engineer.

The Engineer reported the sale of an old paving plant to the city of Hillsboro for $250.00, authority for which was given at the last meeting.

The Secretary reported the receipt of an initial payment of $1,000.00 from the El Paso, Texas, concern to which the Commission at its meeting of March 17, 1931 had authorized the sale of surplus truck parts for obsolete trucks.

The matter of the elimination of the sharp curve in the McMinnville-Tillamook Highway at the north approach to the bridge over the Willamina River at Willamina, action on which was deferred from the last meeting, was considered by the Commission. The Engineer was instructed to investigate the matter and report back later.

The matter of providing emergency work on the highways during the winter months to assist in the relief of unemployment as was done during the past winter was discussed by the Commission. It was the thought of the Commission that, if this relief work was to be done each winter, plans should be worked out in advance to provide for hand labor rather than machine labor. The Engineer was instructed to study the matter and report later.

A letter was presented from the Eugene Chamber of Commerce in which the Commission was requested to permit the use of the triangular area of land at the junction of the Pacific and McKenzie Highways near Springfield for a permanent timber exhibit. The request was denied on account of the hazard that such use would present to the traveling public.

The Attorney stated that part of the John Troy property, ~~of~~ which he was condemning in Eastern Oregon, was under a long term lease to a man by the name of Smith for a filling station site. The buildings encroach on the highway right of way about 16 feet but are still 66 feet from the center of the highway. He requested instructions as to whether

or not the buildings should be allowed to remain in their present location or be moved back to the edge of the right of way. He recommended that they be allowed to encroach on the highway until the space occupied was needed for highway purposes. Recommendation approved by the Commission subject to the approval of the Engineer.

The Attorney requested instructions regarding the leasing of the "Sunset Inn" property adjacent to the Old Oregon Trail in Umatilla County which has been the subject of controversy for a long time. He stated that two parties were desirous of securing the lease, a Mrs. Kline who formerly held the lease from the Government, and a banker of Pendleton. After some discussion, the matter was referred to the Attorney for recommendation.

The acquisition of the Ecola Park property overlooking the ocean north of Cannon Beach was discussed by the Commission. This tract of 394.3 acres has a 2½ mile frontage on the ocean and is declared to be one of the finest tracts fronting on the ocean in the states of Oregon and Washington. One half of the property has already been conveyed to the State by gift from Mr. Rodney Glisan and the Misses C. W. and M. Louise Flanders of Portland. The remainder is owned by Mr. Allen Lewis of Portland, who heretofore has asked $35,000 for his share but is now willing to dispose of it for $27,500. The Attorney was instructed to investigate the matter of securing an option to buy this property and report back to the individual members of the Commission within the next few days.

The Attorney called the attention of the Commission to the Kiddle Bill, passed by the last legislature, which provides that the Highway Commission, before January 1, 1932, shall have made provision for secondary state highways by taking over certain of the market roads in each county. The matter was considered by the Commission and instructions were given for the Engineer, the Attorney and the Market Road Engineer to study the bill and report later with a direct recommendation.

A letter was presented from J. W. Boyer, E. J. Fagan and J. Billson of the vicinity of Grand Ronde, Oregon, in which the Commission was requested to construct a machinery storage shed at Valley Junction now, by day labor, to help out the unemployment situation in that vicinity. The Secretary was instructed to reply that the Commission had no plans at the present time for the construction of a building at this point.

The Commission authorized the payment of $767.00 to Crook County for the advancing of funds for the acquisition of right of way for the Crooked River Highway across the lands of Blanche A. Scott, the construction of a right of way fence and a cattle pass at Sta. 761+22. This is a reimbursement to the county in accordance with a previous understanding.

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A request was received from the Merrill High School District No. 28 of Merrill, Oregon, for the purchase of a 2.65 acre tract of land owned by the State in that town which they propose to use as a site upon which to construct a new high school building. The sale of the property to the school district at the price paid for it by the State was approved by the Commission. In lieu of a cash consideration, the Commission agreed to accept another suitable site of equal value in exchange provided title is given to the State free and clear of all encumbrance.

A telegram was received from County Judge Fred Reynolds of Klamath County asking the Highway Commission to reconstruct the Drews Valley Section of the Klamath Falls-Lakeview Highway in Klamath County. The request was denied since there are no unobligated funds available at the present time for this purpose.

The attention of the Commission was next given to the programming of the remaining Federal aid funds provided by the Government for emergency construction work to relieve unemployment. W. H. Lynch, District Engineer, and T. M. Davis of the Bureau of Public Roads, were present in the interests of the Government. The Wallula Cut-off Section of the Columbia River Highway and the East Portland-Oregon City Highway were discussed from various standpoints, including those of demand, necessity and finance. Regarding the Wallula Cut-off, District Engineer Lynch stated that the Government was anxious that this road be constructed and now was an opportune time to do it while Government funds were available to pay 100% of the cost. He stated that one of the objects of the Government emergency legislation was to provide funds to help those states that had no road money available and that the excuse that a state had no funds would not be well taken. The State Highway Engineer called the attention of the Commission to the condition of the highway finances, exhibiting a graph to show that there would be a deficit until October 1 when the turnover of the motor vehicle fees was made by the Secretary of State.

Concerning the East Side project between Oregon City and Milwaukie, with particular reference to the high embankment between Abernethy Creek and the Clackamas River, the Engineer stated that at a conference with the Chief Engineer of the Port of Portland, it had been determined that the cost of dredging would probably exceed the estimated unit prices previously used, therefore, it appeared that it would be cheaper to use side borrow, particularly from the fact that Clackamas County in acquiring the right of way along this section had purchased all of the land lying between the highway and the Willamette River which would provide a suitable borrow pit. In view of this, he recommended that negotiations with the War Department be discontinued and the project contracted providing for the use of side borrow for the high embankment between Abernethy Creek and the Clackamas River. This arrangement was approved by the Commission.

After further discussion, the following program for the remaining Government Emergency Federal Aid Funds was approved by all parties:

Columbia River Highway
Umatilla-Wallula Cut-off Section, Umatilla County
11.7 miles grading west of Cold Springs

East Portland-Oregon City Highway
Oregon City-Milwaukie Section, Clackamas County
5.05 miles grading

Columbia River Highway
Rock Creek-Gnat Creek Section, Clatsop County
4 miles paving

Umpqua Highway
Burchard Creek-Paradise School Section, Douglas County
6 miles grading
Bridge over Weatherly Creek

Oregon Coast Highway
Kilchis River-Tillamook Section, Tillamook County
2.75 miles grading

Old Oregon Trail
Durkee-Gales Section, Baker County
3 miles regrading and widening

The Dalles-California Highway
Klamath Falls North Section, Klamath County
2.0 miles grading

Oregon Coast Highway
Otis-Siletz River Section, Tillamook County
11.53 miles regrading

Salmon River Highway
Bridge over the South Yamhill River east of Grand Ronde in Polk County

The Commission authorized the Engineer to advertise for bids on the above projects for the next meeting. He was also authorized to advertise for bids for the construction of a bridge over the Malheur River west of Harper on the Central Oregon Highway in Malheur County -- a non-Federal aid project.

The following resolution making the East Portland-Oregon City Road a part of the state highway system was unanimously adopted by the Commission:

WHEREAS, there is urgent public demand for the location, construction and maintenance of a state highway along the following proposed route, to-wit: from Main Street in Oregon City, between 14th and 15th Streets, running thence in a

northerly direction, crossing the Clackamas River near the mouth, thence northwesterly by way of Jennings Lodge, Milwaukie and thence northerly to the south corporate limits of the City of Portland at a point to connect with such thoroughfare as may be laid out and constructed or designated by the City of Portland as the route for the highway within the city, and

WHEREAS, said road has been surveyed and definitely staked on the ground, which said survey provides for and contemplates a right of way 120 feet in width, and

WHEREAS, the County Court of Clackamas County has already expended approximately $100,000 in the acquisition of rights of way and contemplates the expenditure of additional sums necessary to procure the necessary rights of way for said entire road within Clackamas County, and

WHEREAS, said proposed road has been designated as a United States highway and has been made a part of the Federal highway system, and

WHEREAS, the existing roads or highways between Oregon City and Portland are inadequate to accommodate the volume of traffic moving over said highways because of the fact that such highways are imperfect in alignment and employ excessive grades and dangerous curves to such an extent and in such number as to make the cost of realignment and reconstruction prohibitive and impracticable, and

WHEREAS, in the judgment of the state highway commission it is deemed that the location, construction, improvement and maintenance of a state highway over the said proposed route will be of advantage to the general public, and in the judgment of said commission the location, construction, maintenance and improvement of such highway is necessary for the accommodation of the volume, type and character of traffic which will be accommodated by said highway, and

WHEREAS, said proposed route will form a connection between the Pacific Highway at Oregon City and the Columbia River Highway on the north, and

WHEREAS, in the judgment of the highway commission said proposed route and its location, construction, improvement and maintenance as a public highway is deemed by the highway commission of sufficient importance to warrant the designation and adoption of such road as a state highway and as a part of the state highway system, and is of sufficient public importance to warrant and authorize the construction, improvement and maintenance of such highway out of state highway funds in the same manner that other state highways are maintained, constructed

and improved,

Therefore,

BE IT RESOLVED, that that certain proposed highway beginning at a point on Main Street in Oregon City, between 14th and 15th Streets, running thence in a northerly direction, crossing the Clackamas River near the mouth, thence northwesterly by way of Jennings Lodge, Milwaukie, and thence northerly to the south corporate limits of the City of Portland at a point to connect with such thoroughfare as may be laid out and constructed or designated by the City of Portland as the route for the highway within the city be, and the same hereby is designated and adopted as a state highway and hereby is made a part of the state highway system, and said highway shall be known as State Highway No. 46.

BE IT FURTHER RESOLVED, that the survey, field notes, maps and other engineering data relative to the location and survey of said proposed highway be and the same hereby are approved and adopted and are ordered filed in the records and files of the Commission at Salem, Oregon, and said survey, route and location, subject to such modifications and changes as may be deemed necessary by the Highway Commission, shall be the survey and location of said highway.

BE IT FURTHER RESOLVED, that the secretary of the Commission be instructed to enter this resolution in the minutes of the Commission and transmit a certified copy thereof to the County Court of Clackamas County.

The Chairman announced that he had accepted the invitation of the Grants Pass Chamber of Commerce for the Highway Commission to dedicate the new bridge over the Rogue River at Grants Pass on Saturday, May 23, 1931.

The desirability of employing an engineer to make an investigation of the highway department shops with the idea in mind of cutting down expenses and providing a program of economy was discussed by the Commission. A motion was made by Commissioner Lynch and seconded by Commissioner Spaulding that such an engineer be employed. Motion carried.

The matter of conducting the meetings of the Commission in Salem rather than in Portland was discussed, but no definite action was taken by the Commission.

The following resolution regarding the acquiring of a quarry site on the Wapinitia Highway in Wasco County from Clara A. Abbott and

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James P. Abbott, her husband, was offered by Commissioner Lynch who moved its adoption:

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

WHEREAS, in the permanent improvement, construction and maintenance of said highways, and particularly that portion of the Wapinitia highway, otherwise designated as State Highway No. 44 in Wasco County, it has been found necessary and the state highway commission has and does hereby determine and declare that it will be and is necessary and of advantage to the state that the state acquire either by purchase, agreement or by the exercise of the power of eminent domain the land hereinafter described, which land is to be used for the purposes more specifically hereinafter set out, and

WHEREAS, it appears that the following described parcel of land owned by Clara A. Abbott and James P. Abbott possesses and has upon and under the same gravel, gravel beds, sand, rock, boulders and other mineral deposits and formations suitable for road construction, road improvement and road maintenance, the acquisition of which said parcel of land is necessary and will be of advantage to the State of Oregon, which parcel of land is described as follows, to wit:

A parcel of land lying in the $SW\frac{1}{4}$ of the $SW\frac{1}{4}$ of Sec. 36, T. 5 S. R. 11 E. W. M., Wasco County, and being a portion of that tract of land which was conveyed by that certain deed from the State of Oregon to Clara A. Abbott, wife of James P. Abbott, Seal of the State Land Board affixed May 14, 1908, recorded in the State Record of Deeds, Book 36, Page 195, and in the Wasco County Record of Deeds, Book 47, Page 555; the said parcel being more particularly described as follows: Beginning at a point on the north line of the $SW\frac{1}{4}$ of the $SW\frac{1}{4}$ of Sec. 36, T. 5 S. R. 11 E. W. M., said point being 1305.0 feet north and 185.0 feet east of the SW corner of said Section 36, T. 5 S. R. 11 E. W. M., Wasco County; thence S. 40°00' E. a distance of 200.00 feet; thence South a distance of 450.0 feet; thence West a distance of 275.0 feet; thence North a distance of 420.0 feet; thence N. 38°38' E. a distance of 234.5 feet, more or less, to the point of beginning; containing 3.28 acres, more or less,

and

WHEREAS, in the judgment of the highway commission it is

necessary and will be of advantage to the state upon the grounds and for the reasons herein stated that title to said parcel of land be procured for the purposes herein stated,

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

BE IT FURTHER RESOLVED, that the boundaries of the above described parcel of land be and the same are hereby adopted.

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

The motion was duly seconded and carried.

The following resolution amending the resolution previously adopted by the Commission at the meeting held on February 19, 1931, regarding the acquisition of a quarry site on the Wapinitia Highway in Wasco County from James P. Abbott and Clara A. Abbott, his wife, was offered by Commissioner Lynch who moved its adoption:

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

WHEREAS, in the permanent improvement, construction and maintenance of said highways, and particularly that portion of the Wapinitia highway, otherwise designated as State Highway No. 44 in Wasco County, it has been found necessary and the state highway commission has and does hereby determine and declare that it will be and is necessary and of advantage to the

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state that the state acquire either by purchase, agreement or by the exercise of the power of eminent domain the land hereinafter described, which land is to be used for the purposes more specifically hereinafter set out, and

WHEREAS, it appears that the state highway commission by an appropriate resolution authorized and requested the condemnation of a parcel of land owned by James P. Abbott and Clara A. Abbott, located in the NW¼ of the NW¼ of Sec. 2, and the NE¼ of the NE¼ of Sec. 3, in Tp. 6 S. R. 12 E. W. M. in Wasco County, and

WHEREAS, it appears that the necessity of the public will be better served and it will be to the greater convenience and advantage of both the state and the owners of the property and will tend to reduce the damage and injury to the balance of the property of the owners if another tract of land is secured in lieu thereof, which tract of land is described as follows:

A parcel of land lying in the NW¼ of the NW¼ of Sec. 2, and in the NE¼ of the NE¼ of Section 3, Tp. 6 S. R. 12 E. W. M. in Wasco County, Oregon; being a part of that tract of land conveyed by that certain quitclaim deed from Joseph Pacquet and Mary E. Pacquet, his wife, to J. P. Abbott, signed July 24, 1906, and recorded August 16, 1906, in Book 42, Page 302 of the Deed Records of Wasco County, together with a parcel of land lying in the SE¼ of the SE¼ of Sec. 34, T. 5 S. R. 12 E. W. M., Wasco County, being a part of that tract of land conveyed by that certain quitclaim deed from Frank Gabel and Katie M. Gabel, husband and wife, to James P. Abbott, signed September 26, 1901, and recorded October 18, 1901 in Book 32, Page 463, of the Deed Records of Wasco County; more particularly described as follows:

Beginning at a point in the center of a county road, said point being 654.0 feet west and 40 feet north of the N. E. corner of Sec. 3, T. 6 S. R. 12 E. W. M.; thence S. 63°30'30" E. a distance of 941.0 feet; thence S. 50°00'30" E. a distance of 580.0 feet; thence S. 23°18'30" W. a distance of 342.0 feet; thence N. 50°00'30" W. a distance of 580.0 feet; thence N. 23°18'30" E. a distance of 312.0 feet; thence N. 63°30'30" W. a distance of 927.3 feet to a point in the county road; thence N. 00°38'30" W. a distance of 33.7 feet, more or less, to the point of beginning; containing 5.01 acres, more or less,

and

WHEREAS, it appears that the said parcel of land possesses and has upon and under the same gravel, gravel beds, sand, rock, boulders and other mineral deposits and formation suitable for road construction, road improvement and road maintenance, and that the acquisition of said parcel of land is necessary and will be of

advantage to the State of Oregon, 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,

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

BE IT FURTHER RESOLVED, that the boundaries of the above described parcel of land be and the same are hereby adopted, and

BE IT FURTHER RESOLVED, that the attorney general for the state of Oregon, and J. M. Devers, attorney for the state highway commission, be and they hereby are requested to condemn and appropriate the tract of land herein described in lieu of the parcel of land previously sought to be condemned and appropriated, and are hereby requested to prosecute to a final determination such suit or action as will be necessary and appropriate to acquire title to said premises herein described, and all rights therein, for the purposes herein stated.

Motion duly seconded and carried.

The Commission approved the following major betterment work orders providing for the patching of portions of the Pacific Highway in Douglas County in advance of non-skid construction and for the construction of shoulders along the Oregon Coast Highway in Clatsop County:

Oregon Coast Highway, Clatsop County -	
Shoulder widening, Youngs Bay Bridge to Skipanon	$ 3,000.00
Shoulder widening, Skipanon to Seaside	20,000.00
Pacific Highway, Douglas County -	
Patching asphalt pavement preparatory to non-skid treatment	
Lane County line to Yoncalla	17,500.00
Yoncalla to Oakland	16,875.00

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The following resolution modifying a resolution previously adopted by the Commission relating to the acquisition of land from W. E. Gibson and Edna Gibson for additional right of way for the Pacific Highway in Josephine County was unanimously adopted by the Commission:

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

WHEREAS, the State Highway Commission has found it necessary and desirable in the improvement and maintenance of said system of state highways to straighten the alignment, eliminate existing curves, widen the roadbed and otherwise improve a portion of the Pacific Highway in Josephine County, and to that end and for that purpose now finds and declares that it will be necessary to acquire additional lands for right of way for the improvement of said portion of said Pacific Highway, and

WHEREAS, the center-line survey of the said improvement of the said portion of the said Pacific Highway in Josephine County is located substantially as follows, to wit:

Beginning at the point of intersection of said center line survey, at engineers station 220+70, with the line between the east and west half of the SW¼ of Section 23, T. 36 S. R. 5 W. W. M. in Josephine County, which point is 495 feet south and 1385 feet east from the quarter corner between sections 22 and 23 in said township and range; thence on a 2865 foot radius curve to the right (the long chord of which bears S. 65°45' E. 691.6 feet) a distance of 693 feet to engineers station 227+63.0; thence S. 58°49' E. a distance of 779.7 feet to engineers station 235+42.7; thence on a curve to the left having a radius of 3820 feet a distance of 1724.4 feet to engineers station 252+67.1; thence S. 84°41' E. a distance of 5175.8 feet to engineers station 304+42.9; thence on a curve to the right having a radius of 1910.0 feet a distance of 1038.3 feet to engineers station 314+81.2; thence S. 53°32' E. a distance of 249.6 feet to engineers station 316+09.0, which station is on the east line of section 24 at a point 163.3 feet north of the corner common to sections 24 and 25, T. 36 S. R. 5 W. W. M. and sections 19 and 30 T. 36 S. R. 4 W. W. M. in Josephine County, State of Oregon.

and

WHEREAS, the respective widths of right of way on each

side of the said center line found to be and hereby declared to be necessary for said improvement are substantially as follows, to wit:

Station	to	Station	Width on North	Width on South
220+70	to	228+50	40'	40'
228+50	to	230+50	100'	80'
230+50	to	236+50	40'	40'
236+50	to	244+00	75'	40'
244+00	to	261+00	40'	40'
261+00	to	264+00	55'	40'
264+00	to	275+00	40'	40'
275+00	to	276+00	60'	40'
276+00	to	283+50	40'	40'
283+50	to	285+50	60'	40'
285+50	to	308+35	40'	40'
308+35	to	309+30	40' to 60'	40'
309+30	to	316+04	60'	40'

and

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

WHEREAS, under and by virtue of the provisions of section 4436, Oregon Laws as amended, Josephine County is obligated to acquire the said right of way, but said county has failed and neglected to do so, although requested by the State Highway Commission to acquire the said right of way,

THEREFORE, BE IT RESOLVED, that the State Highway Commission do, and hereby does, declare that it is necessary and that it will be of advantage to the state for the state to acquire the said right of way in connection with the improvement and maintenance of the said Pacific Highway, and the State Highway Commission does further hereby declare that the said rights of way are needed and are necessary for the purposes and upon the grounds and for the purposes herein stated.

BE IT FURTHER RESOLVED, that the location, widths and boundaries of the said described right of way be and the same are hereby adopted, and the right of way is hereby declared to be and the same is included within the right of way of the said Pacific Highway.

BE IT FURTHER RESOLVED, that an effort be made to agree with the owner, owners or tenants, if any there be, of each of the portions of property included within the boundaries of said described right of way as to the compensation to be paid and the

damage, if any there be, for the taking of the same, and in the event that no satisfactory agreement can be reached regarding any such portion then it is hereby further resolved that the attorney general of the State of Oregon and J. M. Devers, attorney for the State Highway Commission, be and they are hereby requested to commence and prosecute to final determination such suits or actions as will be necessary to appropriate and acquire title to the said right of way, or to such portions thereof as may necessitate legal proceedings, and to all rights therein for the purposes herein stated.

The Commission authorized the Engineer to purchase through the Board of Control two new automobiles of the Ford or Chevrolet type for the use of two resident engineers on bridges, likewise authority was given for the purchase of three cars of the Oldsmobile or Dodge type for the use of two resident engineers on maintenance and the paving and oiling superintendent, three old cars of similar type to be traded in on the purchase.

The matter of removing the snow from the McKenzie Highway was considered by the Commission and it was decided to do this at the earliest practical time.

The Engineer requested authority to acquire additional right of way for the Pacific Highway between Grants Pass and the junction with the Redwood Highway so as to provide a uniform width of 80 feet along this section. The Commission authorized the Engineer to secure options on the land required.

The following requests for extensions of time were received:

Tom Lillebo, contract No. 1190, construction of ferry slips and approaches to ferry across Coos Bay on the Roosevelt Coast Highway, Coos County, requested an extension of time to October 30, 1930. The Engineer recommended that the extension be granted without penalty. Recommendation approved by the Commission.

J. W. Feak Construction Company, contract No. 1184, surfacing the Bend-Horse Ridge Section of the Central Oregon Highway in Deschutes County, requested an extension of time to January 31, 1931. The Engineer recommended that the extension be granted without penalty. Recommendation approved by the Commission.

March Construction Company, contract No. 1185, surfacing Mountain Rest-Little Beech Creek Section of the Pendleton-John Day Highway in Grant County, requested the cancellation of the penalty imposed by the Commission at its January 15th, 1931 meeting for overrunning their time limit. The Engineer recommended that the penalty of engineering charges previously imposed when an extension was granted to May, be waived due to the fact that the project had been completed in February, much earlier than was expected, because of favorable weather conditions. Further, the public had not been inconvenienced, and the additional engineering inspection cost had

been only a small amount. Recommendation approved by the Commission.

Quinn-Robbins Co., Inc., contract No. 1137, regrading and resurfacing the Pleasant Valley-Durkee Section of the Old Oregon Trail in Baker County, requested the cancellation of the penalty imposed by the Commission at the January 15th meeting for overrunning their time limit. The Engineer recommended that the request be granted in view of the fact that the contractor had been delayed pending the outcome of condemnation proceedings to secure a quarry site. Recommendation approved by the Commission.

H. W. Cornell, contract No. 1108, grading Fort Creek-Barnhouse Ranch Section of the Ochoco Highway in Wheeler County, requested an extension of time to December 24, 1930. The Engineer recommended that the extension be granted without penalty. Recommendation approved by the Commission.

Harmon & Tittle, contract No. 1144, grading Ranger Station-Bryant Hill Section of the Santiam Highway in Linn County, requested an extension of time to July 1st, 1931. The Engineer recommended the extension be granted without penalty. Recommendation approved by the Commission.

J. W. Feak Construction Company, contract No. 1146, grading Barnhouse Ranch-Picture Gorge Section of Ochoco Highway in Wheeler and Grant Counties, requested an extension of time to December 23, 1930. The extension was approved by the Commission without penalty upon the recommendation of the Engineer.

Knute Lien, contract No. 1155, furnishing broken stone in stock piles for the Portland-Hood River Section of the Columbia River Highway in Multnomah and Hood River Counties, requested an extension of time to February 1, 1931. The extension was granted by the Commission without penalty upon the recommendation of the Engineer.

Homer G. Johnson, contract No. 1156, surfacing Kamela-Hilgard Section of Old Oregon Trail in Union and Umatilla Counties, requested an extension of time to June 15, 1931. The Engineer stated that the public had not been greatly inconvenienced by the delay and recommended that the extension be granted without penalty. Recommendation approved by the Commission.

Tom Lillebo, contract No. 1174, construction of a bridge over Larson Slough on the Oregon Coast Highway in Coos County, requested an extension of time to April 30, 1931. The Engineer recommended that the extension be granted without penalty. Recommendation approved by the Commission.

F. J. Kernan, contract No. 1188, Eugene Oiling Project, Santiam, Pacific and other highways in Linn, Lane, Benton and Marion Counties, requested an extension of time to October 11, 1930. The Engineer recommended that the extension be granted without penalty. Recommendation

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approved by the Commission.

Earl L. McNutt, contract No. 1196, grading Hendricks Bridge-Doyle Hill Section of the McKenzie Highway, requested an extension of time to December 31, 1930. The extension was granted by the Commission without penalty upon recommendation by the Engineer.

Barnet & Mitchell, contract No. 1204, grading Wapinitia-Maupin Junction Section of the Wapinitia Highway, requested an extension of time to April 1, 1931. The Engineer recommended that the extension requested be granted but that the contractor be charged with the extra engineering expense incurred subsequent to the specified date of completion. Recommendation approved by the Commission.

Clackamas Construction Company, contract No. 1224, construction of bridges over Hoquarton, Hall and Dougherty Sloughs on the Roosevelt Coast Highway in Tillamook County, requested an extension of time of sixty days to March 31, 1931. This company also requested an extension of time on contract No. 1225, construction of an overcrossing over the Southern Pacific Railroad tracks on the Roosevelt Coast Highway in Tillamook County, to May 1, 1931. The Engineer recommended that both extensions be granted without penalty. Recommendation approved by the Commission.

A. J. Anderson, contract No. 1241, construction of a shop building at Salem, requested an extension of time of sixty days to April 30, 1931. The Engineer recommended that the extension requested be granted but that the contractor be charged for all engineering expense after April 1, 1931. Recommendation approved by the Commission.

J. L. Hanson, contract No. 1250, construction of an addition to the shop building at Coquille, requested an extension of time of thirty days to March 1, 1931. The extension requested was granted by the Commission without penalty upon the recommendation of the Engineer.

O. N. Pierce, contract No. 1251, construction of a maintenance building at Cascade Locks, requested an extension of time of ninety days to May 15, 1931. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

The Engineer presented a letter from H. E. Schmeer, low bidder on the Nye-Pilot Rock project for which bids were opened on the previous day, outlining a schedule for the performance of the work if the contract was awarded to him, and stating that he would sub-let the grading work to Earl L. McNutt of Eugene. A letter was also presented from Earl L. McNutt stating that he would subcontract the grading work from Mr. Schmeer. The showing made by Mr. Schmeer being satisfactory to the Commission, the award of the contract was made to him.

The Commission set Thursday, April 30, 1931 as the date for the next regular meeting.

No other business coming before the Commission the meeting was adjourned at 3:00 P. M.

H B Van Duzer
Chairman

Roy A Klein
State Highway Engineer

M A Lynch
Commissioner

H B Glaisyer
Secretary

C K Spaulding
Commissioner

Portland, Oregon, April 30, 1931

The State Highway Commission met in Room 570 Multnomah County Court House at 10:00 o'clock A. M. Those present were:

H. B. Van Duzer, Chairman
M. A. Lynch, Commissioner
Chas. K. Spaulding, Commissioner
Roy A. Klein, State Highway Engineer
H. B. Glaisyer, Secretary

Bids were opened on grading, bridge and electric wiring projects as follows:

EAST PORTLAND-OREGON CITY HIGHWAY
MILWAUKIE-OREGON CITY SECTION - GRADING

	North Unit	Middle Unit	Both Units With Reduction
Kern & Kibbe	$40,590.10		
Berke Bros. Inc.	44,427.10	$35,520.00	$ 77,447.10
J. A. Lyons	45,907.50	39,484.00	85,391.50
I. L. Young	46,313.50	42,484.00	88,797.50
Parker-Schram Co.	46,804.00	35,749.50	82,553.50
Geo. Abraham	47,303.50	36,766.00	83,569.50
Meyers Contract Co.	47,623.50	31,810.00	78,433.50
P. L. Crooks & Co. Inc.	50,750.00	32,960.00	83,710.00
Joplin & Eldon	51,442.00	36,425.00	85,867.00
A. Guthrie & Co. Inc.	51,787.00	38,465.00	90,252.00
A. C. Greenwood	53,840.00	45,604.00	99,444.00
J. Rebman	56,391.00	55,389.00	111,780.00
C. T. Malcom	58,524.00		
Frank C. Cuffe	60,325.00	42,415.00	101,740.00
United Contracting Co.	63,976.00	43,794.00	107,770.00
Jacobsen-Jensen Co.		30,740.00	
R. L. Houck		32,290.00	
Edlefsen-Weygandt Co.		34,969.80	

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UMPQUA HIGHWAY
BURCHARD CREEK-PARADISE CREEK SECTION - GRADING

	West Unit	East Unit	Both Units With Reduction
Elliott & Kidd	$37,100.00	$43,525.00	$ 80,625.00
Earl L. McNutt	40,486.00	45,355.00	82,841.00
H. G. Johnson	41,957.50	49,126.00	91,083.50
Yunker-Wiecks & Co.	42,875.00		
Joplin & Eldon	43,892.00	51,083.00	93,475.00
Liesch & Tofte	44,411.00	47,901.00	90,812.00
W. C. Colley	44,785.50	50,107.00	93,892.50
Portland Sand & Gravel Co.	46,620.00	50,748.50	
F. C. Dillard	48,588.00	56,368.00	103,956.00
Wren & Greenough	48,647.50	53,034.50	101,682.00
Peart Bros.	49,010.00		
P. L. Crooks & Co. Inc.	50,255.00	57,340.00	107,595.00
Guy F. Pyle	50,580.00	57,280.00	106,860.00
F. J. Kernan	51,749.00	55,371.10	107,120.10
A. C. Greenwood	55,510.00	59,193.00	114,703.00
Milne & Dussault	59,055.00	64,925.00	123,980.00

THE DALLES-CALIFORNIA HIGHWAY
TERMINAL CITY-KLAMATH FALLS SECTION - GRADING

	Concrete Pipe	Corr. Iron Pipe
Louis I. De Witt	$32,096.30	$32,348.30
H. G. Johnson	34,450.00	33,820.00
J. A. Lyons	38,925.00	37,670.00
A. Guthrie & Co. Inc.	39,339.00	38,955.00
Sawmill Engineering & Construction Co.	41,819.00	42,615.50
W. C. Colley	42,230.00	41,402.50
Washburn & Hall	43,775.00	43,272.50
G. I. Stebbins	44,683.50	44,241.50
P. L. Crooks & Co. Inc.	47,455.00	46,685.00
Geo. Abraham	48,970.00	47,505.00
Yunker-Wiecks & Co.	49,545.00	48,515.00
Parker-Schram Co.	52,302.50	50,876.00
Dunn & Baker	55,862.50	55,676.50

OREGON COAST HIGHWAY
OTIS-SILETZ RIVER SECTION - GRADING

Berke Bros. Inc.	$52,744.00
F. C. Dillard	63,652.00
Yunker-Wiecks Co.	64,600.00
A. C. Greenwood	91,700.00
P. L. Crooks & Co. Inc.	97,990.00
Milne & Dussault	102,482.50

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OREGON COAST HIGHWAY
KILCHIS RIVER-TILLAMOOK SECTION - GRADING

R. L. Houck	$45,795.00
John Palmer	47,435.00
F. C. Dillard	52,010.00
I. L. Young	52,540.00
Portland Sand & Gravel Co.	52,805.00
Joplin & Eldon	54,316.00
A. Guthrie & Co. Inc.	54,617.00
Samuel & Boatwright	54,788.00
Geo. Abraham	56,510.00
Guy F. Pyle	57,004.00
A. C. Greenwood	57,480.00
C. T. Malcom	59,251.00
P. L. Crooks & Co. Inc.	64,760.00
Milne & Dussault	68,760.00
J. A. Lyons	69,277.50
United Contracting Co.	77,047.00

COLUMBIA RIVER HIGHWAY
UMATILLA-SAND STATION SECTION - GRADING

	West Unit		East Unit	
	Conc. Pipe	Corr.I.Pipe	Conc. Pipe	Corr.I.Pipe
O. D. Wolfe	$ 83,362.00	$ 83,042.50	$70,677.20	$70,444.50
Bauers & Bauers	87,543.00	87,503.00	60,293.60	60,200.00
Kern & Kibbe	104,413.00	104,340.00	61,479.50	61,415.00
I. L. Young	110,161.50	109,881.00	68,777.50	68,515.00
J. A. Terteling & Sons	134,130.00	133,622.50	60,755.00	60,332.50
Earl L. McNutt	140,905.00	139,830.00		
Portland Sand & Gravel Co.			57,852.50	56,750.00
Wm. Endicott			62,860.00	60,946.00

Both of Above Units with Reduction

	Concrete Pipe	Corr. Iron Pipe
O. D. Wolfe	$152,539.20	$151,987.00
Bauers & Bauers	147,836.60	147,703.00
Kern & Kibbe	165,892.50	165,755.00
I. L. Young	177,939.00	177,396.00
J. A. Terteling & Sons	191,585.00	190,655.00

UMPQUA HIGHWAY
BRIDGE OVER WEATHERLY CREEK

O. N. Pierce	$11,805.00
Clackamas Construction Co.	12,440.00

Continued

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Bridge over Weatherly Creek - continued

Tom Lillebo	$12,590.00
H. E. Wilder Co.	12,590.00
Oscar Joelson	12,610.00
C. A. Catching	13,215.00
Hargreaves & Lindsay	14,140.00

CENTRAL OREGON HIGHWAY
BRIDGE OVER MALHEUR RIVER

R. H. Jones	$15,125.00
Clackamas Construction Co.	16,162.50
W. H. Puckett Co.	16,611.00
Hargreaves & Lindsay	16,929.00
O. N. Pierce	17,936.00
Albert F. Berni	21,215.00

SALMON RIVER HIGHWAY
BRIDGE OVER SOUTH YAMHILL RIVER

Roberts & Horstkotte	$10,044.00
Clackamas Construction Co.	10,551.00
Barham Bros.	10,598.00
E. F. Balgemann	10,761.40
Kuckenberg-Wittman Co.	10,863.00
Oscar Joelson	11,729.00
I. L. Young	11,653.60
Hargreaves & Lindsay	11,873.50
D. Samuel	12,015.00
J. J. Badraun	12,193.00

WIRING OF NEW SHOP BUILDING AT SALEM

Eoff Electric Company	$4,647.00
Huenergard Electric Company	4,954.00
Vibbert & Todd	4,975.00
NePage-McKenny Company	5,100.00
Dimitre Electric Company	5,290.00

The Chairman announced that the Commission would adjourn after the reading of the bids to enable those who desire to attend the funeral of State Treasurer Thomas B. Kay. Announcement of the awards would be made from Salem at a later date.

The following resolution extending the sympathy of the State Highway Department to Mrs. Wm. Duby on account of the death of her husband, Wm. Duby, former Chairman of the State Highway Commission, was unanimously adopted by the Commission:

WHEREAS, the Honorable Wm. Duby was for four years a member of the State Highway Commission, during which time he served as its Chairman, presiding at all times fearlessly but with unqualified justice and fairness to all, and

WHEREAS, the unselfish and sincere devotion which characterized Mr. Duby's conduct throughout his association with the members of the Highway Department has left its lasting imprint upon the memory and character of every member of the department with whom he came in contact, regardless of status of employment or official rank or position, and

WHEREAS, the State Highway System of Oregon will stand as an enduring monument to the generous contributions and the willing sacrifices made by our former member toward the development of the state he loved and for whose interests he was ever concerned, and

WHEREAS, in the sudden death of Mr. Duby the State Highway Department has lost a real and loyal friend, the State has been deprived of a worthy and worthwhile citizen and the wife and family have lost a devoted and faithful husband and father,

THEREFORE, BE IT RESOLVED:

That the State Highway Commission does by the adoption of this resolution declare and acknowledge its high regard and respect for the life, the character, the work and the friendship of Wm. Duby, that we express our deep and sincere sorrow occasioned by his death, that we extend to his bereaved widow and family our hearts' deep sympathy and acknowledge to them our appreciation of the privilege we enjoyed through association with him while a member of the Highway Commission.

BE IT FURTHER RESOLVED, that this resolution be entered in the minutes of the Commission and a properly engrossed copy thereof presented to Mrs. Duby.

The following resolution authorizing proceedings to acquire right of way for the East Portland-Oregon City Highway across certain lands in Clackamas County was unanimously adopted by the Commission:

WHEREAS, the state highway commission is by law authorized and directed to lay out, locate, designate, construct, improve and maintain a system of state highways in the State of Oregon, and

WHEREAS, in the permanent location, improvement, construction and maintenance of said highways, and particularly that portion of State Highway No. 46 in Clackamas County, Oregon, it has been found necessary and the said state highway commission has and does hereby determine and declare that it will be and is necessary and of advantage to the state that the state acquire either by purchase, agreement or by the exercise of the power of eminent domain, the lands hereinafter described, which lands are to be used for right of way purposes, to wit:

Parcel No. 1, owned by Howard N. Smith et al.

A part of the D.L.C. of Benoni B. Rogers and wife in T. 2 S. R. 2 E. of the W.M., Clackamas County, Oregon, bounded and described as follows, to wit:

Beginning at an iron pipe driven in the southeasterly boundary of that certain tract of land conveyed to Howard N. and Alice A. Smith by deed recorded in Book 180 at page 340 Record of Deeds of Clackamas County, Oregon, that is N. 61°19' E. 521.22 feet distant from an iron pipe driven at the most southerly corner of said tract; running thence N. 28°10' W. 511.85 feet to an iron pipe driven in the northwesterly boundary of the land of the grantors herein that is S. 57°43' W. 1578.46 feet distant from the most northerly corner thereof; thence N. 57°43' E. tracing the northwesterly boundary of said tract 120.32 feet to an iron pipe; thence S. 28°10' E. 521.75 feet to an iron pipe driven in the northwesterly boundary of Boardman's Addition to Jennings Lodge; thence S. 61° 19' W. tracing the northwesterly boundary of Boardman's Addition to Jennings Lodge and along the southeasterly boundary of the grantors' land 120.00 feet to the place of beginning. Containing 1.42 acres, more or less.

Parcel No. 2, owned by Emma Lytle

A part of Block 1 Robertson, Clackamas County, Oregon, according to the official plat thereof, bounded and described as follows, to wit:

Beginning at an iron pipe driven in the south boundary of Lot 11 in Block 1 Robertson, according to the official plat thereof, where the Westerly side line of the right of way of P.E.P. Company intersects the same, said point being N. 88°48' W. 60 feet distant from the southeast corner of Lot 11, Block 1, said town plat; running thence N. 88°48' W. 40.0 feet to the southwest corner of said lot; thence N. 1°12' E. 50.0 feet to the northwest corner of Lot 11, Block 1, said town plat; thence N. 88° 48' W. tracing the north boundary of Lot 12, Block 1, said town plat a distance of 26.37 feet to a point; thence on a curve to the right, having a radius of 2958 feet, the long chord of which bears N. 28°53' W. a distance of 146.89 feet to a point in the west boundary of Lot 6, Block 1, said town plat; thence N. 1°12' E. tracing the west boundary of block 1, said town plat, a distance of 90.0 feet to an iron pipe driven in the westerly side line of the right of way of the P.E.P. Company aforesaid; thence southeasterly tracing the westerly side line of said right of way on a curve to the left, having a radius of 1457.5 feet a distance of 301.52 feet to the place of beginning. Containing 0.1773 acres, more or less.

Parcel No. 3, owned by A. W. Dyer et al.

Parts of Lot 1 and 3 of Block 2 Robertson, Clackamas County,

Oregon, according to the official plat thereof, bounded and described as follows, to wit:

Beginning at the northeast corner of lot 1, block 2, Robertson, according to the official plat thereof; running thence S. 1°12' W. tracing the easterly boundary of lots 1 and 3, said town plat of Robertson, a distance of 77.65 feet to an iron pipe; thence on a curve to the right, having a radius of 2958 feet, the long chord of which bears N. 33°59' W. a distance of 95.03 feet to an iron pipe driven in the north boundary of lot 1, block 2, said town plat; thence S. 88°48' E. tracing the north boundary of lot 1, block 2, aforesaid 54.75 feet to the place of beginning. Containing 0.0488 acres, more or less.

Parcel No. 4, owned by Joe V. Hart and Emma Hart.

A part of lots 11 and 12, block 18, Milwaukie Park, Clackamas County, Oregon, according to the duly recorded plat thereof, bounded and described as follows, to wit:

Beginning at the southwest corner of lot 11, block 18, Milwaukie Park, Clackamas County, Oregon, according to the duly recorded plat thereof; running thence N. 89°29' E. tracing the south boundary of lot 11, block 18, said town plat, a distance of 10.60 feet to a point where the easterly line of the east side super highway as located and surveyed over and across said block intersects the same; thence N. 6°08' W. tracing the easterly side line of said highway 93.10 feet to a point in the west boundary of lot 12, block 18, Milwaukie Park aforesaid; thence S. 0°24' W. tracing the west boundary of lots 12 and 11, block 18 of said town plat a distance of 92.55 feet to the place of beginning. Containing 490.52 square feet, more or less.

Parcel No. 5, owned by Ella Sinclair et al.

A part of block 51, Milwaukie Heights, Clackamas County, Oregon, according to the official plat thereof, bounded and described as follows, to wit:

Beginning at an iron pipe driven at a point where the westerly side line of the P.E.P. Company right of way intersects the south boundary of lot 9, block 51, Milwaukie Heights, according to the official plat thereof, which point is S. 74°14' E. 27.6 feet distant from the southwest corner of said lot; running thence northwesterly tracing the westerly side line of the right of way of the P.E.P. Company on a curve to the left, having a radius of 1407.69 feet, the long chord of which bears N. 10° 37' W. a distance of 102.85 feet to an iron pipe; thence S. 84°47' W. 9.87 feet to a cross on a rock; thence southeasterly on a curve to the right, having a radius of 1817 feet, the long chord of which bears S. 16°02' E. a distance of 104.24 feet to the place of beginning. Containing 0.0116 acres more or less.

Parcel No. 6, owned by N. L. Yochim et al.

A part of block 51, Milwaukie Heights, Clackamas County, Oregon, according to the official plat thereof, bounded and described as follows, to wit:

Beginning at an iron pipe driven at a point where the westerly side line of the right of way of the P.E.P. Company intersects the west

boundary of lot 2, block 51, Milwaukie Heights according to the official plat thereof, said point being S. 16°46' W. 3.85 feet distant from the northwest corner of said lot; running thence S. 16°46' W. tracing the west boundary of lot 2, block 51, said town plat a distance of 28.26 feet to a stake; thence on a curve to the right, having a radius of 1817 feet, the long chord of which bears S. 20°37' E. a distance of 100.97 feet to a cross on a rock; thence N. 84°47' E. a distance of 9.87 feet to a stake driven on the westerly side line of the right of way of the P.E.P. Company aforesaid; thence northwesterly tracing the westerly side line of said right of way on a curve to the left, having a radius of 1407.69 feet a distance of 125.1 feet, more or less, to the place of beginning. Containing 0.03 acres more or less.

Parcel No. 7, owned by Emma G. Robinson et al.

A part of the D.L.C. of Peter M. Rinearson and wife in T. 2 S. R. 2 E. of the W.M., Clackamas County, Oregon, bounded and described as follows, to wit:

Beginning at a basalt stone set on the right bank of the Clackamas River at the most easterly corner of that certain tract of land conveyed to Emma G. Robinson by deed recorded in Book 190 at Page 450 Record of Deeds of Clackamas County, Oregon, said point being 35.37 chains south and 7.88 chains west of the ¼ section corner between sections 19 and 20, T. 2 S. R. 2 E. of the W. M., running thence S. 50° W. tracing the southeasterly boundary of the said Emma G. Robinson tract 74.56 feet to a point; thence N. 5°45' W. 128.18 feet to a point in the northwesterly boundary of said tract; thence N. 56°30' E. tracing the northwesterly boundary of said tract 14.43 feet to the most northerly corner of said tract; thence S. 33° 29' E. tracing the northeasterly boundary of said tract 105.00 feet to the place of beginning. Containing 0.04 acres, more or less, exclusive of the land lying within the boundaries of the present established county road.

Parcel No. 8, owned by Carrie Myers Herrman et al.

A part of block 51, Milwaukie Heights, Clackamas County, Oregon, according to the official plat thereof, bounded and described as follows, to wit:

Beginning at a stake driven at a point in the north boundary of lot 1, block 51, Milwaukie Heights, according to the official plat thereof, which point is S. 73°14' E. 26.75 feet distant from the northwest corner of said lot; thence S. 73°14' E. tracing the north boundary of lot 1, block 51, said town plat, a distance of 22.17 feet to a point where the westerly side line of the right of way of the P.E.P. Co. intersects the north boundary of said lot; thence S. 43°05' E. 5.27 feet tracing the westerly side line of said right of way to an iron pipe driven in the east boundary of lot 1, block 51, said town plat, which point is S. 16°46' W. 3.85 feet distant from the northeast corner of said lot; thence S. 16°46' W. tracing the east boundary of lot 1, block 51, said town plat, 28.26 feet to a stake; thence on a curve to the left, having a radius of 1817 feet, the long chord of which bears N. 21°56' W. a distance of 41.1 feet to the place of beginning. Containing 0.0111 acres, more or less.

Parcel No. 9, owned by James Malarkey

A part of lot 12, block 1, Robertson, according to the duly recorded plat thereof, Clackamas County, Oregon, bounded and described as follows, to wit:

Beginning at the northeast corner of lot 12, block 1, according to the duly recorded town plat of Robertson, Clackamas County, Oregon; running thence S. 1°12' W. tracing the east boundary of lot 12, block 1, said town plat a distance of 41.5 feet to a point; thence on a curve to the right, having a radius of 2958 feet, the long chord of which bears N. 31°15' W. a distance of 49.18 feet to a point on the north boundary of lot 12, block 1, said town plat of Robertson; thence S. 88°48' E. tracing the north boundary of said lot 26.37 feet to the place of beginning. Containing 0.01258 acres, more or less.

Parcel No. 10, owned by Rosalie S. Naef et al.

A part of the D.L.C. of B. B. Rogers and wife in T. 2 S. R. 1 and 2 E. of the W. M., Clackamas County, Oregon, described and bounded as follows, to wit:

Beginning at an iron pipe driven on the north boundary of the duly recorded town plat of Covell at a point that is S. 56°11' W. 154.22 feet distant from the most northerly corner of said tract, which point is on the easterly side line of the East Side Super Highway; running thence S. 56°11' W. tracing the northwesterly boundary of the town plat of Covell aforesaid 120.58 feet to an iron pipe driven in the westerly side line of the East Side Super Highway as the same is duly located and surveyed over and across the said B. B. Rogers D.L.C.; thence N. 28°10' W. tracing the westerly side line of said highway 541.6 feet to a point in the center of county road No. 1245; thence N. 54°45' E. tracing the center of said road 120.92 feet to the easterly side line of said highway; thence S. 28° 10' E. tracing the easterly side line of said highway 544.6 feet to the place of beginning. Containing 1.44 acres, more or less.

Parcel No. 11, owned by Fred Tebben at al.

A part of the D.L.C. of Stephen H. Walker and wife in T. 2 S. R. 1 E. of the W.M., Clackamas County, Oregon, bounded and described as follows, to wit:

Beginning at the most easterly corner of the Jacob S. Risley D.L.C. No. 57 in T. 2 S. R. 1 E. of the W.M., being a point in the northwesterly boundary of the land of the grantors herein and being the center of the Concord road; running thence N. 66°38' E. tracing the center of the Concord road 64.10 feet to a point from which an iron pipe driven in the southerly side line of said road bears S. 28°10' E. 20.07 feet distant; thence S. 28°10' E. 1183.48 feet to an iron pipe driven in the southeasterly boundary of the grantors' land that is S. 66°38' W. 110.02 feet distant from the most easterly corner of said tract; thence S. 66°38' W. tracing the southeasterly boundary of said tract 120.42 feet to an iron pipe; thence N. 28°10' W. 1183.48 feet to a point in the northwesterly boundary of the Stephen H. Walker D.L.C., that is S. 66°38' W. 56.32 feet distant from the most easterly corner of the Jacob S. Risley D.L.C. aforesaid; thence N. 66°38' E. 56.32 feet to the place of beginning. Containing 3.26 acres, more or less.

Parcel No. 12, owned by Edwin Pearson et al.

A part of the D.L.C. of Peter M. Rinearson and wife in T. 2 S. R. 2 E. of the W. M., Clackamas County, Oregon, bounded and described as follows, to wit:

Beginning at a point which is the most westerly corner of that certain tract of land conveyed to Edwin Pearson and Selma M. Pearson, his wife, by deed recorded in Book 152 at Page 436, record of deeds of Clackamas County, Oregon; running thence S. 45°58' E. tracing the southwesterly boundary of the land of the grantors herein 258.26 feet to the most southerly corner of said tract; thence N. 44°02' E. tracing the southeasterly boundary of said tract 43.87 feet to an iron pipe; thence N. 28°10' W. 271.25 feet to an iron pipe driven in the northwesterly boundary of said tract; thence S. 44°02' West 126.3 feet to the place of beginning. Containing .512 acres, more or less.

Parcel No. 13, owned by Charles E. Reeves et al.

A part of lot 2, block 2, Fir Grove, Clackamas County, Oregon, bounded and described as follows, to wit:

Beginning at an iron pipe driven in the south boundary of lot 2, block 2, Fir Grove, Clackamas County, Oregon, according to the duly recorded plat thereof; which point is N. 89°36' E. 78.55 feet distant from the southwest corner of said lot; running thence S. 89°36' W. 78.55 feet to the southwest corner of lot 2, block 2, Fir Grove, aforesaid; thence N. 0°02' W. tracing the west boundary of said lot 225.47 feet to the northwest corner therof; thence N. 89°54' E. 55.44 feet to an iron pipe driven in the easterly side line of the east side super highway as the same is duly located and surveyed over and across said lot 2, block 2, Fir Grove aforesaid; thence S. 6°08' E. tracing the easterly side line of said highway 226.30 feet to the place of beginning. Containing 0.3468 acres, more or less.

Parcel No. 14, owned by Kate Long

A part of the D.L.C. of George Crow and wife in T. 2 S. R. 1 E. W. M. Clackamas County, Oregon, bounded and described as follows, to wit:

Beginning at the southwesterly corner of the land of the grantor herein, said point being the northwesterly corner of lot 2, block 1 of the duly recorded town plat of Fir Grove, as the same is duly recorded in the records of town plats of Clackamas County, Oregon; running thence N. 0°01' E. tracing the easterly side line of King Street as the same is duly located along the west line of the grantors land a distance of 246.0 feet to a point in the easterly side line of the East Side Super Highway as the same is duly surveyed over and across the land of the grantor herein; thence S. 6°08' E. tracing the easterly line of said highway 247.4 feet to an iron pipe driven in the south line of the land of the grantor herein; thence S. 89°54' W. 26.81 feet to the place of beginning. Containing .07 acres, more or less.

Parcel No. 15, owned by Alfred A. Euster et al.

A part of lot 1, block 2, Fir Grove, Clackamas County, Oregon, bounded and described as follows, to wit:

Beginning at the northeast corner of lot 1, block 2 of the subdivision of Fir Grove, Clackamas County, Oregon, according to the duly recorded plat thereof; thence S. 89°54' W. tracing the north boundary of said lot 15.22 feet to an iron pipe driven on the westerly side line of the East Side Super Highway as the same is duly located and surveyed over and across said lot; thence S. 6°08' E. tracing the westerly side line of said highway a distance of 136.72 feet to a point on the east boundary of lot 1, block 2, Fir Grove aforesaid; thence northerly tracing the easterly boundary of said lot 135.87 feet to the place of beginning. Containing 0.0237 acres, more or less.

Parcel No. 16, owned by L. N. Winslow and wife

A part of tract No. 17 Concord, Clackamas County, Oregon, bounded and described as follows, to wit:

Beginning at a basalt stone set at the most southerly corner of tract No. 17 Concord, Clackamas County, Oregon, according to the duly recorded plat thereof in section 12, T. 2 S. R. 1 E. of the W. M. Running thence N. 37°05' W. tracing the southwesterly boundary of said tract 462.08 feet to an iron pipe driven at the most westerly corner thereof; thence N. 52° 55' E. tracing the northwesterly boundary of said tract No. 17 Concord a distance of 131.03 feet to an iron pipe driven on the easterly side line of the East Side Super Highway as the same is now staked out across the land of the grantors herein; thence S. 28°10' E. tracing the easterly side line of said highway 466.2 feet to the southeasterly boundary of Tract No. 17 Concord aforesaid; thence S. 51°18' W. tracing the southeasterly boundary of said tract 58.58 feet to the place of beginning. Containing 1.0 acres, more or less.

Parcel No. 17, owned by E. J. Deedon et al.

A part of lot L. Kuehl Acres, Clackamas County, Oregon, according to the duly recorded plat thereof, bounded and described as follows, to wit:

Beginning at an iron pipe driven in the southeasterly boundary of lot L. Kuehl Acres according to the duly recorded plat thereof, at a point that is N. 58°18' E. 64.25 feet distant from the most southerly corner of said lot; running thence S. 58°18' W. tracing the southeasterly boundary of said lot 64.25 feet to an iron pipe driven at the most southerly corner of said lot; thence north 28°33' W. tracing the southwesterly boundary of said lot 228.6 feet to the most westerly corner of said lot; thence N. 89°36' E. tracing the north boundary of lot L. said town plat 109.65 feet to an iron pipe driven in the easterly side line of the East Side Super Highway as the same is duly located and surveyed over and across said lot; thence southeasterly tracing the easterly side line of said highway on a curve to the left having a radius of 2805 feet a distance of 173.25 feet to the place of beginning. Containing 0.36 acres, more or less.

Parcel No. 18, owned by Joseph V. Hart et al.

A part of the D.L.C. of Geo. Crow in T. 2 S. R. 1 E. of the W. M. Clackamas County, Oregon, bounded and described as follows, to wit:

Beginning at a point on the south boundary of that certain tract of land conveyed to Geo. H. Merriott by deed recorded in book 107 at page 211 Record of Deeds of Clackamas County, Oregon, which point is S. 89°05' W. 511.16 feet distant from an iron pipe set at the southeast corner of said tract; thence N. 6°08' W. tracing the easterly side line of the East Side Super Highway 10.0 feet to a point; thence S. 89°05' W. 120.48 feet to a point on the westerly side line of the said East Side Super Highway; thence S. 6°08' E. tracing the westerly side line of said highway 10.0 feet; thence N. 89°05' W. 120.48 feet to the place of beginning. Containing 0.027 acres, more or less.

Parcel No. 19, owned by Charles H. Hart et al.

A part of the D.L.C. of George Crow and wife in T. 2 S. R. 1 E. of the W. M., Clackamas County, Oregon, bounded and described as follows, to wit:

Beginning at the southwest corner of that certain tract of land conveyed to Charles and Eliza Hart by deed recorded in book 135 at page 327 Record of Deeds of Clackamas County, Oregon; running thence N. 89°24' E. tracing the south boundary of said tract 109.23 feet to an iron pipe driven in the easterly side line of the East Side Super Highway as the same is duly located and surveyed over and across the lands of the grantors herein; thence N. 6°08' W. tracing the easterly side line of said highway 365.8 feet to an iron pipe driven in the north boundary of said tract; thence S. 89°04' W. tracing the north boundary of said tract 69.19 feet to the northwest corner thereof; thence southerly tracing the west boundary of said tract 363.86 feet to the place of beginning. Containing 0.745 acres, more or less.

Parcel No. 20, owned by Guilio Mililli et al.

A part of the D. L. C. of George Crow and wife in T. 2 S. R. 1 E. of the W. M., Clackamas County, Oregon, bounded and described as follows, to wit:

Beginning at an iron pipe driven at the southeast corner of that certain tract of land conveyed to Guilio and Helen Mililli by deed recorded in book 155 at page 314 Record of Deeds of Clackamas County, Oregon. Running thence northerly tracing the east boundary of said Guilio and Helen Mililli tract 312.15 feet, more or less, to an iron pipe driven at the northeast corner of said tract; thence S. 89°24' W. tracing the north boundary of said tract 120.68 feet to an iron pipe driven in the westerly side line of the East Side Super Highway as the same is duly located and surveyed over and across the said Mililli tract; thence S. 6°08' E. tracing the westerly side line of said highway 313.85 feet to the south boundary of Guilio and Helen Mililli's land; thence N. 89°22' E. tracing the south boundary of said tract 86.08 feet to the place of beginning. Containing 0.74 acres, more or less.

Parcel No. 21, owned by Leonard Will and wife

A part of block 52 First Addition to Jennings Lodge, Clackamas County, Oregon, bounded and described as follows, to wit:

Beginning at an iron pipe driven at the most easterly corner of that certain tract of land conveyed to Leonard Will and Ella Will by deed

recorded in Book 170 at Page 69 Record of Deeds of Clackamas County, Oregon, which point is N. 64°35' E. 136.34 feet distant from the most southerly corner of block 52 First Addition to Jennings Lodge, according to the duly recorded plat thereof; running thence S. 64°35' W. tracing the southeasterly boundary of block 52 said town plat 18.40 feet to an iron pipe driven in the westerly side line of the East Side Super Highway as the same is duly located and surveyed over and across the lands of the grantors herein; thence N. 28°10' W. tracing the westerly side line of said highway 56.36 feet to a point where said side line intersects the northeasterly boundary of the grantors' land; thence S. 45°58' E. tracing the northeasterly boundary of said tract 60.12 feet to the place of beginning. Containing 0.013 acres, more or less.

Parcel No. 22, owned by Louis A. Nobel et al.

A part of lot 6 block 6 Green Point, Clackamas County, Oregon, bounded and described as follows, to wit:

Beginning at a point where the easterly side line of the East Side Super Highway intersects the west line of lot 6 block 6 Green Point according to the official plat thereof which point is S. 0°02' W. 7.50 feet distant from an iron pipe driven at the northwest corner of said lot. Running thence S. 0°02' W. tracing the west line of lot 6 block 6 Green Point a distance of 106.5 feet to the southwest corner of said lot. Thence S. 83°40' E. tracing the south line of said lot 7.25 feet to the easterly side line of the east side super highway as the same is staked out over and across said lot 6 block 6 Green Point aforesaid; thence N. 3°49' W. 107.6 feet to the place of beginning. Containing 385 square feet.

Parcel No. 23, owned by W. A. Rush et al.

A part of Tract No. 18 Boardman's Addition to Jennings Lodge in T. 2 S. R. 2 E. of the W. M., Clackamas County, Oregon, bounded and described as follows, to wit:

Beginning at the most easterly corner of Tract 18 Boardman's Addition to Jennings Lodge, Clackamas County, Oregon, according to the duly recorded plat thereof; running thence S. 64°35' W. tracing the southeasterly boundary of said Tract 128.81 feet to an iron pipe driven in the westerly side line of the East Side Super Highway as the same is duly located and surveyed over and across the land of the grantor herein; thence N. 28°10' W. tracing the westerly side line of said highway 333.50 feet to an iron pipe driven in the northwesterly boundary of said tract; thence N. 61°19' E. 38.7 feet to the most northerly corner of said tract; thence S. 45°58' E. tracing the northeasterly boundary of said tract 356.4 feet to the place of beginning. Containing 0.5726 acres more or less, exclusive of Boardman's Avenue.

Parcel No. 24, owned by Claude D. Atchley et al.

A part of Block 3 First Addition to Jennings Lodge, Clackamas County, Oregon, bounded and described as follows, to wit:

Beginning at the most westerly corner of block numbered three (3) First Addition to Jennings Lodge, Clackamas County, Oregon according

to the duly recorded plat thereof; running thence tracing the northwesterly boundary of said block N. 65°12'30" E. 3.86 feet to an iron pipe driven in the easterly side line of the East Side Super Highway as the same is duly located and surveyed over and across block 3 First Addition to Jennings Lodge aforesaid; thence S. 28°10' E. tracing the easterly side line of said highway 11.77 feet to an iron pipe driven in the southwesterly boundary of block 3 First Addition to Jennings Lodge; thence N. 45°58' E. 12.60 feet tracing the southwest boundary of said block to the place of beginning. Containing 22.6 square feet, more or less.

Parcel No. 25, owned by River Road Investment Company et al.

A part of the D.L.C. of Peter M. Rinearson and wife in T. 2 S. R. 2 E. of the W. M., Clackamas County, Oregon, bounded and described as follows, to wit:

Beginning at an iron pipe driven in the southeasterly boundary of that certain tract of land conveyed to the River Road Investment Company by deed recorded in book 179 at page 123 Record of Deeds of Clackamas County, Oregon, which point is N. 64°10' E. 137.75 feet distant from the most easterly corner of that tract of land conveyed to Emma Freytag by deed recorded in book 95 at page 94 Record of Deeds of Clackamas County, Oregon, said point being on the westerly side line of the East Side Super Highway as the same is duly located and surveyed over and across the land of the River Road Investment Company in said township and range; running thence tracing the westerly side line of the East Side Super Highway N. 28°10' W. 1060.92 feet to an iron pipe driven in the northwesterly boundary of the land of the River Road Investment Company which point is S. 44°02' W. 848.75 feet distant from the most northerly corner thereof; running thence N. 44°02' E. tracing the northwesterly boundary of said tract 126 feet to an iron pipe driven in the easterly side line of the East Side Super Highway; thence S. 28°10' E. tracing the easterly side line of said highway 1104.34 feet to an iron pipe driven in the southeasterly boundary of the River Road Investment Company aforesaid; thence S. 64°10' W. tracing the southeasterly boundary of said tract 120.1 feet to the place of beginning. Containing 2.986 acres more or less.

Parcel No. 26, owned by Mary E. Lubker

A part of the D.L.C. of Peter M. Rinearson and wife in T. 2 S. R. 2 E. of the W. M., Clackamas County, Oregon, bounded and described as follows, to wit:

Beginning at an iron pipe driven at the most easterly corner of that certain tract of land conveyed to Mary E. Lubker by deed recorded in book 62 at page 241 Record of Deeds of Clackamas County, Oregon and running thence N. 45°58' W. tracing the northeasterly boundary of the land of the grantor herein 8.38 feet to an iron pipe; thence S. 28°10' E. 8.8 feet to an iron pipe driven in the southeasterly boundary of said tract; thence N. 44°02' East 2.69 feet to the place of beginning. Containing 11.27 square feet, more or less.

Also: Beginning at an iron pipe driven in the south boundary of that certain tract of land conveyed to Marie E. Lubker by deed recorded in book 91 at page 480 Record of Deeds of Clackamas County, Oregon, said point being S. 64°35' W. 302.18 feet distant from the most easterly corner

of said tract; running thence S. 64°35' W. tracing the south boundary of said tract 120.14 feet to an iron pipe driven in the westerly side line of the East Side Super Highway as the same is duly located and surveyed over and across said tract; thence N. 28°10' W. tracing the westerly side line of said highway 18.68 feet to an iron pipe driven in the north boundary of said tract; thence N. 64°35' E. tracing the northwest boundary of said tract 120.14 feet to an iron pipe driven in the easterly side line of said highway; thence S. 28°10' E. tracing the easterly side line of said highway 18.68 feet to the place of beginning. Containing 0.0514 acres, more or less.

Parcel No. 27, owned by Eliza A. McMonigal and husband

A part of Tracts #52 and 61 Jennings Lodge, Clackamas County, Oregon, according to the duly recorded plat thereof, bounded and described as follows, to wit:

Beginning at the most easterly corner of Tract #52 Jennings Lodge, according to the duly recorded plat thereof; running thence S. 65°12'30" W. tracing the southeasterly boundary of said tract 39.38 feet to an iron pipe driven in the westerly side line of the East Side Super Highway as the same is duly located and surveyed over and across said tract; thence N. 28°10' W. tracing the westerly side line of said highway 106.14 feet to an iron pipe driven in the north line of that certain tract of land conveyed to Eliza A. McMonigal by deed recorded in book 187 at page 629 Record of Deeds of Clackamas County, Oregon; thence N. 65°12'30" E. 120.2 feet to an iron pipe driven in the easterly side line of said highway; thence S. 28°10' E. tracing the easterly side line of said highway 106.14 feet to an iron pipe driven in the southeasterly boundary of tract No. 61 said town plat of Jennings Lodge; thence S. 65°12'30" W. tracing the southeasterly boundary of said tract 80.82 feet to the place of beginning. Containing 0.2924 acres more or less.

Parcel No. 28, owned by Albert Wetzler and wife

A part of the D.L.C. of George Crow and wife, located in T. 2 S. R. 1 E. of the W.M. in Clackamas County, Oregon.

Beginning at the southeast corner of that certain tract of land conveyed to Albert and Nettie Wetzler by deed recorded in Book 113 at Page 383, Record of Deeds of Clackamas County, Oregon. Running thence S. 89°54' W. tracing the southerly boundary of said tract 43.85 feet to an iron pipe driven in the westerly side line of the East Side Super Highway; thence N. 6°08' W. tracing the westerly side line of the East Side Super Highway 692.08 feet; thence easterly tracing the north boundary of the land of the grantors herein 118.72 feet; thence south tracing the east boundary of the grantors land 688.78 feet to the place of beginning.

Containing 1.18 acres, more or less, exclusive of roadway.

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

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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, Clackamas 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 following resolution relating to the acquisition of right of way for the Oregon Coast Highway in Coos County was unanimously adopted by the Commission:

WHEREAS, the state highway commission is by law authorized and directed to lay out, locate, designate, construct, improve and maintain a system of state highways in the State of Oregon, and

WHEREAS, in the permanent location, improvement, construction and maintenance of said highways, and particularly that portion of State Highway No. 9 in Coos County, Oregon, it has been found necessary and the said state highway commission has and does hereby

determine and declare that it will be and is necessary and of advantage to the state that the state acquire either by purchase, agreement or by the exercise of the power of eminent domain, the land hereinafter described, which land is to be used for right of way purposes, to wit:

A parcel of land lying in the NW¼ of the NE¼ of Section 23, T. 24 S. R. 13 W. W. M., described as follows: Beginning at a point on the easterly right of way line of the Oregon Coast Highway, said point being 30 ft. distant from (and measured at right angles to) the center line of said highway at engineers station 293+27.2; said point also being 370.2 ft. south and 70.2 ft. east of the quarter section corner common to sections 14 and 23, T. 24 S. R. 13 W. W. M.; thence S. 35°29' W. a distance of 70.0 ft.; thence S. 54°31' E. a distance of 817.6 ft.; thence N. 78°35' E. a distance of 60.0 ft. to a point on the easterly right of way line of said Oregon Coast Highway; thence northwesterly along said highway boundary line to the point of beginning as follows: N. 11°25' W. a distance of 81.5 ft.; thence on a 367.0 ft. radius curve to the left (the long chord of which bears N. 41°42' W. 370.1) a distance of 388.0 ft.; thence N. 71°59' W. a distance of 288.6 ft.; thence on a 543.0 ft. radius curve to the right (the long chord of which bears N. 63°15' W. 164.9 ft.) a distance of 165.6 ft. to the point of beginning; containing 1.44 acres, more or less, exclusive of present highway right of way,

and

WHEREAS, in the judgment of the highway commission it is necessary and will be of advantage to the state upon the grounds and for the reasons herein stated that title to said 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, Coos County is obligated to secure the above described parcel of land for right of way purposes, but said county has failed and neglected to acquire the said land, although requested so to do by the state highway commission,

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

BE IT FURTHER RESOLVED, that the boundaries of the above

described parcel of land be and the same are hereby adopted, and said land is hereby declared to be and the same is part of and included within the rights of way of said highway.

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

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

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

WHEREAS, in the permanent improvement, construction and maintenance of said highways, and particularly that portion of the West Side Pacific Highway designated as "a route from the Multnomah County line by Tigard, Rex and Newberg to McMinnville" it has been found necessary and the said state highway commission has and does hereby determine and declare that it will be and is necessary and of advantage to the state that the state acquire either by purchase, agreement or by the exercise of the power of eminent domain the lands hereinafter described, which lands are to be used for the purpose of widening the roadbed and straightening the alignment, removing dangerous curves and otherwise improving said highway, and

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

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

Parcel No. 1 - Owned by Eugene J. and Lillian E. Hulbert Estate:

A parcel of land in the SW¼ of the NW¼ of Sec. 31, T. 2 S. R. 1 W. W. M., Washington County, Oregon, said parcel being a portion of the property as conveyed to Eugene J. Hulbert and Lillian E. Hulbert and recorded in Book 110, Page 31 of the Deed Records of Washington County, Oregon; the said parcel of land being more particularly described as follows:

Beginning at the northwest corner of said Eugene J. Hulbert property, said point being on the center line of the relocated West Side Pacific Highway at engineers station 470+27.5; and being 792.07 feet north and 853.36 feet east of the west one-quarter corner of said section 31; thence N. 88°57' E. along the north line of said Hulbert property a distance of 59.99 feet to a point which is 40.0 feet distant southeasterly from (and measured at right angles to) the said relocated center line; thence S. 47°08' W. parallel to the said center line a distance of 541.51 feet to a point opposite engineers center line station 475+30.0; thence S. 42°52' E. a distance of 20.0 feet to a point which is 60.0 feet distant southeasterly from (and measured at right angles to) the said center line; thence southwesterly parallel to the said center line as follows: S. 47°08' W. 48.8 feet, and thence on a 1372.5 ft. radius curve left (the long chord of which bears S. 46°28½' W. 31.58 feet) a distance of 31.6 feet to a point on the southwesterly line of said Hulbert property; thence N. 33°05' E. along said property line a distance of 61.07 feet to the most westerly corner of said property; thence N. 47°08' E. along the northwesterly line of said property a distance of 566.8 feet to the point of beginning, containing 0.61 acres, of which 0.12 acres lies within the existing right of way; additional right of way required being 0.49 acres.

Parcel No. 2, owned by the heirs of the A. J. Hess Estate:

A parcel of land in the W½ of the NW¼ of Section 21, T. 2 S. R. 1 W. W. M., Washington County, Oregon, and being more particularly described as follows:

Beginning at a point which is 83.26 feet east of the west one-quarter corner of said section 21, said point being 60.0 feet distant northwesterly from (and measured at right angles to) the relocated center line of the West Side Pacific Highway at engineers station 328+36.45; thence N. 68°00' E. parallel to the said relocated center line a distance of 286.45 feet to a point; thence S. 22°00' E. a distance of 20.0 feet to a point which is 40.0 feet distant northwesterly from (and measured at right angles to) the said relocated center line at engineers station 325+50.0; thence N. 68°00' E. parallel to the said center line a distance of 713.23 feet, more or less, to the center line of the old Taylor's Ferry road; thence S. 57°55' W. along the center of said Taylor's Ferry road a distance of 457.21 feet, more or less, to a point which is 40.0 feet distant southeasterly from (and measured at right angles to) the said relocated center line at engineers station 322+86.89; thence

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S. 68°00' W. parallel to the said relocated center line a distance of 305.63 feet to a point on the south line of the NW¼ of said Section 21; thence N. 89°42½' W. along the south line of said legal subdivision a distance of 263.63 feet to the point of beginning.

ALSO: A parcel of land in the NE¼ of the SE¼ of Section 20, T. 2 S. R. 1 W. W. M., Washington County, Oregon, and being more particularly described as follows:

Beginning at a point which is 88.56 feet south and 134.88 feet west of the east one-quarter corner of said Sec. 20, said point being 60.0 feet distant northwesterly from (and measured at right angles to) the relocated center line of the West Side Pacific Highway at engineers station 330+71.72; thence S. 68°00' W. parallel to the said center line a distance of 35.59 feet to a point; thence South a distance of 118.64 feet to a point which is 50.0 feet distant southeasterly from (and measured at right angles to) the said relocated center line; thence N. 68°00' E. parallel to the said center line a distance of 35.59 feet; thence north a distance of 118.64 feet to the point of beginning.

Excepting from the above described parcels of land those portions which lie within the present public highway right of way.

The parcels of land as described above contain 1.35 acres, of which 0.66 acres lies within the present public highway right of way; the additional required right of way being 0.69 acres.

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

WHEREAS, under and by virtue of the provisions of Section 44-131, Oregon Code 1930, Washington 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 said right of way although requested by the highway commission to acquire the said lands,

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

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

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

The Engineer was authorized by the Commission to advertise for bids on the following projects at the next meeting:

Old Oregon Trail, Huntington-Slides Section in Baker and Malheur Counties, 10 miles grade widening;

East Portland-Oregon City Highway, South Unit of Milwaukie-Oregon City Section in Clackamas County, 0.65 mile embankment construction;

Columbia River Highway, Rock Creek-Gnat Creek Section in Clatsop County, 2.6 miles concrete pavement;

Umpqua Highway, Elkton Section in Douglas County, 2.97 miles grading and construction of a bridge over Elk Creek at Elkton;

Fremont Highway, Picture Rock Pass Section in Lake County, 5.74 miles grading;

Oregon Coast Highway, concrete viaduct at Cape Creek in Lane County.

The Commission set Thursday, May 14, 1931, as the date for the next regular meeting.

The meeting was adjourned at 11:45 A. M.

Roy A. Klein
State Highway Engineer

H. B. Searing Jr.
Secretary

H. B. Vandryer
Chairman

M. A. Lynch
Commissioner

C. K. Spaneding
Commissioner

Portland, Oregon, May 14, 1931

The State Highway Commission met in Room 570 Multnomah County Court House at 10:00 o'clock A. M. Those present were:

H. B. Van Duzer, Chairman
M. A. Lynch, Commissioner
Chas. K. Spaulding, Commissioner
Roy A. Klein, State Highway Engineer
H. B. Glaisyer, Secretary

Bids were opened on grading, paving and bridge projects as follows:

OLD OREGON TRAIL
HUNTINGTON-SLIDES SECTION - REGRADING

	West Unit		East Unit	
	Conc. Pipe	Corr. I. Pipe	Conc. Pipe	Corr. I. Pipe
J. A. Terteling & Sons	$48,552.00	$48,302.00	$67,995.00	$67,575.00
March Construction Co.	51,007.50	50,857.00	84,402.50	84,114.50
H. G. Johnson	52,633.50	52,365.50	75,412.00	74,902.50
Powell & Gilo	55,456.50	55,089.00	75,478.50	74,900.00
H. E. Cornell	58,251.50	56,251.50		
F. C. Dillard	57,702.00	57,633.00	81,077.00	80,930.00
Newport Construction Co.	64,444.50	64,325.50	93,653.50	93,454.50
Union Construction Co.	74,252.40	73,422.40		

Both of Above Units with Reduction

	Conc. Pipe	Corr. I. Pipe
H. G. Johnson	$128,045.50	$127,268.00
Powell & Gilo	130,935.00	129,989.00
F. C. Dillard	138,779.00	138,563.00
Newport Construction Co.	158,098.00	157,780.00

EAST PORTLAND-OREGON CITY HIGHWAY
SOUTH UNIT, MILWAUKIE-OREGON CITY SECTION - GRAVEL EMBANKMENT

General Construction Co.	$53,300.00
Parker-Schram Co.	62,050.00
I. L. Young	68,500.00
A. Guthrie & Co., Inc.	69,550.00
Meyers Construction Co.	74,881.00
Edlefsen-Weygandt Co.	77,550.00
Kern & Kibbe, Inc.	77,700.00
Dunn & Baker	78,900.00
Joplin & Eldon	83,700.00
Pacific Bridge Co.	86,300.00
J. A. Lyons	88,600.00

COLUMBIA RIVER HIGHWAY
ROCK CREEK-GNAT CREEK SECTION - PAVING

Theodore Arenz	$68,180.00
Kern & Kibbe, Inc.	68,714.00
Parker-Schram Co.	69,335.00
Oregon Bridge & Dredging Co.	70,955.00
I. L. Young	72,865.00
Jacobsen-Jensen Co.	77,376.00
Edlefsen-Weygandt Co.	77,539.00
United Contracting Co.	79,540.00
Northwest Roads Co.	81,090.00
La Pointe Construction Co.	84,938.00

UMPQUA HIGHWAY
ELKTON SECTION - GRADING

Earl L. McNutt	$75,064.00
Liesch & Tofte	76,273.50
Wren & Greenough	77,312.00
C. R. Johnson	79,234.00
Joplin & Eldon	85,536.00
J. A. Lyons	87,494.00
General Construction Co.	89,140.00
H. G. Johnson	90,290.00
A. C. Greenwood	93,620.00
Washburn & Hall	94,720.00
Baker & Taylor	94,960.00
Yunker-Wiecks & Co.	95,352.00
F. J. Kernan	97,168.80
A. Milne & F. J. Dussault	103,375.00

FREMONT HIGHWAY
PICTURE ROCK PASS SECTION - GRADING

	Concrete Pipe	Corr. Iron Pipe
Yunker-Wiecks & Co.	$61,507.00	$60,320.00
H. G. Johnson	73,725.00	72,197.00
C. R. Johnson	75,035.00	74,210.00
Powell & Gilo	83,200.00	82,647.00
J. A. Lyons	85,345.00	83,795.00
Baker & Taylor	95,325.00	94,142.40
Newport Construction Co.	101,027.00	100,602.00

UMPQUA HIGHWAY
BRIDGE OVER ELK CREEK AT ELKTON

Hargreaves & Lindsay	$42,936.00
D. Samuel	44,741.00

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Bridge over Elk Creek at Elkton - continued

Clackamas Construction Co.	$4[illegible],986.00
F. L. Odom & A. S. Campbell	48,445.00
J. J. Badraun	49,837.00
Liesch & Tofte	50,318.00
H. E. Wilder Co.	50,429.00
The Gilpin Construction Co.	51,729.50
Lindstrom & Feigenson	51,835.00
O. N. Pierce	51,870.00
Albert F. Berni	53,365.00

OREGON COAST HIGHWAY
CONCRETE VIADUCT AT CAPE CREEK

Clackamas Construction Co.	$49,653.00
John K. Holt	54,876.00
Albert F. Berni	55,726.00

A delegation from "The Greater Columbia Highway Association" consisting of E. O. Blanchar, R. E. Scott, Judge J. H. Jeffrey and M. R. Hanger of Hood River, Ray F. Kelly, L. Barnum, W. S. Nelson and Judge F. L. Phipps of The Dalles, Geo. Chamberlain of Mosier, and Judge I. M. Schannep of Pendleton, were present and requested the Commission to start immediately to make a survey for the relocation of the Columbia River Highway between Troutdale and Cascade Locks to provide a four lane highway on a water grade. Those speaking in favor of this project were Mr. Kelly, Mr. Nelson and Judge Phipps, Mr. Nelson particularly stressing the advantage to marketers of produce. A brief was filed for the further information of the Commission. The Chairman made the following statement: "We are glad to hear your presentation of this matter and assure you that the members of the Highway Commission realize the condition that exists on the Columbia River Highway. It unquestionably will have to be met in the future, but I can not say just when. We will, of course, have to discuss ways and means. It is a real problem and one that will have to be met, and your presentation will help in its consideration."

County Judge H. H. De Armond of Deschutes County was present and requested the oiling of the unoiled portion of the Bend-Horse Ridge Section of the Central Oregon Highway which was surfaced in 1930, about 10 miles in length. Matter referred to the Engineer for a report.

County Judge R. J. Williams of Harney County, Judge Fred Reynolds and Commissioners W. B. Snider and Fred S. Fisher of Lake County and Mr. Zim Baldwin of Lake County were present in the interests of the Lakeview-Burns road connecting the Fremont and Central Oregon Highways. They stated that the Lake County finances were not in very good shape and requested assistance from the State in paying the cost of construction across private lands -- this to be in the shape of a guarantee to the Government in accordance with the Federal requirement. They also requested that the State pay 100% of the cost of the construction across state lands, totaling about 3 miles. Commissioner Lynch stated that it was his thought that the County should not be

required to pay for the construction across the state lands. After more discussion of the matter, it was decided to enter into an agreement with Lake County whereby the State shall pay for the construction across the state school lands in Lake County (Sec. 16 and 36) and guarantee to the Government that the County would secure the right of way and pay for the construction across the privately owned lands, also the County is to guarantee the maintenance of those portions of this road across the privately owned lands. The Lake County Court also asked for the privilege of constructing with its own forces the 3.5 mile section from the Fremont Highway junction northerly across privately owned lands. This was agreeable to District Engineer W. H. Lynch of the Bureau of Public Roads who was present, and authority so to do was granted by the Commission provided the engineers can work it out satisfactorily.

Earl C. Reynolds, Secretary of the Klamath County Chamber of Commerce, A. Kalina, Mayor of Malin, and E. W. Offield of Merrill, were present and urged the early construction of the remaining section of the The Dalles-California Highway between Merrill and the California line via Malin using secondary highway standards. The Chairman stated that the matter would be considered later, after Commissioner Lynch and the engineer had looked into it and made a report.

The meeting was called to order at 2:00 o'clock P. M. with all Commissioners, the State Highway Engineer and the Secretary present.

County Judge David F. Graham and Commissioner J. D. Fairman of Malheur County were present and urged the early construction of the remaining section of the Central Oregon Highway east of Juntura, approximately 9 miles in length, and known as the Peach-Juntura Section. The Chairman stated that the Commission was committed to this project and wanted to proceed with the construction as soon as possible. The Commissioners will discuss this matter among themselves later.

A joint conference was held with representatives of the Bureau of Public Roads, Forest Service and the County Court of Wallowa County concerning the road leading from Joseph down Little Sheep Creek to Imnaha in Wallowa County. Those present were C. J. Buck, Regional Forester, and P. H. Dater of the Forest Service, W. H. Lynch, District Engineer, J. A. Elliott and H. D. Farmer of the Bureau of Public Roads, Judge Edgar Marvin and Commissioner E. F. Johnson of the Wallowa County Court, and Senator Colon R. Eberhard, who stated that he represented Pomona Grange. Also present was George H. Craig, President of the Wallowa County Taxpayers' League. Mr. Johnson spoke in favor of the road, stating that the present road was very unsatisfactory on account of its narrowness and steep grades. It is in very poor condition and is passable only in the summer months. Upon inquiry of the Chairman, he stated that they did not care what type of road was built but the one that they had in mind was what the Forest Service called a forest development road. He stated further that what they wanted was the placing of this road on the state highway map so that they could secure Federal funds for its construction -- the county court will cooperate if this is done. Mr. Buck,

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Regional Forester, stated that the present road was satisfactory for Forest Service purposes. He also explained the object of the Forest Development money which is primarily for the purpose of protecting the forests against fires. Concerning the proposed road down Little Sheep Creek, he stated that this road would have been constructed some years ago had it not been for right of way difficulties. Mr. Craig stated that he represented the Taxpayers' League of Wallowa County and that they objected to the construction of this proposed road, claiming that it would benefit only a few stock men who had large interests in the Imnaha district. To Commissioner Spaulding's inquiry as to what objection they had to the construction of this road by the Forest Service as a forest development road, Mr. Craig stated that they had no objection to the Government spending its money on the road, but they were opposed to the expenditure of county funds on it. Mr. Craig was strongly in favor of the existing road, stating that mail had been carried over it for forty years and not a single trip had been missed in that time. He also spoke of the bad snow conditions that would be encountered in Little Sheep Creek Canyon during the winter months. Market Road Engineer Scott was present and explained in a general way the engineering features and probable costs. After further discussion it was agreed that Commissioner Lynch would make an inspection trip over the route. The matter was referred to the State Highway Engineer and C. J. Buck, Regional Forester, for a report.

A delegation from Multnomah County, including General Chas. H. Martin, Senator Joe E. Dunne and others, appeared before the Commission in the interests of a new arterial highway entrance into the city of Portland from the south via Fourth Street and the abandoned Southern Pacific Railroad Company right of way. General Martin, as spokesman for the group stated that the Association that he represented had been influential in getting the railroad company to remove its rails from Fourth Street and to dedicate its old right of way as far south as Bertha Station to the public for highway purposes. The proposed highway will utilize the abandoned Southern Pacific right of way from Portland southerly to the curve about one-half mile east of Bertha. From this point it will leave the railroad right of way and will extend in a southwesterly direction, crossing the West Side Pacific Highway (Capitol Highway) with an undercrossing at a point about one-quarter mile south of West Portland School and regaining this highway at the Multnomah-Washington County line. It was stated that this route was one-half mile shorter than the present route via Terwilliger Boulevard, starting at a common point at Fourth and Sheridan Streets in Portland and ending at a common point at the county line. It was also stated that the Southern Pacific Company had agreed to donate the sum of $17,000 to the cause in addition to giving the right of way. The delegation requested the Commission to join with the Portland City Council and the Board of County Commissioners of Multnomah County in making this proposed highway entrance into Portland a reality. Others speaking in favor of this road were Sanderson Reed and George Miles. The matter was referred to the Engineer for a report.

A delegation, consisting of George W. Lippert, L. M. Dillard of

Multnomah Station, Senator Joe E. Dunne of Portland, and others, was present and urged the Commission to straighten and widen the West Side Pacific Highway through the town of Multnomah. They stated that the highway at this point now acted as a bottle-neck and, on that account, development in the community was being held up. Copies of six resolutions passed by various organizations, requesting the Commission to order this work done in the near future, were filed. The matter was referred by the Commission to the State Highway Engineer and the Division Engineer for a report.

A delegation, representing the John Day Valley Development Association, consisting of L. Barnum of The Dalles, Ben Taylor and A. King of Mitchell, County Judge F. L. Phipps of Wasco County, County Judge J. M. King of Jefferson County, County Commissioner Ben Iremonger of Wheeler County, W. R. Clark of Prairie City, John Silvertooth and V. D. Bolton of Antelope, John McLennan of Shaniko, Herman Oliver of John Day, Leo Hohn and Jacob Kaser, appeared before the Commission with a request that the road connecting Shaniko on the Sherman Highway and Mitchell on the Ochoco Highway be added to the state highway system and that the section between Antelope and Mitchell be surveyed and constructed at an early date. They stated that the present road was a dirt road only passable during the summer months. It was claimed that a saving of distance into Central Oregon would be made by the construction of this road. The State Market Road Engineer who was present explained the engineering features of this road in a general way. Commissioner Lynch stated that he was favorable to this road but the question was, when could it be constructed. The matter was taken under advisement for future consideration.

County Judge Guy Boyington, Commissioners Wm. Larson and Jas. Elliott, and Clyde Mason of Clatsop County were present and asked the Commission to place some quarry-run surfacing material on the two-mile section of the Cannon Beach Road between Silver Point and Hug Point. They stated that the road had already been graded and it would take about 3300 cubic yards of rock to put it in passable condition, suitable material being available at the quarry at Humbug Point. They estimated the cost between $5,000 and $6,000 and suggested that this amount be taken out of the sum previously pledged by the County for this highway. The Commission approved the expenditure and ordered the work done.

A delegation of Washington and Yamhill County citizens consisting of County Judge Donald L. Templeton and Commissioners J. M. Hiatt and H. D. Kerkman of Washington County, Dr. Chas. A. Lamkin and Senator Ed Schulmerich of Hillsboro, Senator W. E. Burke, C. A. Butt, George Larkin and B. J. Groth of Newberg and C. H. Baynard were present and urged the Commission to purchase a tract of land containing 26.442 acres situate at the summit of the mountain known as Bald Peak in Yamhill County for a state park and recreational site. Resolutions adopted by various Chambers of Commerce advocating the establishment of this as a state park were read. The Parks Engineer stated that he had secured a sixty day option from Mr. Samuel Otto, the owner, to purchase this area

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for $1,373.62. The Commission approved the purchase at this figure.

G. W. Ford of Vernonia and A. E. Veatch and W. E. Proctor of Rainier appeared before the Commission regarding the Rainier-Apiary Market Road. They stated that Columbia County had an appropriation of $58,754.00 available at the present time for cooperation in the cost of the construction of this road but that the money would revert to the general fund of the county after July 1, 1931 unless an agreement had previously been entered into between the County and the State whereby this route would be taken over by the State as a secondary state highway by 1932. It was their thought that this road, 12.6 miles in length, could be constructed now at a cost considerably less than the engineer's original estimate of $300,000. No action taken; the delegates were instructed to ask the County Court to appear at the next meeting of the Commission to consider the matter further.

County Judge Donald L. Templeton, Commissioners J. M. Hiatt and H. D. Kerkman of Washington County, and Dr. Chas. A. Lamkin of Hillsboro conferred with the Commission relative to the widening of the Beaverton-Hillsboro Section of the Tualatin Valley Highway. The Commission instructed the County Court to take up the options that it held for the additional right of way required and stated to the Court that the widening work would be done as soon as funds were available for this purpose. The Chairman stated that he would make an inspection trip over this section with Division Engineer Clarke and would report later.

Jacob J. Tranchell, C. A. Wolfgang, Merritt H. Fuson, William L. Dickson and Ashby C. Dickson, representing the Highway Form Company of Portland, appeared before the Commission with a request that consideration be given to the use of their patent form in pavement construction work. Matter referred to the Engineer for investigation and report.

County Judge I. M. Schannep and Commissioner J. O. Hales of Umatilla County were present in the interests of the "Kiddle" bill passed by the 1931 legislative assembly providing for a secondary highway system. No action taken; matter deferred for future consideration.

W. A. Lovelace of Reedsport was present and asked the Commission to oil the "L" Street Section of the Umpqua Highway within the city limits of Reedsport. He stated that the city would pay for the cost of oiling outside of the ordinary width. Request approved by the Commission provided this could be arranged conveniently. Mr. Lovelace also requested that the Umpqua Highway Improvement District be given credit for fifty per cent of the cost of the grading of the "L" Street Section of this highway, the total of which was $8,323.00, paid 100% by the District on a state contract. He asked that the State assume one-half of this cost and apply it as credit on the bill of the Commission for maintenance charges on this highway amounting to $4,520.87. Matter deferred until next meeting of the Commission.

W. H. Lynch, District Engineer of the Bureau of Public Roads, who was present, inquired as to whether or not the Commission contemplated the use of all of the Government emergency funds apportioned to the State of

Oregon and whether or not the Commission wished to share in a reapportionment if one is made. The matter was discussed by the Commission and the Secretary was instructed to write Mr. Lynch a letter stating that the State would use all of the funds apportioned to Oregon and desired to share in any reapportionment to the extent of $100,000.

The Engineer reported that the following projects were ready for advertising for bids and each was eligible for use of Federal Emergency Funds:

Adams-Milton Section of the Oregon-Washington Highway, 24 miles of bituminous macadam shoulder construction;

Shaniko-The Dalles-California Highway Junction Section of the Sherman Highway, 10 miles reconstruction.

Authority for advertising these projects was withheld until it was known definitely whether or not additional Federal Emergency Funds would be available.

The following resolution regarding the programming of highway construction work was introduced by Commissioner Spaulding, who moved its adoption:

RESOLVED that the Highway Commission determine upon and adopt programs for road construction, road improvement, betterment and maintenance, as follows:

1. A definite and specific program for accomplishment during the year 1932.

2. A definite proposed program for accomplishment during the year 1933.

3. A tentative program for accomplishment during the year 1934.

The motion was duly seconded and carried.

The following resolution regarding highway surveys was offered by Commissioner Spaulding, who moved its adoption:

RESOLVED, that before any survey is made by the engineer there shall be presented to the Commission a statement setting forth in detail the purpose to be accomplished by such survey, the location and limits of the same and an estimate of the probable cost thereof.

BE IT FURTHER RESOLVED, that if in the judgment

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of the Commission the public interests require and will be served by such proposed survey, there shall be entered in the minutes of the Commission a specific authorization of such work and there shall be set aside a specific sum of money to pay for the same before the survey is made.

Motion duly seconded and carried.

The following resolution regarding highway rights of way was offered by Commissioner Spaulding, who moved its adoption:

BE IT RESOLVED, that before any contract for road or bridge construction is awarded all rights of way necessary for such work shall be procured and there shall be furnished as a prerequisite of the award of such contract a certificate of the engineer to the effect that all necessary rights of way have been procured; or, in lieu thereof, the certificate of the attorney to the effect that the interests of the state will in nowise be jeopardized by the awarding of the contract in advance of the procurement of the rights of way.

Motion duly seconded and carried.

The matter of providing work for the coming winter to assist in the relief of a possible unemployment situation such as existed during the past winter was discussed by the Commission. The Engineer reported that there was under way at the present time certain betterment work such as grade widening, riprapping, guard fence construction, shoulder construction, ditching, etc., requiring considerable hand labor which could be deferred until the winter season, although it could be done to better advantage in the summer season. The deferring of as much hand labor work as can conveniently be deferred until the winter season was approved by the Commission. The Engineer was instructed to suggest a program to the Commission outlining various work that would be applicable for expenditure of future emergency funds.

Bert L. Harvey, Mayor-Commissioner, and James T. Donald, attorney, of Baker, Oregon, appeared before the Commission relative to the improvement and maintenance of the city streets that had been designated as state highway routes through that city, under authority granted the Commission by the 1931 legislative assembly. The Engineer asked that time be given him to make a thorough study of the situation. Request approved by the Commission and the representatives of the City of Baker.

The following resolution relating to the first payment of the 1931 State Market Road Funds was unanimously adopted by the Commission:

WHEREAS, by the provisions of Chapter 17 of Title XXX, Laws of Oregon, as amended by Chapter 361, General Laws of Oregon

for 1925, there has been made available for distribution by the State Highway Commission a fund known as the "State Market Road Appropriation; and

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

WHEREAS, pursuant to the provisions and commands of Chapter 17 of Title XXX, Laws of Oregon, as amended by Chapter 361, General Laws of Oregon for 1925, the State Highway Commission did on the 14th day of May 1931, apportion among the several counties of the State, complying with the provisions and accepting the benefits of said Market Road Law, the 1931 State Market Road Appropriation in accordance with the terms of the act; and

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

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

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

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

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

To all counties the first one-half of the 1931 apportionment as apportioned by the State Highway Commission by resolution under date of May 14, 1931, provided, however, that there shall first be deducted from each county's share of said funds a sum sufficient to cover the amount advanced to that county by the State Highway Commission as shown on the books and cost records of said Highway Commission at the close of April 30, 1931, said payment to be made to the various counties upon receipt and approval of plans and specifications showing the proposed expenditure of available market road funds in accordance with the terms and provisions of said act; said sums authorized for payment to the various counties are as follows:

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Counties	1931 Apportionment	First Half 1931 Apportionment	Advances to counties to be deducted	Balance payable to counties
Baker	$ 31,850.01	$ 15,925.00	$	$ 15,925.00
Benton	22,717.18	11,358.59		11,358.59
Clackamas	71,587.23	35,793.61		35,793.61
Clatsop	32,859.47	16,429.74		16,429.74
Columbia	23,709.22	11,854.61		11,854.61
Coos	36,493.28	18,246.64		18,246.64
Crook	7,557.60	3,778.80	7.12	3,771.68
Curry	6,253.36	3,126.68		3,126.68
Deschutes	19,988.26	9,994.13		9,994.13
Douglas	43,857.54	21,928.77		21,928.77
Gilliam	13,725.38	6,862.69		6,862.69
Grant	10,673.20	5,336.60		5,336.60
Harney	12,963.13	6,481.56		6,481.56
Hood River	13,685.78	6,842.89		6,842.89
Jackson	44,513.63	22,256.82		22,256.82
Jefferson	7,326.23	3,663.12		3,663.12
Josephine	10,977.46	5,488.73		5,488.73
Klamath	54,644.83	27,322.42		27,322.42
Lake	14,844.21	7,422.11		7,422.11
Lane	74,637.84	37,318.92		37,318.92
Lincoln	12,777.72	6,388.86		6,388.86
Linn	45,778.23	22,889.11		22,889.11
Malheur	17,012.13	8,506.07		8,506.07
Marion	73,656.90	36,828.45		36,828.45
Morrow	14,837.88	7,418.94		7,418.94
Multnomah	112,516.06	56,258.03		56,258.03
Polk	25,428.66	12,714.33		12,714.33
Sherman	14,153.27	7,076.63		7,076.63
Tillamook	29,786.68	14,893.34		14,893.34
Umatilla	64,430.56	32,215.28		32,215.28
Union	28,913.48	14,456.74		14,456.74
Wallowa	13,639.82	6,819.91		6,819.91
Wasco	24,981.76	12,490.88		12,490.88
Washington	49,147.38	24,573.69		24,573.69
Wheeler	6,712.94	3,356.47	49.51	3,306.96
Yamhill	32,328.60	16,164.30		16,164.30
Totals	$1,120,966.91	$560,483.46	$56.63	$560,426.83

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

The following resolution relating to the final apportionment of the 1931 State Market Road Appropriataion was unanimously adopted by the Commission:

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

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

WHEREAS, most counties have made a levy on all the taxable property of the County for the specific purpose of market road construction in 1931, and,

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

WHEREAS, the State Highway Commission has available for apportionment for 1931 the funds raised by the State levy of one mill upon all the taxable property of the State, based upon the State valuation of the several counties, as shown by the statement prepared by the State Tax Commission under date of December 27, 1930, amounting to $1,125,160.59, together with the balance of $15,806.32 of the 1930 State Market Road Appropriation unapportioned, making available for apportionment for 1931 a total of $1,140,966.91 less deductions for administrative expenses of the State Highway Commission for Market Roads; and

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

NOW, THEREFORE, BE IT RESOLVED, that the State Highway Commission does hereby apportion the 1931 State Market Road Appropriation fund in such a manner that each county shall receive an amount equal to its proportionate share to the State Market Road Appropriation Fund, plus its proportionate share of Multnomah County surplus, and its proportionate share of the balance of the 1930 State Market Road Funds carried over, less expense of administration, with the exception of Multnomah County, which shall receive such an amount as will equal 10 per cent of said State Market Road Fund raised in 1931, as provided by the terms of the

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State Market Road Act, all of which is shown in the following statement:

County	County Funds Produced by County Levy	Funds Produced by State One Mill Levy	Mult. Co. Surplus & Balance of 1930 Funds Apportioned	1931 Apportionment
Baker	$ 45,900.00	$ 22,613.48	$ 9,236.53	$ 31,850.01
Benton	15,000.00	16,129.18	6,588.00	22,717.18
Clackamas	75,000.00	50,826.88	20,760.35	71,587.23
Clatsop	31,000.00	23,330.20	9,529.27	32,859.47
Columbia	17,814.37	16,833.53	6,875.69	23,709.22
Coos	37,500.00	25,910.20	10,583.08	36,493.28
Crook	10,000.00	5,365.89	2,191.71	7,557.60
Curry	6,600.00	4,439.88	1,813.48	6,253.36
Deschutes	17,000.00	14,191.65	5,796.61	19,988.26
Douglas	49,837.45	31,138.82	12,718.72	43,857.54
Gilliam	13,519.32	9,745.01	3,980.37	13,725.38
Grant	13,775.00	7,577.96	3,095.24	10,673.20
Harney	19,340.00	9,203.81	3,759.32	12,963.13
Hood River	16,000.00	9,716.89	3,968.89	13,685.78
Jackson	83,486.91	31,604.64	12,908.99	44,513.63
Jefferson	8,000.00	5,201.62	2,124.61	7,326.23
Josephine	13,000.00	7,793.99	3,183.47	10,977.46
Klamath	48,500.00	38,797.79	15,847.04	54,644.83
Lake	18,000.00	10,539.38	4,304.83	14,844.21
Lane	85,860.00	52,992.81	21,645.03	74,637.84
Lincoln	11,863.00	9,072.17	3,705.55	12,777.72
Linn	46,250.00	32,502.51	13,275.72	45,778.23
Malheur	17,500.00	12,078.60	4,933.53	17,012.13
Marion	75,000.00	52,296.34	21,360.56	73,656.90
Morrow	14,676.51	10,534.88	4,303.00	14,837.88
Multnomah	114,908.10	409,161.27		112,516.06
Polk	27,000.00	18,054.33	7,374.33	25,428.66
Sherman	14,000.00	10,048.81	4,104.46	14,153.27
Tillamook	36,000.00	21,148.52	8,638.16	29,786.68
Umatilla	65,000.00	45,745.65	18,684.91	64,430.56
Union	60,000.00	20,528.55	8,584.93	28,913.48
Wallowa	30,000.00	9,684.26	3,955.56	13,639.82
Wasco	15,000.00	17,737.03	7,244.73	24,981.76
Washington	48,596.97	34,894.60	14,252.78	49,147.38
Wheeler	9,000.00	4,766.18	1,946.76	6,712.94
Yamhill	30,000.00	22,953.28	9,375.32	32,328.60
	$1,239,927.63	$1,125,160.59	$292,451.53	$1,120,966.91

The Commission considered the matter of the construction of approaches to the new pavement at each end of Main Street in the town of Sandy. The Secretary was instructed to write the city officials of Sandy stating that the Highway Commission would have suitable paved approaches constructed

at the expense of the State.

The Commission approved the minutes of the meetings of March 17, April 2 and April 30, 1931, with an amendment to that portion of the March 17th minutes relating to traffic counts. At the suggestion of Commissioner Spaulding, the Commission agreed to dispense with the taking of the regular monthly counts and instead take only three counts in 1931 in addition to the count already taken in April, the counts to be taken in June, August and October.

The Engineer reported that he had conferred with Middleton & Middleton of Waldport, the only bidders for ferry operation across Alsea Bay for which bids were received by the Commission on April 2, 1931, and as a result they had reduced the amount of their bid from $1,940.00 per month to $1,500.00 per month. This figure being satisfactory, he had awarded the contract to them at the reduced price. The Commission approved the award of the contract to Middleton & Middleton at $1,500.00 per month.

The Commission confirmed the awards of the following contracts for which bids were received on April 30, 1931 and announcements made from Salem later:

Clackamas County -- Milwaukie-Oregon City Section of East Portland-Oregon City Highway, grading, North Unit 1.2 miles, contract awarded to Kern & Kibbe of Portland at $40,590.10; Middle Unit, 3.2 miles, contract awarded to Jacobsen-Jensen Company of Portland at $30,740.00.

Douglas County -- Burchard Creek-Paradise Creek Section of Umpqua Highway, grading, West Unit 2.3 miles, contract awarded to Elliott & Kidd, Eugene, at $37,100.00; East Unit, 3.7 miles, contract awarded to Elliott & Kidd, Eugene, at $43,525.00.

Lincoln County -- Otis-Siletz River Section of Oregon Coast Highway, 11.5 miles grade widening, contract awarded to Berke Bros., Inc., Portland, at $52,744.00.

Tillamook County -- Kilchis River-Tillamook Section of Oregon Coast Highway, 2.75 miles grading, contract awarded to R. L. Houck, Independence, at $45,795.00.

Umatilla County -- Umatilla-Sand Station Section of Columbia River Highway, grading, West Unit 6.4 miles, contract awarded to O. D. Wolfe, Washougal, Washington, using concrete pipe, at $83,362.00; East Unit, 5.3, Portland Sand & Gravel Company, Portland, using metal pipe, at $56,750.00.

Douglas County -- Bridge over Weatherly Creek on the Umpqua Highway about 30 miles west of Drain, contract awarded to O. N. Pierce, Portland, at $11,805.00.

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Malheur County — Bridge over Malheur River on Central Oregon Highway about 19 miles west of Harper, contract awarded to R. H. Jones, Baker, at $15,125.00.

Polk County -- Bridge over South Yamhill River on the Salmon River Highway one-half mile east of Grand Ronde, contract awarded to Roberts & Horstkotte, Salem, at $10,044.00.

Marion County -- Wiring new highway department shop building at Salem, contract awarded to Eoff Electric Company, Salem, at $4,647.00.

The Engineer reported that he had investigated Louis I. De Witt of Woodlake, California, who was the low bidder for the grading of the two mile section of The Dalles-California Highway between Klamath Falls and Terminal City and was convinced that Mr. De Witt could handle this job satisfactorily. He recommended that the contract be awarded to Mr. De Witt at his bid price of $32,096.30. The Commission approved the recommendation and awarded the contract to Mr. De Witt at $32,096.30.

The Commission considered the tabulation of the bids received by the Board of Control on April 15, 1931 from several oil companies for road oils and asphalts. The tabulation revealed that all of the companies except the Shell Oil Company had bid the same price on tabulation "A" (based on railroad haul both from San Francisco Bay points and Portland f.o.b. railroad tank cars or f.o.b. railroad box cars in tight, steel drums and wooden barrels and railroad tank car delivery at all coast points wherever possible.) The Shell Oil Company was low bidder on medium and heavy asphalt cut backs, Portland delivery, f.o.b. tight, steel drums. On tabulation "B" (involving alternate delivery at certain specified Oregon coast points by water shipment for the various alternate grades of materials), examination of the bids revealed that the price bid for No. 3 road oil shipped from California to railroad points was the cheapest with the exception of the combined bid of the American Bitumuls Corporation on Units 7 and 8. The Commission instructed the Engineer to make the following recommendation to the Board of Control:

1. That the Shell Oil Company be awarded the contract for furnishing 100 tons of medium cut back and 100 tons of heavy cut back asphalt in tight, used steel drums f.o.b. Portland, at their bid price of $32.80 per ton.

2. That the American Bitumuls Corporation be awarded the contract for 1200 tons of emulsified asphalt at their bid price of $18.60 per ton, bulk delivery, on No. 4 emulsion at Bandon, and $22.35 per ton, bulk delivery, on No. 4 emulsion at Crescent City, the total amount to be divided to meet requirements.

3. That all the remaining bids be rejected and such of the materials as are required be purchased on the open market.

4. That the bid of the Portland Gas & Coke Company on road tars No. 1 and No. 2, as shown on sheet No. 4, be held for further consideration. They have indicated, following negotiations, that these prices may be lowered slightly if a larger amount is taken.

The Commission also considered the tabulation of the bids received by the Board of Control on March 20, 1931 on lubricating oils, cup grease and other lubricants for the coming year and the laboratory analysis of each sample of lubricating oil submitted. The Engineer was instructed to recommend the purchase by contract of the following quantities from the various companies:

Western Oils

1. General Petroleum Corporation
   5000 gallons of the following grades:

Western, Medium	$.305 per gallon
Western, Heavy	.305 " "
Western, Extra Heavy	.305 " "

2. Associated Oil Company
   15000 gallons of the following grades:

Cycol, Medium	$.305 per gallon
Cycol, Heavy	.305 " "
Cycol, Extra Heavy	.435 " "

3. Shell Oil Company
   5000 gallons of the following grades:

Shell "B", Medium	$.305 per gallon
Shell "C", Heavy	.305 " "
Shell "D", Extra Heavy	.365 " "

4. Standard Oil Company
   5000 gallons of the following grades:

Zerolene #5, Medium	$.305 per gallon
EE #30, Heavy	.425 " "
EE #40, Extra Heavy	.485 " "

Pennsylvania Oils

Sinclair Oil Company

100% Pennsylvania, Medium	$.46 per gallon
100% Pennsylvania, Heavy	.46 " "
Mid Continental, Medium	.36 " "
Mid Continental, Heavy	.36 " "

Cup Greases

1. Associated Oil Company
   8000 lbs. Cycol cup grease of the following grades:

Light	$.0625 per lb.
Medium	.0625 " "
Heavy	.0625 " "

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2. Standard Oil Company
4000 lbs. Arctic Cup in the following grades:

Light	$.0625 per lb.
Medium	.065 " "
Heavy	.0775 " "

Transmission and Gear Oils and Greases

1. Associated Oil Company
15000 lbs. of oil and grease of the following grades:

Transmission, gear oil	$.35 per gallon
Gear Grease	.0625 per lb.

2. Standard Oil Company
15000 lbs. of the following grades:

Zerolene transmission oil	$.33 per gallon
Zerolene gear grease	.0675 per lb.

3. Penzoil Oil Company

10000 lbs. Transmission Oils	$.08 per lb.
Gear Grease	.08 " "

It is not recommended to make any contracts for saw oil on account of the fact that the cheapest price received on saw oil is only one cent under kerosene.

Copies of resolutions adopted by Lincoln County Chamber of Commerce and the Lions Clubs of Newport and Waldport in which the Commission was requested to inaugurate free ferry service across Yaquina and Alsea Bays on May 29, 1931 instead of June 1, 1931 were presented. The Commission approved the change in date provided the companies writing the liability insurance furnished by the contractors would extend the policies to cover the three extra days.

A copy of the resolution adopted by the Northern Lake County Chamber of Commerce protesting the construction of the Lakeview-Burns Highway on the east side of Lake Abert was presented to the Commission. No action taken.

The Engineer stated that the load restrictions previously ordered on the Prairie City-Unity Section of the John Day Highway and on the Waldport-Lane County Line Section of the Oregon Coast Highway were no longer necessary and requested authority to remove them. The request was approved by the Commission.

A copy of a resolution adopted by the Gilliam County Court, in which the Commission was petitioned to place the market road leading easterly and westerly from Condon to a connection with the market roads of Morrow County and Sherman County on the secondary state highway system, was presented. No action taken; the Commission will consider this at the proper time.

A letter was presented from the Lake County Chamber of Commerce requesting the reconstruction of the Drews Valley Section of the Klamath Falls-Lakeview Highway by widening and eliminating excessive curvature. The request was also made that the unoiled portions of this highway be oiled during the present season. Matter referred to the Engineer for a report. The matter of oiling the four mile section of the Fremont Highway north from Lakeview was also discussed by the Commission and it was agreed that Commissioner Lynch and the Engineer would look into the matter on their next inspection trip into that district.

The Secretary presented a letter from the Eugene Chamber of Commerce in which they renewed their previous request for permission to construct a permanent timber exhibit in the wye connection of the Pacific and McKenzie Highways near Springfield. The Commission denied the request for reasons previously stated.

The Attorney stated that he had investigated the circumstances attending the leasing of the property belonging to the State in the Blue Mountain Timber Reserve in Umatilla County, known as Sunset Inn, and made the following recommendation: that the property be leased to Mr. Fred A. Laatz of Pendleton with the privilege of subletting, but that no sub-lease shall be made unless the same is satisfactory to the State Highway Commission and to the Indian Agent. The recommendation was approved and the Attorney was instructed to negotiate a lease with Mr. Laatz that would be to the best interest of the State.

A letter was presented from the Newport Unemployment Committee asking for the early construction of the approaches to the proposed bridge across Yaquina Bay. Request denied by the Commission.

The Commission considered the request of Carl B. Neal, Forest Supervisor of the Deschutes National Forest, in behalf of the Metolius Livestock Association, for permission to construct a cattle guard across the McKenzie Highway at a point about 8 miles west of Sisters, which they proposed to use in connection with a drift fence to prevent range cattle from drifting north across the highway. Mr. Neal stated that the only alternative proposition to the construction of the guard would be to continue the drift fence westward about five miles. In view of the fact that the presence of a cattle guard across the highway was objectionable and also for the reason that the construction of the extra drift fence would be more of an advantage to the State than the guard, the Commission agreed to cooperate in the cost of the construction of the extra fencing required in the sum of $250.00 which is to be paid either in cash or in furnishing construction material as may be desired.

The Engineer requested authority to reimburse Lincoln County for advancing funds for the securing of additional right of way for the Alsea Highway in Lincoln County for a distance of about eight miles easterly from Waldport. He explained that the county had paid for the original 60 foot right of way and that the extra right of way was being acquired at the instance of the State. The Commission approved the request with the

understanding that the Engineer would see to it that the charges were not exorbitant.

A letter was presented from the Commercial Club of Joseph in which a request was made that the Wallowa Lake Highway in Wallowa County be extended to the Park at the head of Wallowa Lake. Matter referred to the Engineer for a report.

A letter was presented from the Tualatin Tunnel Commission in which the Highway Commission was requested to have surveys made of the probable highway connections to the west portal of the proposed highway tunnel connecting South Portland and the Tualatin Valley. Matter deferred for future consideration.

The Engineer presented to the Commission for its approval a printer's proof of the form that he had prepared to carry out the provisions of Chapter 225, Oregon Laws for 1931, to prequalify bidders on state highway construction work. The proof was approved by the Commission and instructions given to have a sufficient number of copies printed to meet the demand.

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

Chairman Van Duzer: "The Commission wants to urge all contractors, in so far as they are able, and we hope they will be able to a great degree, to use local labor on these various contracts over the State. We trust that you will take this seriously and in this work and in other work going on this summer carry on that program to the best of your ability."

South Unit, Milwaukie-Oregon City Section of East Portland-Oregon City Highway, Clackamas County, 0.6 miles gravel embankment. Low bid is that of the General Construction Company of Seattle at $55,300.00. The award will be held pending for a short time.

Concrete viaduct at Cape Creek on Oregon Coast Highway, 12 miles north of Florence, Lane County. The low bid is that of the Clackamas Construction Company of Oregon City at $49,653.00 to whom the contract is awarded.

Bridge over Elk Creek on the Umpqua Highway at Elkton. Hargreaves & Lindsay of Eugene are the low bidders at $42,936.00. The award is made to Hargreaves & Lindsay.

Picture Rock Pass Section of the Fremont Highway in Lake County, 5.74 miles grading. The award is made to Yunker-Wiecks & Co. of Toledo, the low bidders, at $60,520.00, using corrugated iron pipe.

Rock Creek-Gnat Creek Section of the Columbia River Highway in Clatsop County, 2.64 miles paving. The low bid is that of Theodore Arenz, Portland, at $68,180.00; the next low bid is that of Kern & Kibbe, Portland,

at $68,714.00. The award of this contract will be held for a short time.

Elkton Section of the Umpqua Highway in Douglas County, 2.97 miles grading. The low bid is that of Earl L. McNutt at $75,064.00. The award is made to Mr. McNutt.

Huntington-Slides Section of the Old Oregon Trail in Baker and Malheur Counties, West Unit, 4.9 miles regrading. The contract for the West Unit is awarded to March Construction Company of Spokane, the low bidder, at $51,007.50, using concrete pipe. East Unit, 5.1 miles regrading. The contract for the East Unit is awarded to J. A. Terteling & Sons, the low bidder, at $67,575.00, using corrugated iron pipe.

The Commission confirmed the oral approval given to the Engineer subsequent to the date of the April 2, 1931 meeting authorizing him to advertise for bids for the construction of a concrete viaduct at Cape Creek on the Oregon Coast Highway about 12 miles north of Florence in Lane County.

The Commission authorized the Engineer to advertise for bids to be received at the next meeting for the grading of the Lake County portion of the Lakeview-Burns Highway, 53.2 miles in length.

Letters were received from the County Court of Grant County, John Day Lions Club, John Day Chamber of Commerce and Prairie City Chamber of Commerce asking that the survey for the relocation of the John Day Highway between the towns of Prairie City and John Day be completed and construction work started at an early date. Matter referred to Commissioner Lynch.

The Secretary reported that, as previously instructed, he had directed a letter to Mr. W. F. Turner, President of the Spokane, Portland & Seattle Railway Company, regarding the proposed exchange of timber lands owned by Louis W. Hill adjacent to the McKenzie Highway for other timber lands owned by the Government and had received a reply to the effect that Mr. Hill will give the matter of preserving the highway scenery full consideration when disposing of any of this timber land. Mr. Hill contemplates a trip to the West sometime this spring and perhaps would be able to dispose of the matter of exchange of lands at that time.

The following requests for extensions of time were received:

Milne & Dussault, contract No. 1127, regrading and resurfacing, Neskowin-Otis Section of the Roosevelt Coast Highway in Lincoln and Tillamook Counties, requested an extension of time to March 3, 1931. The Engineer recommended that the request be granted without penalty. Recommendation approved by the Commission.

John K. Holt, contract No. 1142, construction of a bridge over the Rogue River at Grants Pass in Josephine County, requested an extension of time of thirty days to April 30, 1931. The Engineer recommended that

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the extension be granted without penalty. Recommendation approved by the Commission.

Harmon & Tittle, contract No. 1169, grading, Scottsburg-Burchard Creek Section of the Umpqua Highway in Douglas County, requested an extension of time to May 1, 1931. The Engineer recommended that the extension requested be granted but that the contractor be charged for the cost of engineering expense subsequent to February 1, 1931. Recommendation approved by the Commission.

Barnet & Mitchell, contract No. 1204, grading, Wapinitia-Maupin Junction Section of the Wapinitia Highway in Wasco County, requested an extension of time to May 10, 1931. The Engineer recommended that the extension requested be granted without penalty and that the penalty previously imposed on this contractor be waived on account of the fact that the State had been put to no additional expense by reason of the delay in completing the contract by the time specified. Recommendation approved by the Commission.

C. E. Silbaugh, contract No. 1211, grading, Silver Creek-Sage Hen Hill Section of the Central Oregon Highway in Harney County, requested an extension of time to April 20, 1931. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

R. L. Houck, contract No. 1219, grading approaches to Necanicum and Wahanna Creek bridges on the Roosevelt Coast Highway in Clatsop County, requested an extension of time to April 15, 1931. The Engineer recommended that the extension be granted without penalty. Recommendation approved by the Commission.

Earl L. McNutt, contract No. 1196, grading, Hendricks Bridge-Doyle Hill Section of the McKenzie Highway, requested an extension of time from November 30, 1930 to December 31, 1930. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

A. J. Anderson, contract No. 1241, construction of a shop building at Salem, requested the cancellation of the penalty imposed by the Commission at its meeting on April 2, 1931, for overrunning the time limit on this contract. The Engineer stated that inasmuch as the contractor's delay had not deferred the use of the building and no extra inspection cost had been incurred, it was his recommendation that the penalty be waived. Recommendation approved by the Commission.

The Commission set Thursday, June 25, 1931 as the date for the next regular meeting and Thursday, June 4, 1931, as the date of the special meeting for the receiving of bids for the grading of the Lake County portion of the Lakeview-Burns Highway.

No other business coming before the Commission, the meeting was adjourned at 5:30 P. M.

Roy A. Klein
State Highway Engineer

H. B. Glaisyer
Secretary

H B Van Duzer
Chairman

M A Lynch
Commissioner

C K Spaulding
Commissioner

Portland, Oregon, June 4, 1931

The State Highway Commission met in Room 570 Multnomah County Court House at 10:00 o'clock A. M. Those present were:

H. B. Van Duzer, Chairman
M. A. Lynch, Commissioner
Chas. K. Spaulding, Commissioner
Roy A. Klein, State Highway Engineer
H. B. Glaisyer, Secretary

Bids were opened for the grading of the Lakeview-Burns Highway in Lake County, as follows:

	Valley Falls-Pike Ranch Section		Pike Ranch-Harney Co. Line Section	
	Conc. Pipe	Corr. Iron Pipe	Conc. Pipe	Corr. Iron Pipe
Earl L. McNutt & Guy F. Pyle	$85,460.00	$82,215.00	$62,070.00	$60,465.00
Wm. Endicott			67,871.00	66,474.00
C. R. Johnson	67,600.00	62,720.50	69,300.00	65,809.50
Yunker-Wiecks & Co.			74,000.00	67,972.50
Newport Construction Co.	106,140.00	104,044.00	74,720.00	73,006.00
Henry C. Boyer			74,900.00	71,423.50
Baker & Taylor	124,345.20	121,047.00	75,556.80	72,218.00
W. C. Colley			85,530.00	80,505.00
A. Guthrie & Co., Inc.	127,095.00	123,068.00	86,400.00	82,305.00
Cochran Construction Co.	79,965.00	77,610.00	87,635.00	85,690.00
Dunn & Baker	96,998.00	93,296.00	88,282.00	85,389.00
Nevada Construction Co.	95,574.00	90,274.00	94,362.00	89,582.00

Continued

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Lakeview-Burns Highway - continued

Both of above sections with reduction

	Conc. Pipe	Corr. Iron Pipe
Earl L. McNutt & Guy F. Pyle	$142,530.00	$137,680.00
C. R. Johnson	136,900.00	128,529.50
Newport Construction Co.	180,860.00	177,050.00
Baker & Taylor	199,902.00	193,265.00
A. Guthrie & Co., Inc.	211,995.00	203,873.00
Dunn & Baker	185,280.00	178,685.00
Nevada Construction Co.	189,936.00	179,856.00

H. C. Stevens of Yachats appeared before the Commission relative to the contractor's operations in quarrying rock at that place. He stated that the contractor had blocked the river with rock so that boats cannot now get upstream, hence it was about impossible to rent boats. Relief from the situation was requested. The Engineer stated that he would see that the matter was taken care of.

Commissioner Spaulding stated that the County Court of Linn County wanted to know whether or not the State can put on another construction project on the Santiam Highway this year. They ask for a 3½ mile project. The Engineer stated that the next unit for which surveys had been completed was four miles in length and the estimated cost was $125,000. This project was ready to advertise, but it was one that would have to be paid for 100% by the State and could not be done this year because all funds for this year had already been obligated. He further explained that a cooperative agreement had been entered into between the County and the State whereby the County agreed to pay 25% and the State 75% of the construction work on this highway. The County is now paying 100 per cent of the cost of one project west from Bryant Hill costing about $60,000, with the understanding that the State will give the County credit for this expenditure on a 25-75 per cent basis later. Since December, 1930, additional contracts totaling about $143,000 have been awarded which are being paid for 100% by the State, leaving about $100,000 credit yet due the County to fulfill the cooperative agreement. After further discussion of the matter, the Secretary was instructed to inform the County Court that the Commission was committed to the construction of this highway but that a definite date as to when the construction of the next unit will be authorized cannot be given until a program has been arranged.

The matter of surfacing the Fremont Highway from its junction with The Dalles-California Highway easterly to the forest boundary was discussed. Definite action was deferred until the construction program for 1932 has been arranged.

The Commission discussed the "bottle neck" situation of the highways at Oregon City. The Engineer reported that there were two possible solutions provided it was decided to route traffic from the new East Portland-Oregon City Highway through the city. One of these involved the use of Water

Street, following along the water front from Eleventh Street to Fifth Street, passing under the Willamette River bridge approach at Seventh Street and utilizing the present undergrade crossing of the Southern Pacific Railroad on Fifth Street. The other involved the use of High Street from Eleventh Street to a connection with the present highway at South Third Street. This route will necessitate the construction of an undergrade crossing of the Southern Pacific Railroad at Eleventh Street and the removal of a store building now located on the triangular-shaped tract of land at this intersection. This is the route most favored by the city officials of Oregon City. As an alternate, the Engineer suggested that the crossing of the railroad could be made at a point midway between Twelfth and Thirteenth Streets which would allow for more easy curvature and would take traffic off Main Street, which is narrow and congested. Further consideration of this matter was deferred to a future date. The Engineer was ordered to make further investigations for the relief of this situation.

Commissioner Lynch reported that he had made an inspection trip over the John Day Highway with committees from the towns of John Day and Prairie City to look over the proposed change in alignment of this highway between these towns. He stated that he found that many of the local residents were not satisfied with the survey that had been made by the engineers for this change because it would take in too much of their best land. It was his opinion that the highway should be widened and some of the kinks taken out before any surfacing work is done. He suggested that surveys be made along two routes, one to follow along proper engineering lines and the other along the line desired by the local people, and perhaps another line on the opposite side of the river. After further discussion, the Engineer was authorized to make reconnaissance surveys along the lines suggested by Commissioner Lynch. The Secretary was instructed to notify the County Court of Grant County that the Commission took the view that it would send its engineers over there to make a more definite reconnaissance of the different routes before anything definite was done toward establishing a new location of the highway between John Day and Prairie City.

A delegation from Washington County consisting of Judge Donald Templeton, Commissioners J. M. Hiatt and H. D. Kerkman and County Engineer J. W. Barney appeared before the Commission regarding the widening of the Tualatin Valley Highway between Beaverton and Hillsboro. They stated that some of the options that they had secured for the additional right of way required had already expired and that others would expire in the near future. They wished to know the attitude of the Commission in the matter of the widening of this road. It was their contention that this improvement was justified notwithstanding the fact that there was a possibility that another road, following closely along the Base Line, would also be constructed later as a section of the short road from Portland to the sea. They requested a type of construction that would provide safety to traffic but not an improvement that would be so costly as to interfere with the construction of the proposed highway along the Base Line. It was their thought that a minor type of improvement

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requiring less additional right of way would be sufficient. Division Engineer Clarke stated that it was impracticable to provide an adequate shoulder for the present pavement. He said that present plans contemplated a twenty foot pavement and to construct this on the present roadway would mean the use of the entire width of the right of way for the pavement, shoulders and ditches, with no room for other development. It would also be necessary to go outside of the present right of way limits to secure material with which to build up the shoulders to the required height and width. He also stated that in his opinion the traffic that this road will have to take care of will justify an improvement whether the Base Line Road is built or not. The Chairman made the following statement to the delegation: "We are not going to ask you to get that right of way at this time. The location of the proposed short road to the sea is problematical. Its connection to its eastern boundary is problematical. We don't want to ask you to go ahead and get the right of way on the Beaverton-Hillsboro Section until we are ready to go ahead with the work of improving it. The state of the funds of the Highway Commission at the present time is such that we are not prepared to tell you that we can go ahead and improve it. We know this -- that if the development is had out there of the construction of a road to the sea, that that road will have to be improved, and we know that if there is no development, that that road will have to be improved. The Highway Commission knows that this road is entitled to revamping. We don't want to ask you to get the right of way because we are not prepared from a financial standpoint to instruct the engineer to go ahead and improve. We know that the road will have to be improved in the not far distant future and we hope you will be prepared at that time to get the right of way." Mr. Kerkman: "Could you assure us that the short road to the coast could be designated within a year?" Mr. Van Duzer: "It is the intention of the Commission to proceed with the reconnaissance. That is about as far as we can go today. If we had the money, we would be prepared to tell you whether to get the 5 foot or 15 foot right of way." Mr. Hiatt: "If we are going to acquire any right of way at all, we will hold to the 15 foot width, if you figure there is any possibility of making a real road out of it, whether or not the other road is built." Commissioner Spaulding: "I would say that it has got to be done, but just when is the question. We want to do something there just as soon as we can." The Engineer was instructed to submit a report on the construction of this road on a narrow right of way.

The Commission adjourned at 12:00 M. to reconvene at 2:00 P. M. The Chairman announced that the awards of contracts would be made at 3:00 P. M. in this room.

The Chairman called the meeting to order at 2:00 P. M.

County Judge Guy Boyington and Commissioners Wm. Larson and Jas. Elliott of Clatsop County appeared before the Commission regarding the surfacing of that portion of the Cannon Beach Road that was graded in 1930. They asked for the immediate construction of this section, which was approved by the Commission at its last meeting, on account of the shortness

of the season. The Commission instructed the Engineer to proceed with the work at once.

The County Court then expressed its appreciation for the oiling work that the Commission had done on the Williamsport road and for other things that the Commission had done for the county.

W. H. Lynch, District Engineer of the Bureau of Public Roads, who was present, stated that due to the fact that bids received on forest highway projects were considerably under the estimated costs of the several projects, it was necessary to reallocate the First Emergency Forest Highway Funds, previously programmed at the meeting held December 30, 1930, to insure that this money be spent within the specified time limit. He submitted the following proposed program for the reallocation of these funds which was approved by the Commission and by C. J. Buck, Regional Forester, who was also present:

	Regular Forest Highway Funds	Emergency Forest Highway Funds
Siuslaw Highway Rainrock-Sta. 139, 2.6 miles grading	$ 7,000	$ 50,000
Willamette Highway Black Canyon-Oakridge Section, 5.3 miles grading Bridge over Willamette River	40,000	200,000
North Santiam Highway Detroit-Marion County Line Section	30,000	70,000
Heppner-Spray Highway 2.2 miles grading	52,000	75,000
Diamond Lake Highway 20.3 miles clearing and grading	117,910	70,090
Totals	$246,910	$465,090

The Commission signed the revised program letter reallocating the Emergency and Regular Forest Highway Funds as listed above.

The Commission discussed the matter of placing the road connecting the Sherman Highway at Shaniko and the Ochoco Highway at Mitchell on the state highway system. No definite action taken, but it was the thought of the commissioners that this road should be placed on the secondary state highway system when this system is designated.

The resolution adopted at its meeting held on May 14, 1931, concerning highway surveys, was discussed by the Commission. The Engineer was instructed to make no surveys except under special orders of the Commission.

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The Engineer asked for instructions concerning the survey of the proposed road across the Warm Springs Indian Reservation. He stated that, according to the Federal Government rulings, the cost of the survey must be paid for in the first instance by the State. The Government will reimburse the State later for the cost of this survey except for that portion crossing private lands. This will mean that the State will have to advance approximately $10,000. The Commission approved the expenditure with the understanding that the Government would reimburse the State later for the survey across the Indian Reservation.

R. I. Kautz, President, and Frank Larrew, Secretary of the Nestucca Highway Improvement District, were present and asked the Commission to construct a section of this highway extending easterly toward Meadow Lake from the end of the present market road at Bear Creek, a distance of about two miles. They asked that this section be cleared and that sufficient rough grading be done to provide a temporary road for the farmers in the vicinity. The Market Road Engineer, who was present, stated that, according to the Attorney's opinion, the law required that a reasonably good road should be constructed and it was questionable whether the construction of a trail such as they desired would meet this requirement. The Secretary submitted a financial statement of the District together with an estimate of the cost of construction of the road which indicated that the construction cost was prohibitive when compared with the assessed valuation of the district. It was the suggestion of the Commission that the delegates give the matter further study and take it up with the Commission again later.

The Engineer requested instructions regarding the payments for the construction of the two units of the Lakeview-Burns Highway for which bids were opened at the morning session. He stated that the Government could not pay for the cost of construction across private lands and the State was not in position to assume these costs unless this road was placed on the state highway system. He further stated that Lake County was now cooperating with the State to the extent of 25% in the cost of construction of several units of the Fremont Highway and it was his suggestion that the County be required to pay a lesser amount on this highway and apply its cooperative share on the cost of constructing across the private and school lands on the Lakeview-Burns Highway. The Commission approved this arrangement and instructed the Engineer to make the necessary agreement with the Lake County Court.

At 3:00 o'clock P. M. the Chairman announced the following awards of contracts for which bids were received at the morning session:

Valley Falls-Pike Ranch Section, Lakeview-Burns Highway, Lake County, 18.6 miles grading. Contract awarded to C. R. Johnson, Portland, the low bidder, at $62,720.00 for corrugated iron pipe.

Pike Ranch-Harney County Line Section, Lakeview-Burns Highway, Lake County, 34.6 miles grading. Contract awarded to Earl L. McNutt and Guy F. Pyle, Eugene, the low bidder, at $60,465.00 for corrugated iron pipe.

A delegation from Columbia County consisting of County Judge J. H. Wellington and Commissioners T. B. Mills and J. N. Miller, A. E. Veatch, Editor of the Rainier Review, W. E. Proctor, Rainier, G. W. Ford, Longview, C. G. Kinney, representing the Clark & Wilson Lumber Company, and Judd Greenman, Vernonia, appeared before the Commission regarding the Rainier-Apiary Market Road. Mr. Veatch acted as spokesman. He repeated the arguments presented to the Commission at the meeting of May 14, 1931 and requested that the Commission either take their funds (about $55,000) and construct this road or allow the County to go ahead with the construction with the understanding that the Commission would take it over and complete it as a secondary state highway after January 1, 1932. Commissioner Lynch informed the delegation that the State was not authorized to expend any money on this road until after January 1, 1932 and not then unless it had been made a part of the secondary state highway system. He also stated that if the County Court wanted this road put on the secondary state highway system and was willing to have money spent on it, then the Commission would be willing to work out an agreement with the County to effect this, but the Commission was without authority to advance construction funds. Mr. Kinney spoke against the road, stating that it was of no advantage to the taxpayers of the county and would merely serve as a feeder to the Longview bridge. Commissioner Lynch to County Court: "Your attitude is that if the State is not willing to take this over and add additional money to it to finish it, you don't want to start it?" County Court: "Yes, that is our attitude." Commissioner Lynch: "I don't think the State wants to take it over." Other speakers in favor of the road were Mr. Mills, Mr. Ford and Judge Wellington. In answer to Judge Wellington's inquiry as to whether or not there was a possibility of the State taking over this road and making it a secondary highway after the first of the year, unimproved as it is now, the Chairman stated that was a matter, as he understood it, that would be handled by the county courts and the Highway Commission. He also informed the Court that the spending of their money was entirely within their hands since the Highway Commission has no jurisdiction over it. When it comes to the selection of the secondary highways, the Commission wishes to be guided by the Court's wishes.

Mr. H. C. Thompson of Portland was present and urged the early construction of the short road from Portland to the sea.

The Engineer reported that the Attorney and he had investigated Theodore Arenz, the low bidder on the Rock Creek-Gnat Creek paving project in Clatsop County for which bids were opened on May 14, 1931 and was satisfied that he could complete the work satisfactorily and had awarded the contract to him. Upon inquiry of Commissioner Lynch, the Attorney, who was present, gave an outline of this investigation. The Commission confirmed the award of the contract to Theodore Arenz at his bid price, $68,180.00. The Commission also confirmed the Engineer's award of the contract for the grading of the south unit of the East Portland-Oregon City Highway, to the low bidder, General Construction Company of Seattle.

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The short route from Portland to the sea was discussed by the Commission. The Engineer requested instructions concerning the making of additional surveys. It was the thought of the Commission that reconnaissance surveys should be made of several additional routes, including that through the towns of Buxton, Timber to Hamlet, and that west from Scappoose. The Engineer was authorized to continue these reconnaissance surveys both by foot and by airplane, the cost of which he estimated would not exceed $2,000.

The matter of payment to Joe F. Keller for land acquired from him for right of way purposes for the Tualatin Valley Highway near Beaverton was considered by the Commission. The Attorney stated that the original price agreed upon was $3,811.25, but that when the warrant in this amount was tendered him, Mr. Keller refused to accept it, stating that his loss was greater than he at first figured. He now demands $4,324.25 and, in addition to the cash payment, he wants the Commission to construct an open ditch on the west line of the highway and west of the main ditch across his place, with a tide gate at the lower end to prevent backwater from running over his "beaverdam" land east of the house. After some discussion of the matter, a motion was made by Commissioner Spaulding that the Attorney be authorized to settle with Mr. Keller for a cash payment of not to exceed $4,324.25. Motion duly seconded and carried.

The Engineer reported that Commissioner Lynch and he had made an inspection of the first four miles of the Fremont Highway north of Lakeview with the idea in mind of oiling it this season, and had found that there was insufficient rock remaining on this section to warrant the expenditure for oil. He recommended against the oiling at this time. Recommendation approved by the Commission.

The Secretary presented the letter from the Umpqua Highway Improvement District, consideration of which was deferred from the May 14, 1931 meeting, in which the State was asked to give the district credit for fifty per cent of the cost of grading the "L" Street Section of this highway and apply it on the State's bill for maintenance charges. Matter tabled for the time being.

The Secretary presented a letter from A. D. Robinette of Robinette, Oregon, attached to which was a copy of a petition which he stated was being circulated in his community requesting that the Baker-Cornucopia Highway be constructed through Robinette and down the Snake River to Homestead rather than via Halfway. It was stated that the Oregon Short Line Railroad was about to abandon that portion of its railroad between Robinette and Homestead, which would leave a good, water grade roadbed available for highway purposes. Matter referred to the Engineer for investigation.

The matter of the completion of The Dalles-California Highway from Merrill to the California state line was discussed by the Commission, but no definite action taken. Further consideration of this matter will be given when the construction program for 1932 is made up.

The Secretary presented a letter from C. J. Buck, Regional Forester, concerning the timber strip lying adjacent to The Dalles-California Highway south of Bend which was left from cutting by the Brooks-Scanlon Lumber Company under agreement with the Forest Service, to preserve the scenery along this highway. It was Mr. Buck's thought that this area was no longer of any value as a timber border strip since the highway had been relocated along this section, leaving the area entirely off the highway. He wished to be informed whether or not the Commission had any objection to the timber being sold and cut. The Engineer stated that Mr. Buck was mistaken about the highway having been relocated at this point and it was his thought that the timber should be preserved. The Commission referred the matter to the Parks Engineer for further investigation and report.

A letter was presented from County Judge Fred Reynolds of Lake County, requesting that the Commission authorize a resurvey of the Drews Valley Section of the Klamath Falls-Lakeview Highway for future widening and elimination of curves. Request declined.

The Engineer requested authority to take over and maintain a 3/4 mile section of the Redwood Highway at the junction with the Pacific Highway just south of Grants Pass, recently constructed by Josephine County, eliminating two railroad grade crossings. Request approved by the Commission.

A letter was presented from Marshall Dana, Associate Editor of The Journal and Chairman of the State Game Commission, requesting that the Commission assign a representative to sit with a general group to study the outdoor recreational and educational interests of the state. The Commission authorized the Parks Engineer, S. H. Boardman, to sit with this group.

A letter was presented from Chas. Werner, City Councilman of Shaniko, regarding the proposed revision in the alignment of the Sherman Highway in that town. In the discussion that followed, it was stated that the revision was being made at the request of the city officials and that no damage would be done to anyone on account of the change. The right of way required for the change is being acquired by the State for the City at its request and the City will pay the costs. The proposed line change was approved by the Commission.

A request was received from the County Court of Benton County that the Commission approve the following roads as additions to its market road system:

Bellfountain-Beaver Creek County Road, original Road No. 1. Beginning at Bellfountain store and running northerly a distance of approximately seven miles to intersect with the County Road No. 35, locally known as Willamette Grange Hall-Beaver Creek Road.

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Road No. 3 in Benton County from intersection with the West Side Pacific Highway, in a northwesterly direction to the Benton-Polk County Line, a distance of approximately six and one-half miles.

The Market Road Engineer recommended that the request be granted. Recommendation approved by the Commission.

The Secretary presented the letter from the Tualatin Tunnel Commission regarding state highway connections to the west portal of the proposed tunnel connecting South Portland and the Tualatin Valley, action on which was deferred from the May 14, 1931 meeting. The Engineer submitted maps and aerial photographs showing possible connections and explained the general features of each. The Commission instructed the Engineer to report this information to the Tunnel Commission.

The Commission considered the requests of the cities of Roseburg and Baker for state cooperation in the improvement of the city streets that are used as state highways. The Engineer was instructed to investigate and report later.

A letter was presented from W. F. Woodward, Director of the Board of Education of the City of Portland, in which the Commission was asked to reconsider the action previously taken regarding the construction of a cinder path adjacent to the lower Columbia River Highway near Linnton for the benefit of school children. The matter was referred to Division Engineer Clarke, with instructions to get in personal touch with Mr. Woodward and the County Commissioners of Multnomah County and explain to them fully the obligation of the State covering this highway inside the city limits of Portland.

A recommendation was made by the Engineer that the Columbia River Highway be designated through from Umatilla to the Washington state line via the Wallula Cut-off and that the Old Oregon Trail begin at Umatilla and extend easterly to the Idaho state line. The Commission deferred action on this matter temporarily.

A letter was presented from the City of Oswego, requesting that the Commission investigate the railroad grade crossing condition in that city and ask the Southern Pacific Company to correct the situation at the earliest possible date for the safety of the general public. The Secretary was instructed to write the City of Oswego to the effect that the Highway Commission is without jurisdiction in this matter and suggest that they should file their application for relief with the Public Utilities Commissioner.

A letter was presented from Mr. Lepper, Vice President of the East Side Commercial Club of Portland, urging the early construction of the bridge over the Clackamas River on the East Portland-Oregon City Highway. No action taken.

A letter was presented from City Commissioner A. L. Barbur of Portland, suggesting that a joint conference of the State Highway Engineer, City Engineer of Portland and the County Roadmaster of Multnomah County be held to discuss the proposed Fourth Street highway entrance into Portland over the abandoned Southern Pacific railroad right of way. The Commission authorized the Engineer to join in this conference to discuss the matter only.

In a second communication to the Commission, City Commissioner A. L. Barbur suggested that a joint conference be held by the State Highway Engineer and the City Engineer of Portland to discuss the matter of connection of Division Street and Union Avenue in Portland with the new state highway now under construction between East Portland and Oregon City. The Engineer was authorized by the Commission to join in such a conference.

The matter of holding the next meeting of the Commission in Salem rather than in Portland, as has been the custom heretofore, was proposed by Commissioner Lynch. The Chairman stated that in so far as his personal feelings were concerned, he had no objections to holding all of the meetings in Salem, but he thought that it would be a great inconvenience to the County Courts, delegations and contractors to do so, especially those held for the purpose of receiving bids on construction work. Commissioner Spaulding was of the opinion that the next meeting should be held in Salem as a trial and, if found unsatisfactory, then change back to Portland. The decision of the Commission was to hold the next meeting, June 25, 1931, in Salem.

Commissioner Lynch introduced the following resolution fixing the tenure of office of the Chairman, Vice Chairman and Secretary of the State Highway Commission, and moved its adoption:

WHEREAS, it appears that the State Highway Commission has never by resolution, or otherwise, provided for the election or terms of office of either a Chairman, Vice Chairman or Secretary, and

WHEREAS, it will expedite the conduct of the business of the Commission in the future, to definitely fix the tenure of the office of Chairman, Vice Chairman and Secretary of this Commission, now therefore

BE IT RESOLVED that the term of office of the Chairman, Vice Chairman and Secretary of this Commission be, and it is hereby made, one year and/or until a successor for each of the respective offices is elected,

Provided that the next election of said officers, and each thereof, shall be held at the next

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regular meeting of this Commission following the adoption of this resolution.

Motion duly seconded and carried.

The Secretary presented the following petition of the Air Corps of the Army of the United States relative to the use of certain ocean beach areas for aeroplane landing fields:

"TO THE OREGON STATE HIGHWAY COMMISSION:
Salem, Oregon

Gentlemen:

"Your petitioner respectfully represents and shows as follows:

I.

"The Air Corps of the Army of the United States contemplates using the Cannon Beach and Clatsop Beach for the purpose of landing aircraft between June 16th and June 21, 1931, for the purpose of cooperating with the Oregon State National Guard, which is now assembled in Camp Clatsop and Fort Stevens.

"THEREFORE, your petitioner requests that permission be given as provided in Chapter 243, General Laws of Oregon, 1931, authorizing the use of said beaches for said purpose.

"Dated this 4th day of June, 1931.

(Sgd) LT. C. F. BOND
Lieutenant Bond By Lt. W. A. Hazelwood

"The Oregon State Board of Aeronautics hereby approves the foregoing petition and hereby recommends that the same be granted.

(Sgd) LEE EYERLY
Member of Board of Aeronautics

(Sgd) A. B. MACKENZIE - Inspector"

The following resolution regarding this matter received the unanimous approval of the Commission:

WHEREAS, Lieutenant C. F. Bond, 321st Observation Squad, Air Corps of the Army of the United States, has

presented a petition, approved in writing by the Oregon State Board of Aeronautics, for permission to use for a landing field for aircraft portions of the Oregon Shore of the Pacific Ocean at Cannon Beach and Clatsop Beach for the period from June 16th to June 21, 1931, inclusive, for the purpose of cooperating with the maneuvers of the Oregon State National Guard at Camp Clatsop and Camp Stevens, and

WHEREAS, it appears that the portions of the Pacific Ocean used will be adequately policed by the forces of the Federal Government and the public welfare and safety of the general public will be adequately provided for, and

WHEREAS, it appears that the public good will be enhanced by cooperating with the Federal Government and with the Oregon State National Guard in the military maneuvers proposed, Therefore,

BE IT RESOLVED, that the secretary to the State Highway Commission is hereby ordered and instructed to issue a permit to Lieutenant C. F. Bond, 321st Observation Squad, Air Corps of the Army of the United States, authorizing the use of the Oregon shore of the Pacific Ocean at Cannon Beach and Clatsop Beach for the purpose of landing aircraft during the period from June 16th to June 21, 1931, inclusive.

The Commission authorized the Engineer to advertise for bids for the following projects at the next meeting to be held in Salem on Thursday, June 25, 1931:

Pacific Highway, Multnomah County Line-Oswego Section, in Clackamas County, 1.0 mile concrete pavement.
Oregon Coast Highway, Silver Point-Hug Point Section in Clatsop County, 2.0 miles cleaning out slides and surfacing.

The Engineer reported on the status of the highway department finances, stating that on account of certain features of the new license law, the turnover of the motor vehicle license fees would not be made by the Secretary of State until September 15, 1931, making it necessary that funds from some other source be provided to carry the department through the heavy working season. He suggested that perhaps arrangements could be made with the Board of Control for a loan from the General Fund of the State until the license fee turnover is made. The Commission approved the suggestion and instructed the Engineer and the Attorney to prepare a statement of facts showing the amount of money required. The Chairman and Commissioner Spaulding will take this matter up with the Board of Control in the near future.

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The Engineer requested authority to enter into an agreement with Essick & Co. of Los Angeles, California for the painting of a center line traffic stripe on the Pacific Highway from the California state line northerly to Ashland, a distance of about 20 miles through the Siskiyou Mountains. He stated that this Company had an outfit that was far superior to any other on the market and could do the work much cheaper than it could be done by the State. The offer made by Essick & Co. is that they will paint a stripe four inches wide for $11.00 per mile, the State to furnish the paint, estimated to cost $10.00 per mile, and spot the center line of the highway, estimated to cost $10.00 per mile, making a total estimated cost of $31.00 per mile. The Commissioners were of the opinion that this painting work should be done by Oregon labor. The Engineer explained that the performance of this work by contract with Essick & Co. was for experimental purposes only and he hoped to secure some good ideas to incorporate in a similar machine which he had in mind to construct for use on Oregon highways. After further discussion, the Commission authorized the Engineer to enter into an agreement with Essick & Co. for the painting of a center stripe on the Pacific Highway from the California line north to Ashland.

The Engineer requested authority to enter into an agreement with the Standard Road Planer Company of Los Angeles, California for the planing of a short section of bituminous pavement to remove its roughness prior to the placing of a non skid top on the same. This is to be in the nature of an experiment and would cost the State $600.00 per mile. He stated that if the work of the planer proved satisfactory, the cost to the State for preparing bituminous pavements for non skid treatment would be much less than the patching work which is now required and which it would replace. The Commission approved the request and authorized the Engineer to enter into an agreement with the Standard Road Planer Company for the planing of a two mile section of bituminous pavement on the Pacific Highway near Central Point at a cost of $600.00 per mile.

Market Road Engineer J. H. Scott was present and asked instructions of the Commission relative to a bridge matter on a market road in Hood River County. He stated that the County Court had posted the bridge, known as Tucker Bridge, for a four or five ton loading and now wanted to build a new concrete bridge on a new site just north of the present bridge. He objected to the construction of the new bridge on this site since it was not on the proper location, the proper place being about one-half mile farther north. His recommendation to the County Court was that the construction of the new bridge be deferred until such time as they were ready to construct the road leading to the proper bridge location and in the meantime spend a much smaller sum for temporary repairs on the existing bridge. The Commission approved the recommendation of the Market Road Engineer to the County Court.

The matter of performing some oiling work on the Cold Springs Highway for about two miles north of Pendleton was discussed by the Commission. The decision was that this work will be done in the future when funds are available.

The Commission instructed the Engineers and the Attorney to submit their report on the "Kiddle" bill, creating a secondary state highway system, at the next meeting.

No other business coming before the Commission, the meeting was adjourned at 6:30 P. M.

H. B. Van Duzer
Chairman

Roy A. Klein
State Highway Engineer

M. A. Lynch
Commissioner

H. B. Glaisyer
Secretary

Chas. K. Spaulding
Commissioner

Salem, Oregon, June 25, 1931

The State Highway Commission met in Room 503 State Office Building at 10:00 o'clock A. M. Those present were:

H. B. Van Duzer, Chairman
M. A. Lynch, Commissioner
Chas. K. Spaulding, Commissioner
Roy A. Klein, State Highway Engineer
H. B. Glaisyer, Secretary

Bids were opened on construction projects as follows:

PACIFIC HIGHWAY
MULTNOMAH COUNTY LINE-OSWEGO SECTION - CONCRETE PAVING

Jacobsen-Jensen Co.	$39,992.30
Parker-Schram Co.	41,049.00
Theodore Arenz	42,256.50
Edlefsen-Weygandt Co.	42,975.00
Kern & Kibbe, Inc.	43,303.40
La Pointe Construction Co.	45,514.90
United Contracting Co.	47,467.50
I. L. Young	50,988.50

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OREGON COAST HIGHWAY
WARREN-HUG POINT SECTION - REGRADING AND SURFACING

Brookfield Company	$19,629.00
Theodore Arenz	20,295.00
Pope Trullinger	20,781.50
Saxton & Looney	21,230.00

County Judge R. J. Williams, County Commissioner Harry W. Withers and County Engineer J. J. Walsh of Harney County were present in the interests of the construction of the Harney County portion of the Lakeview-Burns Road. They stated that they were anxious to have the road completed now while Federal funds were available, but the County had no money with which to construct across the private lands. They asked the State to advance the County's share amounting to about $20,000 and agreed to reimburse the State later from its share of the automobile license fees and other funds. They also requested permission to perform the construction work across private lands with their own forces and equipment. The Engineer submitted an estimate of cost which provided for $48,378 of Federal funds for construction across public lands, $10,208 of state funds for construction across state lands and $20,329 of county funds for construction across private lands. He stated that there was sufficient Federal money remaining from the appropriation made by Congress under the provisions of the Colton-Oddie Act providing for road construction across public lands other than National Forests, to pay the Government's share of this project, but this would have to be spent by July 1, 1932. W. H. Lynch, District Engineer of the Bureau of Public Roads, who was present, confirmed this statement and added that assurance must be given the Government that the road across the private and state lands would be constructed before the Government would put up any funds for construction across the public lands. After further discussion, the Commission agreed to advance the County's share of the cost of this construction, amounting to approximately $20,000, provided the County would reimburse the State for the expense within two years and would maintain that portion across the private lands. This was acceptable to the County Court. The attorney was instructed to prepare a form of agreement covering the matter for the approval of the County and the Commission. The Engineer was instructed to report to the Commission on the feasibility of allowing the County Court to construct with its own forces and equipment those portions crossing the private lands. In answer to Commissioner Withers' inquiry as to whether or not the Central Oregon Highway had been permanently designated between Burns and Juntura, the Chairman stated that the designation at the present time is via Drewsey.

County Judge J. H. Jeffrey, Commissioners Allison Fletcher and F. L. Keating and County Engineer C. M. Hurlburt of Hood River County appeared before the Commission regarding the Tucker Bridge on Market Road No. 8 of that county. They requested authority to replace this bridge, which is a narrow, steel structure, with a concrete bridge on a slightly different alignment, reducing the curvature on the approaches. They stated that they had another place where this bridge could be used to good advantage and sufficient funds on hand for the construction of the new

bridge, but if they were required to repair the old bridge in its present location, they would not have sufficient funds left for any other project. If it were not for the fact that the old bridge was needed in another location, the economical thing to do would be to repair it in its present location. The Commission referred the matter back to the Market Road Engineer for further investigation and report.

A delegation consisting of Senator Geo. W. Dunn, representing the Ashland Chamber of Commerce, C. H. Demaray, President, Grants Pass Chamber of Commerce, County Judge C. G. Gillette and Commissioner P. B. Herman of Josephine County, W. B. Strawn, C. E. Logsdon, President, Roseburg Chamber of Commerce, and County Commissioner R. A. Busenbark of Douglas County appeared before the Commission in the interests of the improvement of the Pacific Highway over the Siskiyou Mountains in Jackson County. Senator Dunn acted as spokesman for the group. The attention of the Commission was called to the large amount of traffic that this highway has to care for, the curves that should be eliminated and the widening that is necessary to make this highway compare favorably with the improvement of this highway in Northern California. They asked that this improvement be placed on the program so that construction could commence as soon as funds became available. Chairman Van Duzer explained that the Commission was cognizant of the fact that this section should be improved and that surveys had been made to determine the cost and type of improvement. Commissioner Spaulding stated that this work could not be done as a major construction for a number of years since there were demands for other roads that would have to be constructed first. It was his thought that the highway could be made much safer by the application of a non skid wearing surface on the existing pavement. Mr. Demaray: "We are willing to leave it to the judgment of the Highway Commission. We will be glad to have anything done which will relieve the present situation and reduce the winter hazards." The Chairman stated that the Commission would study the situation further and would make improvements to the best of its ability. Statement approved by Commissioners Lynch and Spaulding.

A delegation consisting of Jesse Crum, H. H. Weatherspoon, Arthur Hallgarth and L. B. Williams of Union County were present in the interests of a road across the Blue Mountains connecting Weston on the Oregon-Washington Highway and Elgin on the Wallowa Lake Highway. Mr. Crum acted as spokesman. He stated that the proposed road passed through a National Forest and was therefore eligible for Federal Forest Road funds, in fact a section six miles in length has already been constructed with funds from this source. He submitted endorsements from the County Courts of Umatilla, Union and Wallowa Counties favoring the project and asked that a survey be made at this time. H. H. Weatherspoon spoke in favor of the road and asked for a survey of about twelve miles from Tollgate easterly. The Chairman stated that this was a forest road and that it would be impossible for the Highway Commission to do anything at this time; however, the matter will be discussed at the next joint conference of the Commission with the representatives of the Bureau of Public Roads and the Forest Service in December for the programming of

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future forest highway funds.

County Judge Boyington and Commissioners Wm. Larson and Jas. Elliott of Clatsop County appeared before the Commission relative to the control of automobile traffic on the ocean beaches. They stated that the beaches as an auto drive are one of the major attractions, and at the present time the use of the beach at certain places is the only means of reaching some summer homes. They asked that only those parts of the beaches that are congested be shut off from auto traffic. It was their thought that the beaches should be patrolled and with strict regulation the matter could be handled satisfactorily. In answer to an inquiry of Judge Boyington, the Attorney, who was present, stated that the authority of the Commission with respect to the speed on beaches is restricted in a way. It was his thought that whatever authority existed was held jointly by the county and the state and that a court would sustain any regulation that the state and the county would impose. He stated further that there was a question as to the authority of the Highway Commission as to its power to regulate auto traffic on the beaches, but there was no question as to its authority regarding the regulation of aircraft. The county has express authority to control and regulate traffic other than aircraft. The matter was referred to the Attorney to make further investigation into the law and advise the Commission later. Mr. Geo. W. Bates of Portland, who was present, asked the Commission to consider the horse traffic on the beaches along with its consideration of auto traffic. Matter referred to the Attorney.

Judge Boyington: "If bids on the Warren-Hug Point Section which were opened today are within reason, we would respectfully ask that the contract be awarded." Chairman Van Duzer: "Are you prepared to turn over the money?" Judge Boyington: "We will pay that out of our auto license fee money."

County Judge D. O. Woodworth, Commissioners H. A. Renninger and H. F. Warren of Linn County and J. H. Ralston of Albany appeared before the Commission and inquired as to when the Commission planned to award another contract for the construction of the Santiam Highway. They stated that they had $60,000 available for cooperation on the same basis as heretofore (25% county, 75% state) and suggested that the next section be contracted for winter construction to assist in relieving the unemployment situation that might exist at that time. The Engineer stated that the next unit was four miles long, the estimated cost of which is $120,000. After further discussion, the Chairman made the following statement to the County Court: "We appreciate that you have the money available for cooperation on this work. The Commission is predicated to the project and thinks that the clearing work can be done under the proposed emergency program. We will discuss the matter later and will decide it in ample time to take care of the situation."

The County Court asked that a survey be made of the remaining portion of this highway in Linn County. They explained that they had made a trade agreement with the Oregon & Western Colonization Company for right

of way in which the time limit for locating the road was set at September 1, 1931 and they were not sure that they could secure an extension, having already secured one previously. In the event that an extension could not be secured, then they would be forced to buy right of way. The Engineer stated that the determination of a location would require considerable work and there was insufficient time to do it now. The Court was asked to make further inquiry as to whether or not an extension of time could be secured from the Oregon & Western Colonization Company.

A delegation, consisting of County Judge D. F. Thompson, Coos County, Dr. Milne, Powers, and C. H. Demaray, Grants Pass, was present and asked the Commission for a preliminary survey of a proposed highway leading from Powers to Grants Pass, with the idea of persuading the Federal Government to do the construction work in cooperation with local authorities. Judge Thompson stated that Coos County would finance the Coos County portion of the survey and requested the endorsement of the route. The Chairman stated that the Commission was appreciative of the conditions there but can do nothing at the present time.

The Chairman announced the following awards of contracts for which bids were opened earlier in the meeting:

Multnomah County Line-Oswego Section, Pacific Highway, Clackamas County. The low bidder is Jacobsen-Jensen Company of Portland at $39,992.30. The Commission is agreed to the award to this company.

Warren-Hug Point Section, Oregon Coast Highway, Clatsop County. The low bid is that of the Brookfield Company of Astoria at $19,629.00. This is at the present time paid for out of county funds and the Clatsop County Court has approved of the award in conjunction with the Highway Commission to this company.

County Judge D. F. Thompson of Coos County stated that they expected to oil the county road between North Bend and Empire, a distance of about three miles. Request was made that this work be done by the State while the state oiling crew was in the vicinity; the County will reimburse the State for the total expense. Request approved by the Commission.

The Commission declared a recess at 12:00 o'clock to reconvene at 1:30 o'clock P. M.

The Chairman called the meeting to order at 1:30 o'clock P. M. with all members, State Highway Engineer and Secretary present.

The Commission approved the minutes of May 14, 1931 and June 4, 1931.

The matter of granting permits for the use of ocean beach areas as aeroplane landing fields was discussed by the Commission with Mr. A. B.

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Mackenzie, Secretary of the Board of Aeronautics. Mr. Mackenzie stated that it was his policy to make a personal inspection of each area desired for this purpose and he did not recommend that a permit be granted unless and until he was satisfied that there was no objection on the part of the residents of the community. The Secretary presented the following applications for permits to use the beach for this purpose, all of which bore the approval of the Secretary of the State Board of Aeronautics:

William Larsen of Portland, for the use of the beach at Rockaway in Tillamook County from a point approximately 3000 feet south of the natatorium southerly a distance of about 1500 feet.

Horace Wihlon of Gresham, Oregon, for the use of the beach at Delake in Lincoln County, beginning at the point where the outlet of Devils Lake crosses the beach and extending southerly a distance of 1500 feet.

George F. Peik of Bandon, Oregon, for a permit to use the beach about 1½ miles south of Bandon, beginning at Johnson Creek crossing and extending northerly a distance of 2500 feet. The applications were approved by the Chairman and Commissioner Lynch and also by Commissioner Spaulding subject to the condition that there were no objections on the part of the local residents and the people that used the beach. The applications were referred to the Attorney with instructions to ascertain the sentiment of the people. The Commission will base its actions on the recommendation of the Attorney. The Secretary was instructed to prepare a form of application for permit.

Mr. A. J. Bewley of Sheridan, Oregon, appeared before the Commission regarding the improvement of the city street in that city which is designated as a state highway route. He asked the Commission to widen this street. Matter referred to the Engineer for investigation and report.

County Judge D. O. Woodworth and Commissioners H. A. Renninger and H. F. Warren of Linn County reappeared before the Commission regarding the adoption of a secondary highway system in that county. They were informed by the Chairman that the Commission was not yet ready to take action in this matter but would do so in the not far distant future and that it is the intention of the Highway Commission to work in conjunction with the counties.

The Secretary presented a letter from J. H. Allen, President of the Northern Grant Good Roads Association, concerning the completion of the survey and construction of the Dale-Long Creek Section of the Pendleton-John Day Highway. He was instructed to reply to this communication to the effect that a survey is now being made of the ten mile section south from Dale to Range by the Bureau of Public Roads; this is being continued as a forest highway project and that construction work is now under way north of Dale. It has been and still is the policy of the Highway Commission to continue with the construction of this highway south of Dale in conjunction with the Bureau of Public Roads and the Forest Service as rapidly as funds become available.

A letter was presented from Coshow and Stockman, attorneys of Portland, enclosing a petition signed by owners of property north of Arch Cape in Clatsop County protesting against the proposed location of the Oregon Coast Highway at this point. The Engineer stated that the survey was not yet complete, the maps and notes still being in the field. No action taken by the Commission.

A letter from the Newport Chamber of Commerce to Governor Meier, in which a definite location for the proposed bridge across Yaquina Bay was requested, was presented to the Commission. The Engineer stated that in his opinion it would be unwise to make a definite designation at this time since there was a divergency of opinion between the department engineers and the Army Engineers as to the proper location. Also free ferry service was now being maintained across the bay and an approach roadway to the ferry landing had been built on the South Beach. Matter deferred by the Commission for future consideration.

A letter was presented from the United Westside Clubs urging immediate action regarding the development of the Fourth Street entrance into Portland over the abandoned Southern Pacific railroad right of way. No action taken, the matter having been previously referred to the Engineer for a report.

A telegram was presented from the John Day Valley Development Association urging the Commission to make provision for the survey and construction of the road connecting the Sherman and Ochoco Highways between Shaniko and Mitchell. The Secretary was instructed to inform the Association that the Highway Commission is not prepared at this time to put this road on the state highway map, but if the counties involved are interested in discussing the matter as a part of the secondary highway system to be established this fall, then the Commission will be glad to discuss the matter with them.

A letter was presented from the Klamath County Chamber of Commerce requesting that the Beatty-Forest Boundary Section of the Klamath Falls-Lakeview Highway, 21 miles in length, be oiled this summer while the state oiling crews are in the vicinity. The Engineer stated that he would like to do this work but he thought it advisable to delay it until later in the season to determine whether or not there were sufficient funds remaining after the work already scheduled was completed.

The Secretary stated that he had received a number of requests for permits to operate solid rubber tired vehicles on state highways. In view of the fact that the new state law requires that all motor vehicles, trailers and semi-trailers, with the exception of those operated by the Federal Government, the State and the counties, be equipped with pneumatic tires and also because the law was indefinite as to the authority of the Highway Commission to grant permits for the operation of solid-tired vehicles, instructions were asked for future guidance. The Attorney stated that it was his thought that the State still has authority to grant permits for the use of solid-tired vehicles in the occasional

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moving of heavy equipment over the state highways.

A copy of a resolution adopted by the County Court of Yamhill County requesting that the road known locally as the Buckhollow road, connecting Market Roads No. 8 and No. 10 in that county, be designated as Market Road No. 31 was presented to the Commission for consideration. The Market Road Engineer stated that this was an important connection and recommended that it be added to the Market Road System of Yamhill County. Recommendation approved by the Commission.

A letter was received from the County Court of Harney County, requesting that the road known as the Burns-Lakeview Road on the Yellowstone Cut-off, beginning at the junction with the Central Oregon Highway near Riley and terminating at the Harney-Lake County line northeast of Lake Abert, be added to the market road system of that county. The Market Road Engineer recommended that the request be granted. Recommendation approved by the Commission.

The Engineer requested instructions as to how to finance the survey for the proposed highway leading from the Wapinitia Highway, across the Warm Springs Indian Reservation to a connection with The Dalles-California Highway. He stated that the Federal funds allocated to this work could be used only for the survey of that portion included in the reservation boundaries and that other funds must be provided for the financing of the balance, a distance of about 15 miles, 11 of which was in Jefferson County. After some discussion, the Commission instructed the Engineer to take the matter up with the County Court of Jefferson County.

A letter was presented from Governor Julius L. Meier, requesting the assistance of the Highway Commission in building and maintaining roads in the State Park at Champoeg and in making paths as may be necessary for the convenience of visitors to the park. The report of the Parks Engineer on this park was also submitted to the Commission for consideration. After some discussion the matter was referred to Commissioner Spaulding for investigation and a determination of what is necessary to be done.

Consideration was given by the Commission to the Kiddle bill passed by the last legislature, creating a secondary highway system. The suggestion was made by the Chairman that the county courts appoint a committee to meet with the Highway Commission at its next meeting to discuss this matter. After some discussion, it was unanimously agreed that the Oregon State Association of County Judges and Commissioners should be asked to appoint a committee, representative of the different geographic locations and the different schools of thought, to meet with and discuss this matter with the Highway Commission at its next meeting. The Secretary was instructed to write a letter to the President of the Association requesting that such a committee be appointed.

The Engineer reported on the matter of prequalification of bidders. He stated that up to the present time, forty contractors had filed their statements and results so far seem to be quite satisfactory.

A selective list of projects from which to provide a construction program for the 1932 season was presented to the Commission by the Engineer. Commissioner Spaulding stated that he strongly advocated a new highway through Oregon City and would like to have that project put on the 1932 program. It was his opinion that if the survey was completed preparations could be made for some emergency work at this point for the coming winter. Survey ordered and project approved by the Commission for the 1932 construction program. Further action on the matter was deferred at the request of Commissioner Lynch so that more time could be given to a study of the various projects before making a definite decision.

Consideration was given to the letter of Governor Julius L. Meier in which he recommended that the Highway Commission set up $1,000,000 for unemployment relief for the coming winter. After some discussion, the Engineer was instructed to provide the Commission with a list of projects, such as widening south of the bridge over Oswego Creek on the Pacific Highway in Clackamas County, where emergency work can be properly handled. The Commission also requested W. H. Lynch, District Engineer of the Bureau of Public Roads, who was present, to ascertain the attitude of his department toward providing cooperation on projects where hand labor was employed.

A letter was presented from the Western Association of State Highway Officials urging the Commission and its engineers to attend the annual convention of the Association to be held in San Francisco on July 10 and 11, 1931. Authority was granted for the members of the Commission, the State Highway Engineer and R. H. Baldock, Assistant Engineer, to attend this meeting.

The Engineer requested authority to advertise for bids for a heating plant for the new shop building at Salem. Matter referred to Commissioner Spaulding for investigation and report.

The following requests for extension of time were received:

Slate Construction Company, contract No. 1102, grading, Black Canyon Section of the Willamette Highway in Lane County, requested an extension of time to July 31, 1931. The Engineer stated that the contract called for the completion of the project on September 30, 1930, but the time limit was extended to May 31, 1931 without penalty. He recommended that the extension now requested be granted subject to the payment of the engineering costs that accumulate after May 31, 1931. Commissioner Spaulding questioned the advisability of imposing a penalty on the contractor without first giving him an opportunity to be heard in the matter. The Engineer was instructed to invite the contractor to appear before the Commission at its next meeting and give his views as to why a penalty should not be exacted from him for delays in the completion of the contract.

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S. H. Newell & Co., contract No. 1187, grading, Pioneer Mountain-Eddyville Section of the Corvallis-Newport Highway in Lincoln County, requested an extension of time to June 30, 1931. The Engineer stated that the date of completion specified in the contract was September 30, 1930. The Commission previously granted an extension of time to May 31, 1931 with the understanding that the contractor would pay the engineering charges subsequent to November 30, 1930. He recommended that the additional extension requested be granted subject to the payment of the extra engineering costs. The Engineer was instructed to invite the contractor to appear before the Commission at its next meeting and give his views as to why a penalty should not be exacted from him for delays in the completion of this contract.

Cochran Construction Company, contract No. 1153, grading, Glenada-Douglas County Line Section of the Oregon Coast Highway in Lane County, requested an extension of time to June 30, 1931. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

J. W. & J. R. Hillstrom, contract No. 1171, surfacing, Nimrod-Belknap Springs Section of the McKenzie Highway in Lane County, requested an extension of time to July 31, 1931. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

Dayton Sand and Gravel Company, contract No. 1162, furnishing betterment materials for Unit No. 2, Willamette Valley Rock Production Project for West Side Pacific and McMinnville-Tillamook Highways in Yamhill County, requested an extension of time to May 20, 1931. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

Eoff Electric Co., Inc., contract No. 1288, wiring new highway shop building at Salem, requested an extension of time to June 30, 1931. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

The Commission authorized the Engineer to advertise for bids on the following projects at the next meeting:

Harney County Section of the Lakeview-Burns Road, 29.2 miles grading;
Construction of approaches to the bridge over the Rogue River between Gold Beach and Wedderburn in Curry County, 0.55 miles grading and temporary surfacing.

A letter was presented from the Manufacturers and Merchants Association of Oregon, urging a reduction in salaries and wages of state employes. The Secretary was instructed to inform the Association that the Highway Commission realizes that living conditions are different than they have been in the past and feels that it should be reflected by a change in the existing

salary and wage scales. The Chairman stated further that he thought it was about time to consider this matter. This is a time of great unemployment, various cuts have been taken in other fields and living costs reduced. He was of the opinion that it would be a good policy to make a readjustment now since the Highway Department was not a political organization but a business organization, and the general public think that it should be run as such. He did not doubt but that the personnel of the department would accept the readjustment under present circumstances. Commissioner Spaulding agreed with the Chairman in this matter, stating that the idea was not out of line and that a saving of about $200,000 should be made to go into actual road construction work. It was his opinion that a further reduction could be made by dispensing with the services of some of the employes in the La Grande and Coquille shops and by eliminating some of the overhead in the shops at Salem as reported by Mr. Dieck, special investigator. The Engineer was instructed to proceed along the line of trimming wherever possible in any of the activities of the Highway Commission, not so as to destroy its effectiveness, but eliminating anything that can properly be eliminated, the same as ordinary business interests have been forced to do at this time.

Commissioner Spaulding inquired of the Engineer as to what progress was being made with the oiling through the town of Sandy and was informed that the oiling crew had moved in the previous Sunday and would complete the work in a few days with favorable weather conditions.

The next order of business was the election of a Chairman and the appointment of a Secretary to serve for the ensuing year in accordance with the provisions of a resolution passed by the Commission at its meeting on June 4, 1931. A motion was made by Commissioner Lynch and seconded by Commissioner Spaulding that Mr. H. B. Van Duzer be elected to serve as Chairman for the next year. Motion carried. A motion was made by Commissioner Spaulding and seconded by Commissioner Lynch that H. B. Glaisyer be appointed Secretary of the Highway Commission for the ensuing year. Motion carried. The following statement was made by Commissioner Lynch relative to the resolution adopted at the June 4, 1931 meeting establishing a tenure of office of the Chairman, Vice Chairman and Secretary of the Highway Commission: "I would like to make a statement here for the purpose of clearing up matters. After the resolution was passed at the last meeting, some comment was made by the press that we were aiming at Mr. Van Duzer. There was nothing at all like that in our minds. We appreciate the efforts of Mr. Van Duzer and wouldn't want to place any barrier in his way. I do think, however, that there should be a tenure of office for the chairman. I doubt if Mr. Van Duzer would be replaced if we continued for years. I also think that we should elect a vice chairman and I nominate Senator Spaulding for this place." At the suggestion of Commissioner Spaulding, the Commission dispensed with the election of a vice chairman and agreed that whenever the Chairman is compelled to be away, that he appoint someone to act as chairman in his absence.

The Commission set Thursday, July 30, 1931, as the date for the next regular meeting at Salem.

The oiling of a two-mile section of the Cold Springs Highway from Pendleton northerly was discussed by the Commission. The Engineer reported that the rock on this road was so far dissipated that it would be impractical to do any oiling until more rock had been added, otherwise the application of the oil without the additional rock would result in a failure. The Secretary was instructed to write Mr. David H. Nelson of Pendleton to that effect and to inform him that the Commission has the improvement of this road in mind for the future as finances permit.

On the motion of Commissioner Lynch which was seconded by the Chairman, Commissioner Spaulding being absent, the Engineer was authorized to make a relocation survey of The Dalles-California Highway between Redmond and Bend.

The Commission entered into an agreement with Samuel C. Lancaster of Portland to make a study of the Columbia River Highway in Multnomah County between Fairview and Multnomah Falls with a view to projecting a high standard, low level location to serve commercial purposes. The price for this aerial survey was agreed to be a lump sum of $500.00, including the aerial map.

The Secretary presented communications from the following, requesting that future meetings of the Commission be held in Portland as heretofore: Portland Automotive Trades Association, Automobile Dealers Association of Portland, W. D. B. Dodson, General Manager Portland Chamber of Commerce, East Side Commercial Club of Portland, G. Cyrus Bishop, Aetnaizer. A resolution adopted by the Salem Chamber of Commerce requesting that future meetings of the Commission be held in Salem was also presented. He was instructed to send a copy of each of these communications to each Commissioner.

A telegram was received from Edgar Marvin, County Judge of Wallowa County, regarding the proposed road down Little Sheep Creek connecting Joseph and Imnaha in Wallowa County. Commissioner Lynch stated that he would make an inspection trip into that vicinity as soon as arrangements could be made for representatives of the Bureau of Public Roads and the Forest Service to accompany him.

The Engineer reported that he had conferred with the County Court of Harney County regarding the Lakeview-Burns Highway and they stated that if the Middle Unit of the Harney County Section, described as the portion crossing privately owned lands between Section 7, T. 27 S. R. 24 E. W. M., at the Harney-Lake County line, and a point approximately 7.4 miles northwesterly thereof, was advertised for bids, they would submit a bid on it in the name of the county and, if awarded the contract, would do the work with their own forces and equipment as an unemployment relief project. The Commission approved of this arrangement.

Consideration was given by the Commission to the matter of settlement with Edward M. Cousin for right of way acquired from him for the widening of the Pacific Highway across his property north of Oswego in Clackamas County, and the following resolution was unanimously adopted:

WHEREAS, the state highway commission is by law authorized and directed to lay out, designate, construct, improve and maintain a system of state highways in the State of Oregon, and

WHEREAS, in the permanent location, improvement, construction and maintenance of said highways, and particularly that portion of State Highway No. 1 in Clackamas County, Oregon, it has been found necessary and the said state highway commission has and does hereby determine and declare that it will be and is necessary and of advantage to the state that the state acquire either by purchase, agreement or by the exercise of the power of eminent domain, the land hereinafter described, which land is to be used for right of way purposes, to wit:

A parcel of land in Lot 12 of Arcadia in Section 2, T. 2 south, range 1 E. W. M., Clackamas County, Oregon, said parcel of land being a portion of the property conveyed to Cora M. Cousin as recorded in Book 180, Page 586 of the Deed Records of Clackamas County, and being in Arcadia Tracts as platted and recorded in Book 7, Page 41 of the Records of Plats, Clackamas County, Oregon; the said parcel of land being more particularly described as follows:

Beginning at the most westerly corner of Lot 12 of said Arcadia Tracts, said point being in the center line of the old county road; thence N. 53°22' E. along the northwesterly line of said lot 12 and along the center line of said county road a distance of 106.7 feet to the most northerly corner thereof; thence S. 57°45' E. along the northeasterly line of said lot a distance of 48.16 feet; thence S. 16°14' W. across said lot 12 a distance of 103.55 feet to a point on the southwesterly line of said lot; thence N. 57°45' W. along said southwesterly line a distance of 115.16 feet to the point of beginning, excepting that portion of the above described parcel of land lying within the boundaries of the public highway; containing 0.113 acres,

and

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

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WHEREAS, under and by virtue of the provisions of Section 44-131, Oregon Code 1930, as amended, Clackamas County is obligated to secure the above described parcel of land for right of way purposes, but said county has failed and neglected to acquire the said 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 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 right of way of said highway.

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

The following resolution regarding the acquisition of right of way for a line revision for the Sherman Highway in the town of Shaniko was offered by Commissioner Lynch, who moved its adoption:

WHEREAS, the state highway commission is by law authorized and directed to lay out, locate, designate, construct, improve and maintain a system of state highways in the State of Oregon, and

WHEREAS, in the permanent location, improvement, construction and maintenance of said highways, and particularly that portion of State Highway No. 42 in Wasco 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:

Lot 6 in Block 13, and a portion of Lot 5 in Block 13 of the town of Shaniko, Wasco County, Oregon, said portion of said lot 5 being more particularly described as follows:

Beginning at a point on the east line of block 13, 33.45 feet north of the S. E. corner of said lot 5, block 13, said point also being 30 feet northerly from (and measured at right angles to) the center line of the Sherman Highway at engineers station 828+85.8; thence on a 644.1 ft. radius curve to the right (the long chord of which curve bears S. 61°44½' W.) a distance of 71 feet to a point on the south line of said lot 5; thence east along the south line of said lot 5 a distance of 62.57 feet to the S. E. corner of said lot 5; thence north along the east line of said lot 5 a distance of 33.45 feet to the point of beginning; containing 0.04 acres, more or less.

and

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

WHEREAS, under and by virtue of the provisions of Section 44-131, Oregon Code 1930, as amended, Wasco 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 are necessary for said purposes upon the grounds and for the reasons herein stated, and in order to properly maintain and improve said highway.

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

BE IT FURTHER RESOLVED, that an effort be made to agree with the owners and with the tenants, if any there be, of said parcels of land with respect to the compensation to be paid for the taking of the same and the damage, if any there be, and in the event that no satisfactory agreement can be reached then it is hereby further resolved

that the attorney general of the State of Oregon and J. M. Devers, attorney for the state highway commission, be and they are hereby requested to commence and prosecute to a final determination such suit or action as will be necessary and appropriate to acquire title to the said premises and all rights therein for the purposes herein stated.

Motion seconded and carried.

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

State Highway Engineer

Chairman

Secretary

Commissioner

Commissioner

Salem, Oregon, July 30, 1931

On account of the large number of delegations, the State Highway Commission met at 10:00 o'clock A. M. in the House of Representatives, Capitol Building, instead of Room 503 State Office Building as advertised. Those present were:

H. B. Van Duzer, Chairman
M. A. Lynch, Commissioner
Chas. K. Spaulding, Commissioner
Roy A. Klein, State Highway Engineer
H. B. Glaisyer, Secretary

Bids were opened on two grading projects and one heating plant installation as follows:

ROOSEVELT COAST HIGHWAY
APPROACHES TO ROGUE RIVER BRIDGE AT WEDDERBURN - GRADING

R. L. Houck	$27,088.00
Interstate Construction Co.	30,099.00
Washburn & Hall	32,452.00
Liesch & Tofte	33,675.00
Mercer-Fraser Co.	38,966.30
Max O. Green	40,700.20

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LAKEVIEW-BURNS HIGHWAY
LAKE COUNTY LINE-OKERMAN RANCH SECTION - GRADING

	South Unit		North Unit	
	Conc. Pipe	Corr. I. Pipe	Conc. Pipe	Corr. I. Pipe
Harney County Court	$ 9,884.00	$ 9,641.50		
Earl L. McNutt	11,240.00	10,395.00	$49,215.00	$46,470.00
H. C. Boyer	11,449.50	11,036.00	49,240.00	48,512.50
Wm. Endicott	11,608.00	11,159.00	49,428.00	47,877.00
Yunker-Wiecks Co.	12,200.00	11,196.00		
Jetley Bros.	12,255.00	11,550.00		
Biggs & Hallyburton	12,915.50	12,380.50		
C. E. Silbaugh			50,158.00	49,321.00
A. Guthrie & Co. Inc.	13,070.00	12,140.00	56,545.00	53,746.00
R. J. O'Neil	13,342.00	13,342.00		
Washburn & Hall	13,940.00	13,500.00	72,025.00	70,790.00
Dunn & Baker	14,960.00	14,046.00	61,290.00	57,695.00
Portland Sand & Gravel Company	15,020.00	14,580.00	73,874.00	72,556.50

Both Units with Reduction

Earl L. McNutt	$59,755.00	$56,165.00
H. C. Boyer	60,513.50	59,372.50
Wm. Endicott	60,236.00	58,236.00
A. Guthrie & Co. Inc.	69,615.00	65,880.00
Washburn & Hall	85,965.00	84,290.00
Dunn & Baker	75,750.00	71,241.00
Portland Sand & Gravel Co.	88,894.00	87,136.50

INSTALLING HEATING PLANT IN NEW SHOP BUILDING AT SALEM

			Steam Specialties				
	Boiler	Heater	Pipe Valves	Fittings	Traps	Price	Allowance on old Boiler	Net Price
J. A. Bernardi & Son	West Coast #7603	Venturafin #35	Crane			$4670.00		$4670.00
Plumbing & Heating Sales Corporation	Pacific	Dwyer	Dunham			5100.00		5100.00
Theo. M. Barr	Pacific	Dwyer	Dunham			5320.00		5320.00
A. G. Rushlight & Co.	Pacific	Dwyer	Dunham			5323.00		5323.00
Urban Plumbing & Heating Co. Inc.	Pacific or West Coast	Dwyer	Dunham			5439.00		5439.00
Globe Plumbing & Heating Co. Inc.	West Coast	Sturtevent	Dunham			5526.00	$102.00	5424.00

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The Chairman stated that announcement of awards would be made at 2:00 o'clock P. M. this day.

A delegation from Klamath County consisting of A. E. Street, Master Malin Grange, C. C. Hulet, Master State Grange, F. R. Goddard, County Judge, C. R. Williams, County Commissioner, A. Kalina, Mayor of Malin, Earl C. Reynolds, Secretary Klamath County Chamber of Commerce, M. M. Stastny, Antone Petrasck, V. A. Rajnus, J. R. Elliff, Jerry Rajnus, Antone Polivka, Louis Hanel and Vincent Zumr, representing the City of Merrill, City of Malin, Klamath County Court, Klamath Irrigation District, Malin Grange, Shasta View Irrigation District, Malin Irrigation District, Malin Commercial Club, Merrill Chamber of Commerce, and Klamath County Chamber of Commerce, appeared before the Commission relative to the completion of the The Dalles-California Highway from Merrill to the California state line via Malin. Mr. Hulet acted as spokesman. They asked for the widening, resurfacing and oiling of this section of highway notwithstanding the fact that no definite decision has as yet been made as to the point of connection with the California road. They stated that this was an important road, serving an area of about 25,000 acres, and would be a very important one regardless of the fact that the California road might connect several miles west of Malin. The Chairman stated that the Commission are agreed that it is not the intention to abandon this road even should the California connection be made at some other point, and will consider this road later when arranging the construction program. Copies of resolutions adopted by various organizations of the vicinity were filed with the Commission.

County Judge Alex Sparrow of Jackson County, Earl C. Reynolds, Secretary Klamath County Chamber of Commerce, and a delegation representing the Ashland and Klamath Falls Chambers of Commerce were present in the interests of the improvement of the west end of the Green Springs Highway from the Pacific Highway junction to the summit of Green Springs Mountain. They asked this work so as to provide employment for the coming winter, stating that indications were that more men would be idle this winter than last.

The delegation also asked the Commission to place the Oregon portion of the road leading from Klamath Falls to Weed, California, on the state highway system and federal aid system. After some discussion, the Engineer was instructed to write the California Highway Commission for information as to when they expected to construct their end of this road, how much money they intended to put into it and other details.

A large delegation from Multnomah, Clackamas, Marion and Linn Counties, headed by Mr. Henry Crawford of Salem, appeared before the Commission and urged the widening of the Pacific Highway between Oregon City and Salem to provide for a four-lane traffic. Mr. Crawford spoke of the heavy volume of traffic over the present highway and the necessity for a wider roadway to assist in the prevention of accidents. He also spoke of the unemployment situation and suggested that since this work was very well adapted for the use of hand labor, it be included in the Commission's emergency program for unemployment relief this winter. Harvey Starkweather of Portland urged this work as an extension of the East Portland-Oregon City Highway, stating that the present highway was out of date and entirely inadequate to carry the volume of traffic that it is subjected to. County Commissioner J. E. Smith of Marion County urged the improvement from the standpoint of providing work for the unemployed this winter and the elimination of traffic hazards. Other speakers in favor of this improvement were Ray Glatt, Woodburn, representing the fruit growers of that vicinity, O. D. Eby, Oregon City, representing Clackamas County, Mr. Hitwer, Mt. Angel, and Dr. Gerald B. Smith, President of the Woodburn Chamber of Commerce. Matter taken under consideration by the Commission.

A delegation, headed by Mrs. Violet Ahlf, President of the Sons and Daughters of the Oregon Pioneers Association, was present in the interests of a highway leading from Portland to Salem via Champoeg. Mrs. Ahlf stated that they were interested in this highway not only from the commercial standpoint but also from the sentimental standpoint. This would be a step toward commemorating the memory of the pioneers, of whom there were only a few left. Milton A. Miller spoke for the road as honoring the pioneers and suggested that it be called the Pioneer Highway. He called attention to the State Park at Champoeg containing 103 acres of land and referred to it as the state shrine. He advocated two main arterial highways between Salem and Portland, one for passenger traffic and the other for truck traffic. George W. Lippert, President of the United West Side Clubs, spoke for a highway 100 feet in width leading to the west end of the proposed tunnel under the hills west of Portland. Other speakers favoring this road were Dr. Henry W. Morris, Salem, Harvey G. Starkweather, Portland, Mrs. Hart, Past President of the Association of the Sons and Daughters of Oregon Pioneers, P. H. D'Arcy, Salem, L. M. Lepper, Portland, representing the East Side Commercial Club, Mr. Graham, Butteville, U. L. Upson, representing the Uptown Club of Portland, Albert L. Tozier, caretaker at Champoeg Park, Mrs. I. L. Patterson, who stated that Champoeg Park is a shrine to the Pacific Coast as Plymouth Rock is to the Atlantic Coast, and John W. Cullen, a pioneer of 1847 who walked from Laramie to The Dalles and came down the Columbia River to Portland on a raft. No action taken by the Commission.

W. S. Allan, representing the West Side Highway Association, appeared before the Commission and asked its consideration in the matter of widening the West Side Pacific Highway from Middleton to the intersection of the McMinnville-Tillamook Highway about one mile south of McMinnville. He asked that this work be done this winter as an unemployment relief project. No action taken.

George K. Aiken, Ontario, County Judge David F. Graham and Commissioner J. D. Fairman of Malheur County, and County Judge R. J. Williams of Harney County were present and urged the Commission to complete the construction of the 9 mile section of the Central Oregon Highway from Juntura east to connect with the present improvement. The Chairman reminded the group that this is not a federal aid highway and the funds for its construction must come from the State. He also stated that the Commission was committed to the construction of the road as soon as funds became available. It will be considered when the emergency program and 1932 construction program are prepared. Commissioner Lynch

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advocated the awarding of a contract for this work at the November meeting. By so doing, he stated, the work would carry over into 1932 when state funds would be available and in the meantime work would be provided for some of the unemployed during the winter. Commissioner Spaulding was of the opinion that definite action should not be taken until the budget had been arranged but was favorable to the construction of this unit as soon as funds become available.

The Commission adjourned at 12:00 o'clock M. to reconvene at 1:30 o'clock P. M.

The Chairman called the meeting to order at 2:00 o'clock P. M., all members, the State Highway Engineer and the Secretary being present.

The following awards of contracts for which bids were received at the morning session were announced by the Chairman:

Approaches to Rogue River Bridge at Wedderburn, 0.57 mile grading. The low bid is that of R. L. Houck of Independence at $27,088.00. The Commission is agreed to the award to Mr. Houck subject to the approval of the Federal Government.

Lake County Line-Okerman Ranch Section of the Lakeview-Burns Road, South Unit, 7.4 miles grading. The low bid is that of the Harney County Court at $9,641.50, using corrugated iron pipe. The award is made to the Harney County Court subject to the approval of the Federal Government. North Unit, 21.91 miles grading. The low bid is that of Earl L. McNutt of Eugene at $46,470.00 using corrugated iron pipe. The award is made to Mr. McNutt, likewise subject to the approval of the Federal Government.

Heating plant for the new shop building at Salem. The low bid is that of J. A. Bernardi & Son of Salem at $4,670.00 complete. The Commission is agreed to the award to this company.

A delegation representing the Lumbermen's Association of Oregon, headed by W. A. Woodard of Cottage Grove, appeared before the Commission and urged the construction of more timber bridges. The delegation included George M. Duncan, Corvallis Lumber Company, Dean Johnson, Pacific Spruce Corporation, J. S. Magladry, President Willamette Valley Lumbermen's Association, George B. McLeod, Hammond Lumber Company, H. L. Pearson, representing the 4-L organization, _____ Herman, representing the Western Pine Manufacturers' Association, J. E. Mackey, engineer for the West Coast Lumbermen's Association, and R. H. Rawson, consulting engineer on wood treating. They stated that Oregon has approximately 25% of all of the soft wood timber now standing in the United States, the predominant species being Douglas fir, which is recognized as the premier structural material throughout the world. Several states now use more lumber in their bridges than Oregon and this lumber is furnished by Oregon. The construction of more timber bridges in Oregon will advertise the fact that Oregon has faith in its greatest natural resource for structural purposes. Mr. Pearson stated that there were 80,000 men in Oregon dependent on the lumber industry, approximately 65% of whom

were now out of employment. The use of timber would not lessen the efficiency of the highway program and timber bridges can be built for 40% of the cost of a concrete bridge. Mr. Woodard: "We offer to you the use of the engineers of the West Coast Lumbermen's Association and the National Association to consult with you at any time." Commissioner Spaulding: "I don't see any reason to delay this matter any longer; now is the time for us to go on record, as it is an unwritten law that any man on the Commission that is in the lumber business cannot sell lumber to the Commission. I move that the suggestions of the lumbermen be adopted in so far as possible and practicable." Motion seconded by Commissioner Lynch and carried. The Chairman thanked the delegation for attending and stated that the Commission would ask the Engineer of the Association to meet with the Highway Department engineers with the idea of extending the use of lumber in highway construction work.

A delegation consisting of Thos. Q. Green of Springfield and Walter E. Drury of Coburg appeared before the Commission in the interests of the road on the east side of the Willamette River from Alford to Springfield via Coburg. The claim was made that this route would be shorter by 6 miles than the present route of the Pacific Highway via Junction City. This route is through a flat country and would require no heavy construction. No action taken.

A delegation from Baker County, headed by Blaine Hallock of Baker, was present and urged the Commission to designate and construct an extension to the Baker-Cornucopia Highway from Halfway to Ballard's Landing bridge over the Snake River near Homestead via Pine Creek. A petition containing 450 signatures of residents of Eagle Creek, Pine Creek and Lower Snake River sections, requesting that this route be designated as the official route for this extension and asking for surveys and construction, was presented. They stated that the other route proposed by the interests of Robinette, which would utilize the roadbed of the Oregon Short Line Railroad between Robinette and Homestead, would serve only four families and would pass through a barren country of no commercial value. It was also stated that the Interstate Commerce Commission had not yet made a decision regarding the abandonment of the railroad, but it was almost certain that the railroad company would not be permitted to take up their rails even if train service were allowed to be discontinued. Chairman Van Duzer stated that the Commission had previously expressed itself as favorable to the extension of this highway, but a definite route had not yet been designated. The Commission was urged to adopt a resolution making this a matter of record. Commissioner Lynch stated that he was favorable to a motion to designate a route but not until he had looked over the engineer's report on the matter.

Mayor Bert L. Harvey and Blaine Hallock of Baker presented the matter of the reconstruction of the city streets in the city of Baker that serve as state highways. They stated that the Engineer's recommendation regarding this matter, to the effect that engineers

would be placed in the field, surveys made, and cost data assembled and the matter then submitted to the City of Baker, was acceptable to them and asked the assistance of the Commission in the matter. The Engineer was authorized by the Commission to make surveys and provide an estimate of cost. The amount of state cooperation will be determined later.

A delegation headed by Dr. P. O. Loar of Silverton appeared before the Commission regarding the proposed Cascade Highway extending from Oregon City to Eugene on a route several miles east of the present Pacific Highway. They presented a copy of a resolution adopted by their association at a recent meeting which was attended by the County Courts of Marion, Linn, Clackamas and Lane Counties in which the Highway Commission was requested to designate this route as a secondary state highway. Chairman Van Duzer informed the delegation that this was a matter that should have its inception with the county courts and suggested that the delegation take it up with the respective county courts. The matter will be discussed with the county courts when the secondary highway system is considered.

Mr. H. H. Eckhardt of Multnomah, representing the people of that vicinity, was present and requested the widening of the West Side Pacific Highway from the Bertha viaduct southwesterly. No action taken.

A delegation consisting of A. E. Wilson, Mayor of Beaverton, S. W. Lawrence, representing Portland Chamber of Commerce, L. M. Lepper, representing the East Side Commercial Club, Ben Riesland, representing the west side of Portland and environs, U. L. Upson, representing the Uptown Club, J. B. Gilsdorf, representing the Huber Commercial Club, Geo. W. Lippert, President United West Side Clubs, and _____ Rockwell appeared before the Commission regarding the short road from Portland to the sea. They urged the Commission to designate the shortest possible route that would provide for the greatest good for the greatest number of people and lead to the greatest number of beaches. They asked that the designation be made now and construction started soon to provide unemployment relief.

A delegation, consisting of John A. Thornburgh, Forest Grove, O. K. Tittle, Tillamook, John W. Cullen, County Judge Donald Templeton of Washington County, H. T. Botts, Tillamook, Dr. Chas. A. Lamkin, Hillsboro, was present and urged the Commission to designate the Wilson River Route as the route of the short highway from Portland to the sea. They stated that this route was the only one so far suggested that would be of any benefit to the farmers and should be selected on account of its economic importance. While they strongly favored the Wilson River Route, they urged that some route be designated in the near future. A petition signed by 59 farmers urging the adoption of this route was presented. Others included in this delegation were Robert K. Warrens, Geo. Bauman, O. F. Tipton, C. C. Condit, President Chamber of Commerce, all of Forest Grove, James Williams, Tillamook, W. G. Ide, Portland, and County Commissioners J. M. Hiatt and H. D. Kerkman of Washington County.

A delegation from Tillamook County north of Garibaldi, consisting of Jack Churchill, Mrs. Churchill, _____ Kurz, S. G. Reed, M. Edwards, T. Cathers, E. Brauti and B. Reynolds, appeared before the Commission in the interests of the Ridge Route for the short road from Portland to the sea. Mr. Churchill acted as spokesman. He stated that while they favored the Ridge Route, they would leave the matter of selection entirely with the Commission.

In response to the request of the Commission, County Judge I. M. Schannep of Umatilla County, President of the State Association of County Judges and Commissioners, and a committee of members of that organization appointed by him appeared before the Commission to discuss the "Kiddle Bill" passed by the 1931 legislature, creating a secondary highway system. Judge Schannep introduced the following members of this committee: Judge C. P. Barnard, Lane County, Judge Alex Sparrow, Jackson County, Judge Victor P. Moses, Benton County, Commissioner James E. Smith, Marion County, Judge J. H. Jeffrey, Hood River County, Judge C. W. Kruse, Clackamas County, Judge J. M. King, Jefferson County, Judge Wm. T. Campbell, Morrow County, and Judge Guy Boyington, Clatsop County. Chairman Van Duzer explained that the object of the meeting was to discuss the matter informally and advised that it was the intention of the Commission to consider the matter as liberally as possible and as could be done legally. He also stated that the levying of a market road tax by the counties as has been done in the past was optional with the counties. This was confirmed by the Attorney who was present. Commissioner Lynch stated that the Commission's idea was to get the sentiments of the various county officials in order to formulate a uniform plan that would be workable in all of the counties. At the request of the Chairman, the Attorney explained certain legal features of the new law. He stated that the law makes it mandatory upon the State Highway Commission to select and designate and enter in the records of the Commission the particular roads in each county that are to be known as secondary state highways. The selection made must be by mutual agreement between the counties and the Commission. After the selection is made, these roads come under the supervision of the State Highway Commission and the entire cost of construction and maintenance falls on the State unless otherwise mutually agreed between the Commission and the counties. The State must spend on these roads each year an amount at least equal to the amount previously provided by the state levy of one mill under the market road act. If any county having its own equipment and forces desires to perform its own construction, that county shall notify the Commission that it has elected to perform the work under the provisions of the statute, the Commission must then allow the county to do its own work, however, the work must be done pursuant to plans and specifications prepared by the Commission or pursuant to those prepared by the county and approved by the Commission. In cases of this kind, the counties will be paid on monthly estimates the same as if the work had been done by contract. If the work is done by contract, the statute requires that, so far as practicable, the contractor shall be required to use local labor. Chairman Van Duzer: "If a county has only a very small amount of money coming from the secondary highway fund and does not desire to levy

a market road tax this year, would it be possible to make the present market road system the secondary highway system of that county for maintenance purposes and later, if and when this time of stringency passes, get back to a purely secondary highway system according to the letter of the law? Can the Commission by resolution declare that the market road or roads be made a part of the secondary highway system so that the State may spend its money in the maintenance of those roads?" Attorney Devers: "The only way that the State can spend money on these roads is by designating them secondary highways and, once designated, I know of no way under the law that they can be relinquished to the counties." In answer to the inquiry of Judge Boyington, the Attorney stated that the roads forming the secondary system must be designated before January 1, 1932; however, after that date other roads may be added to the system at any time. He also stated that in the selection of the roads, the Commission and the counties are supposed to select those market roads that are intercounty in character.

Commissioner Spaulding stated that the secondary highway bill was passed by the legislature as a tax relief measure and for this reason he was of the opinion that the State should take over a good sized program in each county. To provide additional funds to assist in the relief of unemployment during the present depression period he suggested that the counties borrow sufficient funds from the State to match the state funds and pay them back later. In answer to the inquiry of Judge Jeffrey, the Attorney stated that the state money must be spent on the selected secondary system, but the money raised by any county by direct levy may be expended by that county wherever it sees fit. The question was raised as to where the counties would get money to keep up the market roads. The Attorney explained that the market road law was not repealed in its entirety and that the requirement that the counties shall levy to provide $200.00 per mile for maintenance was still effective. The counties must continue to maintain the market roads under the supervision of the State as in the past. After further discussion of the matter, it was agreed that the Market Road Engineer should confer with the County Court of each county and make a tentative selection of secondary highways in each county and submit such selections to the Commission later for approval.

County Judge M. R. Biggs of Crook County asked the Commission to surface the Crooked River Highway between Prineville and the junction of the Bear Creek Road and to construct guard fences along dangerous points on this highway. He also asked for the reconstruction of the Ochoco Highway between Prineville and Marks Creek to eliminate the sharp curvature in the present highway in the vicinity of the Ochoco Dam. He was informed by the Chairman that the Commission had this work in mind as relief work for the coming winter.

Mr. John Cooter, Toledo, appeared before the Commission relative to the reconstruction of the Pioneer Mountain Section of the Corvallis-Newport Highway in Lincoln County. He was informed by the Chairman that the Engineer would look into this matter with the idea in mind of providing emergency work for unemployment relief this winter. Mr. Cooter also spoke of the proposed realignment of the highway across his property and was

informed that he would be advised as soon as a definite decision in the matter had been made.

E. E. Marsh, R. I. Kautz and Frank Larrew, representing the Nestucca Highway Improvement District, were present and requested that this road be placed on the secondary state highway system. They stated that the Yamhill County Court was favorable to this action and would cooperate in construction costs but that the Tillamook County Court was not yet ready to do this. Matter referred to the Market Road Engineer.

Homer D. Angell, attorney, of Portland, appeared before the Commission regarding the claim of the United Contracting Company against the State Highway Commission for final payment in connection with the contract awarded that company by the Commission in 1924 for the grading of the Jetty Creek-Brighton Section of the Roosevelt Coast Highway in Tillamook County, contract No. 732. He stated that the board of arbitration, to whom this matter had been referred by the Commission and the contractors, had found the State liable to the contractor in the sum of $26,744.38, which included an interest charge of about $7,000.00. According to the instructions given by the Commission on January 16, 1931, the Engineer prepared an estimate and voucher in this amount which was presented to the Secretary of State for payment. The Secretary of State returned the voucher unpaid because it included the interest item which the Attorney General held there was no authority in the law to pay. The matter was then re-referred to the arbitrators who revised the award to the lump sum of $26,437.01 which the State was now asked to pay. The matter was referred to the Attorney for further conference with the arbitrators and the Secretary of State.

County Judge F. A. Beltz and Commissioners Frank L. Owens and Ed H. Lindsey of Tillamook County appeared before the Commission regarding the matter of secondary state highways. They asked an early decision in the matter of the designation of the route for the short road from Portland to the sea as they plan to commence the construction of their secondary road system this winter to help relieve the unemployment situation and wish to consider one of the proposed routes as a part of this system. They asked if the Commission would consider the present survey of the Wilson River Route acceptable for a secondary highway and were informed by the Engineer that it was satisfactory in general, but, as in all surveys, it was likely that some changes would have to be made before final acceptance. Chairman Van Duzer: "If the designation of the short road to the sea should not be the Wilson River Route, then you will be ready to consider the Wilson River Route as a secondary highway. Is that the situation?" Judge Beltz: "Yes." No action taken but the Commission agreed to consider the matter later. The County Court then asked the Commission whether or not it would consider spending on the Wilson River Route the money that it would take to improve the Sourgrass Section of the McMinnville-Tillamook Highway in the event that the Sourgrass Road is abandoned as an improvement project. After some discussion the Chairman replied that the statements of the Court concerning this matter would be given consideration.

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Mr. E. M. Cousin of Portland appeared before the Commission regarding payment for the land that the State desires to acquire from him for additional right of way for the improvement of the Pacific Highway north of Oswego in Clackamas County. He stated that the latest offer of the Commission's Attorney to him was $1,500.00. He will accept this as payment for the land but wants an additional amount of $650.00 for other damages. The Attorney explained that his offer of $1,500.00 included both consideration for the acquisition of the land and all other damage. He also stated that Mr. Cousin originally agreed to sell his land to the State for $650.00, with the understanding that the State would fix up the entrance to his driveway, but when this amount was tendered to him he refused to accept it. After further discussion of the matter, the following resolution was unanimously adopted by the Commission:

WHEREAS, the state highway commission is by law authorized and directed to lay out, designate, construct, improve and maintain a system of state highways in the State of Oregon, and

WHEREAS, in the permanent location, improvement, construction and maintenance of said highways, and particularly that portion of State Highway No. 1 in Clackamas County, Oregon, it has been found necessary and the said state highway commission has and does hereby determine and declare that it will be and is necessary and of advantage to the state that the state acquire either by purchase, agreement or by the exercise of the power of eminent domain, the land hereinafter described, which land is to be used for right of way purposes, towit:

A parcel of land in Lot 12 of Arcadia in Section 2, T. 2 south, range 1 E. W. M., Clackamas County, Oregon, said parcel of land being a portion of the property conveyed to Cora M. Cousin as recorded in Book 180, Page 586 of the Deed Records of Clackamas County, and being in Arcadia Tracts as platted and recorded in Book 7, Page 41 of the Records of Plats, Clackamas County, Oregon; the said parcel of land being more particularly described as follows:

Beginning at the most westerly corner of Lot 12 of said Arcadia Tracts, said point being in the center line of the old county road; thence N. 53°22' E. along the northwesterly line of said lot 12 and along the center line of said county road a distance of 106.7 feet to the most northerly corner thereof; thence S. 57°45' E. along the northeasterly line of said lot a distance of 48.16 feet; thence S. 16°14' W. across said lot 12 a distance of 103.55 feet to a point on the southwesterly line of said lot; thence N. 57° 45' W. along said southwesterly line a distance of 115.16 feet to the point of beginning, excepting that portion

of the above described parcel of land lying within the boundaries of the public highway; containing 0.113 acres,

and

WHEREAS, it is the judgment and opinion of the highway commission that the acquisition of the above described land is necessary and will be of advantage to the state in the proper location, construction and improvement of said highway, and that the acquisition of said land is necessary in order to make possible the elimination of dangerous curves, imperfect grades, and for the purpose of bettering the alignment of said highway, and

WHEREAS, this commission has heretofore by resolution duly recorded in its minutes, declared the necessity and need for the acquisition of said land, and by said resolution authorized the attorney general of the state of Oregon and J. M. Devers, attorney for the highway commission, to attempt to agree with respect to the compensation which should be paid to the owners of said property, and

WHEREAS, it now appears that no agreement can be reached with the owners of said property, and therefore it is necessary to prosecute a condemnation proceeding for the purpose of determining the compensation and acquiring title to said property, therefore,

BE IT RESOLVED, that the state highway commission shall and said highway commission does hereby declare that it is necessary and that it will be of advantage to the state of Oregon that the state acquire for right of way purposes for use in connection with the permanent construction, improvement and maintenance of said highway, and said highway commission does hereby declare its intention to further improve said highway by eliminating curves which in the opinion of the commission are dangerous; and has further declared its intention to improve the alignment and better the grades on said highway; and this commission does hereby further declare that the land above described is necessary for right of way for said highway in order to make possible said improvement and in order to properly maintain said highway in a safe condition for travel.

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

BE IT FURTHER RESOLVED, that it is the judgment and opinion of the commission that said property can not be procured by agreement for the reason that the highway commission is unable to reach an agreement with the owners of said property with respect

to the compensation which should be paid for the same, and therefore

IT HEREBY IS 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, and that in and by said proceedings there be determined the compensation which shall be paid by the state to the owners of said property.

M. C. Slate of the Slate Construction Company appeared before the Commission by request to state his reasons why his company should not be penalized for overrunning the time limit on the contract awarded to that company for the grading of the Black Canyon Section of the Willamette Highway in Lane County, contract No. 1102. This contract was awarded to Slate Construction Company on June 27, 1929 and the specified date of completion was September 30, 1930. An extension of time to May 31, 1931, without penalty, had been granted this company previously, but the work was not completed within that period, hence the necessity for a further extension. Mr. Slate stated that they could not work during the winter months on account of adverse weather conditions and they were unable to resume work early this spring owing to the condition of the material. The extended time limit had expired before this condition was relieved. The material is now all moved and there remains only a small amount of finishing work to do to complete the project which will require about two weeks. The Engineer stated that the Slate Construction Company were considered good contractors by the engineers of the department and that he had no serious fault to find with them except that in this instance they did not push the construction work as they should, which delayed completion and increased the engineering costs. He explained that the penalty recommended was simply to cover the extra engineering costs that have accumulated since the expiration of the previously granted extension of time, May 31, 1931, which to date amount to $640.00. The Commission took the matter under advisement.

The Secretary reported that, in accordance with instructions given by the Commission at its last meeting, the Attorney had investigated the proposed ocean beach aircraft landing fields at Bandon, Delake and Rockaway and had found no opposition to the designation of those at Bandon and Delake, but there was a strong sentiment against the one at Rockaway. Upon receipt of this information, he communicated the same to the Chairman and Commissioner Spaulding and was authorized to declare the Bandon and Delake sites as temporary aircraft landing fields and to issue temporary permits for the use of these fields during the month of July, 1931, only. Report accepted and confirmed by the Commission.

Upon recommendation of the Attorney, the Commission designated the following 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, T. 29 S. R. 15 W. 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, T. 7 S. R. 11 W. W. M. and extending in a southerly direction between ordinary high and extreme low tide a distance of 1500 feet.

The Secretary presented the following applications for designation of ocean shore aircraft landing fields:

P. W. Lyndon of Corvallis and Waldport Lions Club for the designation of the ocean beach immediately south of what is known as Yaquina John Point south of Waldport in Section 25, T. 13 S. R. 12 W. 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.

C. C. Reynolds of Waldport for the designation of the ocean beach approximately 1.7 miles north of Yachats in Sections 14 and 23, T. 14 S. R. 12 W. 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. The Assistant Attorney stated that he had examined each of these sites in company with A. B. Mackenzie, inspector for the State Board of Aeronautics, and they had found no local residents whose access to the beach would in any way be injured or inconvenienced by the establishment of aircraft landing fields at these locations and it was their joint recommendation that these sites be designated by the Highway Commission as permanent aircraft landing fields. The Commission approved the applications and designated the areas requested as permanent aircraft landing fields.

The Attorney stated that pursuant to instructions issued by the Commission at the previous meeting, he had carefully examined the proposed ocean beach aircraft landing field at Rockaway and had interviewed many residents concerning the desirability of establishing such a field at this point. He found a strong adverse sentiment and recommended that the application for this field be denied. The Commission approved the recommendation and denied the application.

Commissioner Spaulding called attention to the resolution adopted by the Commission at the meeting held on May 14, 1931 which provides for the determination and adoption of programs for road construction, road improvement, betterment and maintenance, and read a copy of his letter of July 13, 1931 directed to Mr. H. B. Van Duzer, Chairman, requesting that a special meeting be called before the next regular meeting to consider the resolution and provide methods to accomplish the purposes intended therein. He asked that this letter be made a matter of record in the minutes of the Commission:

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"At the meeting of the Highway Commission held on May 14, 1931, I introduced a resolution asking that there be adopted by the Commission a definite and specific program for accomplishment during the year 1932, a definite, proposed program for accomplishment during the year 1933, and a tentative program for accomplishment during the year 1934. This resolution was adopted and I now request that you call a special meeting prior to the next regular meeting to consider said resolution and provide methods necessary to accomplish the purposes thereof.

"Inasmuch as the Highway Commission, as far as I am able to find, has never adopted a budget or future program to enable the Commission to intelligently apply the funds thereof to the needs and merits of the state as a whole, it appears to me that we cannot afford to longer ignore the necessity of a practical and businesslike program for our guidance in the future.

"I am unwilling to assume any responsibility for future expenditures of public funds until a practical and businesslike program is adopted, and the present loose business methods of the Commission would wreck any private business enterprise to which they might be applied."

A motion was made by Commissioner Spaulding and seconded by Commissioner Lynch that a special meeting of the Commission be set for Thursday, August 6, 1931, to work out a construction program and budget. Motion carried.

Commissioner Spaulding stated that he was in favor of issuing bonds to provide funds to loan to the several counties to enable them to carry on emergency work this winter to relieve the threatened unemployment situation. The Engineer was instructed to work up a tentative construction program for the consideration of the Commission at its next meeting.

Commissioner Spaulding inquired as to what had been done regarding the economy program that was decided upon at the June 25th meeting. Discussion of the matter was deferred until the next meeting.

The following resolution regarding the construction of a highway connecting the Bertha-Beaverton State Highway with the west portal of the proposed tunnel under Council Crest was unanimously adopted by the Commission:

WHEREAS, under the provisions of Chapter 205, General Laws of Oregon 1931, it is proposed to construct a tunnel under Council Crest, the east portal of which tunnel is to be at the head of Marquam Gulch near Terwilliger Boulevard and the west portal to be on the west slope of the ridge at a point approximately one-half mile east of the Bertha-Beaverton Highway, and

WHEREAS, it is desired by the proponents of said tunnel that a state highway be located, constructed, improved and maintained from a point at or near the west portal of said tunnel to a point of connection with the Bertha-Beaverton Highway, and

WHEREAS, the construction of said proposed tunnel will serve traffic entering Portland from the south and west, and

WHEREAS, in the judgment of the highway commission the location, construction and maintenance of a state highway which will afford communication between the Bertha-Beaverton Highway and the west portal of said proposed tunnel will be of material advantage to the general public desiring to use said tunnel,

THEREFORE, BE IT RESOLVED, by the Oregon State Highway Commission, that the commission does hereby declare its intention to locate, construct, and maintain a state highway from a point on the Bertha-Beaverton Highway to a connection with the west portal of said proposed tunnel, said state highway to be located, designated and constructed at such time as said tunnel shall be constructed and made available for public use.

The Commission approved the minutes of the meeting held on June 25, 1931 at Salem.

The Commission adjourned at 6:10 P. M.

Chairman

State Highway Engineer

Commissioner

Secretary

Commissioner

Salem, Oregon, September 3, 1931

The State Highway Commission met at 10:00 o'clock A. M. in the House of Representatives, Capitol Building, on account of the large delegations expected, rather than in Room 503 State Office Building as previously advertised. Those present were:

H. B. Van Duzer, Chairman
Chas. K. Spaulding, Commissioner
Wm. Hanley, Commissioner
Roy A. Klein, State Highway Engineer
H. B. Glaisyer, Secretary

The Chairman introduced Mr. Wm. Hanley of Burns, who was appointed State Highway Commissioner by Governor Julius L. Meier on August 1, 1931 to succeed former Commissioner M. A. Lynch of Redmond.

Bids as follows were opened for the reconstruction of the highway department shop building at La Grande which was partially destroyed recently by fire:

R. H. Jones	$4,122.50
W. Vedder	4,466.15
J. Gietlhuber	4,590.00
H. P. Nielsen	4,927.95
Peter Bousquet	4,966.25
La Grande Construction Co.	5,096.23

The Secretary stated that announcement of the award of the contract would be made by the Commission at 12:00 o'clock noon this day.

A delegation from Wallowa County consisting of S. A. Burleigh, District Attorney, County Judge Edgar Marvin, Commissioners S. A. Blevins and E. F. Johnson, D. B. Reavis, County Clerk, A. E. Snyder and Chas. Boswell of Enterprise, C. T. McDaniel, Stanley Shell, Richard Maxwell of Wallowa, Ed Even, Ab Daisly, Chris Bue, S. F. White of Joseph, Ross Leslie, Earl Warnock, Wm. Warnock of Imnaha and Hon. L. F. Allen, Representative from Union and Wallowa Counties, appeared before the Commission in the interests of a proposed road connecting the Wallowa and Imnaha Valleys via Little Sheep Creek Canyon. Mr. Burleigh acted as spokesman for the group. He stated that the construction of this road was a necessity for the following reasons: It would afford the residents of the Imnaha Valley a much needed outlet during the winter months, the lack of which at the present time presented a very serious situation especially when someone needed medical attention. This road would provide a way by which feed for stock could be transported into the Imnaha Valley during winter months. It was stated that many cattle were wintered in this valley and, unless feed could be provided for them, many would perish, causing great financial loss to the owners. Mr. Burleigh also stated that there were about 100 families in this vicinity who would have to be provided for the coming winter. If work could not be found for them, then they must be taken care of by

charity. On account of the high elevation of the county, he stated that winter road construction presented a serious problem, there being only a very few places in the county where this could be done, the proposed road under consideration being one of them. They will have to depend on the construction of this road to relieve their unemployment situation this winter. Mr. Burleigh also stressed the scenic value of the road, stating that its construction would place the Grand Canyon of the Snake River, the deepest and narrowest canyon on the face of the globe, within easy reach. The length of the road is about 21 miles, mostly within the National Forest and eligible for use of forest highway funds. They asked that this road be placed on the forest highway system. Chairman Van Duzer stated that the placing of roads on the forest highway system is a matter that must be mutually agreed to by the forest highway officials and the Commission. The placing of this particular road on this system will be discussed with the Government officials at the next meeting which will be held probably in October. He also stated that the County Court will be advised of the date of the meeting and will be invited to be present.

County Judge George Potter, Commissioner A. A. Dunlap and County Engineer Homer S. Wall of Sherman County appeared before the Commission and requested that the Commission approve the Grass Valley-Sherar's Grade market road as a part of the secondary highway system of that county. They stated that a steep grade section of this road had been completely washed out by a water spout and all travel is now shut off. The reconstruction will take about all of their secondary highway funds for one year. They wish to make surveys now so that construction can be undertaken soon to relieve the unemployment situation. The Commission tentatively agreed to the placing of this road on the secondary highway system and instructed the group to work out the details with State Market Road Engineer Scott. Commissioner A. A. Dunlap inquired as to whether or not it would be possible for the Highway Commission to take care of some of their unemployment or furnish state money to the county for this purpose to which Commissioner Spaulding replied, "We have talked at considerable length in regard to funds for taking care of the unemployed. I wish to present the following resolution and move that it pass." The following resolution was read by the Secretary:

Whereas, thousands of our fellow citizens are facing approaching winter without food, fuel, suitable clothing and, in some cases, without shelter; and

Whereas, when the economic system of any country brings honest and laborious citizens to this cruel and inexcusable condition it becomes the immediate duty of the people through their various political subdivisions to secure to its citizens so situated an opportunity that private and corporate industry will not or cannot supply; and

Whereas, the State Highway Commission can give

work to many who are desperately in need thereof without great waste of public funds, by employing men in work remunerative to the taxpayers,

Therefore be it resolved, that a fund of not less than $1,000,000.00 be raised on or before Dec. 1st, 1931, for the express purpose of giving employment, to the unemployed.

Motion seconded by Commissioner Hanley. Chairman Van Duzer: "This is in furtherance of carrying out the plan of Governor Meier as suggested in his letter to the Highway Commission a short time ago. The Commission feels that the motorists of the state who last year backed up the Highway Commission in spending motor funds for this purpose and in this manner, will gladly repeat it this year. Motion so ordered."

County Commissioners W. S. Allan and Frank D. Sawyer of Yamhill County were present and asked the Commission to widen the shoulders of the West Side Pacific Highway from the end of the present improvement at Middleton to McMinnville and south toward Monmouth. This to be done as an unemployment relief measure. Their thought was to organize several crews--one south of McMinnville, one between McMinnville and Newberg and one between Newberg and Middleton, and widen only one side of the highway at the present time, the other side to follow later. The Chairman informed the County Commissioners that this would be given consideration in making up the emergency construction program.

A delegation headed by County Judge J. C. Siegmund of Marion County and including representatives of the various communities along the Pacific Highway between Salem and Portland appeared before the Commission in furtherance of their previous request for the widening of the Pacific Highway between Oregon City and Salem. Those speaking for the improvement were Judge J. C. Siegmund, Marion County, H. R. Crawford, President Salem Chamber of Commerce, County Judge C. W. Kruse, Clackamas County, Harvey G. Starkweather, Oak Grove, O. D. Eby, Oregon City, Frank Davey, Portland, and Dr. Gerald B. Smith, President Woodburn Chamber of Commerce. They expressed their desires for a four-lane highway but stated that they would be satisfied with whatever the Commission could do. Commissioner Spaulding stated that he favored a three-lane highway for the present, thirty feet in width. He was of the opinion that this project should be included in the list of major projects for early construction. Upon inquiry the Engineer stated that a 30-foot pavement would require shoulders six feet wide and, in addition, provision must be made for drainage and for the location of pole lines and sidewalks in the congested areas. This would mean that additional right of way would have to be acquired along the entire distance. He recommended the construction of a roadway twenty feet in width with 6-foot shoulders to fit in with the new work between Oregon City and New Era. He explained that very little of this work could be done during the winter months. The Chairman informed the delegation that the Highway Commission had previously approved this project and that it was simply a matter of lack of funds that was holding it up. Judge Kruse urged that the improvement be undertaken this winter as an unemployment relief measure. Matter taken under advisement.

C. C. Inman, Geo. Kohlernzar and A. N. Mathewson, representing the Curry County Chamber of Commerce, appeared before the Commission regarding the Retz Creek-Brush Creek Section of the Oregon Coast Highway. They stated that much heavy hauling was being done over this section, about 9 miles in length, and that, in their opinion, the road would go to pieces this winter unless some protective measures were taken to prevent it. Since most of the employment in Curry County was provided in this vicinity, the Commission was asked for assistance in maintaining this. The Engineer stated that this was the only section of this highway in Curry County that had not been oiled. He explained that reconstruction of this section was contemplated and that the road should be widened, straightened and resurfaced before applying the oil treatment. He stated that this section was eligible for use of Federal aid funds and he had it in mind to get this on as a Federal aid project so that state funds could be preserved for use elsewhere. He also stated that the road would be kept open for traffic at all times. Mr. Inman stated that he had been informed that the Commission had it in mind to change the alignment of this highway between Port Orford and Rocky Point. He offered the cooperation of the town of Port Orford and the Curry County Chamber of Commerce in securing the additional right of way required. He stated that he personally owned most of the land along this proposed change and offered it to the State for a consideration of only one dollar. The Chairman thanked Mr. Inman for this offer which, he stated, is very much appreciated.

County Judge H. H. De Armond of Deschutes County appeared before the Commission relative to the securing of highway work in his county for the relief of the unemployed this winter. He suggested several projects for the consideration of the Commission, included in which was the reconstruction of the Bend-Redmond Section of the The Dalles-California Highway, the surfacing of a ten mile section of the Central Oregon Highway east from the end of the present improvement, the surfacing of a portion of the Fremont Highway south from Lapine and the general improvement of Peter Skene Ogden Park at Crooked River Crossing. As a further unemployment relief measure, he suggested that the Commission designate certain market roads as secondary state highways and construct them this winter, funds for this purpose to be borrowed from regular highway funds and repaid later when the secondary highway funds become available. Chairman Van Duzer: "Would Deschutes County be willing that the secondary road funds (the State's portion that is paid to the county) be spent for the relief of unemployment--on force account by the county?" Judge De Armond: I don't see why we shouldn't. I can't say offhand but the County couldn't render any relief otherwise." Chairman Van Duzer: "It can't be handled as economically." Judge De Armond: "I think that would be O. K." Matter taken under advisement.

County Judge D. O. Woodworth, Commissioners H. A. Renninger and H. F. Warren of Linn County and J. H. Ralston of Albany appeared before the Commission and asked for additional work on the Santiam Highway to provide relief for unemployment this winter. They asked that the county be allowed to contract the clearing on the four-mile section at the end of the present improvement, surveys for which have already been

made and for the clearing of an additional five-mile section unsurveyed at the present time. They will agree to take the clearing at a price comparable to that allowed by the Commission on recent contracts on this highway and will take it at the Engineer's estimate. Chairman Van Duzer: "We are now coming to the close of a lot of our contracts and work from now on will decrease as contracts are finished. We may get emergency money from the Government this year but we do not know yet. We do not know what Congress will do but it is not fair to assume that the entire burden will be passed to the states. In that case is it not well for us to start surveys so that we will be prepared for any emergency in the way of funds becoming available?" Commissioner Spaulding: "I agree with you." Chairman Van Duzer to delegation: "We accept your proposition and we instruct our engineer to proceed with the survey of the next five mile unit." Approved by Commissioners Spaulding and Hanley.

The Secretary announced that the State Highway Commission awards the contract for the reconstruction of the shop building at La Grande to R. H. Jones of Baker at his bid price of $4,122.50.

The Commission adjourned at 12:00 M. to reconvene at 1:30 P. M.

The Chairman called the meeting to order at 1:30 P. M. with all members, State Highway Engineer and Secretary present.

Mr. A. J. Bewley of Sheridan appeared before the Commission relative to the improvement of the street in his city that is used as a state highway. The Commission authorized the Engineer to make the necessary surveys and investigation at once.

A delegation from Lane County, consisting of County Judge C. P. Barnard, Commissioners Clinton Hurd and O. E. Crowe, County Engineer P. M. Morse, Senator Ed F. Bailey, E. G. Harlan, Secretary Eugene Chamber of Commerce, and Ed Turnbull, Chairman of the Eugene Chamber of Commerce Road Committee, were present and urged the Commission to place a light coating of rock on the new grade of the Willamette Highway between Black Canyon and Oakridge, 6 miles in length, to make this section passable for traffic during the coming winter. Judge Barnard acted as spokesman. He stated that it would take about 1500 cubic yards of rock per mile and that they would put this on the road for not to exceed $2.00 per cubic yard. Unless this was done, a serious condition would exist this winter for the 1500 people that live in that vicinity. He said that the old road was still available but it had not been kept up and was in very poor condition. It will cost five times as much to recondition the old road as it will take to put a temporary surface on the new road. The Engineer stated that the grading of this section was not yet complete and the whole unit should stand over winter to allow settlement before surfacing material is applied. He also stated that the section was subject to slides and it was likely that at least fifty per cent of the rock would be lost before spring if applied now. In the event that a large slide occurred, the road would be blocked and the money expended for surfacing would have been spent uselessly. From a construction standpoint he stated that it would be better

to wait until spring and then do a good job. The Commission ordered Division Engineer Collier and Resident Engineer Libby to make an investigation of the matter and submit a report with an estimate of cost.

Judge Barnard inquired as to whether or not it would be possible for them to get an advance on their share of the secondary highway funds so they can provide work for unemployment relief. He was informed by the Chairman that the Commission is agreed that the State will have to advance a part of the money for this purpose.

Mr. Turnbull inquired as to the possibilities of securing the services of a snow plow to keep the McKenzie Highway open this winter and was informed by the Chairman that there was so much necessity for other work this winter that it was unlikely that this highway could be kept open, however, the Commission will discuss the matter among themselves.

A delegation headed by Senator Wm. F. Woodward of Portland appeared before the Commission relative to the designation and construction of the proposed short road from Portland to the sea. Mr. Woodward stated that at a called meeting of the Uptown Association of Portland, held recently, representatives were present from the five counties that were concerned with this road. The several suggested routes were discussed and it was the consensus of opinion of those present that the Commission institute immediate construction of a highway or highways to be selected by the Commission. He stated that a resolution was adopted at this meeting with but five dissenting votes in which the Highway Commission was asked to begin immediate construction on the Wilson River and Vernonia-Hamlet routes. He stressed the unemployment situation and stated that early action was needed as a relief measure. Hon. Gust Anderson of Portland, representing organized labor, stated that the organized labor movement of Portland has endorsed the short road to the sea on account of the economic depression. His appeal was in behalf of hungry men and women of the state who want an honest living, of whom there are now between 35,000 and 40,000. He stated that they were not financially interested in what route was designated, but they wanted something done soon. Chairman Van Duzer: "If it was necessary in the starting of the construction of the short road, as termed, from Portland to the sea, would you, as a representative of labor, be in favor of the issuance of bonds to do that?" Mr. Anderson: "Yes, we are ready to do almost anything to get the men back to work." Chairman Van Duzer: "When bonds are issued, they must be paid and you know that bonds cannot be paid for from a $3.00 license fee." Mr. Anderson: "We understand that. We are willing to do almost anything to start something." County Judge Beltz of Tillamook County spoke for the construction of both the Ridge Route and the Wilson River Route, stating that one of these routes should be designated a state highway and the other a secondary highway. He called attention to the recreational areas in Tillamook County as well as the agricultural areas and stated further that their timber resources were being rapidly depleted and should be replaced with other resources which they now

have. These can only be developed by better and cheaper transportation. Resolutions endorsing the construction of both routes mentioned by Judge Beltz were presented from Tillamook County Court, Washington County Court, Hillsboro Chamber of Commerce and Forest Grove Chamber of Commerce. H. T. Botts of Tillamook stated that the people of Tillamook County are united in asking that both the Wilson River and Ridge Routes be constructed, one as a state highway and the other as a secondary highway. Hon. L. M. Graham of Forest Grove spoke for at least two roads--one for commercial purposes and the other for pleasure purposes to satisfy the people of Portland. County Judge Donald T. Templeton of Washington County stated that the people of Washington County were anxious for a short road to the sea but were not particular as to which of the previously mentioned routes was designated. Hon. John A. Thornburgh of Forest Grove stated that if two routes were to be constructed, the Wilson River Route should be done first. J. E. Kerr of Vernonia spoke in the interests of the Vernonia-Hamlet Route, which, he stated, would reach the sea midway between the two present highways and would pass through Vernonia which is the largest city in the state not at present on a state highway. Ed E. Wist of Scappoose stated that the short road to the sea should utilize existing highways as much as possible and it was his opinion that the most practical one would be from Scappoose to Vernonia thence to the sea. Commissioner Spaulding: "We have read in the papers a great deal about the short road to the sea and demanding action. As far as I am concerned as one commissioner, I feel that we have a representative crowd here and I am in favor of settling the question right here and now on this floor." Wm. H. Galvani, Mayor of Seaside: "We have absolute faith in the integrity and ability of this Commission and we ask this Commission to investigate as completely as possible the various routes proposed. This is purely an engineering problem and we hope that you will take the necessary time to select the best route from the standpoint of economy, of utility and of maintenance." Edward Boyce, Chairman Tualatin Tunnel Commission: "I certainly would like to see a direct highway from Portland to the coast. I am willing to leave that entirely in the hands of the Commission. Whatever is the most direct road I hope you gentlemen will designate." J. U. Smith of Newberg stated that he represented people in the southern part of Tillamook County who were opposed to the construction of two short routes from Portland to the sea across the northern end of Tillamook County. They do not object to the designation of either the Wilson River or Ridge Routes as a state highway, but do object to the use of secondary highway funds in building either road. He presented resolutions adopted by people residing both within and without the Nestucca Highway Improvement District protesting the use of secondary highway funds on roads in Northern Tillamook County and requesting that the road leading from Blaine in Tillamook County to Yamhill and Carlton in Yamhill County be placed on the secondary highway system. Mr. R. O. Richards of Beaver, representing the Nestucca Highway Improvement District, stated that they did not object to the construction of one highway across the north end of Tillamook County, but since they had made a survey and had started some construction, they felt that they too were entitled to some consideration. Ben Riesland, Portland, L. M. Lepper, Secretary East Side Commercial Club, and S. G. Reed, Nehalem, all spoke for the early designation of one of the suggested routes. E. N. Hurd, representing the Seaside Chamber of Commerce,

suggested that the Wolf Creek Route be designated. Senator Joe E. Dunne, Portland, spoke in favor of the Scappoose-Vernonia-Hamlet Route. He also stated that the Wilson River Route should be constructed and requested early action on the part of the Commission. In reply to the inquiry of Chairman Van Duzer, Senator Dunne replied that he was absolutely in favor of the issuance of bonds to provide funds for the construction of this road. S. W. Lawrence, Portland: "After you have made a thorough investigation, then build the road that can be built most economically and will satisfy the most people. It is a big problem; do not rush into this until you have all the information possible." Arthur M. Churchill, Portland, requested early action but not until consideration had been given to the merits of each route. Commissioner Spaulding stated that surveys had already been made along the Wilson River Route and construction could be started at once between Glenwood and Tillamook. This could not be done along the Ridge Route. It was his thought that the Commission should designate both of these routes and start surveys along them at once. Regarding the Scappoose-Vernonia Route, he was of the opinion that that route should be delayed until later. Chairman Van Duzer: "May I state that the Highway Commission has been conducting a survey since last winter and we have recently conducted another reconnaissance which was very essential to have completed before a decision was made. Mr. Spaulding says he is ready to designate a route. Mr. Hanley, are you in a position that you are ready to designate a road?" Commissioner Hanley: "I want to say that I really want to look over these maps and these figures before I agree with anyone. At this time I do not care to make a decision. We are for a road." Commissioner Spaulding stated that he would not be in favor of building two roads were it not for giving work for the unemployed. After further discussion, the Chairman stated that the Commission had declared that it would put a road on the state highway system and announcement of the route or routes designated would be made before the end of this month.

The Commission adjourned at 4:00 P. M.

State Highway Engineer

Chairman

Secretary

Commissioner

Commissioner

Portland, Oregon, September 30, 1931

The State Highway Commission met in Room 406 Governor Hotel at 8:00 o'clock P. M. Those present were:

H. B. Van Duzer, Chairman
Chas. K. Spaulding, Commissioner
Wm. Hanley, Commissioner
Roy A. Klein, State Highway Engineer
J. M. Devers, Attorney
Henry Hanzen, representing Governor Julius L. Meier
H. B. Glaisyer, Secretary

The meeting was called to consider the unemployment situation existing in the state at the present time and ways and means for its relief. The matter of sale of bonds for this purpose was discussed. However, it was the consensus of opinion that if money could be borrowed from the General Fund of the State through the Board of Control, unemployment relief construction work could be expedited and a saving of interest charges could be made. Bonds could be sold later to pay off this loan and to provide additional funds. The question arose as to whether or not the Board of Control could and would be willing to loan money to the Highway Commission. Mr. Hanzen stated that he knew that the Governor would approve the loan and, if there were no objections on the part of the other members of the Board of Control, the amount needed could be secured on short notice by the issuance of "Certificates of Indebtedness." Commissioner Spaulding stated that he would ascertain the attitude of Rufus C. Holman, State Treasurer, and Hal E. Hoss, Secretary of State, the other members of the Board. The Chairman stated that he thought the loan could be repaid by July 1, 1932.

Commissioner Spaulding stated that in his opinion it was the intent of the "Secondary Highway" law passed by the 1931 legislative assembly to give to the counties about one and one-quarter millions of dollars to replace the previous market road fund and thus relieve the counties from the necessity of making a levy for this purpose. The Chairman explained that the secondary highway money would not be available until January 1, 1932 and in the meantime it will be necessary to provide other funds to relieve distressing conditions that exist before that time. On account of the fact that the current funds of the Highway Commission will not be sufficient, additional funds must be provided either by borrowing or by the sale of bonds.

The Commission adopted the Engineer's report on the "day labor" program covering all of the counties, which was submitted in tentative form, subject to alterations, additions and eliminations. The Engineer suggested a number of projects on which work could be started immediately. These included the cutting and burning of brush and logs on the Mt. Hood Highway in Clackamas County to relieve the unemployment situation in the Oregon City territory, and similar work on the Green Springs Highway to relieve the situation in Klamath County.

The Attorney, who was asked by Governor Meier to assist the county

committees appointed by him to provide unemployment relief measures in the respective counties, outlined the method by which it is proposed to give employment to those needing it. The Commission adopted the following policies in this matter:

First: Funds will be disbursed in those counties or sections of the state where the distress is most acute.

Second: Only heads of families or men with dependents who have resided in the state for a period of six months (immediately preceding the date of application) and who are in need of the work will be considered qualified for highway jobs.

The matter of securing the cooperation of the Federal Government in the cost of the construction of the proposed "short road" from Portland to the sea was discussed by the Commission. A motion was made, duly seconded and carried that the following resolution, in which the Commission requests Federal aid in the construction of a road from Portland to a connection with the newly constructed Oregon Coast Highway, be presented to the Federal Government through the proper channels:

WHEREAS, it is the desire and intent of the State Highway Commission to designate and construct a road from Portland to a connection with the newly constructed Oregon Coast Highway, and

WHEREAS, it is also the desire of the said State Highway Commission that such road be approved by the Bureau of Public Roads as a part of the Federal Aid System to be constructed jointly with Federal and State funds, and

WHEREAS, under the present conditions there is not sufficient unallotted federal aid mileage to permit the addition of this proposed highway without a readjustment of the present system,

THEREFORE, BE IT RESOLVED, that the State of Oregon, through its State Highway Commission, request the Secretary of Agriculture, through the Bureau of Public Roads, to designate as a part of the Federal Aid System a road from Portland to a connection with the newly constructed Oregon Coast Highway.

BE IT FURTHER RESOLVED, that in order to provide sufficient mileage, the Secretary of Agriculture, through the Bureau of Public Roads, be requested to remove from the present approved Federal Aid System the following highways:

Salmon River Highway No. 23. From a point on the Federal aid road near Otis to a point on the Federal aid road near Valley Junction.

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Siuslaw Highway No. 25. From a point on the Federal aid road near Florence to a point on the Federal aid road near Junction City.

BE IT FURTHER RESOLVED, that this resolution be entered in the minutes of the State Highway Commission and that a certified copy thereof be presented to the Secretary of Agriculture, through the Bureau of Public Roads.

The Chairman explained that, according to the present Government ruling, the mileage of the Federal Aid Highway System cannot be increased but there is a possibility that the short road to the sea can be placed on this system by substituting this road for some of the others now on the system and reimbursing the Government in full for monies expended by the Government on them. If this can be accomplished the construction of this road will be greatly facilitated and a large saving will be made to the state.

The matter of conducting a survey or surveys necessary to establish the location of this road was discussed. The Engineer was authorized by the unanimous action of the Commission to make such surveys as may be necessary to provide the Bureau of Public Roads engineers with such facts and information as they may require in their studies of the alternate routes, or in the event that the Government engineers designate a particular route as a part of the Federal Aid System and desire further engineering data on that route.

The Commission set Thursday, October 8, 1931, as the date of the next regular meeting, to be held in Salem.

The Commission adjourned at 9:15 P. M.

Chairman

State Highway Engineer

Commissioner

Secretary

Commissioner

SEP 30 1931

Salem, Oregon, October 8, 1931

The State Highway Commission met at 10:00 o'clock A. M. in the House of Representatives, Capitol Building. Present were:

J. C. Ainsworth, Chairman
Chas. K. Spaulding, Commissioner
Wm. Hanley, Commissioner, arriving at 11:00 A. M.
Roy A. Klein, State Highway Engineer
H. B. Glaisyer, Secretary

Commissioner Spaulding introduced Mr. J. C. Ainsworth of Portland, who was appointed State Highway Commissioner by Governor Julius L. Meier on October 7, 1931, to complete the term of Mr. H. B. Van Duzer, former Chairman of the Commission, resigned. Commissioner Spaulding: "I wish to introduce to you Mr. J. C. Ainsworth of Portland, the new member of the State Highway Commission. As we have not had time to organize since his appointment, I will nominate Mr. Ainsworth as temporary chairman, who, without any objections on his part, will preside until the regular chairman is elected."

A delegation headed by Senator Wm. F. Woodward of Portland appeared before the Commission in the interests of the proposed short road from Portland to the sea. E. E. Wist of Scappoose, representing the Columbia County Chamber of Commerce, spoke of the contributions heretofore made and now being made by Columbia County to the wealth of Portland by way of timber products of the county that are shipped to Portland and there developed into pay rolls. They asked that Portland aid the county by approving the designation of the Scappoose-Vernonia-Hamlet route, the construction of which will help considerably in the development of the logged off lands of which, he stated, there are 200,000 acres suitable for agriculture. It was their thought that this route should be designated by the Commission notwithstanding the fact that it may be a little longer and more costly to construct than the Wolf Creek route. They also advocated the designation of the Wilson River route. J. E. Kerr of Vernonia stated that they had engaged engineers to make separate reconnaissance of the Scappoose-Vernonia and Wolf Creek routes and found them about equal from certain engineering standpoints with a slight advantage in favor of the Scappoose-Vernonia-Hamlet route over the other. He advocated the designation of two routes--Wilson River and Scappoose-Vernonia-Hamlet--in order to divide the traffic entering Portland, thus relieving the congestion that might occur by the designation of the Wolf Creek and Wilson River routes which will enter Portland over a route common to both. He also spoke of the cost of securing the necessary rights of way which he stated would be much greater through the timbered area of the Wolf Creek country than through the logged off areas of the Scappoose-Vernonia route. Senator Joe E. Dunne of Portland spoke for the project from the standpoint of providing unemployment relief. Chairman Ainsworth: "Do you favor both of these roads?" Mr. Dunne: "Yes, I do." Mr. Ainsworth: "How would you pay for both of them?" Mr. Dunne: "That can be done very easily. We have the plan outlined here. All we ask you

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to do is to designate these roads so we can take care of the idle men." Senator Woodward presented a brief of the needs for the designation of the Scappoose-Vernonia-Hamlet route as a part of the "two roads to the sea" program which includes a reconnaissance report by Sam H. Bellah, Civil Engineer, and a proposed five year program of road construction which, he stated, was based on the Highway Commission's budget for 1932. According to this suggested program, there will be available to the State Highway Commission for expenditure on highway work during the next five years, after deducting fixed charges, the sum of $20,447,569 which he proposed should be allocated as follows: Northwestern Oregon $6,000,000, Southern Oregon $4,000,000, Eastern Oregon $4,000,000, and Central Oregon $4,000,000. He also presented a summary by districts of all highway expenditures made in the state from 1917 to date, together with other statistics, such as population, auto registration, highway mileage and contributions to the state from each of the four districts. H. T. Botts of Tillamook and Loyal M. Graham of Forest Grove reiterated previous statements made by them asking the designation and construction of two routes to the sea. Mr. Graham advocated the placing of both routes on the state primary highway system in order to do away with legal entanglements and complications. Other speakers favoring the Scappoose-Vernonia-Hamlet route were County Judge J. H. Wellington and County Commissioner J. N. Miller of Columbia County. Senator Woodward: "We hope that your decision will not be too soon for mature deliberation, but that labor may be given immediate consideration." Commissioner Spaulding: "I have been making quite a study of this situation and I have come to the conclusion that we ought to enter into a broad, constructive program covering a period of five years. I am in favor of putting on five large projects. These projects to be equally divided over the state according to their need of help for construction and helping the unemployment. I favor, and I think Commissioner Hanley will agree with me, the building of the road from Burns to Ontario. Probably this enterprise would cost in the neighborhood of a million dollars. I favor in Southern Oregon that we do work to a large extent on the Fremont and Klamath Falls-Lakeview Highways, on these roads particularly, and also do some widening on the main southern highway, at least of a million dollars. I favor widening and completing the road from Salem to Portland. I am also in favor of the building of the Wilson River route from Tillamook to Forest Grove to satisfy those communities who have long wanted for a road in that district. I am in favor of the Vernonia-Hamlet route for this reason: In deciding a short route to the sea, I have tried to find out what the popular feeling of the people was; I read all the newspapers; they seemed most of them to be in favor of the Vernonia route. I have received over 200 letters favoring that route. I have received over two dozen telegrams from civic clubs and commercial clubs advocating that route besides many telephone calls from all over the state. I feel that the time has come that we should build these routes as money is available. These new roads will be a great benefit to the state. It will develop the Nehalem Valley. It will help the Tillamook people that live along that route and will open up new territory as well as the Central Oregon Highway. It will put Oregon on the highway map and will give work to thousands. I wish to submit to you a particular resolution covering two of the routes.

I am going to offer them to you only as a consideration because we have a new member on the Highway Commission who probably would want to have a little time to study on this and not within one day decide it." The following resolution presented by Commissioner Spaulding was read by the Secretary:

> RESOLVED, That the Wilson River route between Tillamook and Glenwood be declared a State Highway and be placed on the highway map as such.
>
> That construction thereof shall be commenced as soon as funds are available therefor.
>
> That the Vernonia-Hamlet route be also designated a State Highway between Vernonia and Hamlet and be placed on the highway map as such.
>
> That construction thereof shall be commenced as soon as funds are available therefor.
>
> That this latter road should be extended to Scappoose when funds are available.
>
> That the immediate construction of these two roads is demanded by present traffic conditions and would do much to furnish gainful employment to many workmen where it is most needed.

Chairman Ainsworth: "I know it is very disturbing to have a new commissioner come in at this eleventh hour and ask for further consideration, and I assure you that our opinion will be expressed very soon, but I couldn't consistently put this resolution and ask for a vote on it today. One of the considerations is the federal cooperation. There is a question whether labor can be employed in these open fields where there are no roads of any description to transport them back and forth or house them and receive over 20 or 18% efficiency. I would like to say that if this work were done later by some powerful company that had the equipment, the completion of the road would not be delayed thirty days. The employment of idle labor will be given consideration and will be employed possibly on the road between Portland and Scappoose. This should not delay the eventual completion of the road by putting it off until after the first of the year when we hope to secure 60% cooperation from the Government, when the same number of men would be employed and idle men put to work at that time. If we should only receive about 20% efficiency I am afraid many of our automobile owners would not be satisfied. Therefore, if the road could be completed at the same time next year, if it could be done with the cooperation of the Government on a 60%-40% basis and if we should get full value for every dollar we expended and at the same time employ the idle labor on other roads, isn't the subject as presented worthy of some consideration from all of you? Those are the things that will temporarily delay this matter a few more

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days. I want you to feel that we are giving it very careful consideration and we are not going to delay it indefinitely." Senator Woodward: "The people are quite in accord with your views. If your body could make the designation, necessarily it must reserve to itself the improvement. We are asking that there be a designation so the arguments and disputes may be ended." Chairman Ainsworth: "This will come before the Commission and the engineers immediately."

A delegation of 35 people from Roseburg, Grants Pass, Medford, Ashland and Gold Hill, headed by C. E. Gates of Medford, appeared before the Commission and urged that early consideration be given to the matter of widening the Pacific Highway throughout its length where needed and the reconstruction of the portion over the Siskiyou Mountains to eliminate existing hazards. They presented a resolution adopted by the County Courts of Jackson and Josephine Counties and the Chambers of Commerce of Medford, Grants Pass, Ashland, Eugene, Roseburg and Gold Hill at a joint meeting of representatives of these bodies, held in Grants Pass on October 5, 1931, requesting that the State Highway Commission authorize this work immediately to assist in the relief of the existing unemployment situation.

W. A. Wood of Rainier presented a resolution adopted by the Columbia County Chamber of Commerce in which the Commission was urged to expedite the widening and straightening of the Lower Columbia River Highway.

G. Clifford Barlow, representing the Astoria Chamber of Commerce, was present and asked for the construction of the Cannon Beach-Neahkahnie Section of the Oregon Coast Highway and the widening and straightening of the Lower Columbia River Highway.

The Commission adjourned at 12:00 M., until 1:30 P. M.

The Commission met in executive session in the dining room of the Marion Hotel, Salem, at 12:30 P. M. Motion was made by Commissioner Spaulding, seconded by Commissioner Hanley, and carried, that Commissioner Ainsworth, who had served as temporary chairman during the morning session, be elected permanent chairman.

Motion was made by Commissioner Hanley, duly seconded and carried unanimously, that Roy A. Klein be reappointed State Highway Engineer.

The sale of $1,000,000 of state highway bonds to be used to provide state highway work for unemployment relief was discussed, and Commissioner Spaulding offered the following resolution and moved its adoption:

WHEREAS, under the provisions of Sections 44-801 to 44-810, inclusive, Oregon Code 1930, the State Highway Commission is authorized to issue bonds of the State of Oregon in the amount of Seven Million Dollars, and in addition, such an amount of bonds as may be permitted and authorized by, and not in conflict with, the provisions of the constitution of the State of Oregon, and sell the same in order to create a fund to be used in carrying out the provisions of said Act; and

WHEREAS, by the terms and provisions of said Act, as amended, the said State Highway Commission is authorized and empowered to issue said bonds in such denominations as in the judgment of the Commission will be most marketable; and

WHEREAS, there have been issued and sold under the provisions of said Act, as amended, bonds in the sum of Eight Million Dollars, and said Highway Commission is empowered to issue the sum of Seven Million Dollars and such additional amount of bonds as may be permitted and authorized by and not in conflict with the provisions of the constitution of the State of Oregon; and

WHEREAS, the Attorney General of the State of Oregon is by said Act required, under the direction of the State Highway Commission, to prepare a form of interest bearing gold bonds of the State of Oregon; and

WHEREAS, said Attorney General has prepared such form of coupon bond in conformity with the requirements of such statute, which has been and is hereby ratified and adopted; and

WHEREAS, said statute, as above stated, authorizes such bonds to be issued by the State Highway Commission for the purpose of carrying out the provisions of said Act; and

WHEREAS, such bonds are required to be paid one-twentieth each year commencing with the sixth year after the issuance thereof, one-half of the amount payable each year to be payable on the first day of April, and the other half on the first day of October, each of which bonds must bear upon its face a statement showing the date of maturity; and

WHEREAS, such statute authorizes the State Highway Commission to cause a part or all of such bonds to be issued payable to the purchaser thereof, and subject to registration with an appropriate endorsement for such purchase and registration, and a portion or all thereof to be payable to bearer and not subject to registration; and

WHEREAS, such statute authorizes said Highway Commission to provide such method as it may deem necessary for the advertisement of each issue of said bonds before the sale thereof, and to require such deposit with bid as said Commission may deem advisable, and generally to conduct the sale and issuance of said bonds under such rules and regulations not inconsistent with said act as it shall adopt; and

WHEREAS, said State Highway Commission is desirous of complying with the requirements of said law by causing to be made certain of the road improvements designated by such statute, and in their judgment at the present time the necessity of road construction requires the issue of One Million Dollars, par value, of bonds authorized by the said statute,

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

(a) That of the bonds authorized under said Sections 44-801 to 44-810, inclusive, Oregon Code 1930, One Million Dollars par value thereof, shall be issued and sold at the present time for the purpose of carrying out the provisions of said statute, but so as not to violate any of the provisions of the constitution of the State of Oregon, as hereinafter provided;

(b) That sealed bids for such sale be requested and received at Multnomah County Court House, Portland, Oregon, at 2:00 P. M. on the 12th day of November, 1931, and that said bids shall be opened by the Commission at Multnomah County Court House, Portland, Oregon, at a meeting to be held at said place at the hour of 2:00 P. M. of the 12th day of November, 1931.

(c) That notice of such sale be given by the Secretary of this Commission by publication thereof in the following publications: North Pacific Banker, published at Portland, Oregon, and The Bond Buyer, published in New York City;

(d) That such notice shall in effect be that the State Highway Commission of the State of Oregon will receive bids for the sale of One Million Dollars, par value, of the gold bonds of the State of Oregon, bearing interest at the rate of four and one-quarter per cent per annum, interest payable April first and October first of each year. Of the issue two and one-half per cent will be payable on April 1st and two and one-half per cent October 1st of each year beginning with the sixth year from the date of issue, the first installment to be payable on April 1, 1937. That said bonds shall be in denominations of One Thousand Dollars ($1000) each, and known and designated as Series No. 3 and shall be numbered 8081 to 9080, both numbers inclusive;

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

(f) That said bonds be dated November 1, 1931, and bear interest from such date, and that the bidders be required to pay the amount of their bid with accrued interest to be added thereto from November 1, 1931, until the date the purchase price is paid, and that information to that effect be inserted in such advertisement;

(g) That the full purchase price from the sale of such bonds shall be payable upon delivery of said bonds;

(h) That an opinion be secured from Storey, Thorndike, Palmer and Dodge, attorneys of Boston, Massachusetts, showing the validity of such bond issue as a prerequisite to issuance thereof;

(i) That the Commission reserves the right to reject any and all bids, which fact shall be set forth in such advertisement.

BE IT FURTHER RESOLVED, that the said bonds shall be made payable at the office of the State Treasurer at Salem, Oregon, or at the office of the fiscal agent of the State of Oregon in New York City.

BE IT FURTHER RESOLVED, that said bids be received for One Million Dollars, par value, of said bonds.

The motion was seconded by Commissioner Hanley and declared carried by the Chairman.

At the suggestion of the Chairman, the matter of the designation of two routes for the proposed short roads from Portland to the sea was discussed. The Chairman stated that in his opinion the Wilson River route should be adopted as a primary highway and likewise that portion of the Vernonia-Hamlet route, extending westerly from Elsie to Hamlet. Commissioner Spaulding stated that he was not in favor of the adoption of the Elsie-Hamlet section as a primary highway until the complete route had been decided upon. After discussion the Commission, by unanimous decision, adopted the following resolution, designating the Wilson River route, between Glenwood and Tillamook as a state highway.

WHEREAS, there is urgent public demand that a certain road known as the Wilson River road, and which proposed road or route follows along the course of the Wilson River, be declared to be and be designated and adopted as a state highway, and

WHEREAS, the highway commission has caused a survey of said road or route to be made and has determined from said survey that it is practicable and feasible to locate, construct and maintain a road over and along said proposed route, and

WHEREAS, the construction of a state highway over and along the said Wilson River route will shorten the distance between Portland and Tillamook, and

WHEREAS, it is deemed by the highway commission that said Wilson River road or route is of sufficient importance to warrant the designation and adoption of the same as a state highway;

THEREFORE, BE IT RESOLVED, by the highway commission in regular session assembled, all members being present and participating, that that certain road or route known as the Wilson River road, beginning at a point near Glenwood in Washington County and running thence in a westerly direction along

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the Wilson River and terminating in the City of Tillamook in Tillamook County, be and said road and route hereby is declared to be and is designated and adopted as a state highway.

BE IT FURTHER RESOLVED, that this resolution be entered in the minutes of the highway commission.

The above resolution having received the unanimous affirmative vote of the entire Commission, was duly declared adopted.

The Engineer was instructed to restake the survey of the Wilson River route making such revisions as are necessary and desirable.

The Engineer was further instructed to make detailed surveys of both the Scappoose-Vernonia-Hamlet and Wolf Creek routes in order to have comparative data to submit to the Bureau of Public Roads for their consideration in the selection of a federal aid route.

The Commission reconvened in regular session in the House of Representatives at 2:00 o'clock P. M.

Chairman Ainsworth made the following announcement: "We will dispose of the last thing we discussed just before lunch time. Regarding the Wilson River route, we all decided to put that on the regular state highway system as far as Glenwood from Tillamook. As far as the other road is concerned, in order to cooperate with the federal government we have to make further surveys which are going to be made at once, so that we can benefit by the 60-40% cooperation. We are unable today to name the exact route. That survey is going to be made and we are going to have a meeting, probably within a short time, when we can determine what action will be taken. We cannot make a definite statement today regarding the Scappoose-Vernonia route." L. M. Graham of Forest Grove: "I feel that I will be expressing the wishes of all the people here and a great many citizens of Western Oregon if I should thank the Commission for the action taken on the Wilson River road."

A delegation consisting of County Judge C. W. Kruse of Clackamas County, H. G. Starkweather, Portland, and Dr. G. B. Smith, Woodburn, appeared before the Commission and presented further arguments for the improvement of the Pacific Highway between Salem and Oregon City. Mr. Starkweather presented a petition, signed by representative business people residing between Salem and Oregon City, in which the Commission was urged to straighten and widen this section of highway to a minimum average width of twenty-eight or thirty feet of hard surfaced roadway. The following resolution was offered by Commissioner Spaulding, who moved its adoption:

RESOLVED, that the section of the Pacific Highway between Salem in Marion County and New Era in Clackamas County be, and said section is hereby ordered improved, by the construction of concrete slab shoulders five feet wide on each side of the existing pavement and the re-surfacing of the pavement between said concrete slabs with a non-skid surface so the hard surface roadway shall have a total width of thirty feet.

BE IT FURTHER RESOLVED, that the Highway Engineers be, and they are hereby instructed to prepare specifications for said improvement and an estimate of the cost thereof, and submit the same to the Commission for its approval at an early date; such specifications to include correction of dangerous curves on the present road;

BE IT FURTHER RESOLVED, That the Attorney for the Commission be, and he is hereby authorized and instructed to procure all necessary rights of way as soon as specifications are approved by the Highway Commission.

Chairman Ainsworth: "We would be very happy to start on this work tomorrow, if we had the money. We will consider the resolution passed and it will be up to the Engineer to follow it so far as he is physically able to do; however, the work cannot be done until we have the money."

A. Kalina, Mayor of Malin, Oregon, was present and urged the Commission to complete the construction of The Dalles-California Highway in Klamath County from Merrill to the California state line, via Malin. He was informed by the Chairman that the Commission has full data on this matter and will give it careful consideration.

A delegation from Lincoln County, consisting of Ira Withrow, H. A. Hosteteler, Geo. A. Cushing, W. G. Jacobs, County Judge Fred C. Robison, County Commissioner Andrew Kent, Cliff Crosno, Ted Cosgrove, John Boyer, J. E. Cooter, Peter Frederick, Geo. McCluskey, W. H. Waterbury and Earl Conrad, appeared before the Commission and urged the completion of the highways leading to the coast on which work had already been started before additional roads are placed on the highway system, with special reference to the Salmon River Highway and the reconstruction of the McMinnville-Tillamook Highway between Wallace Bridge and Hebo. The Engineer explained that the grading work on the Salmon River Highway is complete and that the rocking would be finished at the western end early next year as a forest road project. Mr. Cooter inquired concerning the rocking of the Otis-Siletz River Section of the Oregon Coast Highway and was informed by the Engineer that he would recommend to the Commission that this work be given preference in arranging the 1932 construction program.

Mr. Cooter also made inquiry concerning the plans of the Commission regarding the proposed line change of the Corvallis-Newport Highway across his own property, about four miles east of Toledo. He stated that he wished to make some improvements, but could not do so until he knew definitely whether or not the highway project was to be built and, if so, he would make his plans accordingly. The Engineer explained that the change contemplated was a major improvement between Toledo and Pioneer Mountain involving considerably more than the realignment across Mr. Cooter's property. It is, however, a meritorious project and the Engineer recommended that it be considered when the 1932 program is taken up. In order to assist Mr. Cooter in making his

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own arrangements, the Commission authorized the Engineer to decide upon the definite location across the Cooter property and secure the right of way at this time.

County Judge H. H. De Armond of Deschutes County was present, and urged the Commission to authorize the reconstruction of the Redmond-Bend Section of The Dalles-California Highway on the new alignment recently surveyed by the department engineers. He stated that this is work where hand labor can be employed to the best advantage and would greatly assist the unemployment problem in that vicinity. He also said that there were other projects, such as the surfacing of a ten mile section of the Central Oregon Highway between Horse Ridge and Millican, improvement work at Peter Skene Ogden Park and additional work on the McKenzie and Santiam Highways, but these projects would not require many men and are not located convenient to the cities.

County Judge P. A. Retrum and Commissioners R. W. Shaw and Geo. L. Yokom of Grant County were present and urged the completion of the Pendleton-John Day Highway. They were informed by the Chairman that this was a forest highway project and would be taken up in conference with the officials of the Bureau of Public Roads and Forest Service later in the day. The County Court asked the Commission to approve the designation of the county road leading south from Dayville up the south fork of the John Day River to Izee as a forest highway. They stated that the Bureau of Public Roads engineers had been over this route and had given their oral approval. They also asked that this road be placed on the state secondary highway system so that construction could be expedited. In reply to the inquiry of W. H. Lynch, District Engineer of the Bureau of Public Roads, who was present, County Commissioner Yokom stated that they would prefer to have the Pendleton-John Day Highway completed before starting construction on this new road. The Chairman stated that this matter would also be taken up at the joint conference with the government officials later in the day.

County Judge David F. Graham and Commissioner J. D. Fairman of Malheur County, County Commissioner Harry W. Withers of Harney County, and A. A. Bardwell, President of the Burns Chamber of Commerce, appeared before the Commission and asked for the completion of the Juntura-Peach Section of the Central Oregon Highway, 9½ miles in length. The Engineer stated that surveys have been made and the estimated cost of construction is about $150,000, all of which must be paid from state funds since this road is not on the federal aid system. The Chairman informed the delegation that the matter would be considered and the Commission will do the best it can as far as funds are available.

County Commissioner J. D. Fairman presented a petition, containing the names of numerous county officials and delegates from various districts throughout the state, in which the Commission was urged to hold its future meetings in Portland as in previous years. The Chairman stated that the next regular meeting would be held in Portland at which time a determination would be made as to where future meetings would be held.

A delegation from Morrow County, consisting of County Judge Wm. T. Campbell, Commissioners Geo. A. Bleakman and Geo. N. Peck, County Engineer Harry Tamblyn, W. L. McCaleb, Roadmaster, and Al Rankin, appeared before the Commission in the interests of the Heppner-Spray road. They asked for financial assistance to complete the McKinney Creek Section, about six miles in length, the estimated cost of which is about $40,000. The Engineer stated that reports indicated that this road had been approved by the County Courts of both Morrow and Gilliam Counties as a secondary highway (statement confirmed by Commissioner Bleakman). He also stated that it was unlikely that this road could be extended as a forest highway since it had already been extended as a forest road outside of the forest boundary. Commissioner Bleakman stated that none of the state highways in Morrow County needed any further improvements at this time and requested that the State Highway Commission spend its money for unemployment relief on the Heppner-Spray road and the road leading from Heppner to Ritter. The Chairman informed the delegation that the Commission will give the matter its best attention. The Engineer was instructed to make a report to the Commission on the "set-up" for unemployment relief in Morrow County.

A delegation from Lane County, consisting of County Judge C. P. Barnard, Commissioners Clinton Hurd and O. E. Crowe, T. O. Russell, President, Eugene Chamber of Commerce, E. G. Harlan, Manager, Eugene Chamber of Commerce, A. E. Gerimonte, Westfir, Chas. Paddock, Oakridge, E. A. Hill, Cushman, and Wm. Tugman, Eugene, was present and requested additional work on the Willamette and Siuslaw Highways and the modernization of the Pacific Highway. Judge Barnard asked that the present highway construction program be completed before adding new highways to the system so that full benefit of all of the projects that have been commenced may be secured. He gave statistics showing amounts contributed to Lane County by the State and Government for road building purposes and asked that the secondary highway funds be released by December 1, 1931, if possible, in order to start unemployment relief work. Mr. Russell stated that the completion of the Willamette Highway through to Central Oregon will greatly shorten the distance into the Klamath Basin country. They asked that a clearing contract be awarded on this highway above Oakridge to provide employment in that vicinity this winter. Matter taken under advisement by the Commission.

A delegation, consisting of E. O. Blanchar, President, Greater Columbia Highway Association, J. H. Jeffrey, County Judge, and F. L. Keating, County Commissioner, C. M. Hurlburt, County Engineer, W. Nichols, Roadmaster, N. Coulter, President, M. R. Hanger, Secretary, and John Koberg, Director of Hood River Chamber of Commerce, and Geo. R. Wilbur, all of Hood River, appeared before the Commission regarding the improvement of the Upper Columbia River Highway. Mr. Wilbur acted as spokesman. They stated that in their opinion most of this highway will have to be rebuilt to take care of new commercial business and advocated the construction of an entirely new highway between Troutdale and Multnomah Falls. They requested the Commission to program this work as a major development project to be constructed as soon as funds become available.

The Chairman informed the delegation that the Commission was committed to this improvement but that money for the purpose was not available at the present time.

J. E. Norton of Coquille and Henry Kern of North Bend were present and requested the completion of the Port Orford-Euchre Creek Section of the Oregon Coast Highway in Curry County and improvements along this highway between Coquille and North Bend. The Engineer explained that the improvement of the Port Orford-Euchre Creek Section was a meritorious project and it would be desirable to do the work, but that no funds had been available. Concerning the Coquille-North Bend Section, the delegates were informed by the Chairman that the Commission had it in mind to make certain improvements there this winter with the emergency unemployment relief funds. Mr. Kern inquired as to what plans the Commission had for the completion of the gap in the Umpqua Highway, between Paradise Creek and Elkton, and was informed by the Commission that this work had been recommended for the 1932 construction program. Mr. Kern then suggested the widening of the Scottsburg-Reedsport Section of this highway for unemployment relief work this winter. The Engineer stated that a unit of this project had been included in the unemployment relief program but that the major portion was too heavy for hand labor.

County Judge D. F. Thompson of Coos County was present and asked the Commission to declare its policy concerning the matter of secondary highways. They wish to know what mileage the state will assume so that they can budget their funds correctly. They also wish to know the amount of relief funds that will be allotted to each county. He was advised by the Chairman to keep in touch with the Engineer who will inform him when the apportionment is made.

The following representatives of the U. S. Bureau of Public Roads and Forest Service met with the Commission to arrange a program for the forest road funds apportioned by the Government for the government fiscal year 1933(July 1, 1932 to June 30, 1933). W. H. Lynch, District Engineer, T. M. Davis, H. D. Farmer, F. E. Andrews, Senior Engineers of the Bureau of Public Roads, C. J. Buck, Regional Forester, and James Frankland, Engineer of the Forest Service, were present. The representatives of the counties and communities were invited to present their projects for consideration.

Mr. Wm. Tugman of Eugene, in behalf of the Lane County Chamber of Commerce, asked that the Siuslaw and Willamette Highways be considered in the makeup of the forest highway program.

County Judge I. M. Schannep of Umatilla County asked that the Weston-Elgin Forest Highway be extended from its present terminus near Tollgate westerly a distance of about five miles. He stated that according to the original understanding the county constructed seven miles easterly from Weston and the Government constructed five miles westerly from Tollgate as a forest project, leaving an uncompleted gap of ten miles. The county has completed the survey of the next five miles easterly and

will construct this. They ask the Commission to approve an extension of the forest highway about five miles to connect with the county improvement. District Engineer Lynch stated that this was a matter for the Commission to approve or disapprove. Regional Forester Buck stated that this addition would mean an extension of the present forest highway a distance of about four miles outside of the forest boundary. After due consideration, the Commission by unanimous action approved the extension outside of the forest boundary a distance of about four miles.

Judge Schannep stated that the Umatilla County Court has asked that this road be designated a secondary highway and would like to have their survey approved so that they can spend their secondary money on it. He was advised by the Chairman that this would be taken up later when the Commission considers the selection of the secondary highway system.

Judge Schannep stated that all of the Pendleton-John Day Highway in Umatilla County has been completed, or is under contract, except the surfacing, and inquired as to the plans of the Commission for the completion of this unit. After some discussion he was informed by the Chairman that the Commission will approve the surfacing from Ukiah to Dale in conformity with previous understanding as to division of costs, which is one-third state, one-third county, and one-third government. Judge Schannep agreed in behalf of the County to the county cooperation.

The matter of providing work for the unemployed this winter in Umatilla County was discussed. The Engineer stated that there were several projects that were suitable for hand labor. These included work on the Wallula Cut-off, Pendleton-Cold Springs Highway, and other projects just out of Pendleton. Matter referred to the Engineer.

A delegation from Wallowa County, consisting of County Judge Edgar Marvin, Max Wilson, Ross Leslie, and others, was present and requested that the road leading down Little Sheep Creek Canyon from Joseph to Imnaha be approved as a forest highway. They asked for the designation at this time so that construction work can go forward this winter as an unemployment relief project. Several petitions, signed by many residents of Wallowa County, requesting the designation and construction of this road, were filed with the Commission. Regional Forester Buck stated that he will approve the allotting of forest road funds to this highway, provided it meets with the approval of the State Highway Commission and District Engineer Lynch. The Chairman informed the group that the project would be considered later.

Mr. Hugh Whitney of Allegany, Coos County, was present and asked the Commission to designate as a state highway the road leading from Marshfield, northeasterly, through Allegany and Ash, to a connection with the Umpqua Highway near Scottsburg. He stated that this was a scenic road, passing in close proximity to Loon Lake and Gold and Silver Falls, superior attractions. The road is now passable but narrow, being wide enough for one-way traffic only in places. He mentioned that he owned a large tract of land adjacent to this road, two

hundred acres of which he has offered to the Boy Scouts of Oregon for a summer camp site. The Chairman informed Mr. Whitney that the matter will be given consideration at a later date.

The Commission adjourned at 5:20 o'clock P. M., to meet in Room 209 Imperial Hotel, Portland, at 9:00 o'clock the following morning, October 9, 1931.

Portland, Oregon, October 9, 1931

The State Highway Commission met in adjourned session in Room 209 Imperial Hotel, at 9:00 o'clock A. M. Present were:

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

Hon. Milton A. Miller, former State Senator, appeared before the Commission in the interests of the designation and construction of a highway leading from Portland to Salem, via Champoeg, which he suggested be called the Pioneer Highway. No action taken by the Commission on this request.

A conference, continued from the previous day, was held with representatives of the U. S. Bureau of Public Roads and Forest Service to arrange for the programming of the Forest Roads funds apportioned by the Government for the government fiscal year 1933, ending June 30, 1933. The following government officials were present: W. H. Lynch, District Engineer, H. D. Farmer, Senior Highway Engineer, and F. E. Andrews of the Bureau of Public Roads, and C. J. Buck, Regional Forester, and James Frankland of the Forest Service.

Mr. Lynch reported that the following funds were available for Oregon:

Fiscal Year 1933 Apportionment		$1,320,000.00
Less:		
B.P.R. Administration (Washington)	$9,000.00	
B.P.R. Administration (District Office and Regional Office)	50,000.00	
Forest Service Administration	13,000.00	
Contingent	68,000.00	140,000.00
Total Available for Program		$1,180,000.00

After a full discussion, the following program was adopted unanimously:

Project	Length	Estimated Cost	Division of Costs Government	State	County
Siletz River Highway					
Grading	3.0	$ 90,000	$ 75,000	$ 0	$ 15,000
Oregon Coast Highway					
Berry Creek-Lincoln Co. Line, surfacing	13.5	135,000	100,000	0	35,000
Alsea Highway					
Waldport-Alsea Bridge, surfacing	6.4	75,000	50,000	25,000*	0
Siuslaw Highway					
Mapleton-Cushman, grading		35,000	35,000	0	0
Rainrock-Florence, surfacing	16.6	175,000	100,000	75,000*	0
Tiller-Trail Highway					
End 1931 construction to summit, grading	4.9	105,000	70,000	0	35,000
Willamette Highway					
Black Canyon-Oakridge, surfacing	9.0	75,000	50,000	25,000	0
Santiam Highway					
Summit-West to Jct. North Santiam Hwy., grading	4.0	100,000	100,000**	0	0
North Santiam Highway					
Whitewater Creek-south, grading	3.50)				
Detroit-Niagara, grading	5.0)	200,000	100,000	0	100,000
Whitewater Creek Bridge	)				
Wapinitia & Mt. Hood Highways					
Swim-Blue Box, surfacing and oiling	10.0	125,000	75,000	50,000	0
Heppner-Spray Highway					
Summit-Haystack Saddle, surfacing	9.6	50,000	50,000	0	0
Pendleton-John Day Highway					
Ukiah-Dale, surfacing	15.7	75,000	25,000	25,000	25,000
Canyon City-Burns Highway					
Canyon City-John Day, grading	2.0	25,000	25,000	0	0
John Day-Vance Creek, surfacing	10.0	50,000	50,000	0	0
Burns-Poison Creek, oiling	11.0	30,000	30,000	0	0
Joseph-Imnaha Highway					
Little Sheep Creek Canyon, grading	7.0	75,000	75,000	0	0
Diamond Lake Highway					
Dalles-California Highway-Crater Lake, grading, surfacing, bridges	19.0	225,000	225,000	0	0
Location surveys		20,000	20,000	0	0
Maintenance		10,000	10,000	0	0
Totals		$1,675,000	$1,265,000	$200,000	$210,000

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*State cooperation is given with the understanding that if savings develop, then additional government money will be put into this project and the state funds released. In addition to the state cooperation of $75,000 on the Rainrock-Florence surfacing project, the state assumes the cost of moving the Southern Pacific railroad tracks at an estimated cost of $70,000.

**This project will be shortened or eliminated in the event that sufficient savings do not accumulate on other projects to finance it, including repayment to the state on the Alsea and Siuslaw projects. The project will be extended up to a maximum of $175,000 in the event that savings are greater than are necessary to complete the above program.

The matter of extending the Canyon City-Burns Forest Highway from Canyon City, its present terminus, northerly a distance of two miles to the town of John Day to connect with the John Day Highway, was agreed upon by the representatives of the Bureau of Public Roads and the Forest Service and the members of the State Highway Commission.

Consideration was given by the Commission to the request of the County Court of Wallowa County and other petitioners that the road leading down Little Sheep Creek Canyon from Joseph to Imnaha be designated a secondary state highway. The following resolution covering this matter was adopted by the Commission unanimously:

WHEREAS, by the provisions of Chapter 248, Laws of Oregon, 1931, the state highway commission is authorized and empowered to select, locate, establish, designate, improve and maintain out of state highway funds a system of secondary state highways, and

WHEREAS, by the provisions of said act it is provided that the commission shall select such market roads or other county roads or routes as will contribute to and best promote the completion of an adequate and connected system of secondary highways, inter-county in character, but nevertheless correlated with the state highway system, and

WHEREAS, in the judgment of the highway commission that certain market road in Wallowa County known and designated in the records of said county as Market Road No. 4, is a highway which conforms to the required qualifications for a secondary highway in that it is inter-county in character and will correlate with the existing state highway system, and

WHEREAS, in the judgment of the highway commission said highway should be designated and adopted as a secondary state highway,

THEREFORE, BE IT RESOLVED, by the state highway commission in regular session assembled, all members being present and participating, that that certain market road in Wallowa County known and designated in the records of Wallowa County as Market Road No. 4, which said highway is otherwise defined and the general location thereof described as beginning at the town of Joseph and running in an easterly direction to Little Sheep Creek; thence in a northeasterly direction down Little Sheep and Big Sheep Creeks to Imnaha, a distance of approximately 33.0 miles in length, be and the said road hereby is designated and adopted as a secondary highway under and pursuant to the provisions of Chapter 248, Oregon Laws 1931.

The Chairman stated that Governor Meier had asked Attorney Devers to go out over the state and secure information concerning the unemployment situation of the respective counties. He asked the Attorney for a report on his findings. The Attorney stated that he has investigated conditions in about two-thirds of the counties and will probably complete the balance of them this week at which time he will file a report covering the whole state. He reported briefly that all of the counties so far visited by him were in need of relief, some of them now, others will not need it until after the first of November. The form of relief desired by the counties is road construction, some of them having in mind particular projects on which they believe that they can accomplish the greatest amount of relief as well as secure the greatest benefits. Commissioner Spaulding stated that he believed that the counties should be cautioned to proceed slowly in this matter until after the first of December when the highway department finances will be in better condition.

County Judge Wm. T. Campbell, Commissioners G. A. Bleakman and Geo. N. Peck of Morrow County, and Mr. T. J. Mahoney of Heppner reappeared before the Commission and asked for financial assistance to complete the Heppner-Spray road and to construct a road leading from Heppner toward Ritter. They stated that the county had expended all of its funds in the construction of the Heppner-Spray road and there now remained only a six mile gap which, it is estimated, will cost $40,000 for the grading. They asked the Commission to allot funds for the completion of this gap. They also asked for an allotment of funds to construct the Heppner-Ritter road which, they stated, will give them an outlet to the yellow pine forests to obtain fuel, this being the nearest fuel supply to Heppner and vicinity. The suggestion was made by Commissioner Spaulding that inasmuch as the Commission has committed itself to the expenditure of $1,000,000 for unemployment relief, $200,000 be borrowed up to December 1, 1931, to help out the counties. The Attorney stated that a strict construction of the law would not permit the expenditure of the secondary highway funds now; however, there is certain language in the act and because of the existing emergency he was of the opinion that a liberal construction of the law will permit of the advance of funds to the counties out of the $1,000,000 unemployment relief fund. The Engineer stated that he was ready to recommend to the Commission that the Heppner-Spray road be placed on the secondary highway system. There are places on this road where widening

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and other improvements are needed which could be done by the county with its own forces and paid for with secondary highway funds. Chairman Ainsworth informed the Morrow County group that the Commission will cooperate with them so far as it is legally proper to do so.

County Judge Chas. E. Baird of Baker County urged the Commission to change the route of the Baker-Cornucopia Highway east from Halfway via Pine Valley and Homestead to Ballards Landing. The Engineer reported that the Interstate Commerce Commission had recently permitted the abandonment of the branch line railroad north of Robinette and that he thought that before the location was adopted an investigation should be made of the feasibility of utilizing the old railroad grade along the Snake River between Robinette and Homestead. The Engineer was authorized to make a study of the river route for comparative purposes and report later.

County Commissioner A. A. Dunlap of Sherman County, appeared before the Commission with a request for financial assistance in the construction of the Grass Valley-Sherar's Grade Market Road which was tentatively designated as a secondary highway by the Commission at its meeting held September 3, 1931. He stated that their funds were tied up in a bank that had just failed and they had no funds available to continue the work that was now under way. He asked for an advance of about $7,000 from the secondary highway fund to meet their pay rolls. After some discussion the following resolution designating Sherman County Market Road No. 2, with the extension thereof, a secondary highway, was unanimously adopted by the Commission:

WHEREAS, by the provisions of Chapter 248, Laws of Oregon, 1931, the state highway commission is authorized and empowered to select, locate, establish, designate, improve and maintain out of state highway funds a system of secondary state highways, and

WHEREAS, by the provisions of said act it is provided that the commission shall select such market roads or other county roads or routes as will contribute to and best promote the completion of an adequate and connected system of secondary highways, inter-county in character, but nevertheless correlated with the state highway system, and

WHEREAS, in the judgment of the highway commission that certain market road in Sherman County known and designated in the records of said county as Market Road No. 2, with the extension thereof, is a highway which conforms to the required qualifications for a secondary highway in that it is inter-county in character and will correlate with the existing state highway system, and

WHEREAS, in the judgment of the highway commission said highway should be designated and adopted as a secondary state highway,

THEREFORE, BE IT RESOLVED, by the state highway commission in regular session assembled, all members being present and participating, that certain market road in Sherman County known and designated in the records of Sherman County as Market Road No. 2, with the extension thereof, which said highway is otherwise defined and the general location thereof described as beginning in the town of Grass Valley at a point connecting with the Sherman Highway and running in a southerly and westerly direction via what is known as Sherars Grade to the Sherman-Wasco County Line near Sherars Bridge, be and said road hereby is designated and adopted as a secondary highway under and pursuant to the provisions of Chapter 248, Oregon Laws 1931.

BE IT FURTHER RESOLVED, that said highway shall be located, constructed, improved and maintained as provided by law.

A motion was then made by Commissioner Spaulding that the Commission advance Sherman County $7,000.00 to meet the county's pay rolls on the construction of the Grass Valley-Sherars Grade Section of this highway. The motion was duly seconded and carried. Commissioner Dunlap requested that the advance be made in two payments of $3,500 each. Request approved by the Commission.

The matter of arranging work in each county to provide relief for the unemployed was discussed by the Commission. The Engineer was authorized by the Commission to proceed at once with the making of any and all surveys that are necessary to provide unemployment relief work.

County Judge P. A. Retrum and Commissioners Geo. L. Yokom and R. W. Shaw, who were present, stated that if the state primary highway funds could be expended on secondary highways they will be glad to join with Morrow County in requesting the designation and construction of the Heppner-Ritter road. Decision on this matter was delayed by the Commission until later. The attorney was instructed to secure the opinion of the Attorney General in the matter of applying primary highway funds on secondary highways.

The Commission adjourned to meet again in Room 209 Imperial Hotel, Portland, at 2:00 o'clock P. M., on Monday, October 12, 1931, to consider matters of a routine nature.

R. G. Klein
State Highway Engineer

H. B. Keasey Jr.
Secretary

Chairman

Commissioner

Commissioner

Portland, Oregon, October 12, 1931

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

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

The Commission discussed the Forest Highway program for the fiscal year 1933 with W. H. Lynch, District Engineer, and T. M. Davis, Senior Highway Engineer of the Bureau of Public Roads, and signed the letter covering the program that was adopted at the joint conference with the Government officials on October 9, 1931.

The Commission also signed the letter, directed to the Forester and the Chief of Bureau, Washington, D. C., approving the addition of the Canyon City-John Day Section of the Canyon City-Burns Forest Highway in Grant County and the Williams Creek Road in Josephine County to the Forest Highway System. The representatives of the Bureau of Public Roads and the Forest Service expressed their disapproval of the request of the Umatilla County Court for the extension of the Elgin-Weston Forest Highway six miles west of the forest boundary, therefore, the matter was dropped.

The Commission discussed certain portions of the report of R. H. Baldock, Assistant Highway Engineer, on matters that came up at the Eleventh Annual Convention of the American Association of State Highway Officials, held in Salt Lake City, September 28 to October 2, 1931, inclusive, which he attended as the representative of the Oregon State Highway Department. Particular consideration was given to the report on the address given by Thomas H. MacDonald, Chief of the Bureau of Public Roads on the "Relation of Highway Building and Utilization" wherein Mr. Baldock states:

> "Probably the most interesting features of Mr. MacDonald's speech were his remarks with reference to the unemployment relief measures. The general trend of his remarks, which probably indicate the attitude of the administration, seems to be unfavorable to the issuance of additional emergency funds by the Federal Government. Furthermore, Mr. MacDonald took a stand against the employment of hand labor on work where there was a question as to the efficiency of this method. In other words, he stated that in his opinion that economic ills could not be cured by uneconomic methods. However, he stated that the Bureau would approve projects involving the following stipulations:
>
> "First, the fixing of a fair minimum scale for unskilled labor which should be written into the proposals and contracts. They would approve a rate of pay that has been in existence in the various sections for some years past."

Concerning this stipulation, the Commission, by unanimous decision, agreed to a minimum wage scale for common labor to be written in the contracts.

> "Second, an acceptable restriction to give preference to local unskilled labor and residents of the state, availability and other conditions being equal. This does not apply to the skilled foremen, mechanics and equipment operators who form the nucleus of the contractor's organization."

The Commission accepted this stipulation with the understanding that local labor would be given preference.

> "Third, the bureau will participate with the state on a day labor or force account basis on small projects only where such projects can be used as a means to provide quick local employment with reasonable economy, and which do not require the establishment of camps or excessive transportation to and from the work. This does not mean in any way a breakdown of the contract system, and applies only to a very limited percentage of the federal road funds available. It is to be strictly construed as a possible emergency method of relieving local unemployment conditions in the winter and spring months. On such projects federal aid allowance will not be made for rental of machinery or state owned equipment."

The Commission accepted this stipulation without reservation.

"Fourth, a restriction as to hours per day and days per week that unskilled labor may be continuously employed on any project; that is, a provision or policy of intermittent employment."

Stipulation approved by the Commission.

"Fifth, the bureau will approve the reopening of completed projects if federal aid balance is available within the maximum mileage allowance, provided these projects consist of betterments which are advisable construction and which improve the safety of the road."

Stipulation approved by the Commission.

"Sixth, the Bureau will insist that the award of the contract be made to the lowest responsible bidder regardless of the desire of some of the states and some localities to award bids to local contractors at slightly higher prices. The federal government consistently adheres to the principle that the award of contracts to the lowest responsible bidder is the only defensible public policy. Furthermore, the Bureau is an exponent of the prequalification of bidders, and attaches major importance to the term 'Responsible'."

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Stipulation approved by the Commission.

"Seventh, the Bureau will not accept any restriction or limitation to materials, etc., produced within the state. In other words, gravel, sand, cement and asphalt must be obtained on the basis of open competitive bidding on state force jobs and no provision limiting a contractor to the use of local materials will be approved."

Stipulation approved by the Commission.

The Commission approved and executed project statements for the securing of federal aid on the contemplated improvements of the Coquille-Marshfield Section of the Oregon Coast Highway in Coos County and of the Linnton-Scappoose Section of the Columbia River Highway in Multnomah and Columbia Counties.

The Engineer stated that he had received a letter from the Highway Department of the State of Washington inquiring as to what plans the State of Oregon has for the completion of the Wallula Cut-off Section of the Columbia River Highway in Umatilla County. He stated that the State of Washington has funds available for the completion of the portion lying in that state and will proceed with construction as soon as provision is made for the completion of the Oregon section, nine miles in length. It was his recommendation that this work be one of the first projects contracted. Recommendation approved by the Commission unanimously.

D. C. Brownell of Umatilla, who was present, asked the Commission to contract the surfacing of the section of this highway that was graded in 1931. Matter deferred by the Commission for later consideration.

County Judge M. R. Biggs of Crook County appeared before the Commission and asked that some of the units of the Bear Creek Section of the Crooked River Highway be surfaced with pit-run materials to make the road passable this winter during the wet periods. Matter taken under advisement by the Commission.

Judge Biggs also spoke of the unemployment situation in Crook County. He stated that there are seventy-nine unemployed men already registered for whom work must be provided--Crook County will be satisfied with whatever funds the State can provide for that county.

Judge Biggs requested that the County Engineer of his county, A. R. Schriver, be permitted to perform the engineering work that the State would have in the vicinity of Prineville rather than to bring in one of the Department engineers from another county as was done recently. Matter referred to the State Highway Engineer.

Judge Biggs stated that he had observed that the state maintenance employees were frequently on the road after eight o'clock in the

morning going to their work and that he thought that they should be required to be working on the road at eight o'clock. The Engineer explained that it had been the practice of the Department to require the maintenance patrolmen to service their equipment and make minor repairs on their own time, to leave their patrol stations at eight o'clock and work through to five o'clock, returning on their own time. The Commission thought it desirable to require the patrolmen to go out to their work on the road on their own time so that a full eight hours would be spent on the road. The Engineer stated that he would issue instructions accordingly.

The Commission approved the minutes of the meetings of July 30, September 3 and September 30, 1931.

The matter of installing a sprinkler system for fire protection at the Salem shops and the purchase of a new lathe for these shops was discussed by the Commission. Matter was referred to Commissioner Spaulding, with power to act.

The Engineer stated that he had received a letter from Governor Julius L. Meier, in which it was suggested that a platform scales for the weighing of heavy vehicles be installed on the Columbia River Highway at Springdale in Multnomah County. Matter referred to Commissioner Spaulding and the Engineer with power to act.

Consideration was given by the Commission to the rerouting of the West Side Pacific Highway at the north entrance into the city of McMinnville. The present routing is via Lafayette Avenue to First Street; thence along First Street to "I" Street; thence along "I" Street to Third Street; thence west along Third Street. The Engineer recommended that the highway be routed along Lafayette Avenue to "J" Street; thence along "J" Street to Third Street; thence west along Third Street. This route is paved and will eliminate two right angle turns at street intersections. It has already been approved by the City Council. Recommendation adopted by the Commission.

The Engineer stated that some of the tunnels on the Upper Columbia River Highway were of insufficient width to accommodate the traffic that passed through them and asked for authority to carry on investigations looking toward the relief of this situation. He was authorized by the Commission to make whatever studies and surveys are necessary at Mosier Tunnel, Mitchell Point Tunnel and Oneonta Tunnel.

The Engineer requested authority to extend the contract awarded to Earl L. McNutt and Guy F. Pyle for the grading of the Pike Ranch-Harney County Line Section of the Lakeview-Burns Highway, a distance of about five miles into Harney County as provided for in the contract. He stated that this section was entirely on government land and the cost of construction (estimated at $5,490.68) would be paid for one hundred per cent by the Government. It will be convenient for the contractor to do this now while his equipment is at this end of the job; if bids are taken the work will be delayed and it is likely that the cost would be greater

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because of the small unit in an isolated locality. In view of the fact that provision was made in the contract awarded to McNutt & Pyle for the construction of this five mile section at the unit prices contained in their contract for the grading of the adjoining section, the Commission by unanimous consent authorized the Engineer to extend the contract as requested.

The Engineer requested authority to purchase an additional lot 100x100 in the town of Bend for the enlargement of the present maintenance quarters at that place. He stated that the present quarters were not large enough for storage purposes and that the present area can be doubled for the sum of $500. Purchase of the lot was approved by the Commission.

The Secretary presented a letter from the Umpqua Highway Improvement District in which the Commission was asked to cancel its bill against the District for maintenance charges on the Umpqua Highway ($4,520.87) and apply this amount as cooperation in the cost of grading the "L" Street Section of this highway, totalling $8,323.00, which was paid for 100% by the District. The Engineer recommended that the request be granted. Recommendation approved by the Commission.

The Commission, by unanimous action, adopted the following rules and regulations for Ocean Beach Aircraft Landing Fields:

1. The jurisdiction of the Oregon State Highway Commission is assumed and shall be understood to extend only to the Oregon shore of the Pacific Ocean between ordinary high tide and extreme low tide, commonly known as the "beach" and which is a public highway under the terms of section 44-1201, Oregon Code 1930. It shall not be construed to cover tide lands to which the ownership is in other than the state of Oregon. Applicants for ocean beach landing fields must make such investigations and furnish such proof as may be necessary to determine title.

2. No rights to use beach lands above ordinary high tide will be attached to any landing field designations and all persons using such lands must be understood to do so at their own risk.

3. Applicants for the designation of landing fields will be required to make arrangements for and install and maintain permanent signs marking the end limits of such fields and at intervals of not less than 500 feet along the shore side thereof. Such signs shall be placed above extreme storm high-water mark, shall be so constructed as to be permanent, and shall be of size, color and wording suitable to definitely convey warning to the general public and to indicate the existence of a landing field from the air. All such signs shall be approved as to size, color, wording and location before being installed. Any arrangements necessary to be made in order to place such signs upon private property shall be made by the applicant.

4. At all times when any field is in use the same shall be definitely marked off by placing stakes, extending at least three feet above the ground, at intervals of not more than 50 feet, and shall be placed at such closer intervals as may be necessary or may be required by the state highway commission. Each stake shall carry a red flag securely fastened to the upper end thereof, which flag shall be at least twelve (12) inches in depth and eighteen (18) inches in length. Ropes between stakes may be required when necessary and such patrolling shall be done as may be necessary for the protection of the public. Every reasonable precaution shall be taken to insure the safety of the general public at all times when planes are taking off or are landing. Nothing herein contained shall relieve operators of aircraft from their individual and personal responsibility to the general public.

5. In all cases where the ocean beach is a way of necessary travel all vehicles legitimately using the beach as such shall be given priority and no airplanes shall take off or land during the period of such travel.

6. No exclusive rights shall be given in any designated field and the same shall be open to all aircraft upon equal terms.

7. No designation of any landing field shall be considered as irrevocable and the state highway commission in its discretion may vacate or modify any order setting aside such area as a landing field whenever in the judgment of the commission the interests of the general public warrant such action.

8. All flying, landing, taking-off, taxiing and other aircraft operations on and in the vicinity of designated landing fields shall be done in accordance with the United States Department of Commerce Rules and Regulations in so far as the same can be made to apply to landing fields on the ocean beaches.

9. The commission may promulgate such further or other rules and regulations, or special rules and regulations for particular fields, as from time to time may, in the discretion of the commission appear necessary.

10. The secretary of the commission shall have authority to issue permits to any duly licensed pilot upon proper application therefor, which permit may carry the right to use any or all landing fields heretofore or hereafter to be designated.

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The Secretary presented a communication from the Attorney in which the Commission was asked to determine a policy with respect to the collection of claims against individuals arising out of accidents between state-owned equipment and privately-owned vehicles where the individual was at fault. The Commission instructed the Attorney to collect such claims as far as possible but where the amount involved is small, it did not seem advisable to resort to litigation.

The Attorney stated that many personal claims are filed against Department employees and inquired as to whether or not the Commission would favor his being as strict as possible against collection agencies and favor the employee when making returns in court actions. He was instructed by the Commission to be as liberal as possible in favor of the employee.

The matter of the determination of a policy with respect to the granting of special permits for the operation of solid tired vehicles on state highways was considered by the Commission. The Secretary stated that he had many requests for special privileges of this nature which included housemoving equipment, dollies for the transportation of wrecked automobiles, farm trucks for hauling farm supplies, etc., which are barred from the highways under a strict interpretation of the law, except by special permit of the State Highway Commission. The Commission favored the granting of special permits for the operation of solid tired vehicles on state highways where the equipment is not used regularly on the highways, but where the highways are used continuously by these vehicles, then the wheels of the same must be equipped with pneumatic tires.

The Commission approved the payment of the final warrant to the United Contracting Company for the grading of the Jetty Creek-Brighton Section of the Oregon Coast Highway in Tillamook County, contract No. 732, upon the recommendation of the Attorney. Also, upon the recommendation of the Attorney, the Commission approved the payment of the final warrant to Guy F. Atkinson for the grading of the Garibaldi-Rockaway Section of the Oregon Coast Highway in Tillamook County, contract No. 965. Both of these contracts had previously been involved in litigation, the amounts of the final awards having been determined by a board of arbitration in each case.

The Commission confirmed the oral consent given on September 27, 1931, authorizing R. H. Baldock, Assistant Highway Engineer, to attend the annual convention of the American Association of State Highway Officials at Salt Lake City, September 28 to October 2, 1931.

The Engineer stated that it would be convenient if the Equipment Engineer had authority to execute in the name of the Commission, proofs of fire losses covering policies held by the Commission which require adjustment and other papers that may be necessary to effect the settlement of claims in connection therewith. The following resolution regarding this matter was adopted by the unanimous action of the Commission:

BE IT RESOLVED by the Oregon State Highway Commission this 12th day of October, 1931, that L. P. Campbell, Equipment Engineer, be and he is hereby authorized to execute any and all proofs of fire losses covering policies held by this Commission which may require adjustment in the State of Oregon, and

BE IT FURTHER RESOLVED that said L. P. Campbell, Equipment Engineer, is hereby authorized to execute in the name of this Commission all forms of claims and acquittances and releases which may be necessary in the settlement of such claims.

The Secretary presented a deed from Hood River County to the State of Oregon whereby the county conveys to the state, without cost, the area included in the "wye" connection of the Columbia River and Mt. Hood Highways at Hood River, being more particularly described as Lots 1, 2 and 3 of Block 1 of Reynolds Addition to the City of Hood River. The Commission accepted the deed with thanks and instructed the Secretary to express to the Hood River County Court its appreciation for this gift.

The Commission approved the program letter directed to The Forester and the Chief of Bureau, Washington, D. C., providing for the expenditure of savings that have developed from low bids received on Oregon forest highway work contracted to September 1, 1931. Following is the program agreed upon and recommended by the District Engineer of the Bureau of Public Roads, Regional Forester and the State Highway Commission:

Project	Length in Miles	Forest Highway Funds
Oregon Coast Highway		
Florence-Gardiner Section, surfacing	19.6	$50,000*
Santiam Highway		
Clearing	6.0	8,000
Pendleton-John Day Highway		
Clearing	10.0	10,000
Diamond Lake Highway		
Clearing	7.0	25,000
Location Surveys		25,000
	Total	$118,000

*This releases $50,000 state cooperation temporarily applied to this project at the joint conference between officials of the Bureau of Public Roads, Forest Service and State Highway Commission held on April 2, 1931.

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The Commission approved the form of lease prepared by the Attorney covering the lease of two parcels of land containing 0.94 acres and 4.97 acres respectively, situate in the SE¼ of the NE¼ and the SW¼ of the NE¼ of Section 1, T. 1 N., R. 34 E. W. M., Umatilla County, to Fred A. Laatz of Pendleton. The property is what is known as the Sunset Inn property recently acquired by the Commission from the Indian owners as a part of the Blue Mountain Timber Reserve along the Old Oregon Trail. The lease runs for a period of five years for which Mr. Laatz is to pay the state the sum of $500.00 in five annual installments.

The matter of continuing with the maintenance and improvements at the State Park at Champoeg was discussed by the Commission. The Parks Engineer, S. H. Boardman, who was present, reported that he has two men at work at this place clearing up the property. Commissioner Spaulding stated that it was the wish of Governor Meier that the State Highway Commission take over the jurisdiction of this park. It was explained that this park was not in the same category as other state parks acquired by the Highway Commission, it being under the direct supervision of the Board of Control and funds for its upkeep and maintenance are provided by appropriation by the legislature. After further discussion the Commission approved the continuance of the present policy with respect to this park, further consideration of the matter to be given later.

Consideration was given by the Commission to the matter of acquiring the property of Bert E. McDonald as a part of the Blue Mountain Timber Reserve along the Old Oregon Trail in Umatilla County. The Engineer explained that the acquisition of this tract of eleven acres would complete this timber reserve. He stated that the Division Engineer appraised the property at $742.08 but that Mr. McDonald demanded $1,500.00. The matter is of long standing and instructions are now asked as to whether or not condemnation proceedings shall be started by the Attorney. Action on this matter was deferred by the Commission to a later meeting. The Attorney was instructed to secure additional information from the Division Engineer.

Parks Engineer S. H. Boardman, reported that in accordance with previous instructions of the Commission he had carried on negotiations with Mr. D. E. Geiser of Silverton, Oregon, for some time past for the acquisition of the south or main falls in the Silver Creek Falls Park area and had at last succeeded in securing an option to purchase the following described tract of land, including these falls, for the sum of $10,000: The north half of the northwest quarter of Section 14, T. 8 S. R. 1 E. W. M. Also,

> Commencing at the Southeast corner of the Homestead Claim of James Fordyce in Sec. 14, T. 8 S. R. 1 E. W. M.; thence south 20 rods; thence west 160 rods; thence north 20 rods; thence east 160 rods to the place of beginning, containing in all 100 acres of land, more or less, in Marion County, Oregon.

Mr. Geiser at first demanded $18,000 for this tract, but finally agreed to

the lesser sum. The purchase of this tract by the Commission will complete the acquisition of all the falls in the Silver Creek Falls district. The purchase of this 100 acre tract for $10,000 was approved by the Commission.

The Parks Engineer was authorized by the Commission to employ a number of men this winter to construct trails throughout the Silver Creek Falls park site as an unemployment relief measure.

Mr. Boardman also reported that in his investigations he had found a government-owned tract of two hundred acres in this vicinity that would fit in very nicely with the Silver Creek Falls park site. He recommended that the Commission petition the Secretary of the Interior to withdraw this area from public entry and appropriate the same to the State of Oregon under the provisions of the Recreational Act of June 14, 1926. The area is described as follows:

> The SW¼ and the SW¼ of the NW¼ of Section 3, T. 8 S. R. 1 E. W. M., containing 200 acres more or less, in Marion County, Oregon.

The Commission approved the acquisition of this tract and signed the petition requesting the Secretary of Interior to withdraw it from public entry for park and recreational purposes.

The Commission considered the matter of purchasing a tract of land from Anna Lang, near Herman Creek, on the Columbia River Highway in Hood River County, about 5 miles east of Cascade Locks. This is a timber strip fronting on the highway for a distance of about one-half mile and contains 62.6 acres. The Parks Engineer stated that this tract can be purchased from the owner for $1,500.00. The Commission postponed action on the matter for one month.

The Chairman stated that a number of letters had been received from Reedsport, Baker and Ontario community organizations, requesting the aid of the Commission in the planting of trees along the state highway rights of way. They ask the Commission to purchase the trees and they will do the planting. The Park Engineer was instructed to ascertain whether or not these organizations will care for the trees after they are planted. Further action on the matter was deferred until later.

The Parks Engineer stated that he had received a letter from Dr. L. Dow Inskeep of Medford inquiring as to whether or not the State Highway Commission would be interested in receiving from the City of Medford as a gift a recreational area of 1800 acres owned by the city on the summit of Roxy Ann Mountain about 5 miles east of Medford. He was instructed by the Commission to make an inspection of the site and report back later.

The Commission considered the matter of purchase of an additional strip of land adjoining Bradley Park on the Columbia River Highway

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in Clatsop County. The Parks Engineer explained that this addition was required to safeguard and protect the investment that the State now had at this place--logging operations are now under way nearby and early action must be taken if the Commission wishes to acquire this tract. He further stated that the owners of the property are willing to sell all of their holdings for $15,000.00 but do not care to sell a lesser acreage. He explained that the acquisition of only a small portion is desirable and thought that this can be secured for not to exceed $2,000.00 although it may be necessary to resort to condemnation proceedings in order to do this. The Commission approved the purchase of the acreage recommended by the Parks Engineer and authorized the instituting of condemnation proceedings if necessary.

The Secretary presented a letter from A. L. Barbur, Commissioner of Public Works, Portland, in which the Commission is requested to fix a time and place for a hearing to discuss the following proposed improvements, viz.: Fourth Street arterial highway entrance into Portland from the south over the abandoned Southern Pacific Railroad right of way and the entrance into Portland of the new East Portland-Oregon City Highway. A number of letters from local community organizations and individuals requesting early consideration on these matters were also presented. The Engineer stated that the previous Commission had authorized him to sit in at a conference with the City Engineer of Portland and the Engineer of Multnomah County to discuss these projects. Concerning the Fourth Street project, he reported that the city and county proposed to secure the right of way required, one hundred feet in width or more if necessary to provide for slopes, but that they wanted the State to do the grading work. The City Engineer estimated that the right of way would cost about $250,000 and the grading and paving, including three timber bridges, would cost about $500,000. The Commission postponed action on this project until a later date. The Engineer was instructed to make a further study of the proposed entrance of the East Portland-Oregon City Highway into East Portland.

The Engineer requested authority to cooperate with the O.-W. R. R. & N. Co. in the improvement of the channel of Warren Creek on the Columbia River Highway in Hood River County. He stated that during periods of storm, boulders and debris are washed down on the highway and the railroad by heavy run-off of Warren Creek causing damage and a hazard to both highway and railroad traffic. He further stated that this situation can be corrected by the construction of a change in the channel of the creek which was estimated to cost about $24,000. The railroad company proposed that this cost be paid by the company and the state on an equal basis, the railroad company to do the work. The Engineer stated that the state would derive much good from this work and recommended that the Commission enter into an agreement with the railroad company to do this work on a 50-50 basis with the understanding that the state's share will not exceed $12,000. Recommendation approved by the Commission.

The Commission considered the matter of taking the customary state wide traffic count on October 15th. It was decided to cancel this count.

A copy of a resolution adopted by the Greater Columbia Highway Association, in which the Commission was requested to make a complete survey of the Columbia River Gorge to determine the most practicable form of improvement and to proceed immediately with the type selected, was presented by the Secretary. After some discussion the Engineer was instructed to keep this in mind and gradually gather the engineering data.

A letter was presented from D. E. Lamb of Portland requesting a permit to construct, operate and maintain a gas pipe line and an oil pipe line along the Old Oregon Trail and Columbia River Highway from a point near Weiser, Idaho, to the east city limits of Portland, also along the Pacific Highway between the north city limits of Portland and the Washington state line. The matter was taken under advisement by the Commission--the Engineer and the Attorney were instructed to secure further details concerning the plans of Mr. Lamb.

A letter was presented from the Paisley Commercial Club in which the Commission was asked to designate, survey and construct a highway leading from "control point", on the Lakeview-Burns Highway near the Lake-Harney county line, in a southwesterly direction to Paisley thence continuing to Bly in Klamath County a total distance of about 97 miles. The Engineer was authorized by the Commission to make a study of this route.

A letter was received from Roy E. Cannon, County School Superintendent of Multnomah County, requesting in behalf of the Board of Directors of School District No. 1, Portland, that a formal opinion be requested by the Commission of the Attorney General, relative to the legal right and authority of the State Highway Commission to construct paths within and along the rights of way of state highways for the benefit and safety of school children. After some discussion of the matter, the Commission instructed the Engineer to look up the various methods and types of construction which may be suitable for such footpaths and the Attorney was instructed to request the formal opinion of the Attorney General as to the legal authority of the Commission to construct them.

An invitation was presented from the Redwood Empire Association for the Commission to be the guests of the Association at their annual meeting to be held on October 17, 1931 at Sonoma Mission Inn, California. The Secretary was instructed to thank the Association for its invitation and to express regrets that the Commission will be unable to attend.

An invitation was presented from the Greater Columbia Highway Association for the Commission and the Engineer to meet with its Board of Directors and the County Courts of Hood River and Wasco Counties in The Dalles to discuss the traffic problems now existing on the Columbia River Highway. Invitation accepted by the Chairman and the Engineer.

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A letter was presented from the Mosquito Control and Elimination Committee of the Portland Chamber of Commerce in which the Commission was requested to cooperate with them in the extermination of the mosquito nuisance, especially along the Columbia River Highway. They ask that funds be appropriated, or in lieu thereof labor and material such as Diesel oil. Matter referred by the Commission to the Engineer and the Attorney to investigate.

A communication was presented from the Commission's attorney in which he requested instructions as to whether or not an appeal should be taken from the adverse decision of the United States Patent Office in the matter of the application of Assistant Engineer R. H. Baldock, for a patent on a method of road construction. It was explained that Mr. Baldock had applied for the patent for the protection of the State but the application had been rejected. The Attorney recommended that the Commission authorize him to appeal the case, the cost of which will be $120.00. Recommendation approved by the Commission.

A petition was presented from residents of Grave Creek, Oregon, in which the Commission is requested to construct a sidewalk on the bridge over Grave Creek on the Pacific Highway in Josephine County for the benefit and protection of school children who are obliged to use this bridge. Similar requests were received from residents of School District No. 8, Tillamook County, for the construction of a sidewalk on the bridge over Beaver Creek at Beaver and from the Valley Junction Farmers' Union of Willamina for the construction of sidewalks on two bridges in that vicinity. The Engineer stated that he will have counts taken at each of these bridges to ascertain the number of school children who actually use the bridges and will report this information to the Commission at the next meeting.

A letter was presented from the Board of Directors of Union High School District No. 10, Lane County, requesting the construction of a footpath along the Oregon Coast Highway from the city limits of Florence to their new high school, a distance of about 1,100 feet, for the benefit of school children. They state that they will construct their own walk, with the consent of the Commission, if the Commission cannot do it at this time. Matter referred to the Engineer for investigation.

A claim was presented by Virgil Mauldin of Reedsport for repairs to his car which, he stated, was damaged on account of the neglect of highway department employees in operating a road broom on the Oregon Coast Highway near North Bend on August 1, 1931. He stated that he was improperly warned by the flagman who was guarding the operations and as a result collided with the broom in a thick cloud of dust. He requests damages in the sum of $50.00. The Engineer stated that the street broom was being operated in connection with oiling operations in this vicinity. Flagmen are stationed at each end of the job to warn traffic of danger and Mr. Mauldin was cautioned by the flagman but evidently did not pay much attention to the warning and as a consequence drove his car into the broom with the resultant damage to the car. He recommended against the payment of the claim. The Commission referred the matter to the Engineer with power to act.

Mr. Fred Tebben, Portland, filed a claim with the Commission for damages sustained by reason of highway construction work in front of his nursery on the new East Portland-Oregon City Highway. Mr. Tebben stated in his communication that he is the raiser of valuable bulbs, between 60,000 and 75,000 of which were destroyed by dust created by the contractor's operations in grading this state highway. The amount of the claim was not stated. The Attorney recommended against the payment of the claim, stating that Mr. Tebben had received a very liberal award by the jury in the condemnation case against him for the securing of right of way for this highway. The Commission approved the recommendation of the Attorney and denied the claim of Mr. Tebben.

A letter was presented from the Malin Commercial Club again urging the Commission to arrange for the completion of The Dalles-California Highway from Merrill to the California state line, via Malin. The Engineer stated that this highway should properly connect with a forest highway at the California state line, but this point cannot be determined until the Bureau of Public Roads officials make a decision in the matter of the location in California. The Engineer was instructed to make further inquiry as to present plans for the construction of the forest highway to connect with the Oregon state highway system and where the connection will be made.

Consideration was given by the Commission to the offer of the Macleay Estate Company to deed to the State two parcels of land which are required in connection with the construction of the Bagnell Ferry road approach to the Oregon Coast Highway at the site of the new bridge over the Rogue River between Gold Beach and Wedderburn, Curry County. The offer is that they will deed these two parcels of land to the state in exchange for the ferry slips constructed, owned and operated by the State in connection with the operation of the ferry "Rogue" across the Rogue River at this place. After due consideration the Commission by unanimous action accepted the offer of the Macleay Estate Company on the condition that this company relieve the State, the State Highway Commission, its officers and agents from any and all liability incident to or growing out of the continuance of the maintenance of these slips after the State has ceased to operate its ferry, and further that the Macleay Estate Company shall assume all obligations to the Federal Government or the United States War Department with respect to these slips and/or their removal.

A letter was presented from Mr. Chas. Steinhauser of Parkdale in which the Commission was asked to designate the Mt. Hood Highway a "stop" highway throughout its length. After some discussion of the matter, the Commission, acting under authority of Section 48, Chapter 360, Oregon Laws of 1931, by unanimous decision declared the Mt. Hood Highway a "stop" or "through" highway and authorized the Engineer to arrange for the erection of appropriate signs for the guidance of traffic.

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Consideration was given by the Commission to the request of Miss Mary T. Wells of Elkton that the bridge recently constructed over the Elk Creek on the Umpqua Highway at Elkton in Douglas County be given the name "Anna Elizabeth Wells" bridge in honor of her mother, a pioneer of the district. A letter from the Douglas County Court endorsing Miss Wells' request was also presented. After due consideration the Commission agreed to naming this bridge "Anna Elizabeth Wells" bridge and instructed the Secretary to inform the Douglas County Court that if they wish to place a name plate on the bridge it will be agreeable to the Highway Commission.

A telegram was presented from the I. O. N. Highway Association, Winnemucca, Nevada, requesting that they be granted a hearing before the Commission. The Secretary was instructed to advise them that the Commission will hold its next regular meeting on November 12, 1931 and will be glad to hear them on that date.

The following projects recommended by the Engineer were approved by the Commission and the Engineer was authorized to advertise for bids for their construction as soon as funds became available:

	Estimated Total Cost	Probable Division of Costs State	County	Government
Josephine County				
Reconstruct bridge over Cow Creek on Pacific Highway	$30,000	$12,000	$ 0	$18,000
Douglas County				
Reconstruct south approach to Comstock Overcrossing of S. P. R. R. on Pacific Highway	20,000	20,000	0	0
Renew five timber bridges on Scottsburg-Reedsport Section of Umpqua Highway	10,000	10,000	0	0
Patrol Maintenance Building at Drain	3,000	3,000	0	0
Klamath County				
Overcrossing structure over S. P. railway tracks on The Dalles-California Highway, north of Klamath Falls	25,000	0	R.R. 12,500	12,500
Clatsop County				
Fill timber approaches to Youngs Bay Bridge on Oregon Coast Highway west of Astoria	30,000	26,000	0	4,000
Benton County				
Bridge on West Side Pacific Highway one mile south of Monroe and grade widening	18,300	7,300	0	11,000
Lincoln County				
Patrol maintenance building at Waldport	3,000	3,000	0	0

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	Estimated Total Cost	Probable Division of Costs State	County	Government
Lincoln County				
Timber draw rest for Siletz River Bridge	$ 5,200	$ 5,200	$ 0	$ 0
Deschutes County				
Bridge over Central Oregon Irrigation Canal on Ochoco Highway at Redmond	2,000	2,000	0	0
Multnomah County				
Construct walk on lift span, stairways on towers and paint towers of Interstate Bridge	12,400	6,200	State of Wash. 6,200	0
Lake County				
Surface Silver Lake-Picture Rock Pass Section of Fremont Highway	19,000	7,500	0	11,500

The Engineer reported that he would have two engineering parties in the field this week to restake the Wilson River Highway survey and make such revisions as are necessary. He requested authority to put some men to work clearing the right of way as soon as this has been acquired. Request granted by Commission.

The following requests for extensions of time were received:

J. W. and J. R. Hillstrom, contract No. 1171, surfacing Nimrod-Belknap Springs Section of McKenzie Highway in Lane County, requested an extension of time to August 15, 1931. The Engineer recommended that the extension be granted without penalty. Recommendation approved by the Commission.

C. A. Catching, contract No. 1272, construction of a bridge over Elk Creek on the Umpqua Highway in Douglas County, requested an extension of time to August 30, 1931. The Engineer recommended that the extension be granted without penalty. Recommendation approved by the Commission.

Hart Construction Company, contract No. 1271, resurfacing and furnishing maintenance materials for the La Grande-Union Section of the Old Oregon Trail, requested an extension of time to October 1, 1931. The Engineer recommended that the extension be granted without penalty. Recommendation approved by the Commission.

Oscar Joelson, contract No. 1258, construction of bridges over Hatchery, Finn and Indian Creeks on the McKenzie Highway in Lane County, requested an extension of time to July 10, 1931. The Engineer recommended that the extension be granted without penalty. Recommendation approved by the Commission.

Saxton & Looney, contract No. 1234, surfacing Hendricks Bridge-Doyle Hill Section of McKenzie Highway in Lane County, requested an

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extension of time to July 31, 1931. The Engineer recommended that the extension be granted without penalty. Recommendation approved by the Commission.

A. S. Wallace, contract No. 1195, surfacing Red Bridge-Drain Section of Umpqua Highway in Douglas County, requested an extension of time to August 20, 1931. The Engineer recommended that the extension be granted without penalty. Recommendation approved by the Commission.

C. E. Silbaugh, contract No. 1117, surfacing Hines Mill-Burns Section of Central Oregon Highway in Harney County, requested an extension of time to May 29, 1930. The Engineer recommended that the extension be granted without penalty. Recommendation approved by the Commission.

John K. Holt, contract No. 1142, construction of a bridge over the Rogue River on the Pacific Highway at Grants Pass in Josephine County, requested an extension of time to May 16, 1931. The Engineer recommended that the extension be granted without penalty. Recommendation approved by the Commission.

Morrison Trucking Company, contract No. 1130, resurfacing Rhododendron-Government Camp Section of the Mt. Hood Highway in Clackamas County, requested an extension of time to November 12, 1930. The Engineer recommended that the extension be granted without penalty. Recommendation approved by the Commission.

O. D. Wolfe, contract No. 1293, grading west unit Umatilla-Sand Station Section of Columbia River Highway in Umatilla County, requested an extension of time to September 30, 1931. The Engineer recommended that the extension be granted without penalty. Recommendation approved by the Commission.

Portland Sand & Gravel Company, contract No. 1294, grading east unit, Umatilla-Sand Station Section of Columbia River Highway in Umatilla County, requested an extension of time to September 30, 1931. The Commission granted the extension without penalty upon the recommendation of the Engineer.

Fisher Brothers, contract No. 1237, furnishing broken stone for Mt. Hood-Bear Springs Section of the Wapinitia Highway in Clackamas and Wasco Counties, requested an extension of time to September 30, 1931. Upon the recommendation of the Engineer, the Commission granted the extension requested without penalty.

Northwest Roads Company, contract No. 1265, non-skid wearing surface for Roseburg-Canyonville Section of Pacific Highway in Douglas County, requested an extension of time to September 15, 1931. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

Yunker, Wiecks & Company, contract No. 1302, grading Picture Rock Pass Section of Fremont Highway in Lake County, requested an extension of time to October 1st, 1931. Upon the recommendation of the Engineer, the Commission granted the extension requested, without penalty.

Brookfield Company, contract No. 1308, regrading and surfacing Warren-Hug Point Section of Oregon Coast Highway in Clatsop County, requested an extension of time to November 15, 1931. The Engineer recommended that the extension be granted without penalty. Recommendation approved by the Commission.

J. C. Compton, contract No. 1262, bituminous macadam and oil road mix, Baker-Malheur Section of Old Oregon Trail and John Day Highways in Baker and Malheur Counties, requested an extension of time to September 10, 1931. Extension granted by the Commission, without penalty, upon the recommendation of the Engineer.

C. J. Montag, contract No. 1274, construction of a bridge over the Santiam River on the Santiam Highway east of Cascadia in Linn County, requested an extension of time to September 15, 1931. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

R. H. Jones, contract No. 1286, construction of a bridge over the Malheur River on the Central Oregon Highway in Malheur County, requested an extension of time to October 10, 1931. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

J. A. Terteling & Sons, contract No. 1298, regrading East Unit, Huntington-Slides Section of Old Oregon Trail in Baker and Malheur Counties, requested an extension of time to September 5, 1931. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

Earl L. McNutt, contract No. 1301, grading Elkton Section of Umpqua Highway in Douglas County, requested an extension of time to October 1, 1931. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

Elliott & Kidd, contract No. 1291, grading East and West Units of Burchard Creek-Paradise Creek Section of Umpqua Highway in Douglas County, requested an extension of time to September 25, 1931. The Commission granted the extension requested without penalty upon recommendation of the Engineer.

Cochran Construction Company, contract No. 1153, grading Glenada-Douglas County Line Section of Oregon Coast Highway, requested an extension of time to July 31, 1931. The Engineer recommended that the extension be granted without penalty. Recommendation approved by the Commission.

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Clackamas Construction Company, contract No. 1176, bridge over Klamath River on Green Springs Highway at Keno in Klamath County, requested an extension of time to May 31, 1931. The Engineer stated that this bridge had been carrying traffic since November 1, 1930, and no additional engineering costs had accrued to the State on account of the overrun of the specified time limit. He recommended that the extension be granted without penalty. Recommendation approved by the Commission.

Earl L. McNutt, contract No. 1186, grading Berry Creek-Sutton Lake Section of Oregon Coast Highway in Lane County, requested an extension of time to June 12, 1931. The Engineer stated that this project was completed in the fall of 1930, except for the hauling of some rock for embankment protection at Sutton Lake which was prevented by early rains. The State has been to no additional expense on account of this delay. He recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

S. H. Newell & Company, contract No. 1187, regrading Pioneer Mountain-Eddyville Section of Corvallis-Newport Highway in Lincoln County, requested an extension of time to July 30, 1931. The Engineer stated that the date of completion specified in the contract was September 30, 1930. An extension of time to May 31, 1931, had previously been granted by the Commission with the understanding that the contractor would pay engineering charges subsequent to November 30, 1930. He recommended that the additional extension requested be granted subject to the payment of the extra engineering costs. Recommendation approved by the Commission.

F. J. Kernan, contract No. 1188, bituminous macadam non-skid wearing surface and oil mix treatment for Eugene Oiling Project on state highways in Linn, Marion, Benton and Lane Counties, requested an extension of time to June 3, 1931. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

J. F. Forbes, contract No. 1189, bituminous macadam non-skid wearing surface and oil mat treatment for The Dalles Oiling Project on the Sherman, The Dalles-California and Columbia River Highways in Sherman, Wasco and Hood River Counties, requested an extension of time to July 2, 1931. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

C. L. Camp, contract No. 1209, surfacing Pioneer Mountain-Eddyville Section of Corvallis-Newport Highway in Lincoln County, requested an extension of time to October 1, 1931. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

Earl L. McNutt, contract No. 1214, widening Clow Corner-Monmouth Section of West Side Pacific Highway in Polk County, requested an extension of time to October 29, 1930. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

Clackamas Construction Company, contract No. 1224, bridges over Hoquarton, Hall and Dougherty Sloughs on the Oregon Coast Highway in Tillamook County, requested an extension of time to June 30, 1931. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

Clackamas Construction Company, contract No. 1225, overcrossing over Southern Pacific Railroad tracks on the Oregon Coast Highway at Juno in Tillamook County, requested an extension of time to July 31, 1931. The Commission granted the extension requested without penalty upon the recommendation of the Engineer.

Clackamas Construction Company, contract No. 1226, bridges over Wilson River and Wilson River Slough on the Oregon Coast Highway in Tillamook County, requested an extension of time to September 30, 1931. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

Clyde R. Seitz, contract No. 1235, furnishing broken stone for Pendleton-Emigrant Hill Section of Old Oregon Trail in Umatilla County, requested an extension of time to October 15, 1931. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

Knute Lien, contract No. 1236, furnishing broken stone for Adams-Milton Section of Oregon-Washington Highway in Umatilla County, requested an extension of time to July 22, 1931. The Commission granted the extension requested without penalty upon the recommendation of the Engineer.

Washburn & Hall, contract No. 1246, widening and resurfacing Redwood Junction-Caves Section of Oregon Caves Highway in Josephine County, requested an extension of time to August 31, 1931. The Engineer stated that the State had suffered no loss, except the extra engineering costs, and recommended that the extension be granted without penalty. Recommendation approved by the Commission.

West Contract Company, contract No. 1253, non-skid wearing surface, Portland-Hood River County Line Section of Columbia River Highway in Multnomah County, requested an extension of time to October 1, 1931. Upon the recommendation of the Engineer, the extension was granted by the Commission, without penalty.

C. R. Johnson, contract No. 1255, widening and regrading The Dalles-Biggs Section of the Columbia River Highway in Wasco and Sherman Counties, requested an extension of time to September 1, 1931. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

Coos Bay Dredging Company, contract No. 1263, furnishing surfacing material for Myers Creek-Taylor Creek Section of the Oregon

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Coast Highway in Curry County, requested an extension of time to August 15, 1931. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

F. J. Kernan, contract No. 1266, non-skid wearing surface for Eugene-Wilbur Section of the Pacific Highway in Lane and Douglas Counties, requested an extension of time to September 15, 1931. The Commission granted the extension requested without penalty upon the recommendation of the Engineer.

Meyers Contract Company, contract No. 1268, furnishing broken stone for Otter Rock-Newport and Newport-Toledo Section of the Oregon Coast and Corvallis-Newport Highways in Lincoln County, requested an extension of time to October 15, 1931. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

J. C. Compton, contract No. 1281, bituminous macadam and oiling project, Kamela-Union Section of Old Oregon Trail in Umatilla and Union Counties, requested an extension of time to October 1, 1931. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

Berke Bros. Inc., contract No. 1292, regrading Otis-Siletz River Section of Oregon Coast Highway in Lincoln County, requested an extension of time to October 31, 1931. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

Slate Construction Company, contract No. 1102, grading Black Canyon Section of the Willamette Highway in Lane County, requested an extension of time to September 15, 1931. The Engineer stated that the contract called for the completion of the project by September 30, 1930, but that the time limit had been extended by the Commission to May 31, 1931, without penalty. He, therefore, recommended that the additional extension now requested be granted but that the contractor be required to pay the extra engineering costs that accumulate after May 31, 1931. The Commission referred the matter to the Engineer with authority to deduct the extra engineering costs from the contractor's estimate.

The Commission set Thursday, November 12, 1931, as the date for the next regular meeting, to be held in Multnomah County Court House at 10:00 o'clock A. M. The hour of 2:00 o'clock P. M. on that date was set for the opening of bids for the purchase of $1,000,000 4½% state highway bonds, the sale of which was authorized at the meeting held on October 8, 1931.

The Commission adjourned to meet again at 2:00 o'clock P. M. on Thursday, October 22, 1931, in Room 209 Imperial Hotel, Portland, to

consider the report of the Attorney on the unemployment situation throughout the state and to consider the matter of the designation of secondary highways.

Roy A. Klein
State Highway Engineer

H. B. Glaisyer
Secretary

Chairman

Commissioner

Commissioner

Portland, Oregon, October 22, 1931

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

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

Members of the Public Relations Committee of the Portland Civic Emergency Committee were present and discussed with the Commission the unemployment situation existing in Multnomah County and ways and means for its relief. Committee members present were Aaron Frank, Chairman, Dan J. Malarkey, Amedee Smith, and T. H. Banfield, representative of President Hoover's Unemployment Commission and General Chairman of the Portland Civic Emergency Committee.

At the request of Chairman Ainsworth, the Secretary read a letter from Mr. Malarkey setting forth Multnomah County's contributions to the state highway fund and the conditions of unemployment in the county. The Chairman informed Mr. Malarkey that his letter would be given consideration and acknowledged officially by the State Highway Engineer later.

The Engineer stated that it is difficult to find suitable projects in Multnomah County due to the fact that practically all of the state highways in this county are completed and require very little additional work at the present time; however, there are two projects in the county that are suitable for hand labor work on which emergency crews can be used to good advantage. These are the widening and straightening of the Columbia River Highway between Linnton and Scappoose and similar work on the Bertha-Beaverton Highway; however, they are not of sufficient

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size to take care of a great number of men. Mr. Frank stated that 13,239 persons have already registered in their employment office of whom 537 registered during the past week. Of these, 11,230 have qualified for employment and they estimate that this number will be increased to 12,000 by November 1st. He further stated that they had canvassed the city and county thoroughly and had found employment for only about 1200 men for the month of November. These men will be hired on the rotation basis, one week in every six, at the rate of $4.00 per day, receiving a total of $24.00 in six weeks. He asked the Commission to put 800 men to work through their Bureau on November 1st and offered the services of Mr. Worth W. Caldwell, who is in charge of their Bureau. In reply to Chairman Ainsworth he stated that they did not care what wages the State Highway Commission would pay but they are interested only in getting the men to work so that they can provide themselves with proper food and clothing, and that work should be provided as long as the emergency exists.

At the request of the Chairman, the Attorney reported briefly on unemployment conditions throughout the state, outside of Multnomah County, as he had found them in studies made at the request of Governor Meier. He estimated that there are now 20,000 men out of employment, which is far in excess of normal unemployment at this time of the year and about twice the number that were unemployed last winter. He stated that none of the counties have funds available for unemployment relief and that they are depending entirely on the state for assistance. Relative to wages, he stated that some of the county authorities recommend $1.50 per day for continuous employment, some $2.00 per day and others $1.50 per day with board, the county to operate the camps. A few counties recommend a daily wage of $3.00. In all cases it is planned to give employment on the rotation basis. The Attorney also explained the system of registration which is similar to that used by the City of Portland and further stated that some of the counties are organized for charity, having already accumulated provisions for this purpose.

Mr. Malarkey made a further appeal to the Commission for assistance in the relief of the Multnomah County unemployment situation, reiterating statements previously made and adding that for November they can provide work only one week in every ten, totaling $24.00, which is insufficient to even purchase the bare necessities of life, therefore they now ask the Commission to provide additional work for 800 of the men that they have registered.

Mr. Banfield stated that he attended a meeting in Chicago three weeks ago, as a delegate of President Hoover, at which, amongst other things, the matter of wages was discussed. The result of the discussion was that the difference in wages was to be accepted in the relationship of the cost of living in the respective communities--in districts such as Portland where living costs are higher, a higher rate of wages should be paid and the men should be employed on the rotation basis. It was his thought that sufficient funds should be made available to take care of unemployment necessities for a period of at least five months. He also stated the matter of economy should not be considered by the Commission in arranging an emergency

construction program since this is a relief proposition and men must be put to work whether or not efficiency is obtained.

Mr. Amedee Smith suggested a number of projects suitable for hand labor where some of the men might be given employment. These included the widening of the Lower Columbia River Highway north from Linnton, widening and straightening the West Side Highway from Bertha to the Washington County line, and the reconstruction of portions of the Upper Columbia River Highway.

Chairman Ainsworth brought out the fact that the state highway fund is made up principally of monies provided by the automobile owners and there was a question as to whether or not it would be proper to expend these funds on reconstruction work such as the widening of the Linnton-Scappoose Section, where an efficiency of about 20% will be secured. He informed the committee that this matter will have the serious consideration of the Commission and that a report will be made in the near future.

County Judge H. H. DeArmond and Commissioners E. M. Peck and Jos. Whitlock of Deschutes County appeared before the Commission in the interest of the reconstruction of the Bend-Redmond Section of The Dalles-California Highway. They stated that all of the mills in the county, with the exception of the Brooks-Scanlon Mill, are now closed down, which means that 4,000 men will be out of employment in Deschutes County this winter. They urged the Commission to authorize the construction of the Bend-Redmond Section on the new alignment recently surveyed by the department engineers, stating that this is the only place in the county where suitable hand work is available that will provide employment for a large number of men. In reply to the inquiry of the Chairman they stated their preference to a wage of $3.00 per day, the men to be rotated, one week's work in every four weeks.

The Engineer stated that Deschutes County has been canvassed thoroughly and this work seems to be the most feasible and satisfactory. The surveys are completed and the men can be put to work by December 1st. He recommended that the improvement be made at this time. Chairman Ainsworth stated that he believed that this work should be done now when work was needed badly--it will have to be done within three years in any event--each county is entitled to some relief and this seems a very good place to help out Deschutes County.

Commissioner Spaulding stated that he had been over the present road and found it in good condition. He agreed, however, that the road should be reconstructed later on the new alignment.

The Engineer stated that it would not be necessary to reconstruct the entire distance at this time but a start could be made by constructing from Bend north a distance of about 8 miles to the junction of Market Road No. 15, which is a good rocked road, the balance to be done later as funds become available. He also stated that The Dalles-

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California Highway is a federal aid road and this unit is eligible for Federal aid funds. After further discussion Commissioner Spaulding stated that he will approve the expenditure of the state emergency funds that may be allotted to Deschutes County on the construction of the south unit of this section of highway on the permanent alignment. Judge DeArmond stated that they will secure the required right of way at once by resolution.

The matter of the designation of secondary state highways was discussed by the Commission. State Market Road Engineer Scott, who was present, exhibited a set of maps of all of the counties on which were marked, in red, the roads which the respective county courts desired be placed on the secondary state highway system and also, in green, those recommended by himself and the State Highway Engineer. In some instances the county courts and the engineers agree, but differ in others. After some discussion the Commission approved, subject to the further approval of Commissioner Hanley, the designation as secondary state highways of all the county roads in each county that are mutually agreed upon by the county courts and the engineers of the State Highway Department. The Engineer was instructed to present appropriate resolutions to the respective counties for their acceptance. Action on the matter of designating as secondary state highways the roads that the county courts and the engineers cannot agree on was deferred until a later date.

Market Road Engineer Scott was authorized by the Commission to appear on the program of the County Judges and Commissioners Association on Friday, November 13, 1931, to speak on secondary highway matters.

R. J. Hubbard, representing the Umpqua Highway Improvement District, was present and urged the completion of the Elkton-Paradise Creek Section of the Umpqua Highway, which, he stated, is the only section of this highway where construction work has not been started. The Engineer stated that this is a desirable project and that the plans for it are ready. He recommended that it be placed on the construction program as soon as it can be financed. In reply to Mr. Hubbard's question, the Engineer stated that some hand work had been arranged to take care of the unemployment situation in the vicinity of Reedsport.

The Attorney presented the Commission with copies of his report to Governor Julius L. Meier pertaining to the unemployment situation throughout the state and made a brief explanation of several of the features contained therein. The Commission discussed the unemployment problem at considerable length and a number of projects were suggested as being suitable for hand labor upon which some of the idle men could be employed. The Commissioners were agreed that efficiency in construction under the emergency relief program should be of secondary importance. Instructions were given to the Engineer to arrange for the employment of emergency relief crews at once, 250 to 300 men to be put to work in Multnomah County. It was the opinion of the Commission that plans should include the employment of approximately 5,000 men per day for a period of

about five monrhs and that these men should work on the rotation basis one week per month at a wage of $3.00 per day.

The matter of acquiring additional property to provide for a right of way eighty feet wide through the town of Cascade Locks on the Columbia River Highway in Hood River County was considered by the Commission. The Attorney stated that the owners previously asked the sum of $26,000 for the property desired by the Commission but are now willing to sell to the state for $20,000 if this offer is accepted by the Commission today. He also explained that there are many buildings on the land in question but the owners of the property have agreed to move these off without cost to the State, this being a part of the purchase agreement. The Engineer stated that the improvement contemplated at this point is suitable for hand labor and can be used as an emergency unemployment relief project. After further discussion the Commission approved the purchase of this extra right of way at $20,000. The Commission also discussed the matter of acquiring for park purposes a 1.4 acre tract near the south end of the "Bridge of the Gods", between the Columbia River Highway at Cascade Locks and the O.-W. R. R. & N. railroad. This tract is owned by the same parties from whom the extra right of way is being acquired at this point. The Attorney was instructed to find out what this area may be purchased for.

The Engineer discussed with the Commission the matter of changing the route of the Columbia River Highway at the east entrance into the city of Astoria. He explained that there are five turns at street intersections along the present routing from 37th and Commercial Streets to 32nd and Franklin Streets, four of which are right angle turns that may be eliminated by a rerouting of the highway between these points. He recommended that the routing be changed to continue along Commercial Street from 37th Street to 35th Street thence diagonally in a southwesterly direction across three city blocks to the intersection of 32nd and Franklin Streets. This will involve the construction of about 1100 feet of entirely new highway between 35th Street and 32nd Street and the paving of Commercial Street (now graded) between 37th Street and 35th Street. The City of Astoria has agreed to acquire the right of way required, eighty feet in width, the State to pay the construction costs. He recommended the improvement at this time not only because it is a desirable project, but it will be a good one to take care of some of the unemployment in Astoria and vicinity. After due consideration the Commission approved the change as recommended by the Engineer.

The sale of $1,000,000 of state highway bonds to be used to provide state highway work for unemployment relief was discussed, and Commissioner Spaulding offered the following resolution and moved its adoption:

WHEREAS, under the provisions of Sections 44-801 to 44-810, inclusive, Oregon Code 1930, the State Highway Commission is authorized to issue bonds of the State of Oregon in the amount of Seven Million Dollars, and in

addition, such an amount of bonds as may be permitted and authorized by, and not in conflict with, the provisions of the constitution of the State of Oregon, and sell the same in order to create a fund to be used in carrying out the provisions of said Act; and

WHEREAS, by the terms and provisions of said Act, as amended, the said State Highway Commission is authorized and empowered to issue said bonds in such denominations as in the judgment of the Commission will be most marketable; and

WHEREAS, there have been issued and sold under the provisions of said Act, as amended, bonds in the sum of Eight Million Dollars, and said Highway Commission is empowered to issue the sum of Seven Million Dollars and such additional amount of bonds as may be permitted and authorized by and not in conflict with the provisions of the constitution of the State of Oregon; and

WHEREAS, the Attorney General of the State of Oregon is by said Act required, under the direction of the State Highway Commission, to prepare a form of interest bearing gold bonds of the State of Oregon; and

WHEREAS, said Attorney General has prepared such form of coupon bond in conformity with the requirements of such statute, which has been and is hereby ratified and adopted; and

WHEREAS, said statute, as above stated, authorizes such bonds to be issued by the State Highway Commission for the purpose of carrying out the provisions of said Act; and

WHEREAS, such bonds are required to be paid one-twentieth each year commencing with the sixth year after the issuance thereof, one-half of the amount payable each year to be payable on the first day of April and the other half on the first day of October, each of which bonds must bear upon its face a statement showing the date of maturity; and

WHEREAS, such statute authorizes the State Highway Commission to cause a part or all of such bonds to be issued payable to the purchaser thereof, and subject to registration with an appropriate endorsement for such purchase and registration, and a portion or all thereof to be payable to bearer and not subject to registration; and

WHEREAS, such statute authorizes said Highway Commission to provide such method as it may deem necessary for the advertisement of each issue of said bonds before the sale thereof; and to require such deposit with bid as said Commission may deem advisable, and generally to conduct the sale and issuance of said bonds under such rules and regulations not inconsistent with said act as it shall adopt; and

WHEREAS, said State Highway Commission is desirous of complying with the requirements of said law by causing to be made certain of the road improvements designated by such statute, and in their judgment at the present time the necessity of road construction requires the issue of One Million Dollars, par value, of bonds authorized by the said statute,

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

(a) That of the bonds authorized under said Sections 44-801 to 44-810, inclusive, Oregon Code 1930, One Million Dollars par value thereof, shall be issued and sold at the present time for the purpose of carrying out the provisions of said statute, but so as not to violate any of the provisions of the constitution of the State of Oregon, as hereinafter provided;

(b) That sealed bids for such sale be requested and received at Multnomah County Court House, Portland, Oregon, at 2:00 P. M. on the 12th day of November, 1931, and that said bids shall be opened by the Commission at Multnomah County Court House, Portland, Oregon, at a meeting to be held at said place at the hour of 2:00 P. M., of the 12th day of November, 1931.

(c) That notice of such sale be given by the Secretary of this Commission by publication thereof in the following publications: Daily Journal of Commerce, published at Portland, Oregon, and The Bond Buyer, published in New York City;

(d) That such notice shall in effect be that the State Highway Commission of the State of Oregon will receive bids for the sale of One Million Dollars, par value, of the gold bonds of the State of Oregon, bearing interest at the rate of four and one-quarter per cent per annum, interest payable April first and October first of each year. Of the issue two and one-half per cent will be payable on April 1st and two and one-half per cent October 1st of each year beginning with the sixth year from the date of issue, the first installment to be payable on April 1, 1937. That said bonds shall be in denominations of One Thousand Dollars ($1000) each, and known and designated as Series No. 3 and shall be numbered 8081 to 9080, both numbers inclusive;

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

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(f) That said bonds be dated November 1, 1931, and bear interest from such date, and that the bidders be required to pay the amount of their bid with accrued interest to be added thereto from November 1, 1931, until the date the purchase price is paid, and that information to that effect be inserted in such advertisement;

(g) That the full purchase price from the sale of such bonds shall be payable upon delivery of said bonds;

(h) That an opinion be secured from Storey, Thorndike, Palmer and Dodge, attorneys of Boston, Massachusetts, showing the validity of such bond issue as a prerequisite to issuance thereof;

(i) That the Commission reserves the right to reject any and all bids which fact shall be set forth in such advertisement.

BE IT FURTHER RESOLVED, that the said bonds shall be made payable at the office of the State Treasurer at Salem, Oregon, or at the office of the fiscal agent of the State of Oregon in New York City.

BE IT FURTHER RESOLVED, that said bids be received for One Million Dollars, par value, of said bonds.

The motion was seconded by the Chairman and declared carried.

The Secretary presented communications from the County Court of Clatsop County, Astoria Chamber of Commerce, and Astoria Gyro Club, requesting the Commission to authorize a resurvey of the Lower Columbia River Highway for future widening and straightening of this highway. After due consideration by the Commission, the Engineer was authorized to make the required surveys between Portland and Scappoose.

A letter was presented from W. H. Lynch, District Engineer of the Bureau of Public Roads, in which the suggestion was made that the Commission order a reduction in the maximum load limits on the Black Canyon and Black Canyon-Hellgate Bridge Sections of the Willamette Highway in Lane County. He recommended that the maximum load limit be reduced to two tons including the weight of the vehicle because of the fact that these sections are now surfaced with a narrow strip of sub-base rock and will not stand up under heavy traffic. For similar reasons, he also requested that the load limits on the Waldport East Section of the Alsea Highway in Lincoln County be reduced to a maximum of five tons. After due consideration, the following resolution covering this matter was adopted by the Commission:

WHEREAS, the Alsea Highway and the Willamette Highway have been designated and declared to be and are state highways and have been improved and are being maintained by the State

Highway Commission pursuant to the laws of the State of Oregon as state highways; and

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

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

NOW, THEREFORE, the premises being in part as above stated, and the State Highway Commission having as a result of due investigation found that the roads above mentioned and hereinafter designated are being damaged and injured on account of the kind and character of traffic now being hauled over and upon said roads, and by reason of the fact that vehicles carrying the maximum loads moved at the maximum speeds specified by the provisions of the laws of the State of Oregon are breaking up, damaging and deteriorating the said roads, and the Commission having found upon due investigation that it will be for the best interests of the said Alsea Highway that the maximum total weight of load and vehicle which shall be permitted upon said road shall be reduced from 49,000 pounds to 10,000 pounds; and that it will be for the best interests of the said Willamette Highway that the maximum total weight of load and vehicle which shall be permitted upon said road shall be reduced from 49,000 pounds to 4,000 pounds;

IT IS HEREBY ORDERED, that the maximum weight of combined load and vehicle which shall be permitted upon the Alsea Highway between Waldport and Alsea River Bridge in Lincoln County shall not exceed 10,000 pounds, and that the maximum weight of combined load and vehicle which shall be permitted upon the Willamette Highway between a point 15 miles east of Lowell and Oakridge in Lane County shall not exceed 4,000 pounds.

IT IS FURTHER ORDERED, that these rules and regulations as made and found by the State Highway Commission under the provisions of Chapter 264 of the Laws of Oregon for 1931, shall be in full force and effect from this date until weather conditions have improved to such an extent that these orders may be rescinded.

AND IT IS FURTHER ORDERED, that a notice be posted in

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

AND BE IT FURTHER ORDERED, that certified copies of this order be furnished to the county clerks of Lincoln County and Lane County and that a certified copy of said order be furnished the Superintendent of the Department of State Police for his information.

A letter was presented from the State Corporation Commissioner requesting payment of the annual license fee of $15.00 for stock in the Ecola Point & Indian Beach Corporation. It was explained that this stock represents one-half interest in the Ecola Park site near Cannon Beach, Clatsop County, consisting of 394.3 acres, and is a gift to the State by the owners, Mr. Rodney Glisan and the Misses C. W. and M. Louise Flanders of Portland. The stock is being held in trust pending the acquisition by the State of the balance of this park site from Mr. Allen Lewis of Portland. The payment of the fee was approved by the Commission.

The following request for extension of time was received:

Joslin & McAllister, contract No. 1249, regrading and surfacing Lancaster-Vale Section of the John Day Highway in Malheur County, requested an extension of time to July 21, 1931. The Engineer explained that the contract was completed only six days after the specified date of completion, but in order to secure federal aid it is necessary that the Commission grant this short extension. He recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

No further business coming before the Commission, the meeting was declared adjourned. Commissioner Hanley later confirmed and approved the action taken by the Chairman and Commissioner Spaulding on all of the matters that were given consideration by them at this meeting.

Roy A. Klein
State Highway Engineer

Chairman

Commissioner

H. B. Glaisyer
Secretary

Commissioner

OCT 22 1931

Portland, Oregon, November 3, 1931

The State Highway Commission met in special session in the Directors' Room of The United States National Bank at 10:00 o'clock A. M. Present were:

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

The meeting was called by the Chairman to discuss the unemployment relief problem in Multnomah County. The Chairman stated that he had attended a meeting in the city council chambers the previous day when this matter was discussed with the Portland City Commissioners, Board of County Commissioners and members of the Civic Emergency Committee, and it was the opinion of those present that the construction of the proposed Fourth Street arterial highway entrance into Portland over the abandoned Southern Pacific Railway right of way will assist greatly in the solution of this problem if it can be properly financed. It is a project suitable for hand labor work and is large enough to provide employment for a large number of men. He explained that the City and the County wish the State to cooperate in the cost of this improvement and at this time ask the State to contribute funds sufficient to pay for truck hire, drainage structures and a few other incidentals which will not exceed $20,000. The City will acquire the necessary right of way and pay the labor costs that accrue within the city limits.

The Engineer explained that the proposed improvement was an extension of Fourth Street, starting at the intersection of Fourth and Sheridan Streets in Portland, thence southerly along the abandoned right of way of the Southern Pacific Railway, through Capitol Hill Addition, thence leaving the railroad right of way in a southwesterly direction, intersecting the present West Side Pacific Highway near the West Portland School and connecting with this highway at the Multnomah-Washington County line north of Tigard. Sketch maps were shown by him to more clearly visualize the proposed route. He also stated that the Portland City Engineer has estimated that the right of way will cost about $252,000 and the construction will cost about $498,000 if the present timber bridges are used.

There followed a general discussion of the matter in which Commissioner Spaulding stated that he favored the expenditure of the state emergency funds on this road rather than on the Lower Columbia River Highway but he was fearful that the expenditure of such a large amount of state funds within the city limits of Portland will establish a dangerous precedent that will be reflected by similar requests from other cities and towns throughout the state. The Chairman explained that the state will be called on at the present time to furnish only the trucks and a few other incidentals which will not exceed a total of $20,000. This

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will be spent within the Portland city limits under authority granted the Commission by action of the 1931 legislative assembly. It is not proposed to expend additional funds on the section outside of the city limits until this section has been designated a state highway, however, no such designation will be made until an agreement has been entered into with the City of Portland, Multnomah County and the Portland Civic Emergency Committee by the terms of which each of the parties shall contribute to the improvement. The object of this meeting is to decide whether or not the Commission shall join with the other parties in this improvement.

The Engineer stated that the Civic Emergency Committee has $54,000 cash available for expenditure on the project within the city limits which will provide work for 450 men for 5 weeks.

After further discussion and on motion of Commissioner Spaulding, which motion was duly seconded and, having received a majority vote, declared carried by the Chairman, the following resolution was adopted by the Commission:

WHEREAS, under and pursuant to the provisions of Chapter 248, Laws of Oregon, 1931, the State Highway Commission is authorized and empowered to construct, reconstruct, pave, improve, repair and maintain roads and streets through incorporated cities and towns where such roads or streets form a link in a state highway or constitute a connecting link between two state highways; and

WHEREAS, the City of Portland has requested the State Highway Commission to enter into an agreement with said City, by the terms of which the State of Oregon, through its State Highway Commission, will assist in and contribute highway funds for the improvement of Fourth Street Extension in said City, beginning at the intersection of Fourth Street and Sheridan Street thence southerly following the line of the abandoned Southern Pacific Railroad or such modifications thereof as may be agreed upon, to the west city limits; and

WHEREAS, it is the plan and purpose of the State Highway Commission in contemplation of said proposed improvement to designate and declare as a state highway, a highway beginning at the west city limits of the City of Portland, at a point connecting with said Fourth Street Extension and extending thence southwesterly to a connection with the West Side Pacific Highway at Multnomah-Washington County line, which said last named highway is a state highway; and

WHEREAS, it is the further purpose and contemplation of the State Highway Commission, the County of Multnomah, the City of Portland, and the Portland Civic Emergency Committee that a four party agreement shall be executed by said Committee, County, State and City, by the terms of which each of said parties shall contribute to said street and highway improvement to the extent therein provided and stipulated; and

WHEREAS, in the opinion of the Highway Commission, the designation of such highway as a state highway and the joint improvement of the same, together with the improvement of the said Fourth Street Extension, will be for the best interests of the general public in that such proposed improvement will provide a necessary and convenient way of entrance into the City of Portland, and said improvement will, if put under way at this time, aid materially in relieving the distress incident to unemployment; and

WHEREAS, the State Highway Commission has determined to join with said city in the improvement of the said Fourth Street Extension, and to join with the said county in the location and improvement of said highway in such manner and to such extent as will be stipulated and provided in said four party agreement, and

WHEREAS, it is desired by all of said parties that a portion of the proposed improvement of said Fourth Street Extension be put under way at once, to the end that employment for idle, distressed men may be made available, and for that purpose the State Highway Commission has been requested to contribute at this time funds sufficient to pay for truck hire, lumber, drainage structures, and other materials, the estimated amount of which is $20,000.00.

NOW, THEREFORE, Be it, and it hereby is RESOLVED that the City of Portland's request for financial assistance in the improvement of Fourth Street Extension, between the termini above designated, be and said request hereby is granted, subject, however, to the consummation and execution of said four party agreement, whereby the said street improvement shall be accomplished in the manner and to the extent herein outlined, and subject also to the location, designation and adoption of said connecting highway as a state highway and its permanent improvement by the state and Multnomah County.

BE IT FURTHER RESOLVED that pending the determination of the details incident to the preparation and execution of said four party agreement, the State shall cooperate with the City of Portland in the improvement of so much of said Fourth Street as can economically and practicably be done, and for that purpose there hereby is set aside and made available therefor the sum of $20,000.00, or so much thereof as may be necessary to provide truck hire, drainage structures, and/or materials, and/or other necessary materials.

BE IT FURTHER RESOLVED that nothingin this resolution shall be deemed or construed to in any way commit the State of Oregon to the construction of said proposed state

highway within any definite or specific time or to hypothecate or dedicate to the improvement of said Fourth Street Extension or said highway any specific amount or contribution of highway funds, other than said $20,000.00.

BE IT FURTHER RESOLVED that the State Highway Engineer be and he hereby is instructed to cooperate with the City officials in the accomplishment of a workable plan for the disbursement of said funds; and

BE IT FURTHER RESOLVED that this RESOLUTION be entered in the minutes of the Commission, and that the Secretary of the Commission be and he hereby is instructed to transmit to the City of Portland and to the County of Multnomah, and to the Portland Civic Emergency Committee, a duly certified copy thereof.

The Commission adjourned at 11:30 A. M. It was decided to join with the officials of the City of Portland, Multnomah County and the Civic Emergency Committee in a conference to discuss this matter further at 2:00 o'clock P. M. in the Council Chambers in the City Hall, Portland.

A joint conference with the City and County Officials and members of the Civic Emergency Committee was held in the Portland City Council Chambers in the City Hall at 2:00 o'clock P. M. Present in the interests of the State Highway Commission were J. C. Ainsworth, Chairman, Roy A. Klein, State Highway Engineer, J. M. Devers, Attorney, and H. B. Glaisyer, Secretary. Commissioner Spaulding was unable to attend on account of a previous engagement.

The meeting was called to order by A. L. Barbur, Commissioner of Public Works of the City of Portland, who presided throughout. He stated that Multnomah County Commissioners are not represented at the meeting on account of a misunderstanding but that they have sent word that the County will cooperate to the fullest extent possible in the improvement of the proposed Fourth Street arterial highway entrance into Portland over the abandoned Southern Pacific Railroad right of way.

Chairman Ainsworth of the State Highway Commission stated that the Commission had adopted a resolution at a special meeting held in the morning signifying its intention and desire to cooperate in the Fourth Street improvement and is ready to proceed in accordance with the provisions of this resolution and of the proposed agreement mentioned therein. At his request, Attorney Devers read the resolution as adopted. It was mutually agreed by all parties present that Attorneys J. M. Devers for the State Highway Commission and Frank S. Grant for the City of Portland shall prepare a form of agreement for the acceptance of each of the four parties thereto.

The Secretary of the State Highway Commission was requested to place certified copies of the resolution adopted by the Commission at its

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morning session in the hands of the Portland City Commissioners, Board of County Commissioners and Civic Emergency Committee by 2:00 o'clock P. M. on Wednesday, November 4, 1931.

The meeting was adjourned at 2:45 o'clock P. M. following which the State Highway Engineer conferred with the Portland Civic Emergency Committee regarding the matter of providing additional work for the unemployed in Multnomah County.

Roy A Klein
State Highway Engineer

H B Glaisyer
Secretary

Chairman

Commissioner

Commissioner

Portland, Oregon, November 12, 1931

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

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

Bids were opened on bridge and building projects as follows:

OCHOCO HIGHWAY
CREOSOTED BRIDGE OVER PILOT BUTTE CANAL IN REDMOND

R. H. Jones	$2,790.00
O. M. Olds	2,874.00
Kuckenberg-Wittman Co.	3,366.00
O. N. Pierce	3,403.00

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PACIFIC HIGHWAY
TIMBER BRIDGE ON EXISTING SUBSTRUCTURE OVER COW CREEK

C. A. Catching	$14,352.00
Clackamas Construction Co.	14,868.00
A. G. Enright	14,942.00
Tom Lillebo	15,175.00
Sigvald Ash	15,823.00
P. L. Read	15,960.80
Roberts & Horstkotte	16,063.00
J. F. Johnston	16,220.00
F. L. Odom	16,676.00
Lindstrom & Feigenson	17,245.00
J. W. & J. R. Hillstrom	17,478.00
R. H. Jones	17,873.96
O. N. Pierce	17,816.00
Hargreaves & Lindsay	18,648.40
Union Bridge Co.	18,985.00
J. J. Badraun	19,569.00
Kuckenberg-Wittman Co.	23,708.00

OREGON COAST HIGHWAY
DRAW REST FOR SILETZ RIVER BRIDGE

Curry & Porter	$3,360.00
Clackamas Construction Co.	3,690.00
Sulo S. Rytsala	4,455.00
J. F. Johnston	4,500.00
Kuckenberg-Wittman Co.	6,000.00

PACIFIC HIGHWAY
INTERSTATE BRIDGE - CONSTRUCTION OF WALKWAY ON LIFT SPAN AND STAIRWAYS ON TOWERS AND PAINTING TOWERS

Jacobsen-Jensen Co.	$ 9,743.74
The Gilpin Construction Co.	15,900.00
Lindstrom & Feigenson	16,411.00

DOUGLAS COUNTY
FRAME BUILDING FOR MAINTENANCE PATROL STATION AT DRAIN

P. L. Read	$1,717.00
A. G. Enright	1,885.00
F. L. Odom	1,896.00
Kruse & Miller	1,964.00
S. L. Godard	2,071.02
Hargreaves & Lindsay	2,074.00
Haynes Bros. & Kirk	2,093.15
J. R. Ford	2,115.86
Barham Bros.	2,268.00
O. N. Pierce	2,310.00

Continued

Patrol Station at Drain - continued

Tom Lillebo	$2,332.00
E. G. Whipple	2,338.41
J. Thomsen	2,450.00
Roberts & Horstkotte	2,516.20
C. A. Catching	2,577.00
C. O. Engstrom	2,835.00
R. H. Jones	2,863.00
Earl L. McNutt	2,963.13
Clackamas Construction Co.	2,998.00
J. W. & J. R. Hillstrom	3,406.00

LINCOLN COUNTY
FRAME BUILDING FOR MAINTENANCE PATROL STATION AT WALDPORT

P. L. Read	$1,803.72
F. L. Odom	1,860.00
Hargreaves & Lindsay	2,045.20
Haynes Bros. & Kirk	2,195.15
O. N. Pierce	2,224.00
Barham Bros.	2,256.00
Tom Lillebo	2,333.20
Jos. J. & Jos. H. Scheeland	2,415.00
J. V. Curry	2,471.20
J. Thomsen	2,490.00
Chas. L. Swain	2,497.60
C. O. Engstrom	2,578.00
Clackamas Construction Co.	2,648.00
Hans R. Wyttenberg	2,781.00
J. F. Johnston	2,824.00
R. H. Jones	2,833.60
Earl L. McNutt	2,846.33
J. A. Read	3,152.00
L. N. Traver	3,155.00

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

Aaron Frank, Chairman, and Dan J. Malarkey, member of the Public Relations Committee of the Civic Emergency Committee of Portland, were present and inquired as to what program the Commission has arranged to provide work for the unemployed of Multnomah County during the coming winter and up to the first of May, 1932. Mr. Frank stated that on November 10th there were 14,910 men with dependents registered at their employment bureau of whom 12,787 are qualified and that registrations are continuing at the rate of approximately 100 per day. He further stated that there are now 200 men working on the Fourth Street project as a result of the joint agreement with the City of Portland and Multnomah County, leaving a balance of 600 men to be provided for by the State out of 800 requested of the Commission at the meeting held October 22, 1931.

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Chairman Ainsworth stated that 175 men from the Civic Emergency Committee lists were put to work by the State in Multnomah County on November 11th, that it is the intention of the Commission, provided the $1,000,000 bond issue is sold, to place 125 more men within the next few days and 200 additional about December 1st, making a total of 500 men employed by the State from the Civic Emergency Committee lists in addition to those working on the Fourth Street project. It is planned to work these men on the rotation basis as may be designated by the Civic Emergency Committee. In answer to the inquiry of Mr. Frank, he stated that Multnomah County's share of the $1,000,000 emergency fund will be about $200,000 and the Commission will spend an additional amount of about $50,000 for regular work on main highways or a maximum of $250,000 for both. Mr. Malarkey stated that he was of the opinion that the present issue of $1,000,000 was not sufficient to take care of the present unemployment crisis and suggested that the Highway Commission sell additional bonds since this is the only body in the state that can sell bonds without the affirmative action of the legislature.

County Judge H. H. De Armond and Commissioners Jos. Whitlock and E. M. Peck of Deschutes County appeared before the Commission and asked that further consideration be given by the Commission to their previous request that the Dalles-California Highway be reconstructed on the new alignment recently surveyed by the department engineers between Bend and Redmond, especially the section between Bend and the intersection of the market road near Deschutes Station, a distance of 7.91 miles. They were informed by Chairman Ainsworth that the Commission will spend in Deschutes County for emergency unemployment relief the County's just share of the monies derived from the bond issue for which bids will be received at the afternoon session. It has not yet been determined just where the money will be spent but, if necessary, the Commission will provide the men transportation to and from the work.

County Judge F. L. Phipps of Wasco County was present and explained the unemployment situation in Wasco County. He stated that there are between 500 and 600 men with dependents now out of employment and the County has no funds to provide for their relief. He urged the Commission to be generous in its allocation of relief funds to Wasco County. In answer to the inquiry of the Chairman as to when they would like the state emergency money spent in Wasco County, Judge Phipps stated that the money was needed right away because weather conditions are such that only very little work can be done on the roads during the winter.

County Judge U. G. Couch of Union County, member of Governor Meier's Unemployment Relief Committee, presented a letter to the Commission in which financial assistance was requested so that they can proceed with the construction of secondary state highways and give work to many of the idle men in Union County of whom there are now about 600 registered and 10 to 15 names being added each day. He stated that the unemployment situation in Union County is acute, the mills having closed down and the railroad company having reduced its forces greatly, throwing many men upon the county for support. They ask that monies be expended by the State for

heavy construction on secondary highways as well as for betterments on the main trunk highways. In answer to the inquiry of the Chairman, Judge Couch stated that they will need some relief funds immediately and more as winter advances. The Chairman informed Judge Couch that his letter will be given careful consideration and that he will be advised later as to the amount of relief funds which may be allotted to Union County.

County Judge I. M. Schannep of Umatilla County was present and spoke in the interests of the unemployed in Umatilla County. He stated that there are about 600 men unemployed in this county and there will be about 200 additional about the middle of December when the dehydration plant in the Walla Walla Valley shuts down. He asked the Commission to advance to the county a portion of its share of the 1932 secondary highway funds so that proper relief work may be provided, and suggested two projects whereon this money may be applied to good advantage--Weston-Elgin Road and the Mission-Bingham Springs road, both of which have been approved by the county and the engineers as secondary state highways. Petitions were presented containing 1500 names asking the Commission to advance secondary highway funds so that construction work may be carried on on these roads for unemployment relief. Judge Schannep stated that it was their intention to establish camps and provide the men with board. All that they lack is the funds to do this. He asked the Commission for an answer this week. Chairman Ainsworth informed Judge Schannep that the matter will be given careful consideration by the Commission.

Commissioner Spaulding said that he had some ideas regarding the unemployment situation and stated that he believed that he had a method and program which will provide work that will support about 2,500 people. He said, "There are in the employ of the State Highway Department about 78 engineers and about 160 others who draw large salaries and out of a total of 363 engineering employes, including those previously mentioned, there are something over 78 whose salaries aggregate approximately $20,000 per month. I recommend a reduction in salary for these employes amounting to between $5,000 and $6,000 per month during the present period of depression and that the money thus raised be expended in unemployment relief." He further stated that this amount will provide work for 163 men with dependents and will support 500 people, and advocated that the men be hired on the rotation basis. The following resolution was presented by Commissioner Spaulding and at his request was read by the Secretary. Commissioner Spaulding moved the adoption of the resolution for the purpose of helping the unemployed:

> "I move that the salary of the chief engineer be reduced from $7200.00 to $6000.00 a year; that all salaries, other than the chief engineer, exceeding $3400.00 per year be reduced 16 2/3 per cent; that all salaries from $2400.00 to and including $3400.00 per year be reduced 12 1/2 per cent and that all salaries above $1700.00 up to

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and including $2400.00 per year be reduced 10 per cent; that all savings effected under this resolution be placed in the emergency fund for the alleviation of the unemployed."

Commissioner Hanley replied, "I object to a resolution being taken out of the pocket of one of the Commissioners and served on the public here without the other Commissioners knowing something about what is in the resolution and I want to make a motion now that before any resolution is presented by a member of this Commission publicly it shall be served on the other two Commissioners at least two weeks before it is read in an open meeting of the Commission so that each member of the Commission will be fully informed of its contents. I also want to say that this is a three-man commission and each commissioner is vitally interested in the same matters affecting the others."

Chairman Ainsworth: "If you are willing to defer action on this until the next meeting of the Commission so that we can study the matter, we will be very glad to give it the best attention that we can. I think probably something can be done with the unanimous consent of the Commission." Commissioner Spaulding stated that he had hoped that the Commission would adopt his resolution today so that the poor people could be helped that much sooner, however, if the other commissioners desired time to consider it, he would have no objections but urged their early consideration.

Commissioner Spaulding next spoke of applying the rotation system of employment to certain classes of highway department employes. He stated that there are about 1300 employes carried on the department pay rolls who could be rotated so as to provide work for 700 or 800 additional men at not less than $50.00 per month. His plan was to reorganize the crews so that one-half of the men would be skilled in their respective duties and the other half inexperienced men, the crews to be rotated every two weeks. Chairman Ainsworth stated that this matter, if agreeable to Commissioner Spaulding, will be included in the study of the resolution for a reduction of salaries which will be made before the next meeting of the Commission.

County Judge Fred Reynolds of Lake County was present and requested financial assistance to take care of the unemployed in Lake County. He stated that they have 156 men registered for work at the present time and that these men have an average of three dependents each. Lake County has $15,000 available now for unemployment relief but will need about $25,000 from the State about February 1, 1932. He asked the Commission to authorize work in the vicinity of Silver Lake and stated that the County will cooperate by furnishing county trucks and other equipment free of cost to the State. The Chairman informed Judge Reynolds that the Commission will do all that it can to assist the County and that a definite decision will be given soon.

A delegation consisting of County Judge David F. Graham and Commissioners J. D. Fairman of Malheur County and County Judge R. J. Williams

of Harney County appeared before the Commission and urged the Commission to authorize the completion of the Central Oregon Highway between Peach and Juntura. They stated that the completion of this unit will provide a passable road from Vale to Burns and will cost the State between $60,000 and $70,000 plus Malheur County's share of the proposed state emergency unemployment relief funds amounting to about $25,000. They also urged the Commission to designate as soon as possible the route for this highway from Juntura to Burns. The Chairman stated that the Commission will consider these requests and will advise them later.

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

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

Bids that were received for $1,000,000 four and one-quarter per cent Oregon State Highway Bonds were opened and read by the Secretary. After due consideration of the same, the following resolution was introduced by Commissioner Spaulding who moved its adoption:

WHEREAS, at a meeting of the State Highway Commission held October 22, 1931, a resolution was regularly adopted directing that bids be invited for the purchase of One Million Dollars par value of the bonds authorized under the provisions of Sections 44-801 to 44-810, inclusive, Oregon Code 1930; and

WHEREAS, such resolution authorized the invitation and receipt of sealed bids for the purchase of such bonds, which said sealed bids were to be received in Multnomah County Court House, Portland, Oregon, up to andincluding the hour of 2:00 o'clock P. M. of the 12th day of November, 1931, and further directed that said bids should be opened by the Commission in Multnomah County Court House, Portland, Oregon, at a meeting to be held at said place at 2:00 o'clock P. M. of the 12th day of November, A. D. 1931; and

WHEREAS, such resolution further required that notice of such sale be given by the Secretary of the State Highway Commission by publication thereof in the following publications, to-wit: The Bond Buyer, published in New York City, and Daily Journal of Commerce, published at Portland, Oregon; and

WHEREAS, such resolution required each bid to be accompanied by a certified check for five per cent of the par value of the bonds, and further required that said bonds be dated November 1, 1931, bearing interest from said date, and requiring the bidders to pay the amount of their bid with accrued interest to be added thereto from the 1st day of November, 1931, until the date the purchase price is paid; and that

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an opinion be secured from Storey, Thorndike, Palmer & Dodge, attorneys of Boston, Massachusetts, showing the validity of such bonds as a prerequisite to such issuance, and further providing that the Commission reserve the right to reject any and all bids, and requiring further that said bonds be payable at the office of the State Treasurer at Salem, Oregon, or at the office of the fiscal agent of the State of Oregon in New York City; and,

WHEREAS, notice of such sale was duly given by the Secretary of the Highway Commission, as required by such resolution, by publication thereof in the above named publications, proof of which publication has been filed in the form of affidavits and is now before this Commission and the same has been duly considered, and

WHEREAS, the said State Highway Commission of the State of Oregon is now at this time, to-wit: at the hour of 2:00 o'clock P. M. of the 12th day of November, 1931, sitting in regular session at Room 570 Multnomah County Court House, Portland, Oregon, with all members present and participating; and

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

Halsey, Stuart & Co., Inc. Bancamerica-Blair Corporation Phelps, Fenn & Co.	99.1310	$991,310.00
Continental Illinois Company The First National Bank of Portland	99.0775	990,775.00
The National City Company of California	98.6000	986,000.00
Central Republic Company Wallace Sanderson & Company Ames, Emerich & Company Stern Brothers & Company	98.3750	983,750.00
Harris Trust and Savings Bank Chase Harris Forbes Corporation Northern Trust Company Smith, Camp & Riley, Ltd.	98.1337	981,337.00

each of which said proposals or bids was accompanied by a certified check in the amount of five per cent of the par value of the bonds, as required by said resolution and published notice; and

WHEREAS, the bid of Halsey, Stuart & Co., Inc., Bancamerica-Blair Corporation, and Phelps, Fenn & Co. was not responsive to the original resolution and published notice of the State Highway Commission in that it contained the following condition: "This bid is

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strictly subject to our being furnished at the time of delivery with the final opinion of Messrs. Storey, Thorndike, Palmer & Dodge, approving the legality of the issue, together with certified copy of the transcript upon which their opinion is based, and further subject only to there being no litigation either pending or threatened concerning the validity of the bonds at the time of delivery.", and

WHEREAS, the said conditions in said bid are not satisfactory to the State Highway Commission in that the State Highway Commission would be required to make unreasonable guarantees and assume unreasonable responsibilities relative to pending or threatened litigation, and

WHEREAS, the bid and proposal of Continental Illinois Company and The First National Bank of Portland is the highest and best bid received in accordance with said resolution and notice,

NOW, THEREFORE, BE IT RESOLVED that the bid of Halsey, Stuart & Co., Inc., Bancamerica-Blair Corporation and Phelps, Fenn & Co. be and the same hereby is rejected as being not responsive to and in accordance with the terms of said resolution and notice,

BE IT FURTHER RESOLVED by the State Highway Commission, that the said bid of $990,775.00 by Continental Illinois Company of Chicago and The First National Bank of Portland for One Million Dollars ($1,000,000) par value bonds of the State of Oregon authorized under Sections 44-801 to 44-810, inclusive, Oregon Code 1930, be and the same is hereby accepted.

BE IT FURTHER RESOLVED, that the Secretary of the Highway Commission be, and he is, hereby authorized, empowered and directed to cause to be lithographed and printed one thousand One Thousand Dollar ($1000) bonds, of which twenty five bonds shall be due and payable April 1, 1937, and a like number and amount on October 1 and April 1 of each year following until the full amount has become due and payable, and that such bonds be dated November 1st, 1931, and bear interest at the rate of four and one-quarter per cent per annum, payable semi-annually each April 1 and October 1, and that the purchaser of such bonds be required to pay in addition to his bid the interest accrued on all of said bonds from November 1st, 1931, until the purchase price therefor has been paid; said bonds to be designated as Series No. 3 and numbered 8081 to 9080, both numbers inclusive.

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

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BE IT FURTHER RESOLVED that the Secretary of this Commission be instructed to request Storey, Thorndike, Palmer & Dodge, Attorneys of Boston, Massachusetts, to examine into the validity of such bonds and the regularity of their issuance, and to render an opinion as to the validity and regularity of the same, and that immediately upon receipt of such opinion, if the same be favorable, that said transaction be consummated by the exchange of said bonds for the purchase price thereof with the accrued interest thereon, and that the said proceeds and funds be turned over and paid into the State Treasury of the State of Oregon pursuant to the laws of this state.

BE IT FURTHER RESOLVED that the principal and interest coupons of said bonds be payable at the office of the State Treasurer at Salem, Oregon, or at the office of the fiscal agent of the State of Oregon in New York City at the option of the holder thereof.

BE IT FURTHER RESOLVED that said bonds be in the form heretofore adopted by the State Highway Commission, and that they be non-registered bonds.

Motion duly seconded and carried unanimously.

Ira L. Withrow of Willamina appeared before the Commission and asked the Commission to authorize certain improvements along the McMinnville-Tillamook Highway a short distance west of Willamina. He stated that the highway was narrow at this point and there are a number of sharp curves which should either be eliminated or guard fences erected to provide more safety to the traveling public as accidents frequently occur here. He also asked that corrective measures be taken at the Maple Valley Service Station where the presence of trees causes ice to form on a short section of the highway in the winter time creating a serious traffic hazard. The Commission authorized the Engineer to erect guard fences along the curves mentioned by Mr. Withrow and to investigate the icy condition at Maple Valley Service Station.

Mr. Withrow stated that the people that he represented in the East wished to know what has been done by the Commission in the matter of effecting an exchange of timber lands with the Government along the Salmon River Highway. The Chairman informed Mr. Withrow that the Commission is anxious to acquire the timber land lying adjacent to this highway and that negotiations are still under way. Mr. Withrow will be advised of the status at an early date.

County Judge F. C. Robison of Lincoln County appeared before the Commission and asked that work be provided for the unemployed in the northern part of that county similar to that provided east of Toledo and north of Newport. He also asked that the Salmon River Highway be completed as soon as possible. The Chairman informed Judge Robison that it is the intention of the Commission to expend money in each county for unemployment relief but that the amounts to be allocated to each county have not yet

been determined; however, this will be done shortly. The Engineer stated that men from the northern part of the county could be transported to the work north of Newport and transportation will be furnished by the State free of cost. Regarding the completion of the Salmon River Highway between Valley Junction and Grand Ronde, he stated that this is a surfacing project eligible for federal aid. The grading is completed and he will recommend that the surfacing be given preference in arranging the 1932 construction program.

A delegation consisting of the following named residents of Oregon, Idaho and Nevada appeared before the Commission and strongly urged the Commission to designate as a state highway the Oregon portion of the road that connects Caldwell, Idaho, and Winnemucca, Nevada, passing through Malheur County, Oregon, and commonly known as the I. O. N. Highway. They also asked the Commission to allocate for the construction of this road future funds that may be apportioned to Oregon by the U. S. Government under the provisions of the Oddie-Colton law providing for the construction of highways across Government lands other than national forests.

C. B. Brown, President Humboldt County Chamber of Commerce, Winnemucca, Nevada,
F. J. Button, Chairman County Commissioners, Humboldt County, Winnemucca, Nevada,
Emiol Snider, Secretary Chamber of Commerce, also Secretary I. O. N. Association, Winnemucca, Nevada,
S. C. Durkee, Nevada State Highway Engineer, Carson City, Nevada,
Senator T. L. Oddie, Nevada,
E. H. Walker, Manager Reno Chamber of Commerce, Reno, Nevada,
R. C. Stitser, President I. O. N. Highway Association, Winnemucca, Nevada,
S. E. Ross, Jordan Valley Chamber of Commerce, Jordan Valley, Oregon,
S. R. Scott, Jordan Valley Chamber of Commerce, Jordan Valley, Oregon,
Jenaro Rementeria, Jordan Valley Chamber of Commerce, Jordan Valley, Oregon,
R. E. Danner, Master Arock Grange, Arock, Oregon,
Joe Bankofier, Stockman, McDermitt, Nevada,
Frank Morgan, Nyssa Commercial Club, Nyssa, Oregon,
Don M. Graham, Nyssa Commercial Club, Nyssa, Oregon,
C. E. Peck, Master Big Bend Grange, Adrian, Oregon,
J. P. Brumbach, Assistant Master Big Bend Grange, Adrian, Oregon,
Walter M. Pierce, Ex-Governor of Oregon, La Grande,
H. C. Baldridge, Ex-Governor of Idaho, Parma,
Senator John Thomas, Idaho,
Oliver O. Haga, representing Governor Ross of Idaho and Boise Chamber of Commerce, Boise, Idaho,
Driscoll, President First Security Bank, representing Boise Chamber of Commerce, Boise, Idaho,
Dr. D. E. Baird, President Caldwell Chamber of Commerce, Caldwell, Idaho,
Fred H. McConnell, Chairman Highway Committee, Caldwell Chamber of Commerce, Caldwell, Idaho,
L. L. Gray, Nampa Chamber of Commerce, Nampa, Idaho.

Mr. Stitser introduced the several speakers for the project. Frank Morgan spoke on the economic conditions which necessitated the construction of this highway, stating that the Government has spent about $22,000,000 on the Owyhee Irrigation Project so that they can raise produce; now they need a road to get this produce to market, most of which must go to Nevada and California. E. C. Peck presented a copy of a resolution adopted by Malheur County Pomona Grange urging the designation as a state and national highway of the road between the towns of McDermitt, Nevada, and Nyssa, Oregon, and that a portion of the funds allotted to the State of Oregon under the Oddie-Colton law be allocated to the building of this road. The resolution was read by the Secretary at the request of the Chairman. Mr. Peck stated that the success of the Vale and Owyhee Irrigation Projects depended on the securing of a good road to market the produce raised on these projects.

Chairman Ainsworth excused himself from the meeting at 2:55 P. M. but returned before this delegation had concluded its presentation.

S. E. Ross spoke in favor of the road, stating that it now costs as much to get their produce to the railroad as it does to ship via railroad to their present market. The construction of this road will assist greatly in bringing in new settlers.

R. E. Danner urged the construction of this road for economic reasons, stating that they needed an outlet to the south.

Mr. Stitser stated that Nevada has been interested in the construction of this road for the past eleven years and five years ago spent $6000 on it within the state of Oregon.

S. C. Durkee stated that this road will connect with U. S. Highway No. 40 at Winnemucca, Nevada. Nevada has a high type road west from Winnemucca and has expended $300,000 on the highway north from Winnemucca. There remains 32 miles of construction to complete this road to the Oregon line which will cost the State of Nevada about $150,000. Nevada is not in a position to build roads without the assistance of the Federal Government and the Government will not cooperate on this particular road until it has been designated a state highway in Oregon. Nevada is ready to complete its end as soon as this is done. E. H. Walker spoke for the road from the standpoint of tourist traffic, stating that for the past two or three years the Reno Chamber of Commerce has found a constantly increasing demand of tourists for information on diversified highway routes to the northwest. It was his thought that the construction of the I. O. N. Road will bring many more tourists into Oregon.

Ex-Governor H. C. Baldridge of Idaho spoke for the construction of this road for economic reasons. He stated that this section of Oregon and Idaho is second to none on the Pacific Slope in the production of food products but that it is handicapped by the lack of roads to the markets. He asked for the construction of the proposed highway as a benefit to Idaho as well as Oregon.

Oliver O. Haga stated that the Idaho Legislature passed a memorial at its last session urging the building of this road which, he said, is a link in an international highway extending from the Canadian border to the Mexican border. Idaho has spent between $2,000,000 and $3,000,000 for the construction of U. S. Highway No. 95 of which this is a link, and is now blocked by the non-construction of the Oregon section, likewise the State of Nevada is blocked from the completion of its unit of this highway north from Winnemucca on account of the Oregon section. It was his thought that Oregon is ethically obligated to the construction of this road and they would not ask Oregon to build it if there were any other practical route available. He spoke of the interest guarantee of the State in the Jordan Valley Irrigation District, which project is now in distress, and it was his belief that this investment could be saved if the people had an outlet for their market products. He stated that his appeal is made in behalf of the people of Jordan Valley, State of Idaho and Governor Ross of Idaho.

Ex-Governor Walter M. Pierce of Oregon spoke in favor of the construction of this road from the economic and tourist standpoints and referred to an agreement that he had with the late Wm. Duby, then State Highway Commissioner, relative to its designation as a state highway. He also urged its construction at this time as an unemployment relief measure.

United States Senator John Thomas of Idaho stated that the territory that will be served by this road is legitimate trade territory for Portland but must have transportation systems available to make it accessible. He urged that individual community lines be forgotten and that highways be planned to do the most good for all. The I. O. N. Highway he declared is the most important undeveloped road in the northwest today and it was his belief that it should be constructed now while labor is plentiful and cheap. He stated that he is a strong supporter of measures in Congress that build up the Northwest and has always supported Oregon measures.

United States Senator T. L. Oddie of Nevada confirmed the arguments presented by the other speakers and added that this problem must be faced in its entirety as it is not alone an Oregon problem but an international one, the Oregon section of this highway being only a small unit of a highway that will eventually extend from Alaska to South America. He urged that this road be designated as a state highway in Oregon and that the funds apportioned to Oregon under the provisions of the Oddie-Colton law be expended in its construction.

Mr. Stitser concluded the presentation by stating that all they asked at the present time is the designation of this road as a state highway--construction to come later as funds are available. He stated that the Duck Valley Route shown on the engineer's map should not be considered at this time because it is very doubtful that a road could be constructed along such a route through Nevada via Golconda and Midas.

Commissioner Spaulding thanked the delegation for their presentation and informed them that it will be given every consideration by the Commission.

A delegation representing the West Side Highway Association, consisting of S. M. P. Dolan, J. C. Smith, L. N. Traver and A. N. Pierce, Corvallis, County Judge Victor P. Moses and Commissioner R. C. von Lehe of Benton County, Senator B. W. Johnson, Monroe, J. E. Cooter, Toledo, W. G. Jacobs, F. N. Lasley, Taft, County Commissioners W. S. Allan and Frank D. Sawyer and County Engineer H. W. Herring of Yamhill County, Senator W. E. Burke, Sherwood, S. L. Parrett, Clarence Butt, Newberg, Loyal M. Graham, Omar Fendall, C. C. Condit, John A. Thornburgh, Forest Grove and Dr. Chas. A. Lamkin, Hillsboro, appeared before the Commission and urged the reconstruction of the West Side Pacific Highway by widening and the elimination of many dangerous curves. Mr. Dolan acted as spokesman. They stated that the present highway is inadequate to take care of the traffic that it is subjected to particularly at the north end between McMinnville and Portland and asked for modern improvements to eliminate traffic hazards. They requested early construction, commencing at the Portland end, as an unemployment relief measure. Chairman Ainsworth explained that one of the problems in an improvement of this kind is the securing of the additional right of way required. He asked whether or not the counties through which the highway passes will volunteer to obtain this to which Senator Burke replied that it was his thought that if the Commission will authorize the improvement the respective counties will pledge themselves to secure the required right of way. In reply to the further inquiry of the Chairman as to whether or not they would prefer to have the improvements done by hand labor rather than by contract and sacrifice about 50% efficiency, Senator Burke stated that they will be satisfied with the same policy followed by the Commission in other counties.

A delegation from Clatsop and Tillamook Counties, consisting of County Judge F. A. Beltz and Commissioners E. H. Lindsey and F. L. Owens of Tillamook County, County Judge Guy Boyington of Clatsop County and George Garrett, City Manager of Astoria, appeared before the Commission regarding the construction of the Cannon Beach-Neahkahnie Mountain Section of the Oregon Coast Highway. They asked that the money that will be turned over to the Commission as cooperation in this construction in accordance with previous agreement be expended by the Commission on this section as early as possible. They stated that they have already acquired most of the right of way along the "Burns" survey and will complete this as soon as they have been furnished with descriptions. The Engineer stated that the surveys are complete and that right of way descriptions will be furnished the counties as soon as the maps are made. It was his thought that an estimate of the cost of the work would be ready in time for consideration at the next regular meeting of the Commission. Further action on the matter was deferred by the Commission until next meeting.

George Garrett, City Manager of Astoria, reported on the status of the proposed line change for the Columbia River Highway at the east entrance into Astoria. He stated that arrangements have been made for the acquisition of a part of the required right of way but they were having some difficulty with some of it on account of the fact that the improvement required the moving of a few buildings which will cost about $5,000 and the city has no funds for this purpose. The Engineer stated that the proposed improvement is a very desirable one and well suited to hand labor work. He recommended that the State assume the cost of moving the buildings if this can be done for $5,000 and that the work be done by contract. Recommendation approved by the unanimous action of the Commission. The Engineer was instructed by the Commission to secure bids for the moving of the buildings.

Judge Beltz of Tillamook County requested the Commission to investigate the possibilities of a short highway to the sea from Mohler up Lost Creek to Enright, Cochran and Timber. He stated that they now have a road along this route from Mohler to the mouth of Cook Creek and Washington County has a road from Timber to Cochran. He asked that a reconnaissance survey be made of this route for comparison purposes. The Engineer was authorized by the Commission to make a reconnaissance survey of the route suggested by Judge Beltz.

Judge Beltz inquired as to what plans had been made by the Commission for the widening and straightening of the Three Rivers Section of the McMinnville-Tillamook Highway. The Engineer stated that no plans have been made for the reconstruction of this road because of the designation of the Wilson River road as a state highway and also because of a contemplated change in the alignment of the McMinnville-Tillamook Highway which would eliminate a portion of this highway between Valley Junction and Dolph. He explained that the change contemplated is the construction of a cut-off highway extending from a point on the McMinnville-Tillamook Highway near Dolph to a connection with the Salmon River Highway near Boyer, surveys for which have already been made.

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

Storage building at Waldport, Lincoln County. The low bid is that of P. L. Read of Portland at $1,803.72, the second low bid is that of F. L. Odom of Salem at $1,860.00. Both low bids will be retained for investigation since the low bidder has done no work for the Commission previously.

Storage building at Drain, Douglas County. The low bid is that of P. L. Read of Portland at $1,717.00 and the second low bid is that of A. G. Enright of Eugene at $1,885.00. Both low bids will be retained for investigation of the low bidder.

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Walkways, stairways and painting of towers on the Interstate Bridge over the Columbia River at Vancouver. The low bid is that of Jacobsen-Jensen Co. of Portland at $9,473.74. Inasmuch as this is a co-operative project with the State of Washington, the bid will be referred to the Washington State Highway Department for confirmation.

Draw rest for drawbridge over the Siletz River on the Oregon Coast Highway south of Taft, Lincoln County. The low bid is that of Curry & Porter of Newport at $3,360.00 and the second low bid is that of the Clackamas Construction Company of Oregon City at $3,690.00. Due to the fact that the low bidder is unknown to the department, both low bids will be retained for investigation.

Bridge over Cow Creek on the Pacific Highway near Glendale, Douglas County. The low bid is that of C. A. Catching at $14,352.00. The second low bid is that of Clackamas Construction Company of Oregon City at $14,868.00. The contract is awarded to C. A. Catching at his bid of $14,352.00.

Bridge over Pilot Butte Canal on the Ochoco Highway in the town of Redmond, Deschutes County. The low bid is that of R. H. Jones of Baker at $2,790.00, the second low bid is that of O. M. Olds of Oak Grove at $2,874.00. The award is made to R. H. Jones at his bid of $2,790.00.

The Commission adjourned at 5:25 o'clock P. M. and announcement was made by the Chairman that the Commission will reconvene in Multnomah County Court House at 9:30 o'clock the following morning--the room to be designated later.

Portland, Oregon, November 13, 1931

The State Highway Commission reconvened at 9:30 o'clock A. M. in Room 401 Multnomah County Court House with all members, State Highway Engineer and the Secretary present.

County Judge M. R. Biggs of Crook County appeared before the Commission and asked for road work in that county to help relieve the unemployment situation. He suggested that certain improvements could be made on the Bear Creek Section of the Crooked River Highway and offered the Commission the use of the county's road building machinery free of charge. The Engineer stated that he has unemployment relief work planned on the Ochoco Highway east of Prineville. A. A. King of Mitchell suggested that improvements could be made along the section of this highway from Mitchell west about 14 miles which would furnish work for some of the unemployed. The Commission agreed to place a few men in this vicinity.

Judge Biggs stated that they will have only $5000 in their market road fund next year and as a matter of economy they would like to dispense with the service of their engineer whom they pay a salary of $150.00 per month. He questioned the constitutionality of the law that requires that road bills be approved by the engineer and stated that they wished to save

the expense of the engineer by approving the bills themselves. No action taken by the Commission.

Judge Biggs discussed the matter of secondary highways with the Commission and it was mutually agreed that the following roads should be designated as such:

Prineville-Madras Road	9.7 miles
Paulina Road (Crooked River)	49.39 "
Powell Butte Road	6.93 "
Lower Crooked River Road (Prineville-O'Neil)	9.58 "

Judge Biggs presented the Commission with a copy of a resolution previously adopted by the County Court of Crook County in which the Commission was requested to approve the designation of the above mentioned roads as secondary state highways. Resolution accepted and approved by the Commission by unanimous consent with the condition that the County Court shall provide for the maintenance of the Lower Crooked River Road.

County Judge G. L. Hawkins of Polk County discussed with the Commission the matter of the designation of secondary state highways in that county. After a full discussion, it was mutually agreed that the following roads shall be designated as secondary state highways:

Dallas-Coast Road	15.6 miles
Wallace Road	9.8 "
Independence-Salem Road	5.7 "
Dallas-Kings Valley Road	9.8 "
Independence-Kings Valley Road	15.7 "

The Independence-Kings Valley Road was included with the understanding that the County will execute an agreement with the State guaranteeing to contribute the sum of $5,000 per year in the construction and maintenance of this road.

County Judge Chas. E. Baird and Commissioner A. W. Perkins of Baker County were present. They asked that the route of the Baker-Cornucopia Highway be redesignated from Halfway down Pine Creek to Ballards Landing bridge near Homestead rather than to Cornucopia, the present terminus, and that construction be commenced so as to provide work for the unemployed in Baker County. They requested that the redesignation be made as a primary highway so that state funds may be expended thereon and they will be satisfied for the present with a low type of construction. The Engineer explained that he has already outlined work near Baker to take care of the unemployed in that vicinity and it was his thought that Pine Creek was too far from the center of population of the county to make the construction of a road here a practical unemployment relief project. He also stated that the Oregon Short Line Railroad has abandoned its railroad along the Snake River from Robinette to Homestead and the Interstate Commerce Commission has

given the railroad company authority to sell the rails as junk within the next three years, which will provide another possible route for this highway. He asked further time to make additional investigations before the Commission makes a definite decision in this matter. Action on this matter was deferred by the Commission until later.

The Engineer was instructed to start immediately with the reconstruction work on the south approach of the Old Oregon Trail to Baker as an unemployment relief measure. He was also instructed by the Commission to make further studies of the various proposed routes for the Baker-Homestead Highway and to submit an estimate of cost of constructing a one-way road from Halfway to Ballards Landing Bridge.

Judge Baird and Commissioner Perkins discussed with the Commission the matter of the designation of secondary state highways in Baker County. After a full discussion it was mutually agreed that the following roads should be designated as secondary state highways:

Baker-Medical Springs Road	20.12 miles
Sumpter Valley Road	23.30 "
Haines-Anthony Road	14.00 "

County Judge Victor P. Moses and Commissioner R. C. von Lehe, representing the County Court of Benton County, appeared before the Commission regarding secondary state highway matters. After a full discussion, it was mutually agreed that the following roads should be designated as secondary state highways:

Kings Valley Road	10.00 miles
Blodgett-Eddyville Road	6.47 "
Monroe South Road	2.00 "
Alsea-Paris Road	10.00 "

Judge Moses presented to the Commission a copy of a resolution previously adopted by the Benton County Court in which the State Highway Commission is requested to select and designate the above roads as secondary state highways. Resolution accepted and approved by the unanimous action of the Commission. County Commissioner Jay W. Dunn of Lincoln County and County Judge C. P. Barnard and County Engineer P. M. Morse of Lane County were present and approved the above designations for connecting secondary state highways in their respective counties.

County Commissioners R. A. Wright and W. H. Counsell and County Engineer D. T. Meldrum, representing the County Court of Clackamas County were present in the interests of secondary state highways in this county. After a full discussion the following roads were designated as secondary state highways by mutual agreement between the County Court and the State Highway Commission:

Cascade Highway	27.06 miles
Boones Ferry-Tigard Road	4.73 "
Woodburn-Mt. Hood Highway Road	36.12 "

County Judge D. F. Thompson of Coos County, representing the County Court of that county, presented a copy of a resolution previously adopted by the County Court in which the State Highway Commission was asked to select and designate as secondary state highways certain roads in Coos County. After a full discussion of the matter, it was mutually agreed that the following roads should be designated as such:

North Bend-Cape Arago Road	13.50 miles
Coos River Road	12.00 "
Powers Road	21.00 "

The Market Road Engineer presented a certified copy of a resolution previously adopted by the County Court of Clatsop County in which the Commission was requested to select and designate as a secondary state highway the county road known as "Nehalem Highway" extending from Astoria to the Columbia County Line and being approximately 39 miles in length. The resolution was accepted and approved by unanimous action of the Commission.

County Judge H. H. De Armond, representing the County Court of Deschutes County, discussed with the Commission secondary state highway matters of that county. It was mutually agreed that the following roads should be designated as secondary state highways in Deschutes County:

Century Drive Road	10.43 miles
Bend-Prineville Road	10.00 "
O'Neil-Prineville Road	3.75 "

The Engineer reported that he had made further investigations in Deschutes County and had found three small projects that are suitable for hand labor and can be used to assist in the unemployment relief problem in that county. These include a small project just north of Bend, another north of Redmond and a little work near Prineville. The construction of these projects was approved by the Commission.

County Judge W. S. Hamilton and Commissioner R. A. Busenbark, representing Douglas County Court, were present in the interests of secondary state highways of that county. They presented a copy of a resolution previously adopted by the County Court in which the State Highway Commission was requested to select and designate as secondary state highways certain county roads. After a full discussion it was mutually agreed that the following roads shall be designated as secondary state highways in Douglas County:

Tiller-Trail Road	39.2 miles
Wilbur-Elkton Road	35.0 "

The Territorial Road extending from the Pacific Highway near Anlauf northerly to the Lane-Douglas County line, a distance of about six miles, was rejected by the Commission.

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A copy of a resolution adopted by the County Court of Gilliam County requesting the approval of the State Highway Commission to the selection of the Wasco-Condon-Heppner Road in that county, about 40.0 miles in length, as a secondary state highway, was presented by the Market Road Engineer in behalf of the County Court. The resolution was accepted unanimously by the Commission and the road designated as a secondary state highway.

County Commissioner Geo. Yokum, representing the Grant County Court, was present and asked the Commission to complete the Long Creek-Dale Section of the Pendleton-John Day Highway. He stated that they have tentatively provided for the required right of way and will acquire this as soon as the surveys are completed. The Commission informed Mr. Yokum that a survey of the section north of Long Creek will be made in the spring of 1932.

Commissioner Yokum also requested that the road leading south from Dayville up the South Fork of the John Day River be designated as a forest highway. This road, he stated, has been tentatively approved as such by the engineers of the Bureau of Public Roads and that these engineers had told them to proceed with the survey as it would probably be accepted if the road was put on the forest highway system. W. H. Lynch, District Engineer of the Bureau of Public Roads, who was present, stated that the Government will not obligate the expenditure of forest road funds on this road until its obligation on the Pendleton-John Day Highway is completed.

Mr. Yokum discussed with the Commission the selection of secondary state highways in Grant County. It was mutually agreed that the following roads shall be designated as such:

Mt. Vernon-Beech Creek Road	5.26 miles
Canyon City-Burns Road	36.00 "

Consideration was given by the Commission to the matter of the purchase from Miss Elizabeth L. Lang of The Dalles of a tract of land described as Lots 1 and 2 of Section 33, T. 3 N. R. 8 E. W. M. and containing 62.6 acres bordering on the Columbia River Highway in Hood River County about four miles east of Cascade Locks, action on which was postponed from the meeting of October 12, 1931. Parks Engineer S. H. Boardman stated that this is a timber strip extending for one half mile along the highway and has a good frontage on the Columbia River. He also stated that it will provide right of way for future straightening of the highway at this point to eliminate curves and can be purchased for the sum of $1,500.00. After some discussion the Commission approved the purchase at $1,500.00.

The Parks Engineer requested authority from the Commission to secure and equip a small truck for use in cleaning up and improving some of the state parks which work is to be done as an unemployment relief measure. He proposed to equip the truck with small tools such as axes, shovels, etc. and to secure the services of an efficient foreman to have

charge of the same and to supervise the work in the various parks. He plans to employ laboring men through the unemployment relief committees in the counties in which the work is being done. The plan proposed by the Parks Engineer was approved by the Commission and he was authorized to proceed in accordance therewith.

County Judge R. J. Williams and Commissioner Harry A. Withers, representing the County Court of Harney County, appeared before the Commission with respect to the selection of the secondary state highways in that county. After some discussion it was mutually agreed that the following roads shall be designated as secondary state highways in Harney County:

Canyon City-Burns Road	31.0 miles
Yellowstone Cut-off (Lakeview-Burns Road)	33.0 "

The Market Road Engineer presented a copy of a resolution adopted by the County Court of Hood River County requesting the designation of the following county roads as secondary state highways in that county:

Interstate Bridge Road	0.50 miles
West Side Road (Hood River to Mt. Hood Highway)	17.00 "

After due consideration, the Commission accepted and approved unanimously the adoption of these roads as secondary state highways.

A resolution was presented by the Market Road Engineer in behalf of the County Court of Jackson County in which the Commission was asked to designate the following roads as secondary state highways in that county:

Tiller-Trail Road	12.30 miles
Medford-Provolt Road	24.31 "
Little Butte Creek Road	33.00 "
Sams Valley Road	16.40 "

The resolution was accepted and approved unanimously by the Commission and the aforementioned roads designated as secondary state highways.

The Commission by unanimous consent agreed to the designation of the following roads as secondary state highways in Jefferson County subject to the approval of the County Court of that county:

Prineville-Madras Road	19.00 miles
Madras-Warm Springs Road	21.00 "

County Judge C. G. Gillette, representing the County Court of Josephine County, discussed with the Commission secondary state highway

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matters in that county. The following roads were designated as secondary state highways by mutual agreement, the action of the Commission being unanimous:

Grants Pass-Williams Road	23.10 miles
Grants Pass-River Loop Road	20.50 "

A delegation consisting of the County Court of Wallowa County, Ex-Governor Walter M. Pierce and Ross Leslie of La Grande, and others appeared before the Commission in the interest of the proposed road extending from Joseph down Little Sheep Creek to Imnaha. Ex-Governor Pierce acted as spokesman for the group. He stated that he had been informed that some opposition has developed to the designation of the Little Sheep Creek route as a secondary state highway and that representatives of the opposing faction were present to voice their objections and to present a petition asking for a change in the routing. He asked that the Commission hear the objections before presenting their argument. Clyde Harsin, Fred A. Harsin and Harley Tucker of Enterprise, representing those opposed to the Little Sheep Creek Route, were present and asked for a special interview, stating that they were representing the taxpayers of Wallowa County and the tax reduction committee appointed by Governor Meier. They were invited by the Chairman to proceed with the presentation of their argument against this road. They stated that they had only recently learned that there was a movement on foot to secure a road down Little Sheep Creek Canyon and that petitions were being circulated among the people in the vicinity requesting the Highway Commission to designate that route as a secondary state highway. Upon receipt of this information they immediately interviewed the people living in the locality and found that the County Court had grossly misrepresented the facts. When properly enlightened in the matter they protested the adoption of this route and now ask the Commission to change the designation of this secondary state highway to the existing road between Enterprise and Imnaha. They also stated that the construction of the Little Sheep Creek Route will bring the county into litigation with the property owners in acquiring the right of way and requested that an unprejudiced man be sent there to look over both routes.

Ross Leslie, speaking in favor of the Little Sheep Creek Route, stated that this route has the endorsement of every Chamber of Commerce in Wallowa County, the Lions Club and the Union County Chamber of Commerce. He also stated that the elevation of the present road in front of Mr. Fred Harsin's house is 6000 feet and the road is subject to severe snow conditions, while the construction of a road down Little Sheep Creek will provide an all winter road into Imnaha free from snow. Mr. Pierce stated that he appeared in the interests of the Grangers residing along the Imnaha River who have informed him that the Little Sheep Creek Route is the only feasible one. He asked its construction as an unemployment relief project. The Attorney, who was present, stated that the Little Sheep Creek Route has already been designated as a secondary state highway by mutual agreement between the Highway Commission and the County Court and that he knew of no legal way by which the Commission can recede from that action. After further discussion the Commission agreed to send an engineer into Wallowa

County to look over both of the proposed routes in controversy and report back later.

The Commission adjourned at 12:00 o'clock noon 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 401 Multnomah County Court House with all members, the State Highway Engineer and the Secretary present. Consideration of secondary state highway matters was resumed.

County Judge Fred R. Goddard and Commissioners Silas Obenchain and C. R. Williams of Klamath County appeared before the Commission with respect to secondary state highways and other road matters in that county. They asked that the road leading from Fort Klamath south around the west side of Upper Klamath Lake be placed on the forest highway system. Action on the matter was postponed by the Commission until a joint conference is held with representatives of the U. S. Bureau of Public Roads and the Forest Service.

The Engineer suggested that the road leading from Klamath Falls southwesterly toward Weed, California, be designated a secondary state highway as this will fit in with plans that will eventually provide for a primary state highway between these points to connect with the California highway system. After some discussion it was mutually agreed between the Commission and the County Court to designate this road as a secondary state highway in Klamath County. Judge Goddard, speaking for the County Court, stated that the County will secure the required right of way for this road. After further consideration it was mutually agreed that the following roads in Klamath County shall be designated as secondary state highways, the action of all officials being unanimous:

Midland Road (Klamath Falls-Weed)	18.40 miles
Klamath Lake-West Side Road	49.00 "
Klamath Agency-Chiloquin-Williamson Road	11.10 "

The matter of improving the Merrill-Malin-California line section of The Dalles-California Highway was discussed by the Commission with the County Court. The Engineer reported that he had received information from the U. S. Forest Service Officials in California to the effect that the favored location for the Oregon connection followed northwesterly across the Tule lakebed and intersected the Oregon-California state line about 4 miles east of Merrill. They thought, however, that since it may be some years before this is built, that it may be necessary in the meantime to improve to some degree the present road connecting east of Malin. The Engineer recommended that the section between Merrill and Malin be improved as a part of the construction program for 1932 by widening, resurfacing and oiling. In response to the request of the Chairman, the County Court offered its services in securing the additional land required to provide a right of way 80 feet in width, however, they asked that this

request be made in writing as it was thought that a letter requesting such cooperation will be of assistance in dealing with the owners. The Commission by unanimous action approved the widening, resurfacing and oiling of the Merrill-Malin Section during the 1932 construction season and instructed the Engineer to write a letter to the Klamath County Court requesting their cooperation in securing the required right of way.

The Market Road Engineer stated that the County Court of Lincoln County has requested that the following roads in that county be designated by the Commission as secondary state highways:

Siletz River Road	30.00 miles
Eddyville-Blodgett Road	12.80 "

After due consideration the Commission unanimously approved these roads as secondary state highways in Lincoln County subject to confirmation by the County Court by appropriate action.

The Market Road Engineer also reported that the following roads had been approved by the County Court of Linn County as secondary state highways in that county and that the County Court had requested that they be so designated by the State Highway Commission:

Albany-Corvallis Road	9.40 miles
Halsey-Sweet Home Road	21.80 "
Albany-Lyons Road	22.55 "

The Commission, without dissenting vote, designated the above roads as secondary state highways in Linn County subject to confirmation by the County Court.

Dr. Chas. A. Lamkin of Hillsboro appeared before the Commission in the interests of a proposed road leading from Portland to Hillsboro over what is known as the Base Line Route. He stated that about 80% of the land required for a right of way one hundred feet wide for this proposed road will be donated by the owners and that the balance can be acquired for from $100 to $200 per acre. He asked that surveys and estimates of cost including costs of right of way be prepared for highways to be constructed along this route and along a route lying farther to the north, that these be compared with the cost of widening and improving the present Tualatin Valley Highway and that the Commission select a route from the comparison of the three. Commissioner Spaulding stated that the finances of the Commission will not permit the construction of the "Base Line" road this year provided the Wilson River Road is constructed, but he was of the opinion that it should be constructed next year and favored it as an unemployment relief project. Chairman Ainsworth informed Dr. Lamkin that the Commission understood his proposition perfectly and that he would be given a report as soon as possible.

A delegation from Washington County, consisting of the County Court, A. C. Lippert, C. J. Stickney of Aloha and others were present

regarding the proposed widening and improving of the Tualatin Valley Highway between Beaverton and Hillsboro. They stated that about 80% of the right of way options have been secured to provide for widening this highway seventeen feet on the north side and they thought that the balance can be secured in three or four days. These options provide that construction shall start immediately and run from thirty days to six months. Concerning the buildings that will have to be moved, they stated that most of them are of little value and that only five are supplied with basements. County Judge Templeton offered $10,000 in behalf of the County Court to apply on the purchase of the required right of way which they estimate will cost about $30,000. They asked the State to pay the difference and also pay for the construction. Commissioner Spaulding stated that in his opinion this highway will have to be maintained notwithstanding the fact that another road farther to the north might be constructed later. The Engineer stated that he believed that this road will always carry a large amount of traffic, that it is an important connecting highway and he has its betterment in mind as an unemployment relief project. After further discussion the Commission approved the acquiring of the additional seventeen feet of right of way required for this improvement. Chairman Ainsworth suggested that the cooperation in the cost thereof be reversed, the State to contribute $10,000 and the County the balance, whatever that may be. This suggestion was accepted by the County Court and they agreed to attempt to secure the right of way required on that basis.

A delegation, consisting of Chas. T. Powne, J. M. Vanderzanden, O. B. Bennett, was present and asked the Commission to designate a route across the northern part of Washington County through Wilkesboro to Glenwood as the route for the eastern end of the proposed short road from Portland to the sea. They stated that this route is seven miles shorter between common points than any other route and requested that a survey be made from the connection with the Canyon Road (Tualatin Valley Highway) at Multnomah County line westerly about 2½ miles to the Beaverton Market Road. Market Road Engineer Scott stated that a survey of this section was commenced about four years ago but was discontinued on account of right of way difficulties encountered across the lands owned by O. B. Bennett and also on account of the fact that other routes were available. The delegation stated that the right of way matter will no longer interfere and that they will acquire this when called upon to do so.

County Commissioner W. B. Snider, representing the County Court of Lake County appeared before the Commission regarding highway natters in that county. After some discussion it was unanimously agreed by all parties that the following roads shall be designated as secondary state highways in Lake County:

Lakeview (Warner Canyon)-Adel-Plush Road	47.70 miles
Yellowstone Cut-off (Lakeview-Burns Highway)	58.00 "

Commissioner Snider stated that under the original agreement with the State Highway Commission arrangements were completed to construct state highways in Lake County on a 25% county, 75% state cooperative basis. He stated that under that agreement there was now a balance due Lake County. The Engineer was instructed by the Commission to prepare a statement of the Lake County accounts and report this to the Commission at a later date.

Commissioner Snider requested the Commission to authorize the surfacing of the twelve mile section of the Fremont Highway between Silver Lake and Picture Rock Pass which was recently graded to state standards. The Engineer stated that the grade was constructed of light materials and should be surfaced. He was authorized by the Commission to include this project in the program for 1932 construction.

County Judge C. P. Barnard of Lane County presented a copy of a resolution adopted by the County Court of that county in which the Commission is asked to select and designate the following Lane County roads as secondary state highways:

Territorial Road (Benton Co. Line-Douglas Co. Line)	39.00 miles
Eugene-Swisshome Road	39.00 "
Fox Hollow Road (Eugene-Walker)	15.50 "
Springfield-Jasper-Saginaw Road	21.00 "
Deadwood Road (Siuslaw Highway-Paris)	23.70 "

The Commission accepted the resolution and unanimously approved as secondary state highways the roads mentioned therein.

Judge Barnard inquired as to whether or not the money to be secured from the bond sale of the previous day will be available for use on secondary state highway construction and, if not, what money, if any, will be available to the counties for this purpose as advances on the 1932 secondary state highway fund allotments. He stated that they have 600 men registered for employment in Lane County for whom work must be provided and the opportunity for work is much better on secondary than on primary highways. The Engineer explained that the $1,000,000 bond sale of the previous day was to provide money for unemployment relief work on primary highways only and so far no legal way has been found to expend it on other roads. Further action on the matter deferred until the next meeting.

County Judge Alex Sparrow of Jackson County, representing the County Court of that county, was present in the interests of secondary state highways. It was mutually agreed by all parties that the following roads of Jackson County shall be designated as secondary state highways:

Tiller-Trail Road	12.30 miles
Medford-Provolt Road	24.31 "
Little Butte Creek Road	33.00 "
Sams Valley Road	16.40 "

County Judge David F. Graham and Commissioner J. D. Fairman of Malheur County appeared before the Commission regarding secondary state highways in that county. The following roads in Malheur County were designated as secondary state highways by the unanimous decision of the Commission and by mutual agreement with the County Court members present:

Jordan Valley Road (Nyssa south)	74.58 miles
Vale-West Road	10.00 "
Homedale Spur Road	1.95 "
Adrian-Parma Road	2.75 "
Adrian-Arena Valley Road	3.22 "
Adrian-Caldwell Road	4.39 "

Commissioner Fairman urged the Commission to authorize the construction of the Peach-Juntura Section of the Central Oregon Highway. Action on this matter was deferred by the Commission until the next meeting.

Due to the fact that it was necessary for Commissioner Spaulding to leave the meeting at this time and as there were a number of important matters that should have early attention, the Commission set Tuesday, November 17, 1931, as the date for the next meeting to finish uncompleted business--the meeting to be held at 10:00 o'clock A. M. in Room 209 Imperial Hotel, Portland.

Commissioner Spaulding retired from the meeting at 3:30 P. M. He stated that he approved whatever action may be taken by the other Commissioners with respect to the designation of secondary state highways in the remaining counties.

County Judge Wm. T. Campbell, Commissioners Geo. A. Bleakman and George N. Peck, and District Attorney Samuel E. Notson of Morrow County discussed with the Commission secondary state highway matters in that county. It was mutually agreed that the following roads shall be designated as secondary state highways in Morrow County:

Heppner-Condon Road	18.00 miles
Heppner-Spray Road	35.58 "
Lexington-Echo Road	19.24 "

A copy of a resolution adopted by the County Court requesting the Commission to select and designate the above roads as secondary state highways was presented by the Court and was duly accepted and approved by the Commission without objection.

Mr. Notson, in behalf of the County Court, urged the Commission to allocate some of its unemployment relief emergency funds for the construction of the McKinney Creek Section of the Heppner-Spray road as an unemployment relief proposition. He was informed by the Commission that this fund cannot be spent legally on roads other than

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primary highways, however, the Commission will work out some plan to provide unemployment relief in Morrow County.

The Market Road Engineer in behalf of the County Court of Marion County presented a copy of a resolution adopted by that body requesting the designation as secondary state highways of the following county roads in that county:

Silver Creek Falls Road	40.00 miles
Silverton-Woodburn-Newberg Road	32.00 "
Silverton-Oregon City Road	6.00 "
Aurora-Wilsonville Road	2.00 "
Woodburn-Molalla Road	3.00 "
North Santiam Road	48.00 "

The resolution was accepted and approved by the Commission without dissenting vote.

The Market Road Engineer presented a copy of a resolution adopted by the County Court of Sherman County asking that the following roads in that county be designated as secondary state highways:

Grass Valley-Sherars Grade Road	21.00 miles
Wasco-Condon Road	20.00 "

The resolution was accepted and approved by the Commission unanimously.

County Judge I. M. Schannep of Umatilla County, appearing in behalf of the County Court of that county, asked the Commission to designate the following county roads as secondary state highways in Umatilla County:

Sunnyside-Umapine Road	7.26 miles
Weston-Elgin Road	16.30 "
Mission-Thornhollow-Bingham Springs Road	25.30 "
Echo-Butter Creek Road	16.00 "

The Commission approved, unanimously, the designation of these roads as secondary state highways subject to further verification by the County Court in writing.

Judge Schannep presented a petition signed by residents of Umatilla County requesting that the road extending northeasterly from Hermiston to Cold Springs be designated as a secondary state highway. No action taken by the Commission on this request.

County Judge U. G. Couch and Commissioners W. W. Stevens and W. R. Ledbetter of Union County appeared before the Commission with respect to road matters in that county. They presented a copy of a resolution previously adopted by them requesting that the following county roads be designated as secondary state highways in Union County:

La Grande-Cove-Union Road	22.07 miles
Starkey-Hilgard Road	17.44 "
Union-Medical Springs Road	25.30 "
Weston-Elgin Road	16.00 "

After due consideration the Commission accepted the resolution and unanimously approved the roads mentioned therein as secondary state highways.

The Union County Court asked the Commission for funds for the Weston-Elgin Forest Highway in Union County. They were informed by the Commission that it will be necessary to wait until additional funds are appropriated by Congress as the 1932 program has already been agreed upon. They also asked the Commission to allocate some of the state unemployment relief funds for expenditure on the construction of secondary state highways. They were informed that this cannot be done legally at the present time.

County Judge F. L. Phipps of Wasco County appeared before the Commission in behalf of the County Court of that county. A copy of a resolution adopted by the County Court was presented requesting that the following county roads be designated as secondary state highways:

Shaniko-Antelope-Clarno Road	23.30 miles
Tygh Valley-Sherars Grade Road	8.90 "

The resolution was accepted by the Commission and the roads mentioned therein were unanimously approved as secondary state highways.

Judge Phipps also requested that the road extending from The Dalles southwesterly up Mill Creek to a connection with the Mt. Hood Highway near Cloud Cap Inn be designated a secondary state highway up to the boundary of the National Forest. He asked that a study be made and, if warranted, that the Government officials be requested to designate the portion of this proposed road lying within the forest boundaries as a forest highway with a view to expending forest highway funds for construction in 1933. No action taken by the Commission on this request.

The Secretary presented a petition signed by residents of Wasco County in which the Commission is requested to give consideration to the Ramsey Market Road leading westerly from Dufur and a proposed extension thereto when making plans for a future state highway across the northern part of Wasco County to connect The Dalles-California and Mt. Hood Highways. Matter deferred for future consideration.

The Market Road Engineer stated that the Wheeler County Court has requested that the following county roads be designated as secondary state highways in Wheeler County:

Service Creek-Mitchell Road	25.20 miles
Heppner-Spray Road	17.10 "
Fossil-Clarno-Antelope Road	20.30 "

The Commission by unanimous decision approved the designation of these roads as secondary state highways upon the recommendation of the Engineer and subject to confirmation by the Wheeler County Court.

County Judge R. J. Kennedy and Commissioners W. S. Allan and Frank D. Sawyer of Yamhill County were present and requested that the following county roads in that county be designated as secondary state highways:

Yamhill-Newberg Road	10.50 miles
Chehalem Mountain Road	4.70 "
Newberg-Woodburn Road	0.53 "
Three Mile Lane	7.00 "
Amity-Hopewell-Pine Tree Corner Road	8.00 "
Amity-Bellevue Road	7.92 "
Dayton-Wallace Road	10.70 "
Lafayette-South Road	6.00 "

After due consideration the Commission unanimously approved the designation of the above mentioned roads as secondary state highways in Yamhill County.

The Commission, by unanimous vote, adopted the following resolution covering the distribution to the respective counties of the second half of the market road allotment for the year 1931--being the final payment to the counties under the market road law:

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

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

WHEREAS, pursuant to the provisions and commands of Chapter 17 of Title XXX, Laws of Oregon, as amended by Chapter 361, General Laws of Oregon for 1925, the State Highway Commission did on the 14th day of May 1931, apportion among the several counties of the State complying with the provisions and accepting the benefits of said market road law, the 1931 State Market Road Appropriation in accordance with the terms of the act; and

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

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

WHEREAS, the State Highway Commission has furnished several counties with engineering supplies, or with engineering services on county projects, or with road building machinery, or with machinery repairs, or with road building machinery parts; and has kept an accurate record of the cost of any of the above-mentioned supplies, services, parts and repairs, or materials furnished the several counties, either as advance payments to be deducted from the sums apportioned to the various counties or as accounts to be paid in cash, as desired by the several county courts, and

WHEREAS, the market road act provides that the expenditures made by the State Highway Commission in fulfilling the obligations imposed by the market road act shall be paid from the market road fund;

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

To all counties the unpaid one-half of the 1931 apportionment as apportioned by the State Highway Commission by resolution under date of May 14th, 1931; provided, however, that there shall first be deducted from each county's share of said funds a sum sufficient to cover the amount charged as advance to that county by the State Highway Commission as shown on the books and cost records of said Highway Commission at the close of October 31, 1931 said payment to be made to the various counties upon receipt and approval of plans and specifications showing the proposed expenditure of available market road funds in accordance with the terms and provisions of said act; said sums authorized for payment to the various counties are as shown in the tabulation below, and

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

Counties	1931 Apportionment	Second Half 1931 Apportionment	Advances to Counties to be deducted	Balance payable to counties
Baker	$ 31,850.01	$ 15,925.01	$	$ 15,925.01
Benton	22,717.18	11,358.59		11,358.59
Clackamas	71,587.23	35,793.62		35,793.62
Clatsop	32,859.47	16,429.73		16,429.73
Columbia	23,709.22	11,854.61		11,854.61
Coos	36,493.28	18,246.64		18,246.64
Crook	7,557.60	3,778.80		3,778.80
Curry	6,253.36	3,126.68		3,126.68
Deschutes	19,988.26	9,994.13		9,994.13
Douglas	43,857.54	21,928.77		21,928.77
Gilliam	13,725.38	6,862.69		6,862.69
Grant	10,673.20	5,336.60		5,336.60
Harney	12,963.13	6,481.57		6,481.57
Hood River	13,685.78	6,842.89		6,842.89
Jackson	44,513.63	22,256.81		22,256.81
Jefferson	7,326.23	3,663.11		3,663.11
Josephine	10,977.46	5,488.73		5,488.73
Klamath	54,644.83	27,322.41		27,322.41
Lake	14,844.21	7,422.10		7,422.10
Lane	74,637.84	37,318.92		37,318.92
Lincoln	12,777.72	6,388.86		6,388.86
Linn	45,778.23	22,889.12		22,889.12
Malheur	17,012.13	8,506.06		8,506.06
Marion	73,656.90	36,828.45		36,828.45
Morrow	14,837.88	7,418.94		7,418.94
Multnomah	112,516.06	56,258.03		56,258.03
Polk	25,428.66	12,714.33		12,714.33
Sherman	14,153.27	7,076.64		7,076.64
Tillamook	29,786.68	14,893.34		14,893.34
Umatilla	64,430.56	32,215.28		32,215.28
Union	28,913.48	14,456.74		14,456.74
Wallowa	13,639.82	6,819.91		6,819.91
Wasco	24,981.76	12,490.88		12,490.88
Washington	49,147.38	24,573.69		24,573.69
Wheeler	6,712.94	3,356.47	47.29	3,309.18
Yamhill	32,328.60	16,164.30		16,164.30
Total	$1,120,966.91	$560,483.45	$ 47.29	$560,436.16

The Secretary presented a communication from the County Court of Curry County in which the Commission was invited to join in a meeting with the County Courts of Josephine and Jackson Counties and with Forest Service officials to discuss the matter of a proposed highway extending from Grants Pass down the Rogue River to the sea. The Engineer was authorized by the Commission to sit in at this meeting.

A petition was presented by the J. W. Sweeney Construction Company in which the Commission was asked to give its consent to the appointment of a board of arbitrators to consider the claims of this company against the State arising out of the contract awarded it by the State Highway Commission for the grading of Unit No. 3, Burnt Hill-Chetco River Section of the Roosevelt Coast Highway in Curry County, being state highway contract No. 835. The Engineer explained that the contract in question was awarded to J. W. Sweeney Construction Company on July 28, 1925 and was not completed until August 29, 1927. At that time Mr. Sweeney submitted a number of claims and asked for payment in addition to the amounts previously approved by the department. An investigation of these claims was made and some of them were approved in part by the Commissioners then in office, but the balance were rejected and the matter was then considered closed. After due consideration of the facts presented by the Engineer, the Commission decided that inasmuch as this matter had been considered a closed issue by the previous Commission, it should not be reopened now. However, the Commission agreed to have the Assistant State Highway Engineer, R. H. Baldock, review the claims presented and make a report of his findings provided the J. W. Sweeney Construction Company will file a statement that it will accept Mr. Baldock's findings as final and conclusive.

As there were no others present desiring to be heard, the Commission adjourned at 4:15 P. M.

Roy A. Klein
State Highway Engineer

H. B. Glaisyer
Secretary

Chairman

Commissioner

Commissioner

Portland, Oregon, November 19, 1931

The State Highway Commission met in Room 209 Imperial Hotel at 10:00 o'clock A. M. on this date instead of November 17th as previously scheduled, on account of the inability of Commissioner Spaulding to be in attendance on that day. Present were:

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

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The Engineer presented the following letter to the Chairman which was read at his request by the Secretary:

"During the past year a special effort has been made on the part of the employees of the Highway Department to reduce operating costs in highway construction and highway maintenance with the result that 20 per cent more work has been accomplished this year than during any previous year, making a saving to the state of $150,000. This has been made possible, in a large measure, through the willingness of the heads of departments and others to assume larger responsibilities and do a greater amount of work without additional compensation.

"The unwholesome and unfortunate conditions, however, which prevail throughout the entire state due to unemployment and the evils and distress incident thereto demand that every one contribute his utmost measure of relief, therefore, in a spirit of helpfulness, the employees of the Highway Department offer to contribute to Governor Meier's Unemployment or Emergency Fund, in lieu of the already suggested one day pay a month, a sum equal to 10% of their monthly pay or salary during the months of December, January, February, and March, said months being the months during which it is contemplated that relief for the unemployed must be provided.

"This offer is made to the Highway Commission through you as its Chairman."

Commissioner Spaulding stated that it appeared to him that this letter was intended to take the place of the resolution introduced by him at the November 12th meeting, proposing a reduction in salaries of certain highway department employes, and, if so, he was opposed to it--otherwise it is all right.

Chairman Ainsworth and Commissioner Hanley voted to accept the offer of the department employees as set forth in the Engineer's letter. Having received a majority vote, the Chairman declared the offer accepted.

A vote was then taken on the resolution introduced by Commissioner Spaulding at the meeting held November 12, 1931 proposing a reduction of 16 2/3 per cent in the salaries of those employes now receiving $3401 per year and up; a reduction of 12½ per cent for those now receiving salaries ranging from $2401 to $3400 inclusive per year, and a reduction of 10% for those now receiving salaries between $1701 and $2400 inclusive per year. Chairman Ainsworth and Commissioner Hanley voted against the adoption of the resolution and Commissioner Spaulding for it. The majority vote being against the adoption of the resolution, it was declared defeated by the Chairman. He informed Commissioner Spaulding that he will be glad to discuss the salary question with him at any time.

Commissioner Spaulding inquired as to whether the Engineer's letter included all of the employes of the department from the laboring man up and was advised by the Engineer that it was his thought to have it apply to all regular employes who worked full time. In reply to the inquiry of the Chairman, the Engineer stated that he had planned to rotate the common labor on the day labor unemployment relief crews and that these men would not be classed as regular employes if they did not work a full month. Chairman Ainsworth stated that he wished to give more study to the matter of rotating the common labor and after further discussion the matter was referred by the Commission to the Chairman and the Engineer to work out the details.

The Commission discussed the matter of savings of funds that have accumulated in the affairs of the Highway Department during the present year. The Engineer reported that the engineering and administrative expense for the first ten months of 1931 was approximately $19,560 less than that for the corresponding period in 1930 notwithstanding the fact that the total expenditures (exclusive of bond interest and principal payments) were $1,915,095 greater in the same period in 1931. Also the cost of field engineering has been reduced from 5.17% in 1930 to 4.94% in 1931. He also reported that notwithstanding the fact that 300 miles of completed highway have been added to the mileage maintained in 1930, indications are that maintenance costs in 1931 will be between $100,000 and $150,000 less than in 1930. The Chairman explained that these savings will have no direct bearing on taxes. Commissioner Spaulding replied that the people eventually pay the bill in some manner and it was his thought that further savings could be made to total $250,000.

The Engineer reported that savings have also been made in the cost of bituminous road construction, patching pavements, etc. in 1931 as compared with previous years. He stated that the 1931 cost, on a ton basis, was $7.40 per ton while that for 1930 was $8.82 per ton and for 1929, $9.35 per ton. Commissioner Spaulding stated that he wished to analyze the figures presented by the Engineer and was invited by the Chairman to discuss the matter with him in the afternoon.

The Commission discussed the proposed cooperative agreement with the City of Portland, Multnomah County and the Civic Emergency Committee for the improvement of Fourth Street, Portland, to provide for an arterial highway entrance into the city over the abandoned Southern Pacific Railroad right of way and also to provide unemployment relief.

Commissioner Spaulding stated that the agreement, as he understood it, provided that the City would acquire the right of way within the city limits and that the State would pay for the construction and, if so, he questioned the advisability of such an arrangement since he thought it would establish a precedent that would obligate the State to construct roads in all of the towns and cities in the state that might ask for them. Chairman Ainsworth explained that the law was amended so that the Commission might construct highways within city limits if

it found it necessary to do so but that each case will have to be handled on its merits. He also stated that if the City and the County acquired the right of way for this particular road and it was the desire of the Commission that it be connected with the present state highway, then the State will eventually have to cooperate in the improvement but there is no obligation to do this within the next seven years. It was his thought that the City should pay for the paving of the section within the city limits.

The Attorney, who was present, stated that by the terms of the resolution adopted by the Commission at its meeting held November 3, 1931, the Commission is obligated to designate as a state highway the section lying between the city limits and the connection with the present highway near the Multnomah-Washington County line in West Portland. He explained that it was his understanding that this was done to enable the State to contribute state funds in a sum of not to exceed $20,000 toward the improvement of Fourth Street as an unemployment relief measure. He further stated that the agreement was prepared to provide that the City will acquire all of the right of way required within the city limits and the County that for the portion designated a state highway outside of the city limits and, in addition, the County is to contribute funds toward the cost of construction outside of the city limits, the amount of which is to be determined later. Commissioner Spaulding stated that he was in favor of the improvement of Fourth Street but it was his thought that the City should pay the entire cost within the city limits and that the County should cooperate in the construction costs outside of the city in addition to furnishing the right of way.

Commissioner Spaulding requested that the Commission be furnished with a precise financial statement showing how much money will be available for construction purposes during the 1932 season. He also requested that a definite working program be provided to show on which projects it is proposed to apply this money. The Chairman approved the requests and instructed the Engineer to prepare a financial statement and a working program for the consideration of the Commission at its next meeting.

The Commission discussed the matter of financing the reconstruction of the Pacific Highway between New Era and Salem and the construction of the Wilson River Road. It was suggested that about $500,000 should be expended on the Pacific Highway project. Commissioner Spaulding suggested that about $500,000 be allotted to the Wilson River Road but definite action was deferred until it is known just how much money will be available after funds have been allocated to the projects that should be given preference.

Consideration was given by the Commission to the designation of the proposed I. O. N. Highway, which matter was deferred from the previous meeting. Commissioner Spaulding stated that he was not in favor of designating this road as a state highway until after the Central Oregon Highway has been completed between Ontario and Burns. Commissioner

Hanley stated that his only thought in the matter was to convey to the proponents of this route the unimportance of its construction until some future date. He also stated that there is an alternate route available that will better serve the interests of the State of Oregon. This route begins at the Central Oregon Highway and extends south up the South Fork of the Malheur River, passing through Venator and Folly Farm and along the east side of Steens Mountains thence to the Nevada state line. This route, he stated, will penetrate a very important area south of Steens Mountains. He asked that a reconnaissance survey of this route be made and a report rendered. Commissioner Spaulding stated that he objected to this survey being made now but was willing that it should be made in the spring. The Chairman declared this to be the order of the Commission.

The Secretary presented a form of agreement with Sherman County providing for the immediate payment of $7,000 to the County as an advance on the County's share of the 1932 apportionment of secondary state highway funds. This was approved and signed by the Commission, it being in accordance with the previous understanding with the Sherman County Court.

A communication was presented from the Market Road Engineer in which he stated that the County Court of Wallowa County has requested an advance payment of part of its share of the 1932 apportionment of secondary state highway funds to pay for work now under way on the Little Sheep Creek Road. In view of the fact that objections had been made to the designation of the Little Sheep Creek Road as a secondary state highway by proponents of an alternate route having the same termini, action on this matter was deferred by the Commission until the parties to the controversy have settled their differences. The Secretary was instructed to write the Wallowa County Court to effect an agreement with the proponents of the alternate route and when this is done the Commission will again consider the matter of advancing funds. The Engineer was instructed to have Division Engineer Smith go over the alternate routes with the County Court and the Harsin brothers of Enterprise (who oppose the designation of the Little Sheep Creek Route) and make a report on the project.

A letter was presented from the Umatilla County Court in which they requested an advance of a portion of their share of the 1932 secondary state highway funds to enable them to carry on unemployment relief work on the Weston-Elgin and Mission-Bingham Springs roads recently adopted as secondary state highways. The Chairman stated that he thought that the people should be informed that the secondary state highway law is not effective until January 1, 1932 and that no funds will be available for distribution under the provisions of this law until July, 1932. He was of the opinion that the making of advances from the 1932 apportionment of secondary highway funds should be deferred until later. There being no objections on the part of the other commissioners, it was so ordered by the Chairman.

The Secretary requested instructions in the matter of granting permits for the use of secondary state highways for special purposes such as for occupation by pole and pipe lines and for log hauling. He was

instructed to handle these in the same manner as they are now handled on the primary highways.

A resolution was presented from the Fossil Lions Club in which the Commission was requested to widen, resurface and oil the entire John Day Highway and that funds be appropriated at once for this improvement. Action on this matter was deferred by the Commission to a later meeting.

A letter was presented from S. Murray, Chief Engineer of the Oregon-Washington Railroad & Navigation Company in which the Commission is asked to cooperate in the cost of installing a wigwag signal at Hermiston, where the Old Oregon Trail crosses the O.-W. R. R. & N. Co. railroad tracks, the estimated cost of which is $2,000. It was his thought that the State should contribute to the cost of future installations of this kind which will be in line with the present policy with respect to grade crossing separations. Matter deferred by the Commission for future consideration.

The Secretary reported that the Linn County Court had executed and returned the contract forms for clearing work on the Santiam Highway between Trout Creek and Upper Soda but that no bond had been furnished as required of contracting firms. He stated that the assistant attorney had given it as his opinion that failure of the Commission to require the contract bond would render the State and the Commission jointly liable for labor and material used in the prosecution of the work. He requested instructions as to whether or not the usual bond should be required in this instance. Upon the advice of the Attorney who was present, the Commission decided to waive the bond requirement in this instance since the County Court is the contracting party and the premium on the bond can be saved by the County to provide additional work for the unemployed.

A delegation from Washington County consisting of County Judge Donald T. Templeton, Commissioners J. M. Hiatt and H. D. Kerkman, John A. Thornburgh, Forest Grove, E. J. McAlear, Hillsboro, C. J. Stickney, Aloha, and J. W. Barney, County Engineer, appeared before the Commission in the interests of the proposed improvement of the Tualatin Valley Highway between Beaverton and Hillsboro. They stated that since their last appearance before the Commission considerable opposition has developed to the County Court spending county funds for the acquisition of the additional right of way required for this improvement which they estimate will cost about $30,000. They now ask the Commission to buy this right of way and, due to the fact that this is the only state project in the county available for unemployment relief, they will contribute $20,000 for labor instead of $10,000 previously offered. They stated that this $20,000 together with other work that they have available in the county will take care of their unemployment needs. In reply to the inquiry of the Chairman the Engineer stated that he had planned to operate two 25-men crews on this work and that the present plans provide only for the widening of the grade at this time, the widening of the pavement to come later.

Mr. McAlear stated that at a recent tax conservation meeting in Hillsboro a resolution was adopted condemning the idea of the County spending any money for right of way and it was his thought that difficulties will be encountered if the County proceeds along that line. They wish to cooperate but prefer that their money be spent for labor rather than for the right of way. The Engineer stated that the detail of letting the County pay the labor costs can be worked out satisfactorily but that someone must be responsible for the taking up of the right of way options.

Commissioner Spaulding stated that he was agreeable to the expenditure of not to exceed $30,000 for the right of way required for this improvement provided the County will contribute $20,000 to apply on labor costs. The Chairman agreed with Commissioner Spaulding, but definite action was deferred. The Engineer and the Attorney were instructed by the Commission to confer further with the County Court and report later.

Elton Watkins, attorney of Portland, appeared before the Commission in the interests of the International Utilities Corporation which has an application on file with the Commission for a permit to construct gas and oil pipe lines along the Old Oregon Trail and Columbia River Highway from Ontario to Portland. He stated that the corporation will accept any reasonable conditions that the Commission might see fit to impose on it and suggested that a permit be granted similar to that granted the Portland Gas & Coke Company to install its pipe line along the Pacific Highway between Portland and Salem. He further stated that the International Utilities Corporation will furnish the State a bond to guarantee the faithful performance of its contract with the State. If the permit is granted, the corporation is prepared to start the engineering work within thirty days and it is thought that it will be possible to put one thousand men to work within six months. He requested an early decision in the matter. The Chairman stated that this is an important matter and a decision cannot be given today. The Attorney was instructed to secure additional information and report his findings to the Commission later.

Homer D. Angell, attorney, Portland, was present and inquired as to whether or not the Commission wished to proceed with the purchase of the Ecola Point and Indian Beach Corporation property near Cannon Beach for park site purposes. He stated that the owner of the property is now willing to sell his interests in the property for $27,500 which is $5,000 less than the price originally demanded. Commissioner Spaulding stated that he had inspected the property in question and found that there were about 400 acres with about 3½ miles frontage on the ocean. Of this the State now owns a one-half interest, it having been previously presented to the State as a gift by R. L. Glisan and the Misses C. W. and M. Louise Flanders. He was of the belief that the State now owns as much land here as it should at the present time and did not think it proper to expend state funds for the purchase of additional land while there was so much unemployment in the state. He further stated that he had

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talked with the owner of the property who informed him that if the State will wait it is likely that the remaining area will be given to the State as a gift. He also stated that it might be a good plan to resume negotiations later on but that now is not the proper time. The Chairman stated that Commissioner Spaulding's remarks will be the order of the Commission.

Mr. Angell informed the Commission that taxes on the property are unpaid and since the State owns one-half of the stock in the corporation and there is no money in the Corporation treasury, his client, Mr. Lewis, asks that an adjustment be made covering this feature. The Chairman stated that the order of the Commission will have to stand for the present but that the Attorney will make a further study of the matter and report later.

E. M. Cousin again appeared before the Commission regarding the matter of settlement for extra right of way acquired from him by the Commission for widening and straightening the Pacific Highway north of Oswego in Clackamas County. The matter was referred by the Commission to Commissioner Spaulding for a recommendation after he has personally inspected the premises. Arrangements were effected for Commissioner Spaulding, Attorney Devers and Mr. Cousin to inspect the property after luncheon.

Reference was made by Commissioner Spaulding to the letter presented by the Engineer at the beginning of the meeting by which the employes of the Highway Department offer to donate 10% of their salaries for four months for the benefit of the unemployed. In reply to his inquiry the Engineer stated that the offer applied to all those regularly employed. Commissioner Spaulding asked that arrangements be made to rotate 700 or 800 men and that this include not only men on the patrol crews but also in the shops and other places. It being agreeable to Commissioner Spaulding, the matter of rotation of men was referred by the Commission to him and the Engineer to work out the details and make a joint report.

Consideration was given by the Commission to the following bids that were received by the Board of Control at the request of the Commission for the purchase of two light-duty snow plows for attachment to 1½ ton trucks:

Albina Marine Iron Works, Portland	$235.00
H. J. Armstrong Co., Seattle	307.50
Commercial Iron Works, Portland	145.00
Howard-Cooper Corporation, Portland	207.90
Isaacson Iron Works, Portland	109.00

The Equipment Engineer who was present recommended that the low bid of $109.00 each, submitted by the Isaacson Iron Works of Portland, be accepted. The matter was referred by the Commission to Commissioner Spaulding, the State Highway Engineer and the Equipment Engineer with power to purchase after first conferring with State Treasurer Rufus C. Holman.

The Commission also considered the following bids received by the Board of Control for the furnishing of from 5 to 10 ten-foot reversible blade snow plows to meet certain specifications:

	Reversible (each)	One-way (each)
Albina Marine Iron Works, Portland	$295.00	$275.00
	325.00*	305.00*
H. J. Armstrong Co., Seattle		333.75
Commercial Iron Works, Portland	165.00	180.00
Howard-Cooper Corporation, Portland	363.77	498.85
Isaacson Iron Works, Portland	195.00	210.00

*Extra heavy

The Equipment Engineer recommended that the reversible type of plow be purchased because it is more adaptable to the needs of the department. He stated that #4-A Baker snow plows have been in use by the department since 1922 and are still in use, while plows of other types, purchased since that time have not been satisfactory and most of them are no longer in service. He gave it as his opinion that the Baker tripping device, with which only the Baker plows are equipped, is the best on the market since it gives a positive relief from obstructions on the road and allows for a better balanced design in support and attachment to the motor truck. He recommended the purchase of ten #4-A Baker plows notwithstanding the fact that the price is not the lowest submitted. If, however, it is decided to buy a cheaper plow, then he recommended the acceptance of the low bid. The matter was referred by the Commission to Commissioner Spaulding, the State Highway Engineer and the Equipment Engineer with power to purchase after first conferring with Rufus C. Holman, State Treasurer.

Mr. William Williams of Portland, Vice President of the International Brotherhood of Boilermakers and Iron Shipbuilders and Helpers was present and entered a protest to the purchase of these snow plows from the Isaacson Iron Works because, he stated, this concern does not pay taxes in the state of Oregon.

The Equipment Engineer stated that with the approval of Commissioner Spaulding he had asked the Board of Control to secure prices on one 24 inch by 16 feet, all geared, motorized lathe to meet certain specifications for use in the new shop building at Salem. The lowest bid submitted for a satisfactory machine was that of the Hallidie Machinery Company of Seattle, Washington, for one Model "LL" Monarch Lathe, priced at $4,224.00, with an allowance of $550.00 for an old 21 inch by 10 feet Le Blonde lathe that the State originally secured from the Government as surplus war material, making a net price to the State of $3,674.00. He recommended that the order be given to the Hallidie Machinery Company on this bid. The Commission approved the recommendation and authorized the

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purchase of the lathe from the Hallidie Machinery Company of Seattle at its net bid price of $3,674.00.

A report was made by the Equipment Engineer on his investigation of sprinkling systems for fire protection for buildings No. 3 and No. 4 at the Salem Shops. He stated that a one-supply dry-pipe system meeting the requirements of the department can be purchased for $1,512.00 to which must be added the sum of $3,000.00 if an additional tank is desired. It was his thought that the difference in the reduced fire insurance premium rates between the two types did not justify the expenditure of $3,000 for the additional tank. He recommended the purchase of the one-supply dry-pipe system, without the additional tank, for $1,512.00 and explained that this will pay for itself within 5 years by the reduction in fire insurance premium rates. Based on the present valuation of $95,000 for both buildings and contents and a reduction in the premium rate from 0.938 to 0.62, the annual saving will be $302.10. After some discussion of the matter, the Engineer was authorized by the Commission to ask for bids for the furnishing of the one-supply dry-pipe sprinkling system recommended by the Equipment Engineer.

The Equipment Engineer stated that the department was in need of five light cars such as Fords or Chevrolets, three of which should be of the coach type and two of the coupe type, and requested authority to make the purchase. He stated that the Fords can be purchased in Salem at $525.00 each and the Chevrolets for $572.00 each. After some discussion of the matter, the Commission approved the purchase of three Ford cars and two Chevrolet cars of the type recommended by the Engineer and at the prices quoted.

The Equipment Engineer recommended that the Commission purchase a tool sharpening machine for making up drills to be used in connection with some of the emergency unemployment relief projects. He stated that such a machine will cost about $750.00 but will pay for itself in a short time by reducing the cost of sharpening construction tools such as rock drills, etc., based on present prices being paid for this work by the Board of Control. The Commission referred the matter to Commissioner Spaulding and the Engineer to confer with the State Purchasing Agent, Wm. Einzig. The Commission authorized the purchase of the machine if it was then deemed advisable.

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

The Commission reconvened in Room 209 Imperial Hotel at 1:30 o'clock P. M. with all members, the State Highway Engineer and the Secretary present.

Consideration was given by the Commission to the improvement of the alignment of the Pacific Highway over Steiwer Hill, about 10 miles south of Salem, by the elimination of three curves. The Engineer stated that, while this improvement is not a necessity at this time, it is a desirable

revision, suitable for hand labor work and will help relieve the present unemployment situation in Marion County. Commissioner Spaulding objected to this project and the Commission voted to give it no further consideration.

The Attorney stated that he had conferred with the County Court of Washington County regarding the acquisition of the extra right of way required to widen the Tualatin Valley Highway between Beaverton and Hillsboro and the County Court now agrees to pay one-half of the cost of the same over $30,000 in addition to contributing $20,000 for construction work. The Commission accepted the offer and instructed the Attorney to so report to the County Court.

The Engineer reported that he had made a further canvass of the highways in Deschutes County with the idea in mind of finding suitable projects for unemployment relief in that vicinity in lieu of the reconstruction of the Bend-Redmond Section to which there is some opposition. He offered for the consideration of the Commission a reconstruction project on The Dalles-California Highway extending from Redmond north a distance of about 4 miles. This project involves the reconstruction of this highway on a new alignment farther to the west to eliminate serious subdrainage conditions along the present route. He stated that while it is a desirable improvement, he would not suggest it now were it not for the fact that it is needed to furnish work for the unemployed in the vicinity of Bend. He further stated that the estimated cost of grading and surfacing this section is $60,000 and there is a possibility that the Government will pay a part of the cost since it is eligible for Federal Aid. Commissioner Spaulding stated that he was opposed to line changes of this kind as a general thing but he will join with the other commissioners in authorizing this improvement as an unemployment relief proposition. He suggested, however, that it be done on a 5-year program basis.

Ray Conway, Portland, representing the motorists of the state, asked to be heard in this matter. He stated that he believed that the reconstruction of the Bend-Redmond and the Redmond North Sections will bring forth considerable criticism from the legislature at the next session; however, he thought that the expense of reconstructing the Redmond North Section at this time was justified on account of the existing unemployment emergency. He also stated that the Motor Association has made an investigation of conditions in Deschutes County and is opposed to the reconstruction of the Bend-Redmond Section. After further discussion the Chairman recommended that the grading of this project be authorized under a two-year program. Recommendation approved by Commissioners Spaulding and Hanley. The Engineer stated that he planned to use about 100 men on this work on the rotation basis, many of whom live in Bend for whom transportation must be provided. The Commission authorized him to provide transportation for the men as may be necessary.

The Engineer reported on certain engineering and financial features involved in the proposed widening of the Pacific Highway between New Era and Salem. He stated that in a major project of this kind,

consideration should be given to the amount and kind of traffic that the highway will have to bear over a period of years in the future and that this should determine the location and design of the highway to a very large extent. He supported this statement by reference to a report recently published by the U. S. Government Engineers on a traffic survey conducted by them throughout the United States in 1930. Quoting from this report, he stated that the bulk of opinion of present day engineers is that a change from a two-lane to a three-lane highway is not justified until the number of cars using it exceeds 5,000 cars per day. Again quoting from the report, he stated that the Government Engineers show that the average number of cars passing Aurora in a single day in 1930 was 2,862. Using this figure as a basis and a rate of increase comparable with that in past years, they estimate that the average number of cars passing Aurora daily in 1935 will be 3,597 and that in 1940 it will be 4,242, or, in other words, the three-lane peak will not be reached until after the year 1940.

The Engineer explained that the present highway is not a two-lane highway at the present time, considering such a highway to be 20 feet wide. He stated that estimates show that it will cost $780,000 to provide a two-lane highway between Oregon City and Salem and an additional $1,000,000 to provide a three-lane highway between the same points, and further that a 20-foot pavement could be laid on an entirely new grade in a new location for the additional cost of the third traffic lane on the present route. He further stated that it would not be necessary to widen the existing bridges for a two-lane highway. Considering the matter from a traffic standpoint, he stated that a three-lane highway will accommodate 50% more cars than a two-lane highway, while a four-lane highway will accommodate an increase of between 400% and 500%.

Concerning the financing of the construction, the Engineer stated that this highway is on the Federal Aid System and is, therefore, eligible to receive federal funds up to the limit of $278,000. He questioned whether or not the Government engineers will cooperate in the cost of constructing a three-lane highway.

The Engineer then called the attention of the Commission to the possibilities of a new location for the Pacific Highway, utilizing the proposed Fourth Street route out of Portland, thence south from the West Side Pacific Highway at Tigard to a crossing of the Willamette River near Wilsonville, thence southwesterly in a direct line to Salem. He stated that a highway built on this route will be three or four miles shorter than the present Pacific Highway.

No action was taken by the Commission on this report of the Engineer.

The Engineer also reported on a proposed line change on the Pacific Highway between New Era and Canby. He explained that this change leaves the present highway a short distance south of the end of the concrete pavement at the top of the New Era Hill and extends in a southerly direction, across private property to the Southern Pacific Railroad, thence parallel and

adjacent to the railroad, intersecting the present highway about one-half mile north of Canby. He stated that this is a desirable change, shortening the distance between New Era and Canby by 1700 feet, and will be a permanent improvement. He recommended its approval by the Commission so that construction may be commenced immediately as an unemployment relief project, it being suitable for hand labor work. Commissioner Spaulding stated that he thought the proposed change was satisfactory. After further discussion the Commission by unanimous action approved the proposed change and authorized the Engineer to proceed with the construction. The Commission instructed the Attorney to negotiate for the right of way required for this improvement and authorized him to institute condemnation proceedings if necessary. After due consideration the Commission adopted a minimum width of 100 feet for the right of way where this is on entirely new alignment and 80 foot minimum at other points along this unit.

The attention of the Commission was directed by the Engineer to a possible change in the alignment of the Fourth Street project within the city limits of Portland by which the construction of a bridge estimated to cost $175,000 may be avoided. The location of the proposed change being within the city limits, it was the thought of the Commission that the matter should be referred to the city and county authorities for a decision.

The Parks Engineer reported on the following park and recreational site matters:

Short Sand Beach Park Site, a tract containing 116 acres located on the Oregon Coast Highway at Short Sand Beach north of Neahkahnie Mountain in Tillamook County and described as follows:

> All of the East half of the Southwest quarter, and Lots numbered three and four, of Section seven (7) in Township three (3) North of Range ten (10) West of the Willamette Meridian in Oregon, save and except 4.4 acres reserved.

He stated that this tract, which affords a splendid view of the Oregon Coast line, has been conveyed to the State for recreational purposes by Mr. E. S. Collins and wife of Portland without cost to the State. He presented the deed of conveyance which was accepted by the Commission with thanks. The Secretary was instructed to write Mr. and Mrs. Collins acknowledging receipt of the deed and thanking them for this generous gift which has been accepted by the Commission in behalf of the State.

Quartz Mountain Timber Reserve, a strip of land three miles in length containing approximately 800 acres lying adjacent to the Klamath Falls-Lakeview Highway in Lake County about six miles east of the Klamath County line. The Parks Engineer stated that an agreement has been worked out with the owners of this land (Ewauna Box Company of Klamath Falls and others) and the Forest Service officials whereby an exchange of timber can be made transferring title from private ownerships, where it now rests, to Government ownership. The land in question being without the National Forest, such an exchange cannot be made except by special act of Congress.

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He stated that a bill to effect this exchange has been prepared for presentation to Congress which, if successful in passage, will place the area in the National Forest, thus preserving it indefinitely. He further stated that this is the only tract of timber land adjacent to the Klamath Falls-Lakeview Highway within a distance of 80 miles and could not be acquired by the State by any other method without an expenditure of $75,000. He recommended that the area be acquired for the preservation of the natural scenic beauties of this highway. After due consideration the Commission approved the acquisition of this tract as outlined by the Parks Engineer and instructed the Secretary to send copies of the proposed bill to each member of the Oregon delegation in Congress and ask their support of the same.

The Parks Engineer stated that he had been approached by a man who desired to lease on a royalty basis one of the state timber tracts three miles south of Port Orford to carry on gold mining operations. He recommended against the lease, stating that these operations might ruin the area for the purpose for which it was acquired. Recommendation approved by the Commission.

The Secretary stated that he received a request for an exclusive permit from a Mr. Frank Stanley of Portland who desired to prospect for gold in a state-owned quarry site located near the Crater Lake Highway in Jackson County and asked for instructions. Request for permit was denied by the Commission.

The matter of conducting the usual annual audit of the department accounts was considered by the Commission. After due consideration the matter was referred to Commissioner Spaulding with power to act after he has conferred with Hal E. Hoss, Secretary of State.

The Commission confirmed the following awards of contracts for which bids were received on November 12, 1931 and action deferred for further investigation:

Construction of a frame storage building at Waldport, Lincoln County. Contract awarded to P. L. Read, Portland, the low bidder, at $1,803.72.

Construction of a frame storage building at Drain, Douglas County. Contract awarded to P. L. Read, Portland, the low bidder, at $1,717.00.

Construction of walkways, stairways and painting towers on Interstate Bridge over the Columbia River at Vancouver, Washington. Having received the approval of the highway officials of the State of Washington, who are cooperating in the cost of this work, the Commission awarded the contract to the low bidder, Jacobsen-Jensen Company, Portland, at their bid of $9,743.74.

Construction of a draw rest for the drawbridge over the Siletz River on the Oregon Coast Highway south of Taft, Lincoln County. Contract awarded to Curry & Porter, Newport, the low bidder, at $3,360.00.

The following resolution accepting and approving the form of the bonds for which bids were received by the Commission on November 12, 1931 was introduced by Commissioner Hanley, who moved its adoption:

WHEREAS, the Attorney General of Oregon, has at the request of the State Highway Commission prepared a form of interest-bearing gold bond of the State of Oregon to be sold pursuant to the notice and call for bids for one million dollars worth of state highway bonds, which said bond is identical in form with the form of bond prepared and approved by the Attorney General of Oregon on June 30, 1917, and

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

BE IT RESOLVED, that the form of interest-bearing gold bond of the State of Oregon, prepared by the Attorney General at the request of the State Highway Commission for sale to Continental Illinois Company of Chicago, Illinois, and The First National Bank of Portland, Portland, Oregon, pursuant to the notice and call for bids and in accordance with the bid of said Continental Illinois Company of Chicago, Illinois, and The First National Bank of Portland, Portland, Oregon, be and said form of bond hereby is accepted and approved by the Oregon State Highway Commission.

The motion was duly seconded and, there being no objection, was declared carried by the Chairman.

The following requests for extensions of time were received by the Commission:

Joslin & McAllister, contract No. 1249, regrading and resurfacing Lancaster-Vale Section of the John Day Highway in Malheur County, requested an extension of time to July 21, 1931. The Engineer stated that the overrun of time on this contract was only six days and he recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

C. L. Camp, contract No. 1209, surfacing Pioneer Mountain-Eddyville Section of the Corvallis-Newport Highway in Lincoln County, requested an extension of time to October 31, 1931. The Engineer recommended that the extension be granted without penalty. Recommendation approved by the Commission.

Clackamas Construction Company, contract No. 1226, construction of bridges over Wilson River and Wilson River Slough on the Oregon Coast Highway in Tillamook County, requested an extension of time to October 15, 1931. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

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Union Bridge Company, contract No. 1260, construction of 6 bridges on the Ten Mile-China Creek Section of the Oregon Coast Highway in Lane County, requested an extension of time to December 15, 1931. The Commission granted the extension requested without penalty upon the recommendation of the Engineer.

Harmon & Tittle, contract No. 1278, grading Gate Creek-Nimrod Section of the McKenzie Highway, requested an extension of time to November 1, 1931. The extension requested was granted by the Commission without penalty upon the recommendation of the Engineer.

Harmon & Tittle, contract No. 1279, grading Grand Ronde-Valley Junction Section of the Salmon River Highway in Polk County, requested an extension of time to October 4, 1931. The Engineer recommended that the extension be granted without penalty. Recommendation approved by the Commission.

Earl L. McNutt, contract No. 1301, grading Elkton Section of the Umpqua Highway in Douglas County, requested an extension of time to October 10, 1931. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

Milne & Dussault, contract No. 1205, surfacing Mitchell-Willow Creek Section of the Ochoco Highway in Wheeler County, requested an extension of time to October 25, 1931. The request was granted without penalty upon the recommendation of the Engineer.

Hart Construction Company, contract No. 1271, resurfacing and furnishing broken stone for the La Grande-Union Section of the Old Oregon Trail in Union County, requested an extension of time to October 11, 1931. The extension requested was granted without penalty upon the recommendation of the Engineer.

Elliott & Kidd, contract No. 1291, grading East and West Units of the Burchard Creek-Paradise Creek Section of the Umpqua Highway in Douglas County, requested an extension of time to October 1, 1931. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

The Commission set 10:00 o'clock A. M. Thursday, December 3, 1931, as the date for the next meeting to be held in Multnomah County Court House at Portland, Oregon.

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

R. A. Klein
State Highway Engineer

H. B. Glaisyer
Secretary

Chairman

Commissioner

Commissioner

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Portland, Oregon, December 3, 1931

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

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

Mr. Julian Byrd of Burns presented a resolution adopted by the County Court of Harney County in which the Commission is requested to designate the following roads as secondary state highways in Harney County:

Canyon City-Burns Road

Market Road No. 3, beginning on the Central Oregon Highway at or near Burns and extending in a northerly direction to the Grant-Harney County Line, a distance of approximately 31 miles.

Yellowstone Cut-off

Market Road No. 8, beginning on the Central Oregon Highway near the Okerman Ranch and extending in a southwesterly direction to the Lake-Harney County line, a distance of approximately 29 miles.

Burns-Frenchglen-Denio

Market Road No. 2 beginning on the State Highway, 2 miles east of Burns and extending in a southerly direction to Frenchglen, thence extending in a southerly direction to Denio, on the Oregon-Nevada State Line, a distance of approximately 140 miles.

Crane-Buena Vista

Market Road No. 1, beginning on the State Highway, at or near Crane and extending in a southerly direction to a point 1 mile north of Princeton, thence extending in a southwesterly direction over market road No. 5 to Diamond Valley, thence extending in a westerly direction and intersecting the Burns-Frenchglen road, for a distance of approximately 40 miles.

Crane-Buchanan

Market Road No. 6, beginning on the State Highway, at or near Crane and extending in a northerly direction to the State Highway near the Buchanan Ranch, for a distance of approximately 15 miles.

Mr. Byrd stated that the Canyon City-Burns Road and the Yellowstone Cut-off Road listed have already been approved by the Commission but the County

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Court now asks that the others be also included. The resolution was referred by the Commission to the Engineer and the Market Road Engineer for recommendation.

State Senator Ed F. Bailey of Eugene, representing the Oregon Pacific Highway Association, appeared before the Commission and urged that plans be made to reconstruct the Pacific Highway to a 40 foot width throughout its entire length. He stated that they did not expect all of this to be done now but their immediate object is to secure the widening of the Oregon City-Salem Section and the reconstruction of the section over the Siskiyou Mountains to the California state line.

Senator Bailey also urged the Commission to complete the construction of the east end of the Siuslaw Highway from its present terminus at Cheshire easterly to a connection with the Pacific Highway. He stated that the people of Lane County are not particular as to the route and will be satisfied with any route that the Commission may designate; however, they are very anxious that the work be done now, especially the west end from Cheshire to Harpole School, which is through a district that is flooded in high water periods. The Engineer stated that the grading work on this section will be light; however, the big problem is to provide proper drainage across the Long Tom River bottom land. He also stated that the estimated cost of constructing the 2.03 mile section from Cheshire east is $50,000, it being high on account of the drainage feature. In reply to the inquiry of the Chairman, he stated that the drainage problem is about the same on the proposed route as it is on the present traveled route to Junction City. The Chairman informed Senator Bailey that a definite answer cannot be given today but the matter will be given the careful attention of the Commission later after further engineering data has been secured by the Engineer and a report filed by him.

A large delegation of citizens residing along the Pacific Highway in the Willamette Valley appeared before the Commission regarding the proposed widening of the Pacific Highway between Oregon City and Salem. Dr. Gerald B. Smith, Woodburn, acted as spokesman for the group. He stated that they have studied very carefully the matter of widening this highway and are still of the opinion that a roadway at least 30 feet wide is needed to accommodate traffic and that a three-lane road should be constructed now with the idea in mind that it will be further widened to four lanes as soon as traffic demands it. He further stated that they were not particular as to what kind or type of pavement is laid--they will be satisfied by the addition of a 5-foot strip on each side of the existing pavement or a 10-foot strip on one side--but they want a definite answer today. He filed a resolution adopted by the Portland-Salem division of the Oregon Pacific Highway Association protesting the construction of a 20-foot pavement and demanding a roadway not less than 30 feet wide.

The Chairman stated that there was no argument about the necessity of this improvement and it was the intention of the Commission to proceed with construction work in the spring; however, in the meantime the Commission wishes to make further study of the various types of surfacing with the

idea in mind of securing the most mileage of highway for the money expended. He further stated that the engineers have developed a new type of pavement by the use of which it is possible to construct about 40% more mileage of road for the same amount of money than it takes to construct pavements under previous specifications. This new type of pavement will give a completed highway 20% better than the present road between Portland and Puget Sound. The Chairman explained that the Pacific Highway is on the federal highway system and it may be possible to secure Government cooperation in paying for the improvement. According to the Engineer's figures this will amount to about $274,000. Due to the fact that the Government will be asked to cooperate in the cost of this improvement, it will be necessary to have the Government engineers pass upon the plans and specifications. He asked the delegation to meet with the State Highway Engineer, Roy A. Klein, the Assistant State Highway Engineer, R. H. Baldock, and W. H. Lynch, District Engineer for the Bureau of Public Roads, some time in the near future to discuss the type of pavement to be used.

In reply to Commissioner Spaulding the Chairman stated that he wanted it clearly understood by everyone that the resolution concerning this matter previously adopted by the Commission at its meeting on October 8, 1931 is not rescinded, the idea being rather to get the final judgment of the engineers, including that of the Government engineers. He added that if the new type of pavement will accomplish the results wanted at a reduced cost, he believed that this type should be selected since it would enable construction to be carried on farther south toward Eugene.

Commissioner Spaulding stated that it was his idea to get this work started to help out the unemployment situation. The Chairman explained that this is an undertaking that should be contracted in large units and handled with equipment and that construction will not be delayed twenty-four hours by reason of the proposed conference.

Dr. Smith inquired as to whether or not traffic strips for three lanes would be painted on the new type of pavement and was informed by the Chairman that this can be done. To his inquiry as to whether or not the shoulders will be satisfactory to drive on, the Engineer replied that it would be preferable to have traffic occupy the center portion. Dr. Smith then stated that the plan to provide a pavement 20 feet wide with wide shoulders will meet their approval provided traffic can drive along the edges without difficulty. He further stated that they will be glad to meet with the engineers, although he thought that they could not help the engineers any.

Harry Crain, Salem, representing the Salem committee, gave it as his opinion that if the engineers can show that their plan will meet the requirements of three lines of traffic, it will be satisfactory. He stated that the people want three traffic lanes and will not be satisfied with two lanes with oiled shoulders. He informed the Commission that the Salem committee will be glad to meet with the engineers and if the engineers can convince them that the new type will be equally as good and will stand up under heavy traffic, then they will accept it.

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The Chairman stated that all are agreed that this improvement shall be of a permanent nature and all he asks now is that the delegation meet with the engineers as previously suggested. Dr. Smith asked that the meeting be held in about one week in Woodburn rather than in Salem and was informed by the Chairman that this can be done and that advance notice will be given.

W. F. Buse, Oregon City, was present and asked the Commission to provide for the early construction of the bridge over the Clackamas River on the East Portland-Oregon City Highway at Gladstone. He was informed by the Chairman that plans are now being made for this structure and bids will be called for its construction as soon as funds become available.

County Judge C. P. Barnard of Lane County asked the Commission to place the Cheshire-Pacific Highway Junction Section of the Siuslaw Highway on the program for early construction. He stated that it is now necessary for the people living in this district to take a very circuitous route to get to Eugene and that the construction of this section will be a great convenience to the people of Lane County. He asked the Commission to program the first three miles for immediate construction, the estimated cost of which, he stated, is $50,000, and offered 50% cooperation from Lane County.

Judge Barnard also asked the Commission to take over the maintenance of the Goshen-Pleasant Hill Section of the Willamette Highway, 4 miles in length, the cost of which has heretofore been borne by Lane County. He offered 50% cooperation in behalf of Lane County in the cost of reconstructing this section to state highway standards.

A delegation headed by Howard C. Belton of Canby, member of the Canby Chamber of Commerce, and including State Representative Ray W. Gill, Portland, Grant W. White and W. R. Telford of Canby, entered a protest against the reconstruction of the New Era-Canby Section of the Pacific Highway along the route paralleling the Southern Pacific Railroad which route was adopted by the Commission on November 19, 1931. Mr. Belton stated that a more feasible route would be to continue along the present highway from New Era to the Twilight Auto Camp, at the junction with the Molalla Market Road, then leave the present highway, continuing south over a new location to a connection with the present highway at the Canby High School. He stated that in his opinion this route can be constructed much cheaper than the other and will be a much safer road to travel over. He also stated that the Clackamas County Court favored the route he suggested. The delegation also discussed with the Commission the possibilities of using the present highway through the town of Canby and the elimination of the two sharp curves at the south city limits by reconstructing the highway along a new location across land owned by the Southern Pacific Company, between Canby and the Molalla River bridge. It was agreed by the Commission and the members of the delegation that the matter should be deferred until the next meeting and considered at that time as unfinished business. In the meantime it was decided that the delegation shall ascertain the attitude of the Clackamas County Court relative to the right of way matters involved in this change.

Senator W. E. Burke, Sherwood, and James G. Smith, Secretary Corvallis Chamber of Commerce, representing the West Side Highway Association, were present in the interests of the improvement of the West Side Pacific Highway, Senator Burke being the spokesman. He stated that they believed that the West Side Pacific Highway (99W) should be given the same consideration as the East Side Pacific Highway (99E) in the matter of reconstruction and improvement. Concerning the type of improvement, he stated that they will be satisfied with the straightening of the highway and the reconstruction of the pavement to a twenty-foot width with shoulders, the work to start at the Portland end and proceed south as rapidly as possible. The Engineer reported that to reduce the present grades on the Rex Hill an entirely new alignment would be required. Such a revision to the north had been suggested, which involved a new location between Middleton and Newberg. The Commission authorized the Engineer to make studies and surveys of the alternate route as well as for a revision of the present highway between these points.

In reply to the inquiry of Commissioner Spaulding, the Engineer stated that emergency crews are now working on this highway south of Newberg where it is not necessary to acquire additional right of way.

Lyman Griswold, Consulting Civil Engineer, Portland, appeared before the Commission in behalf of the Meyers Contract Company and asked the Commission to consent to the appointment of a board of arbitration to consider certain claims arising out of the contract awarded to the Meyers Contract Company for the furnishing of crushed rock for the Otter Rock-Newport-Toledo Section of the Oregon Coast and Corvallis-Newport Highways, state highway contract No. 1268. After due consideration, the Commission unanimously agreed to the appointment of a board of arbitration provided it shall be composed of Mr. Griswold, acting for Meyers Contract Company, an engineer to be selected by the State Highway Engineer, and another engineer whom these two engineers may mutually agree upon, and provided further that the findings of the board shall be accepted by both parties as final, conclusive and binding.

County Judge Guy Boyington of Clatsop County reported that the city of Astoria has secured deeds for all of the right of way required for the realignment of the Columbia River Highway near the eastern city limits except one piece at the service station site at 32nd Street which will be secured before construction reaches that point. He guaranteed that all of the right of way will be acquired to the satisfaction of the Commission. After due deliberation the Commission asked Judge Boyington to advise Attorney Devers in writing that all of the right of way for this improvement has been acquired and instructed the Engineer to proceed with construction the first of the week.

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

A special meeting of the State Highway Commission was held in the dining room of the Benson Hotel, Portland, during the noon recess,

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with all members, the State Highway Engineer and the Secretary present.

The Commission discussed informally the matter of the proposed I. O. N. Highway extending across Malheur County from Nyssa to McDermitt, but no definite action was taken.

Consideration was given by the Commission to the arrangement of a construction program for the use of the 1932 allotment of federal aid funds. The Engineer was instructed by the Commission to prepare a list of projects eligible for expenditure of these funds for consideration at the next meeting.

Secondary state highway construction and maintenance matters were discussed by the Commission and the Attorney was instructed to prepare a form of resolution and agreement for presentation to the county courts to ascertain whether or not they elect to perform this work with their own forces and equipment or prefer that this be done by the State.

The Commission discussed the offer of the employees of the State Highway Department to contribute a percentage of their salaries for the next four months, beginning with December, to the unemployment relief fund sponsored by the Governor. After due consideration, the following schedule for these contributions was approved by Chairman Ainsworth and Commissioner Hanley--Commissioner Spaulding not voting:

Employees who receive a gross monthly salary of $125.00 or less shall contribute one one-thirtieth of such salary to this fund each month for the months of December, January, February and March. Likewise, those receiving monthly salaries of more than $125.00 and not exceeding $150.00 shall contribute two one-thirtieths of such salaries and those receiving monthly salaries exceeding $150.00 shall contribute three one-thirtieths of such salaries to said fund. This schedule shall apply to all regular salaried employees of the department and to foremen and timekeepers if they are employed continuously.

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

George Miller, representing the Fir Lumber Company of Lebanon and Elmer Olden, Lebanon, appeared before the Commission and asked that they be given permission to carry on log hauling operations with trucks on the Santiam Highway between Cascadia and Albany. The Engineer explained that this section of highway has been recently given an oil treatment at a cost of between $15,000 and $20,000 which should last a long time under ordinary traffic, but he doubted very much that it would stand up during the winter season under the traffic to which it would be subjected by logging trucks. He also explained that a branch line railroad now parallels the highway where these operations will be carried on. Mr. Olden stated that he expected to use two Ford trucks in this service and agreed to keep the loads down to the minimum that can be hauled with a profit, which is not less than 1000 F. B. M. to the

load. He also stated that the logs are to be used for manufacturing hog fuel for the Crown Willamette Mills and the operations will provide work for about 150 men.

After due consideration Commissioner Spaulding presented the following resolution reducing the load limits on this highway to two-thirds of the statutory limits and moved its adoption:

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

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

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

NOW, THEREFORE, the premises being in part as above stated, and the State Highway Commission having as a result of due investigation found that the road above mentioned and hereinafter designated is being damaged and injured on account of the kind and character of traffic now being hauled over and upon said road, and by reason of the fact that vehicles carrying the maximum loads moved at the maximum speeds specified by the provisions of the laws of the State of Oregon are breaking up, damaging and deteriorating the said road, and the Commission having found upon due investigation that it will be for the best interests of the said Santiam Highway that the maximum total weight of load and vehicle which shall be permitted upon said road shall be reduced from 49,000 pounds to 33,000 pounds; and that the combined weight in pounds bearing on the surface of the highway at contact with the tread on the wheels on any one axle of a vehicle shall not exceed two-thirds (2/3) of the maximum limits prescribed by law.

IT IS HEREBY ORDERED, that the maximum weight of combined load and vehicle which shall be permitted upon the Santiam Highway between Cascadia and Albany in Linn County shall not exceed 33,000 pounds, and that the combined weight in pounds bearing on the surface of the highway at contact with the tread on the wheels on any one axle of a vehicle shall not exceed two-

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thirds (2/3) of the maximum limits prescribed by law.

IT IS FURTHER ORDERED, that these rules and regulations as made and found by the State Highway Commission under the provisions of Chapter 264 of the Laws of Oregon for 1931, shall be in full force and effect from this date until modified, annulled or voided by order of the State Highway Commission.

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

AND BE IT FURTHER ORDERED, that a certified copy of this order be furnished to the county clerk of Linn County and that a certified copy of said order be furnished the Superintendent of the Department of State Police for his information.

The motion was duly seconded and declared carried by the Chairman with the understanding that it is to be a day to day proposition and all log hauling on this section of highway will be ordered discontinued in the event that it develops that serious injury or damage is being done to the highway surfacing.

George Buck, Roadmaster for Multnomah County, appeared before the Commission in behalf of the Multnomah County Board of County Commissioners and asked that the following described county road known as the "Swift Road" extending along the North Portland water front in the vicinity of the Portland Livestock Exposition buildings and the Swift Packing Plant be designated as a secondary state highway:

Beginning near the intersection of the Union Avenue and Denver Avenue approaches to the Interstate Bridge, thence in a westerly direction to the S. P. & S. tracks, thence southerly on the westerly side of said railway tracks to the intersection with Columbia Boulevard near the city limits of Portland, a total distance of approximately 3.1 miles.

Mr. Buck stated that the road is now paved with concrete pavement eighteen to twenty-five feet in width from the Pacific Highway junction west to the Swift Company plant, but to make the connection with Columbia Boulevard will require about 2.0 miles of new construction which includes a dredge fill and the construction of a bridge over Columbia Slough. They estimate the total cost will be $225,000. He further stated that the Port of Portland has signified its willingness to construct the dredge fill on a no profit basis and that their plans are to make this a two-year project.

The Market Road Engineer stated that this road meets the secondary state highway requirements of the Commission and he recommended that it be

adopted as such. After further discussion and upon the further recommendation of the Engineer, the Commission, by unanimous action, designated this road as a secondary state highway.

County Judge C. P. Barnard of Lane County asked the Commission to advance the respective shares of the 1932 secondary state highway funds to the several counties at the first of the year so that they can use the money for road construction for unemployment relief this winter. The Chairman stated that the Commission would be glad to help the counties out by making the advances requested, but it is simply a case of not being able to do so on account of lack of funds. The Engineer and the Attorney were instructed by the Chairman to make a study of the department's finances. The Commission agreed by unanimous decision to advance the secondary state highway funds to the counties if, after considering the report of the Engineer and the Attorney, it is found possible to do so without selling bonds.

County Judge Boyington of Clatsop County made inquiry as to the status of the new survey of the Cannon Beach South Section of the Oregon Coast Highway in Clatsop and Tillamook Counties. He stated that the County Courts of both counties are ready to proceed with the acquiring of the required rights of way as soon as descriptions have been furnished to them. The Engineer stated that the surveys are now complete and the descriptions will be prepared as soon as the map is finished which will be within a few days. These will be sent to the County Courts as soon as possible. The Chairman instructed the Engineer to show the map to Commissioner Spaulding and bring it to the next meeting for further consideration.

Julian Byrd of Burns reappeared before the Commission and requested the completion of the Central Oregon Highway and more particularly the 9-mile section between Peach and Juntura; the surveys for which he understood were completed. The Engineer reported that a one-mile unit of this section is now being constructed by hand labor as an unemployment relief project but that further construction was being held up on account of lack of funds. He also stated that there is a possibility of securing federal aid in the cost of constructing the portions that cross public lands, but this is a small percentage of the total. The Chairman informed Mr. Byrd that a definite answer cannot be given today but the matter will have the careful consideration of the Commission.

J. C. Compton, President, Geo. B. Herington, Secretary, Paul Crooks and Chas. T. Parker of the Portland Chapter of the Associated General Contractors of America appeared before the Commission and renewed their request that consideration be given to the matter of including a minimum wage scale clause in highway contracts. They stated that since their last appearance before the Commission regarding this matter the U. S. Bureau of Public Roads has changed its attitude with respect to the insertion of such a clause in contracts involving Federal aid and it was announced by Thomas H. MacDonald, Chief of the Bureau, in his address at the Seventeenth Annual Meeting of the American Association of State Highway Officials at Salt Lake City that the insertion of such a clause

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in Federal aid contracts will now be permitted. In view of the present attitude of the Federal Bureau of Public Roads they now ask the Commission to give favorable consideration to their previous request. It was their thought that Oregon should include a minimum wage clause in its contracts as has been done in California and in other states. It was also their thought that the minimum wage to be paid should be not less than $3.00 and preferably $3.20 per day.

T. M. Davis, Highway Engineer of the Bureau of Public Roads, who was present, stated that he believed that the insertion of a clause in Federal aid contracts providing for a minimum wage will be approved by the officials of his department. The delegation also stated that they believed that some provision should be made so that when station men and subcontractors are paid off by the original contractors they will receive at least a reasonable daily wage for their services.

Before taking any definite action in the matter and for the sake of providing uniformity, it was thought best to contact the Washington state highway officials and ascertain whether they favor the minimum wage clause in their contracts. The Engineer was instructed by the Commission to secure this information and report back at the next meeting.

The Engineer stated that R. H. Baldock, Assistant State Highway Engineer, has been asked to deliver a paper before the Sixth Annual Highway Conference sponsored by the University of Colorado on January 12, 1932 and asked the Commission for instructions as to whether or not he should be permitted to attend. He explained that the University of Colorado will be asked to pay Mr. Baldock's expenses. After due consideration Mr. Baldock's absence from the state to attend this meeting was approved by the Commission provided the State will be put to no expense thereby.

The Engineer reported that the bridge over the Santiam River on the Pacific Highway at Jefferson, Marion County, will have to be replaced in the near future on account of the fact that it is an old structure, narrow, and a hazard to traffic. He requested authority to proceed with the preparation of plans for a new bridge and also asked the Commission for instructions as to whether provision should be made for two, three or four lanes of traffic. He explained that a two-lane roadway 20 feet wide will require a bridge twenty-four feet wide between curbs; a three-lane roadway, 34 feet; and a four-lane roadway, 44 feet. A bridge providing for three lanes of traffic will cost about 30% more than one providing for two lanes of traffic.

Commissioner Spaulding stated that he believed that provision should be made for three lines of traffic. It was the thought of Commissioner Hanley that a bridge twenty-four feet wide between curbs will be sufficient. At the request of Commissioner Spaulding, opinions were expressed by the following individuals who were present: Ray Conway, Oregon State Motor Association, "Think you should first adopt a permanent location for the highway then determine the bridge width"--favors a three-lane roadway in the permanent location. T. M. Davis, Engineer of the Bureau of Public Roads, agreed with Conway. R. H. Baldock, Assistant State Highway Engineer,

favors roadway thirty-four feet wide. Chairman Ainsworth and Commissioner Spaulding stated that they favored a roadway thirty-four feet in width.

The Commission discussed the matter of width of right of way to be acquired for the proposed improvement of the Pacific Highway between New Era and Salem. It was the order of the Commission that additional land shall be acquired to provide a right of way 100 feet in width and that the county courts be required to furnish this to the State in accordance with the established policy. After due consideration it was the decision of the Commission that the widening of this section of highway should start from the Salem end and that the first unit to be contracted should be that from Salem north to the Chemawa crossroad near Lake Labish, a distance of about four miles. The Secretary was instructed to inform the County Court of Marion County that the Commission will require the County to furnish a right of way one hundred feet wide for the widening of this highway in Marion County in accordance with established policy and ask the Court to make arrangements now for the acquisition of the additional land required for the widening of the first unit between Salem and Chemawa crossroad.

A letter was presented from the Jacobsen-Jensen Company, Portland, in which they ask the Commission to relieve them of their obligation in connection with the contract awarded to them by the Commission on November 12, 1931 for the making of certain improvements to the Interstate Bridge between Portland and Vancouver. They stated that the figure submitted by them for the painting work should have been $3,800 instead of $800 and, under the circumstances, feel that they are not justified in accepting the contract. After some discussion of the matter, the Commission authorized the cancellation of the obligation and the return of the bidder's deposit, provided this meets with the approval of the officials of the Washington State Highway Department which is cooperating in the cost of the Work. The Engineer was instructed by the Commission to ascertain the attitude of the highway officials of the State of Washington with respect to this matter and he was authorized to readvertise the project if no objections are offered by these officials.

The Secretary presented a form of agreement with the City of Portland, Multnomah County and the Portland Civic Emergency Committee relating to the improvement of the proposed Fourth Street arterial highway entrance into Portland. Matter deferred by the Commission for future consideration.

The Secretary reported that he had arranged with Price, Waterhouse & Co., Portland, to make the customary annual audit of the highway department accounts under instructions from Commissioner Spaulding to whom the matter was referred by the Commission at the last meeting. Action approved by the Commission.

A communication was presented from the Columbia Highlands Company, Portland, in which the Commission was asked to grant a permit authorizing the construction of a power transmission pole line on the

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Upper Columbia River Highway. Request denied by the Commission.

The Commission approved the request of the Columbia Utilities Company of Portland that they be permitted to construct a telephone pole line along the Crater Lake Highway between the town of Trail and a point about five miles north of McLeod bridge, Jackson County, under the provisions of the permit dated January 19, 1927, previously granted the Butte Falls-Eagle Point Telephone Company, the properties of which company they have purchased.

A letter was presented from Hon. William F. Woodward, Director of the Board of Education, Portland, in which the Commission was urged to commence the early construction of foot paths along state highways for the benefit and safety of school children. A similar letter was presented from Chas. A. Stuckrath requesting the construction of footpaths along the West Side Pacific Highway in School District No. 13, Multnomah County. At the suggestion of Commissioner Spaulding, action in this matter was deferred by the Commission for future consideration.

A letter was presented from M. Chandler of The Dalles in which he asked permission to set up a rock crushing plant in the department quarry known as the Chenowith Quarry at Mile Post 87.7 on the Columbia River Highway in Wasco County, primarily for the purpose of crushing rock for the commercial needs of the vicinity. He stated that he would give preference to the requirements of the State Highway Department over all others if he was granted this privilege. The Engineer stated that he could see no objections to granting the request but he thought that the State should receive some pay for the privilege which could be used to offset the purchase price of the quarry and suggested that the Commission secure bids for the lease of the quarry and that a lease be granted to the high bidder. The Commission approved the suggestion of the Engineer and authorized him to secure bids for the lease of this property.

A letter was presented from the Little Gardens Club of Portland stating that they have it in mind to plant one or two trees on a state highway right of way as their contribution to the Washington Bi-Centennial and asking the advice of the Commission as to the variety of tree and the location preferred provided there is no objection. The Commission approved the planting of these trees on the highway right of way and referred the matter to the Parks Engineer to arrange the details with the Little Gardens Club.

A communication was presented from the Salem Chamber of Commerce in which the Commission was requested to officially name the state park in the Silver Creek Falls district in Marion County "Silver Falls State Park". Request approved by the Commission.

The Secretary presented a letter from the East Thirty-ninth Street Improvement Association of Portland in which the Commission was requested to provide for the construction of a viaduct over the Portland General Electric Company's tracks and Johnson Creek and Gulch on the

extension of East Thirty-ninth Street near the Multnomah-Clackamas County Line so as to connect East Thirty-ninth Street with Willsburg Road. Request denied by the Commission.

A petition was presented from people residing along the "South End Road" in Oregon City requesting that this road be designated as the connecting link between the new East Portland-Oregon City Highway and the present Pacific Highway at New Era. Petition referred to the Engineer for consideration.

A communication was presented from the Yamhill Chamber of Commerce in which they endorse the request of the Nestucca Highway Improvement District for a loan of funds to enable them to start immediate construction of this proposed highway. Matter referred to the Market Road Engineer to confer with the Tillamook and Yamhill County Courts and ascertain whether or not the counties can assist the district in any way.

A letter was presented from the Uptown Portland Association, Inc. of Portland in which the Commission was urged to give favorable consideration to the matter of placing the Barnes Road and the Cornell Road, both of which extend west from Portland into the Tualatin Valley, on its major improvement program at this time. Matter deferred by the Commission for consideration at a later date.

The Secretary presented letters from the Mosquito Control and Elimination Committee of the Portland Chamber of Commerce and Frederick D. Stricker, State Health Officer, in which the Commission was requested to provide transportation during the month of December for about 100 men between Portland and Horsetail Falls to enable them to carry on mosquito control work in the territory adjacent to the Columbia River Highway. The Secretary was instructed to reply to these communications to the effect that the Commission is without authority to expend state funds for this purpose.

The Secretary presented a memorandum from the Attorney in which he stated that he is of the opinion that formal action should be taken by the Commission in the final acceptance of work covered by contract and suggested that this acceptance should be by the adoption of a resolution showing that the job has been completed and is ready for acceptance and final settlement. A form of resolution covering the matter, prepared by the Attorney, was also presented. After due consideration, the Commission concurred in the opinion of the Attorney and approved the following form of resolution:

"The engineer reported that Contract No. _____ with _____ for the construction of the _____ Section of _____ Highway in _____ County, has been completed according to the requirements of the contract or modifications thereof, and that said job is now ready for acceptance and final payment. Therefore, the following resolution was offered and

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was adopted by the _____ vote of the Commission:

"WHEREAS, the engineer has reported that the State Highway Commission contract No. _____ with _____, Contractor, for the construction of _____ has been completed according to the terms and provisions of the contract, and that said job is now ready for acceptance and final payment; Therefore,

"BE IT RESOLVED, that the work covered by state highway contract No. ____ with _____ for the construction of _____ be declared completed according to the terms of the contract, and said job is hereby accepted and the engineer is hereby instructed to prepare the final estimate for payment."

A petition was presented from citizens of Baker recommending the continuance of 10th Street and Broadway for the route of the Old Oregon Trail at the north entrance of the city of Baker. Matter referred to the Engineer.

The following resolution amending the resolution adopted by the Commission at the meeting held November 19, 1931, approving the form of bond for which bids were received by the Commission on November 12, 1931, was introduced by Commissioner Hanley, who moved its adoption:

WHEREAS, on November 19, 1931, the State Highway Commission passed a resolution accepting and approving the form of interest-bearing gold bond of the State of Oregon prepared by the Attorney General of Oregon at the request of the State Highway Commission for sale to Continental Illinois Company of Chicago, Illinois, and The First National Bank of Portland, Portland, Oregon, and

WHEREAS, said resolution was in error in that it recited that the form of bond was identical in form with the form of bond prepared and approved by the Attorney General of Oregon on June 30, 1917, and

WHEREAS, the form of bond approved by the Attorney General of Oregon on June 30, 1917 is different and varies from the form of bond accepted and approved by the State Highway Commission on November 19, 1931 in that the former recited that it was issued under and by virtue of Chapter 423, General Laws of Oregon 1917 and provided for interest at the rate of four per cent per annum while the latter form of bond recites that it is issued under and by virtue of Sections 44-801 to 44-810, inclusive, Oregon Code 1930 and provides for the payment of interest at the rate of four and one-quarter per centum per annum.

NOW, THEREFORE, BE IT RESOLVED that the first paragraph of the said resolution be and the same hereby is amended by striking out the word 'and' at the end thereof and adding the words 'except as to reference to the statutory authority under and by virtue of which the said bond is issued and except as to reference to the rate of interest which is to be paid, and'

The motion was duly seconded and, there being no objection, was declared carried by the Chairman.

Letters were presented by the Secretary from Senator Colon R. Eberhard of La Grande, Union County Chamber of Commerce and the Elgin Community Club, urging the Commission to extend the Wallowa Lake Highway easterly from Joseph a distance of approximately six miles to Wallowa Lake Park. Matter deferred by the Commission until the next meeting. The Engineer was instructed to secure additional information in the meantime.

The Secretary presented a letter from William H. Trindle, City Attorney of Salem in which he stated that it is the plan of the Salem City Planning Commission to arrange for the widening of South 12th Street, Salem, to make this the main state highway route through the city rather than the present route through the business district along South Commercial Street. He also stated that the Zoning Commission have it in mind to ask the State Highway Commission to cooperate in the cost of this proposed improvement equally with the City and Marion County. Decision in this matter was deferred by the Commission at the suggestion of Commissioner Spaulding until after a precedent has been established in disposing of similar matters in Portland.

The following requests for extensions of time were considered by the Commission:

Jacobsen-Jensen Company, contract No. 1307, concrete pavement, Multnomah County Line-Oswego Section of the Pacific Highway in Clackamas County, requested an extension of time of thirty days to November 15, 1931. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

Slate Construction Company, contract No. 1102, grading, Black Canyon Section of the Willamette Highway in Lane County, requested a further extension of time to October 15, 1931. The Engineer recommended that the extension requested be granted but that the contractor be charged with the extra engineering supervision costs that accrue after May 31, 1931. Recommendation approved by the Commission.

A resolution adopted by Hillsboro Grange No. 73 protesting the expenditure of county funds in the widening of the Tualatin Valley Highway more than four feet between Beaverton and Hillsboro was presented by the Secretary. No action taken by the Commission on this matter.

The Commission set 10:00 o'clock A. M., Thursday, December 17, 1931, as the date of the next regular meeting to be held in Room 209 Imperial Hotel, Portland.

No further business coming before the Commission, the meeting was adjourned at 4:00 o'clock P. M.

Roy A. Klein
State Highway Engineer

H. B. Glaisyer
Secretary

Chairman

Commissioner

Commissioner

Portland, Oregon, December 17, 1931

The State Highway Commission met in Room 209 Imperial Hotel at 10:00 o'clock A. M. Present were:

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

County Judge I. M. Schannep and Commissioner R. E. Bean of Umatilla County were present and renewed their previous request for an advance payment of their share of the 1932 secondary highway funds so that they can carry on unemployment relief work on secondary state highways this winter. They stated that they can employ about 50 men to good advantage on the Umatilla River Road but have no immediate funds to pay the men. They have a few men working on this road at the present time at $1.50 per day and board but will need about $15,000 more to provide work for an additional 600 unemployed men registered. Judge Schannep stated that they can issue warrants on their general fund and will do so provided the Commission will give its assurance that the county will be paid its share of the secondary state highway funds before July 1, 1932.

Chairman Ainsworth stated that he believed that such a plan can be worked out and, upon the advice of the Attorney that this can be done legally and also with the unanimous consent of the other commissioners, he instructed the Attorney to prepare a resolution covering the matter for formal acceptance by the Commission.

County Commissioners R. A. Wright and W. H. Counsell, and County Engineer D. T. Meldrum of Clackamas County appeared before the Commission with a request that financial assistance be given that county so that secondary state highway construction may be carried on this winter to provide work for some of the 1200 unemployed men now registered. They stated that they have no funds but will issue warrants and proceed with the work if assured by the Commission that the secondary state highway money will be forthcoming before July. With the unanimous approval of the other commissioners, the Chairman assured the delegation that the 1932 secondary highway monies will be paid them before July 1, 1932 and that the matter will be handled in the same manner as in Umatilla County.

Judge W. A. Wood and W. E. Proctor of Rainier were present and urged the Commission to authorize the immediate construction of rock shoulders along the lower Columbia River Highway in the vicinity of Little Jack Falls and between Scappoose and St. Helens to provide work for the unemployed and to eliminate traffic hazards at these points. They stated that rock may be secured from the quarry located at the end of the Columbia River bridge at Rainier and that the owners of this quarry have quoted a price for the rock taken that will make it possible to deliver the rock on the road at about $1.95 per cubic yard. The estimated cost of the work, as stated by Division Engineer Clarke, who was present, is $5,000.00. The Engineer stated that this is a desirable project but competitive bids for the rock should be secured from other available quarries. After further consideration the Commission ordered the work done as an unemployment relief project and authorized the Engineer to secure bids from the owners of the other quarries available for the furnishing of the rock required for this work.

A delegation, headed by S. L. Parrett of Newberg and including Clarence Butt, I. D. Hunt, W. H. Woodworth, R. J. Moore, also of Newberg, and County Commissioner W. S. Allan of Yamhill County, was present and urged the Commission to improve the Rex Hill Section of the West Side Pacific Highway in Yamhill County by widening and straightening in its present location rather than by reconstructing on another route farther to the north as has been suggested previously. Mr. Butt stated that they were not opposed to the making of improvements to highways in any part of the state, but they think it a useless waste of money to make such improvements by the construction of a new highway on an entirely new location as has been suggested for the Rex Hill Section. He also stated that they will be satisfied with the elimination of the worst curves and the widening of the pavement on those that remain to provide for four lanes of traffic. In reply to the inquiry of Commissioner Spaulding, he stated that the people of Newberg prefer that no change be made in the location of the highway at this point.

I. D. Hunt stated that, with the exception of one or two places, the present highway is now satisfactory; however, if improvements are to be made they should be confined to the present route, which, he stated, has a foundation second to none in the state. He further stated that his motive was selfish because his home is located adjacent to the present

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highway and bus and truck traffic is a convenience to him.

Commissioner W. S. Allan reviewed the history of this unit of highway and assumed the responsibility for the present location. He stated that in his opinion there is nothing wrong with the existing road between Rex and Newberg except that it is not wide enough. Others speaking for the reconstruction of this section of highway in its present location were W. H. Woodworth, President of the First National Bank of Newberg, and R. J. Moore, Newberg.

After further discussion the Chairman informed the delegation that a definite decision on the matter cannot be given until the report of the engineers, who have been ordered to make a study of the situation, has been filed.

State Senator W. E. Burke of Yamhill County, representing the West Side Highway Association, stated that any improvements that the Commission contemplated for this section should include the routing of the highway through the town of Newberg. He added that before definitely deciding the matter of routes, the Commission should make a thorough study of the situation, survey all routes and select the best one that can be secured for the money available. He called attention to the grades of a little less than 8% on the present location and stated that he believed the State of Oregon does not approve the existence of such steep grades on main trunk highways so near the center of population.

J. M. Crawford of Dundee stated that his version of this matter was contained in his letter to the Commission and asked that the letter be read. The Secretary read the letter upon instruction from the Chairman.

Senator William F. Woodward, Portland, was present and asked that someone representing the Commission be authorized to attend a meeting with representatives of Columbia, Clatsop, Tillamook, Washington and Multnomah Counties in the Public Library this evening to discuss the development of these counties along highway, recreational and economic lines. No action taken by the Commission.

Senator Woodward also asked the Commission to give favorable consideration to his previous requests that footpaths be constructed along state highway rights of way for the benefit and protection of school children and other pedestrians. The Chairman informed Mr. Woodward that this matter was having the careful attention of the Commission but since it is a statewide proposition and will require the expenditure of a large sum of money, a policy in the matter cannot be established at this meeting.

Donald J. Ryan, County Clerk of Clackamas County, presented to the Commission two petitions containing the names of 164 taxpayers of Clackamas County protesting the proposed plan of the Commission to increase the width of the right of way of the Pacific Highway to 100 feet in Clackamas County. He stated that these were filed with the County Court and were referred by the Court to the State Highway Commission.

County Judge John S. Siegmund of Marion County also filed with the Commission three petitions protesting the widening of the right of way of the Pacific Highway to 100 feet. He stated that they were unaware that it was the established policy of the Commission to require the counties to furnish the extra right of way for established highways. He further stated that Marion County has paid nearly $5,000,000 into the state highway fund and has received back only a little more than $1,000,000 and it was their thought that the county has done its part and should not be required to furnish the extra right of way that the Commission now asked for this improvement.

Col. W. A. Aird and W. R. Telford of Canby appeared before the Commission in opposition to the rerouting of the Pacific Highway through the town of Canby. They stated that the proposed route will pass in front of the Union High School at Canby and will create a hazard to school children and in addition will ruin about fourteen of Canby's finest residences. They also stated that if this change is made the city will be required to expend a large sum of money for reconstructing its water mains, sewers, etc., which the city is not financially prepared to do at this time. They asked the Commission to maintain the present route through Canby and improve the alignment by eliminating the two sharp curves at the southern city limits and the reverse curve at the northern limits. They stated that they have interrogated the Southern Pacific Company officials concerning the securing of right of way for the elimination of the two curves at the south end of the town and were given to understand that this can be obtained without difficulty. Col. Aird informed the Commission that the people of Canby have no objection to the Commission's plan to change the alignment of this highway north from Canby to New Era Hill but rather favor it.

Chairman Ainsworth stated that no decision has as yet been reached by the Commission regarding the proposed rerouting of this highway through Canby but studies of the situation will be continued.

County Commissioner R. A. Wright of Clackamas County discussed with the Commission the matter of acquiring the right of way for the proposed rerouting of the Pacific Highway between New Era and Canby. He stated that the county has no funds available at present that can be used for this purpose. He was informed by the Chairman that this is a very good unemployment relief project and men can be put to work on it just as soon as arrangements for the right of way have been completed. It was finally agreed that the County will negotiate for the right of way required.

Representatives of the West Side Highway Association consisting of S. M. P. Dolan, Corvallis, Senator W. E. Burke, Newberg, and Judge W. W. Nickell, McMinnville, and Senator Ed F. Bailey, Eugene, representing the Oregon Pacific Highway Association, appeared before the Commission in the interests of the improvement of the West Side Pacific Highway. Judge Nickell presented figures from the department traffic report of August 14, 1931 which, he stated, show that the volume of traffic using the West Side Pacific Highway is practically the same as that using the East Side Pacific

Highway. Senator Burke asked the Commission to give as much consideration to the improvement of the West Side Pacific Highway as it gives to any other highway leading out of Portland and also asked that these improvements be made permanent as to alignment, curvature, grades, etc.

Senator Bailey spoke for the improvement of both East and West Side Pacific Highways and recommended the reconstruction of both on a five year schedule. He stated that they are willing for the Commission to decide the details.

Mr. Dolan thanked the Commission for its attention and asked that an early decision be given.

The Commission adjourned at 12:15 P. M. to reconvene at 2:00 P. M. in Room 570 Multnomah County Courthouse.

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

E. L. Moor, Senator Sam H. Brown and A. E. Zimmerman of Salem appeared before the Commission in opposition to the proposed widening of the Pacific Highway to 100 feet between New Era and Salem. Mr. Moor introduced the speakers. Mr. Moor stated that it was not their purpose to dictate to the Commission, but they ask that wisdom, justice and moderation be used by the Commission in this matter so as to save the taxpayers some money. He advocated the use of pipe instead of open ditches to provide drainage and inquired as to whether or not the securing of a 100 foot wide right of way was a condition precedent to the securing of Federal aid on this improvement.

The Chairman stated that the Commission has no personal interest in asking the counties to secure a 100 foot right of way but it was their judgment that a right of way of this width would best serve the interests of the State. He called attention to the fact that the Federal Government now requests rights of way from 100 feet to 120 feet in width, that the State of Washington now has a law requiring a minimum width of 100 feet for state highways, also in California there is a state law requiring a minimum width of 80 feet for secondary highways and 100 feet for primary highways, although for the past five years they have accepted nothing less than 100 feet wide in that state. He explained that it is the experience and judgment of the engineers of every state in the Union, including the engineers of the United States Government, that rights of way for highways of this class should be not less than 100 feet in width. He also explained that wide rights of way are necessary to provide for proper drainage, space for sidewalks and footpaths and for public utilities, such as pole lines and pipe lines, which are permitted the use of the highways by statute. In reply to the inquiry of the Chairman as to whether or not the judgment of the Government engineers and other qualified engineers throughout the United States should be disregarded in determining the width of Oregon highways, Mr. Moor replied in the negative, stating that the Commission is qualified to pass on that matter.

Senator Brown stated that the widening of this highway to 100 feet will confiscate the homes of the people residing along this highway and that 95% of the farmers whom he represented are against the acquiring of additional land for this improvement since they believe the present right of way wide enough for the construction of a three lane roadway. He condemned the engineers for being lax in considering the rights of the people.

Mr. Zimmerman stated that he had no confidence in the judgment of engineers and that the moving of buildings back from their present location will produce a scenic effect of which people will be ashamed. He thought it foolish to consider future generations in determining the width of right of way because, he stated, people will very likely travel in a much different manner within the next 25 or 30 years. It was his opinion that a 60 foot right of way is sufficient for all time.

Commissioner Spaulding stated that he understood that the people simply want a good three-lane road to Portland and an engineer who can build a thirty foot road on a sixty foot right of way. They will be satisfied to widen the right of way later if this is necessary.

A delegation from Portland consisting of David S. Stearns, representing General Chas. H. Martin, President of the Fourth Street Association, City Commissioner A. L. Barbur, Mayor George L. Baker, Olaf Laurgaard, City Engineer, George W. Buck, County Engineer, and M. B. Meacham, representing the Fulton Park Improvement Club, appeared before the Commission and urged the early designation and construction of the proposed Fourth Street arterial highway entrance into Portland over the abandoned Southern Pacific Railroad right of way.

Mr. Barbur reviewed the history of this project and added that the construction of this route will provide a safe main traffic highway into Portland from the south which is not now available, the existing routes being restricted and dangerous. He referred to the proposed four-party agreement between the State Highway Commission, the City of Portland, Multnomah County and the Civic Emergency Committee and urged that this be signed by the Commission if satisfactory, otherwise they will be glad to consider any changes that the Commission thinks necessary to effect a compromise. The Chairman stated that if the State undertakes an obligation to pave this section of highway in Multnomah County it would appear that the City and the County should furnish a roadbed to put the pavement on. He also stated that it appeared to him that the difference of opinion hinges on the construction of the bridges over the gulches, which the Attorney advises cannot be done legally by the State. If this difference is eliminated, he thought an agreement can be reached within a short time.

Mayor Baker complimented the Commission for its plans to improve the main arterial highway entrances into Portland and endorsed its general policy to require rights of way at least 100 feet in width for major improvements, such as the widening of the Pacific Highway, so that these will conform to those of the adjoining states. He pleaded with the

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Commission for the construction of the Fourth Street project from the standpoint of providing work for the unemployed, of whom he stated there are 18,000 heads of families in Portland who are in need of this work. He urged the Commission to cooperate with the City and the County in the construction of this proposed highway and suggested that a meeting be held to iron out any differences of opinion that may exist.

David Stearns, land appraiser of Portland, spoke on the cost of securing the required right of way for this improvement and submitted maps showing several suggested plans.

Representatives of the following organizations were also present in the interests of the Fourth Street project: Ryan Place Community Club, Multnomah Booster Club, Capital Hill Community Club, Fulton Park Improvement Club, Downtown Association, Uptown Portland Association, Inc.

Morton Tompkins of Dayton, Oregon, asked that he be granted a hearing before the Commission when it was convenient. He was invited to appear at the next regular meeting. The Secretary was instructed to advise him of the date of the next meeting when this was set.

Ernest F. Johnson, County Commissioner, and J. D. Walker, County Engineer of Wallowa County, appeared before the Commission with a request for an advance of Wallowa County's share of the 1932 secondary state highway funds so that work on the Little Sheep Creek secondary state highway may be continued this winter. They stated that work is now under way on this road but they do not have funds available to meet their payrolls for the balance of the winter. They estimated their requirements at about $4,000 per month starting January 1, 1932. The Chairman stated that the Commission had assured the County Courts of Umatilla and Clackamas Counties that their shares of the 1932 secondary highway funds will be paid them before July 1, 1932, and that the same assurance is given Wallowa County. The Engineer informed the Commission that several other counties have already asked for advances on the 1932 secondary highway funds and others expect to later, and it was his thought that provision will have to be made for additional funds to meet the anticipated demand. After further discussion the matter was referred to the Attorney.

The Attorney presented a letter from the Nyssa Commercial Club of Nyssa, Oregon, in which the Commission was requested to assume the balance of the city's obligation in connection with the construction of the bridge over the Snake River at that place. It was stated that the city's share of this improvement was $11,000 of which $8,000 has been paid leaving a balance of $3,000.00. The city had funds on deposit in a bank to pay off this obligation but the bank failed and the city is now without funds for this purpose. In view of the fact that the bridge is at the end of a state highway and connects with Idaho, they ask the State to assume this payment. After due consideration, the Commission by unanimous action agreed to assume this debt of $3,000.

County Judge David F. Graham of Malheur County was present and urged the Commission to arrange for the immediate construction of the Peach-Juntura Section of the Central Oregon Highway in Malheur County, 9 miles in length. After due deliberation it was unanimously agreed by the Commission to complete this section at once. The Engineer was instructed by the Commission to call for bids at the next meeting for the grading of the entire section and for the construction of the necessary bridges.

Clyde Harsin of Enterprise appeared before the Commission with a request that the high line road between Enterprise and Imnaha be placed on the secondary state highway system and that early construction be undertaken. He gave a detailed description of the character of the country served by this road and the condition of the present road. It was explained to Mr. Harsin that requests for secondary state highways should be presented to the Commission by the County Courts who should first approve them.

The Commission authorized the Engineer to call for bids at the next general meeting for the construction of the following projects:

Oregon Coast Highway, Lincoln County, Otis-Siletz River Section, 11.7 miles surfacing;

Salmon River Highway, Polk County, Grand Ronde-Valley Junction Section, 1.5 miles surfacing.

The Engineer reported that he had received a letter from the Director of Highways of the State of Washington, stating that it was agreeable with them to release Jacobsen-Jensen Company from their obligation in connection with the contract awarded them by the State Highway Commission on November 12, 1931 for the making of certain improvements to the Interstate Bridge between Portland and Vancouver, and to return their bid deposit. Upon receipt of this information the Commission authorized the Engineer to release the contractor's bid deposit and readvertise the project for bids to be received at the next meeting.

The Commission authorized the Engineer to proceed with the preparation of plans for the following projects:

Umpqua Highway, Douglas County, Scottsburg-Paradise Creek Section, 11.3 miles surfacing;
Paradise Creek-Elkton Section, 8.2 miles grading.

The Engineer was also authorized to prepare plans for the following projects and was instructed to confer with W. H. Lynch, District Engineer of the Bureau of Public Roads regarding the details:

Columbia River Highway, Umatilla County, Sand Station-Washington State Line Section, 9.0 miles grading and construction of an overhead structure over the O.-W. R. R. & N. Co. tracks.

12/17/31

Consideration was given by the Commission to the surfacing of the Doyle Hill-Nimrod Section of the McKenzie Highway in Lane County, 14.2 miles in length, but action was deferred until it is known how much money will be available for highway work during 1932.

The Commission approved the Engineer's design for a sign "Wreck Ahead" to be used by tow cars engaged in removing wrecks or salvaging operations on public highways. The Engineer explained that the state law required such approval by the State Highway Commission.

The Secretary presented letters from Umpqua Post No. 16, American Legion, Roseburg, and Sutherlin Chamber of Commerce in which the Commission was urged to authorize the painting of white stripes along the center of all paved highways. No action taken by the Commission.

A letter was presented from the Rogue River Bridge Dedication Committee advising that Saturday, May 28, 1932, has been tentatively set as the date for the Rogue River bridge dedication and inquiring as to whether or not this date is satisfactory to the Commission which is asked to cooperate. There being no objection, the tentative date for this celebration was approved by the Commission and the Secretary was instructed to so advise the committee.

A letter was presented from Odom & Frazier, contractors, to whom the Commission awarded the contract for the construction of two bridges over Elk Creek on the Umpqua Highway in Douglas County, contract No. 1273, in which they requested that they be granted an extension of time to January 1, 1932 to complete this contract. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

The Secretary presented a telegram from County Judge Chas. E. Baird of Baker County in which the Commission is asked to provide additional work near Baker and Huntington to take care of the unemployed in those places. Matter referred to the Engineer by the Commission.

Upon the recommendation of the Attorney, the Commission approved the claim of Charity R. Cox of Tigardville for additional compensation in the sum of $200 for right of way purchased from her for widening the Multnomah County Line-Middleton Section of the West Side Pacific Highway in Washington County. The Attorney presented the report of the right of way buyer, Chas. Rose, concerning this matter in which he states that Mrs. Cox was unaware at the time of giving the option to sell this property that an embankment would be constructed upon it and she refused to accept the original purchase price of $4,000 agreed upon. He also reported that Mrs. Cox will now accept the original amount provided the Commission will allow her the additional sum of $200 for damages incurred to her property by reason of the construction of the embankment and in addition thereto will do a small amount of grading work to improve the appearance of the premises. It was Mr. Rose's recommendation that this offer be accepted by the Commission.

Consideration was given by the Commission to the resolution of the Harney County Court presented by Julian Byrd of Burns at the meeting held December 3, 1931 in which the Commission was requested to designate as secondary state highways several Harney County Market Roads in addition to those previously designated as such by the Commission. The Market Road Engineer stated that the total length of the roads listed in this resolution was 255 miles and it will be impossible to grade and maintain so great a mileage with the county's share of the secondary state highway fund, amounting to $12,963, even should this fund be augmented by market road money. He recommended that the Commission designate the following roads only as additions to the secondary state highway system of Harney County:

Burns-Frenchglen Road	63.0 miles
Crane-Buena Vista Road	41.0 "

Upon motion of Commissioner Hanley, the Commission accepted the recommendation of the Market Road Engineer and designated as secondary state highways the two roads mentioned by him, subject to confirmation by the Harney County Court.

The matter of acquiring right of way for the construction of the Wallula Cut-off Section of the Columbia River Highway in Umatilla County was discussed by the Commission. After due consideration Commissioner Hanley offered the following resolution with respect thereto which was, on motion, duly and regularly adopted by the Commission:

WHEREAS, the state highway commission is by law authorized and directed to lay out, locate, designate, construct, improve and maintain a system of state highways in the State of Oregon, and

WHEREAS, in the permanent location, improvement, construction and maintenance of said highways, and particularly that portion of State Highway No. 2 in Umatilla 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, towit:

Parcel 1.

All that part of the south ½ of Sec. 7, Twp. 5 North, Range 30 East, of the W. M., Umatilla County, included within a strip of land described as follows:

Beginning at a point on the south line of Sec. 7, Twp. 5 North, Range 30 East, W. M., which point is engineer's station 573+48.5 of the Columbia River Highway survey, said point

being 845.1 feet east of the S W corner of Sec. 7, Twp. 5 North, Range 30 East, W. M.; thence east along the south line of Sec. 7, Twp. 5 North, Range 30 East, W. M., a distance of 117.5 feet to a point, which is 50 feet distant southerly from, (when measured at right angles to) the center line of said highway; thence along a line parallel to the center line of said highway as follows, North 64° 49' East a distance of 802.1 feet; thence on a 5780.0 radius curve left (the long chord of which bears North 61° 54' East) a distance of 588.4 feet; thence North 58° 59' East a distance of 3665.0 feet (more or less) to a point on the east line of Sec. 7, Twp. 5 North, Range 30 East, W. M.; thence north along said east line a distance of 58.3 feet to a point on the center line of said highway, said point being engineer's station 625+35.3 of said highway survey; thence north along said east line a distance of 88.1 feet (more or less) to the point of intersection with the southerly right of way line of the Oregon-Washington Railroad and Navigation Company; thence along said railroad right of way line as follows, South 61° 52' West a distance of 83.6 feet; thence on a 1532.5 radius curve right (the long chord of which bears South 68° 40' West) a distance of 363.7 feet; thence South 75° 28' West a distance of 148.4 feet (more or less) to the point of intersection with the easterly line of road, which crosses railroad, at approximately station 707+85 of said railroad; thence South 31° 01' East a distance of 131.7 feet (more or less) to a point which is 50 feet distant, northerly from, (when measured at right angles to) the center line of said highway, said point being opposite engineer's station 619+94 of said highway survey; thence South 58° 59' West along a line parallel to said highway center line a distance of 3153.8 feet; thence on a 5680.0 radius curve right (the long chord of which bears South 60° 13' West) a distance of 244.5 feet (more or less) to a point of intersection with the southerly right of way line of the Oregon-Washington Railroad and Navigation Company; thence along said railroad right of way as follows, on a 1196.0 radius curve right (the long chord of which bears South 62° 12' West) a distance of 475.2 feet; thence South 73° 35' West a distance of 73.8 feet (more or less) to a point where railroad right of way line is 50 feet distant, northerly from (when measured at right angles to) the center line of said highway, said point being opposite to engineer's station 580+47.5 of said highway survey; thence South 64° 49' West along a line parallel to the center line of said highway a distance of 805.3 feet to a point on the south line of Sec. 7, Twp. 5 North, Range 30 East, W. M.; thence east along said south line a distance of 117.5 feet to a point of beginning, said parcel of land containing 12.49 acres.

Parcel 2.

All that part of the west ½ of Section 13, Twp. 5 North, Range 29 East, W. M., included within the following description:

Beginning at a point on the section line between sections 13 and 14, which point is engineer's station 504+35 of the Columbia River Highway survey, said point being 1830 feet north (more or less) of the S W corner of Sec. 13, Twp. 5 North, Range 29 East, W. M.; thence north along said section line a distance of 58.3 feet; thence North 59°01' East a distance

of 463.8 feet; thence on a 1382.5 radius curve left (the long chord of which bears North 46° 16½' East) a distance of 614.85 feet; thence North 33° 32' East a distance of 366.9 feet; thence on a 466.6 radius curve left (the long chord of which bears North 6° 20½' East) a distance of 442.9 feet; thence North 69° 09' East a distance of 100.0 feet; thence on a 523.0 radius curve left (the long chord of which bears South 70° 55' East) a distance of 914.0 feet; thence North 59° 01' East a distance of 742.1 feet to a point on the north and south ¼ section line of Sec. 13; thence south along the ¼ section line of Sec. 13 a distance of 116.6 feet; thence South 59° 01' West a distance of 682.1 feet; thence South 30° 59' East a distance of 531.05 feet; thence South 62° 10' West a distance of 128.1 feet; thence on a 1482.5 radius curve right (the long chord of which bears South 73° 20' West) a distance of 577.8 feet; thence South 84° 30' West a distance of 575.6 feet; thence on a 1382.5 radius curve left (the long chord of which bears South 71° 45½' West) a distance of 614.85 feet; thence South 59° 01' West a distance of 523.8 feet to a point on the section line between section 13 and 14; thence north along said section line a distance of 58.3 feet to point of beginning.

The parcel of property to which this description applies, excepting the portion already set aside as right of way for the Cold Springs Highway, contains approximately 23.74 acres.

ALSO

All that portion of the Northeast ¼ of Sec. 13, Twp. 5 North, Range 29 East, W. M., in Umatilla County, included within a strip of land 100 feet in width, being 50 feet on each side of the center line of the Columbia River Highway, as surveyed over and across or adjacent to said property; which center line is located as follows:

Beginning at engineer's center line station 533+00, which station is 3305 feet north and 2456 feet east (more or less) of the S W corner of Sec. 13, Twp. 5 North, Range 29 East, W. M.; thence North 59° 01' East a distance of 1775.3 feet; thence on a 11460 radius curve right (the long chord of which bears North 61° 55' East) a distance of 1160.0 feet; thence North 64° 49' East a distance of 264.7 feet to engineer's station 565+00 which station is approximately 375 feet south and 76 feet east of the Northeast corner of Sec. 13, Twp. 5 North, Range 29 East, W.M.

The parcel of property to which this description applies contains approximately 6.29 acres.

Parcel 3.

All that part of Lots 1, 2 and 3 and the Southeast ¼ of the NW¼ and the NE¼ of the Northeast ¼ of Sec. 35, Twp. 6 North, Range 30 East, W. M., and the Southeast ¼ or Lot 1 of Sec. 26, Twp. 6 North, Range 30 East, W. M., Umatilla County, which lies between a line which is 50 feet distant southerly from, (when measured at right angles to) and parallel with the center line of the Columbia River Highway as located over and

across or adjacent to said property, and the southerly right of way line of the Oregon-Washington Railroad and Navigation Company for a distance extending from the west line of Sec. 35, Twp. 6 North, Range 30 East, W.M., to the east line of Sec. 26, Twp. 6 North, Range 30 East, W. M., said parcel of land being more particularly described as follows:

Beginning at the intersection of the southerly right of way line of the Oregon-Washington Railroad and Navigation Company with the west line of Sec. 35, Twp. 6 North, Range 30 East, W. M., which point is 25.0 feet south of engineer's station 819+21.9 of said highway survey, said point being 2860.4 feet north of the S W corner of Sec. 35, Twp. 6 North, Range 30 East, W. M.; thence south along said section line a distance of 30.4 feet to a point 50 feet distant, southerly from (when measured at right angles to) the center line of said highway; thence parallel to said highway center line as follows, North 64° 28' East a distance of 285.4 feet; thence on a 11410 radius curve right (the long chord of which bears North 65° 02' East) a distance of 225.1 feet; thence North 65° 36' East a distance of 3071.9 feet; thence on a 5780.0 radius curve left (the long chord of which bears North 59° 49½' East) a distance of 1165.0 feet; thence North 54° 03' East along said highway right of way line a distance of 1234.1 feet (more or less) to a point on the east line of Sec. 26, Twp. 6 North, Range 30 East. W. M.; thence north along said east line a distance of 61.8 feet to a point on the center line of said highway, which point is engineer's station 879+07.6 of said highway survey; thence north along said east line a distance of 4.9 feet (more or less) to a point on the southerly right of way line of the Oregon-Washington Railroad and Navigation Company; thence along said railroad right of way as follows, South 53° 24' West a distance of 1700.9 feet; thence on a 2010.0 radius curve right (the long chord of which bears South 59° 30' West) a distance of 428.0 feet; thence South 65° 36' West a distance of 3876.7 feet (more or less) to point of beginning on the west line of Sec. 35, Twp. 6 North, Range 30 East, W. M., containing approximately 3.55 acres.

Parcel 4.

All that part of Lots 1, 2 and 3 of Sec. 34, Twp. 6 North, Range 30 East, W. M., Umatilla County, which lies between a line which is 50 feet distant, southerly from, measured at right angles to, and parallel with the center line of the Columbia River Highway as located over and across or adjacent to said property, and the southerly right of way line of the Oregon-Washington Railroad and Navigation Company for a distance extending from the point of intersection of the said right of way lines to the east line of Sec. 34, Twp. 6 North, Range 30 East, W. M., said parcel of land being more particularly described as follows:

Beginning at a point on the southerly right of way line of the Oregon-Washington Railroad and Navigation Company, which point is 50 feet distant, southerly from, (when measured at right angles to) the center line of said highway survey, at station 780+03.4, said point being 1139.8 feet north and 3504.7 feet west (more or less) of the S E corner of Sec. 34, Twp. 6 North, Range 30 East, W. M.; thence parallel to said highway center

line as follows; on a 5680.0 radius curve right (the long chord of which bears North 62° 28' East) a distance of 397.3 feet; thence North 64° 28' East a distance of 3493.7 feet to a point on the east line of Sec. 34, Twp. 6 North, Range 30 East, W. M.; thence north along said east line a distance of 30.4 feet (more or less) to a point on the southerly right of way line of the Oregon-Washington Railroad and Navigation Company, which point is 25.0 feet south of highway engineer's station 819+21.9 of said highway survey, thence along said railroad right of way as follows, South 65° 36' West a distance of 2927.9 feet; thence on a 1810.0 radius curve left (the long chord of which bears South 61°37' West) a distance of 252.8 feet; thence South 57° 36' West a distance of 700+ feet to point of beginning.

This parcel of land contains approximately 4.81 acres.

Parcel 5.

All that part of the North ½ of the Southwest ¼ and Lots 2, 3, 4 and 5 of Sec. 4, Twp. 5 North, Range 30 East, W. M., Umatilla County, which lies between a line which is 50 feet distant, southerly from, (when measured at right angles to) and parallel with the center line of the Columbia River Highway as located over and across or adjacent to said property, and the southerly right of way line of the Oregon-Washington Railroad and Navigation Company for a distance extending from the west line of Sec. 4, Twp. 5 North, Range 30 East, W. M., to the east line of Lot 2 of Sec. 4, Twp. 5 North, Range 30 East, W. M., said parcel of land being more particularly described as follows:

Beginning at a point on the west line of Sec. 4, Twp. 5 North, Range 30 East, W. M., which point is engineer's station 692+86 of said highway survey, said point being a distance of approximately 1369 feet north of the S W corner of Sec. 4, Twp. 5 North, Range 30 East, W. M.; thence south along the west line of Sec. 4, Twp. 5 North, Range 30 East, W. M., a distance of 63.3 feet, to a point which is 50 feet southerly from, (when measured at right angles to) the center line of the Columbia River Highway; thence North 52° 13' East parallel to said highway center line a distance of 5081.3 feet (more or less) to a point on the east line of Lot 2 of Sec. 4, Twp. 5 North, Range 30 East, W. M.; thence north along said east line a distance of 63.3 feet to a point on the center line of said highway, said point being engineer's station 743+67.3 of said highway survey; thence north along said east line a distance of 49.5 feet (more or less) to a point on the southerly right of way line of the Oregon-Washington Railroad and Navigation Company; thence along said railroad right of way line as follows, South 56° 58' West a distance of 1053.9 feet; thence on a 2765.0 radius curve left (the long chord of which bears South 55° 40' West) a distance of 125.6 feet; thence west along the south line of Lot 2 of Sec. 4, Twp. 5 North, Range 30 East, W. M. (the said line being the aforesaid railroad right of way line) a distance of 84.4 feet; thence on a 2815.0 radius curve left (the long chord of which bears South 52° 15' West) a distance of 70.3 feet; thence South 51° 32' West a distance of 2372.4 feet; thence on a 5780.0 radius

curve right (the long chord of which bears South 53° 14½' West) a distance of 346 feet; thence South 54° 57' West a distance of 756.1 feet; thence on a 1382.5 radius curve left (the long chord of which bears South 51° 20½' West) a distance of 174.3 feet to a point on the west line of Sec. 4, Twp. 5 North, Range 30 East, W. M.; thence south along said west line a distance of 249.1 feet (more or less) to point of beginning, containing approximately 24.66 acres.

Parcel 6.

All that part of Lots 1 and 2 of Sec. 25, Twp. 6 North, Range 30 East, W. M., and Lot 1 of Sec. 24, Twp. 6 North, Range 30 East, W. M., and Lots 1, 2, 3, 4 and 5 of Sec. 19, Twp. 6 North, Range 31 East, W. M., included within a strip of land 100 feet in width lying along, adjacent to, and parallel with the southerly right of way line of the Oregon-Washington Railroad and Navigation Company, and extending from the south line of Lot 2 of Sec. 25, Twp. 6 North, Range 30 East, W. M., to the east line of Lot 1 of Sec. 19, Twp. 6 North, Range 31 East, W. M., said strip of land also being described as being 50 feet on each side of the center line of the Columbia River Highway as located over and across or adjacent to said property, which center line is located as follows:

Beginning at engineer's center line station 928+00, which station is 1437 feet south and 1831 feet (more or less) west of the section corner common to Sections 24, 25, 19 and 30, Twp. 6 North, Range 30 and 31 East, W. M.; thence North 34° 28' East a distance of 7787.5 feet to engineer's station 1005+87.5 which station is approximately 4964 feet north and 2576 feet east of the section corner common to Sections 24, 25, 19 and 30, Twp. 6 North, Range 30 and 31 East, W. M.

The parcel of property to which this description applies contains approximately 17.42 acres.

Parcel 7.

A parcel of land lying in Section 33, T. 6 N. R. 30 E. W. M., Umatilla County, Oregon; the said parcel being all that portion of said section 33 which lies southeast of the O.-W. R. R. & N. company's right of way and more particularly described as follows:

Beginning at the southeast corner of said Section 33; thence north along the east line of said section 33 a distance of 34.8 feet to the southeasterly right of way line of the O.-W. R. R. & N. Co.; thence S. 62 deg. 50' W. along said right of way line a distance of 76.0 feet to the south line of said section 33; thence east along said section line a distance of 67.6 feet to the point of beginning; containing 0.027 acres, more or less.

Parcel 8.

A parcel of land lying in the NE¼ of the SE¼ of Section 5, T. 5 N. R. 30 E. W. M., Umatilla County, Oregon; the said parcel being all that

portion of the said N. E. ¼ of the S. E. ¼ which lies southeast of the O.-W. R. R. & N. Company's right of way and being more particularly described as follows:

Beginning at the Southeast corner of the NE¼ of the SE¼ of said section 5, which point is 1320 feet north of the S. E. corner of said section; thence north along the east line of said section a distance of 298.1 feet to the southeasterly boundary of the O.-W. R. R. & N. Company's right of way; thence along said right of way line on a 1382.6 foot radius curve left, (the long chord of which curve bears S. 42 deg. 44½' west) a distance of 240.9 feet; thence S. 37 deg. 45' W. a distance of 152.0 feet to the south line of the said NE¼ of SE¼; thence east along said south line a distance of 258 feet to the point of beginning; containing 0.94 acres, more or less.

and

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

WHEREAS, under and by virtue of the provisions of Section 44-131, Oregon Code 1930, as amended, Umatilla 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